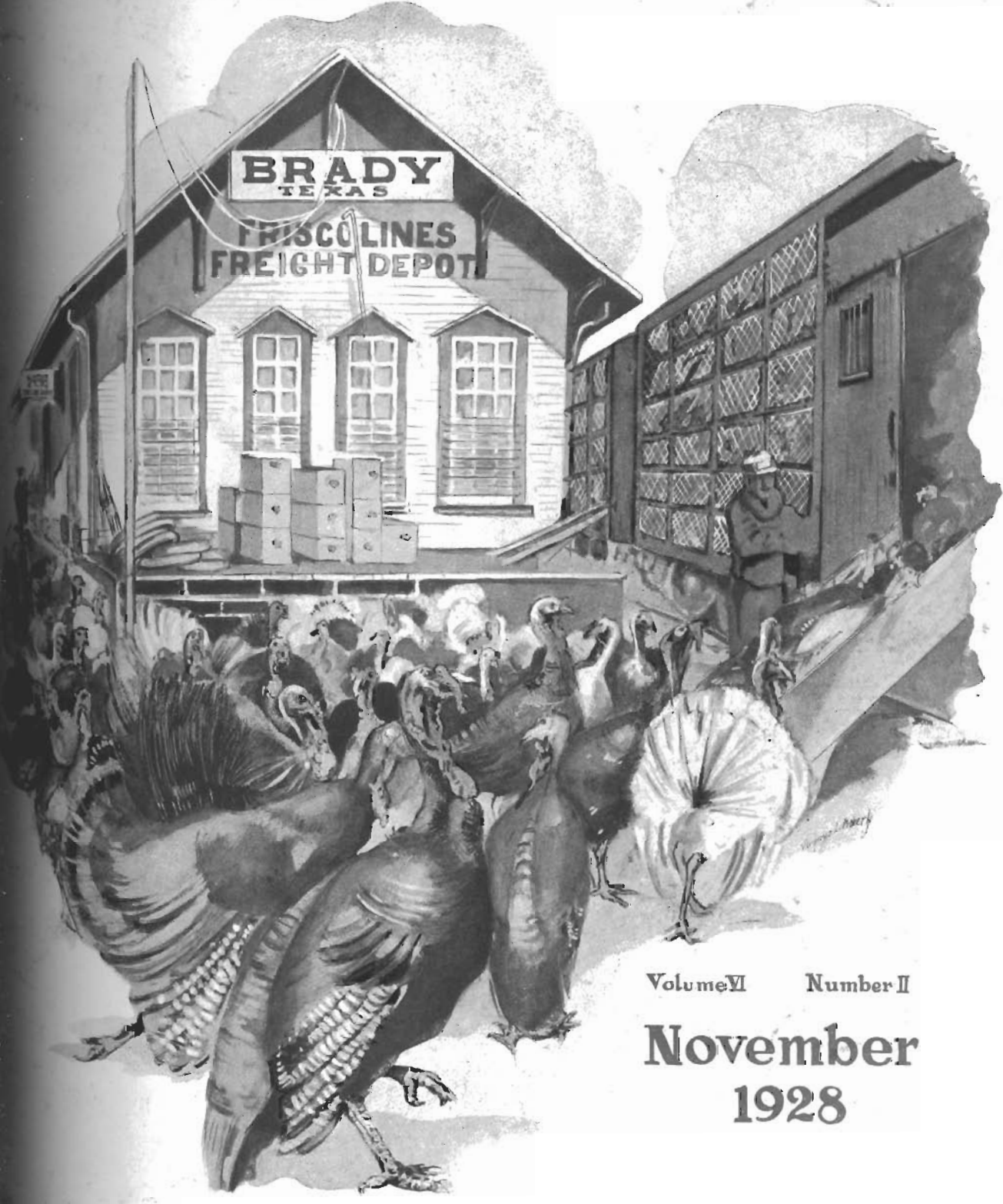


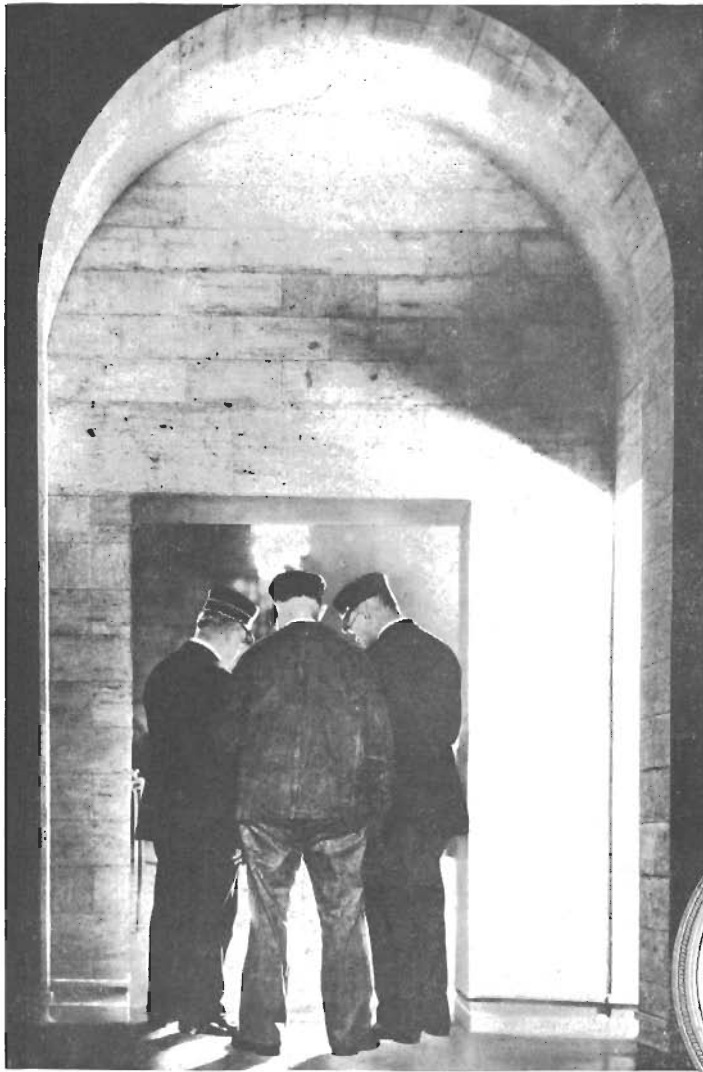
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THE FRISCO EMPLOYEES' MAGAZINE



Volume VI Number II

November
1928

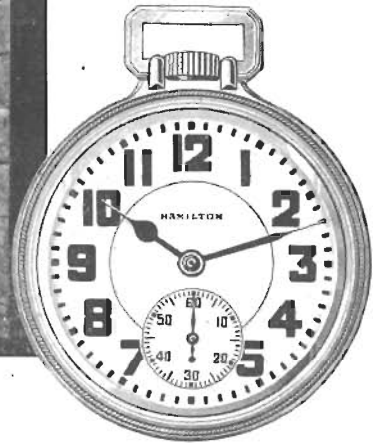


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It is the salvation of the family pocketbook in these days of "going-up" shoe prices.

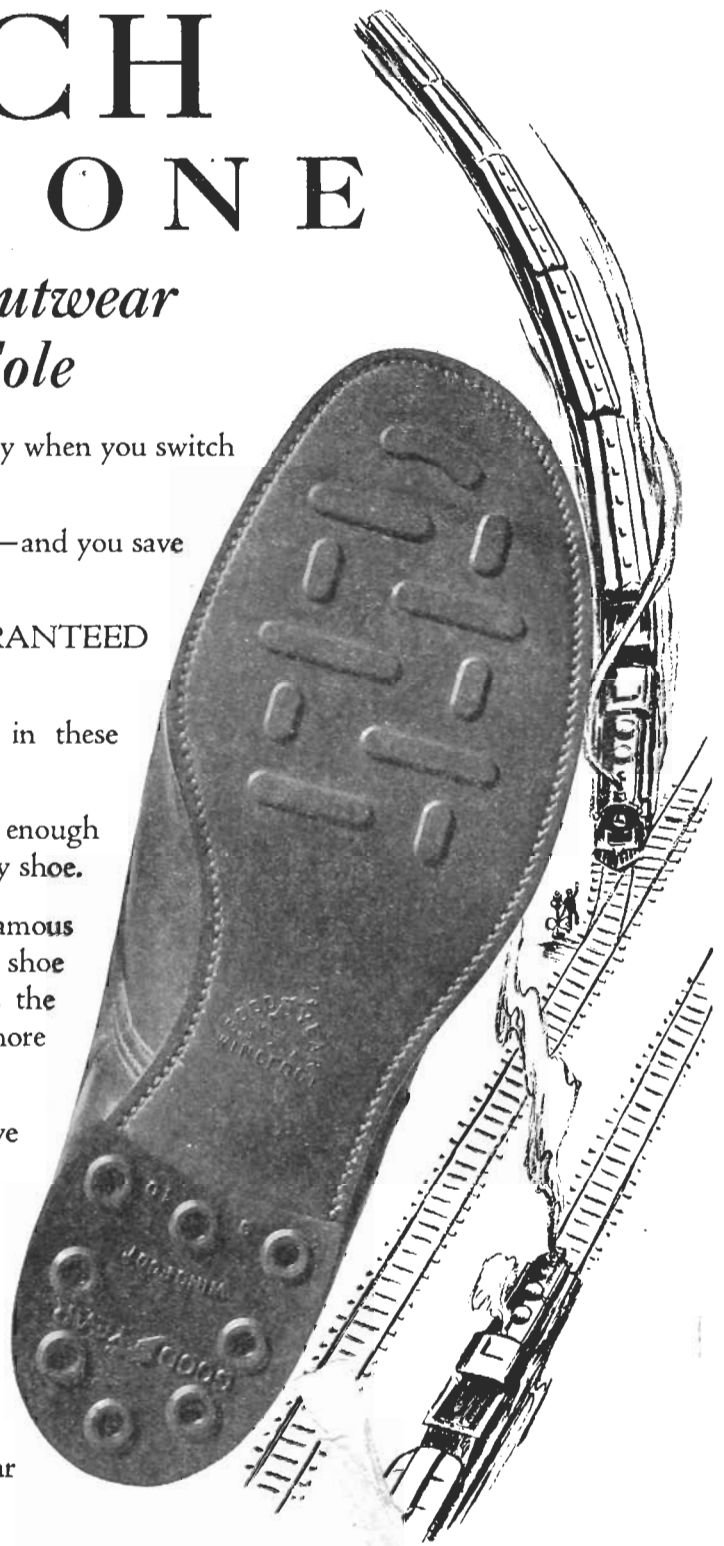
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This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel, which 67% of all shoe dealers say they prefer to any other. It is the high peak in Goodyear's production of more than 30,000,000 pairs of soles.

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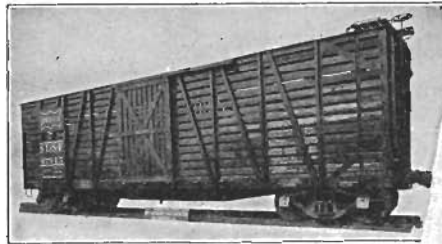
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THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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Vol. VI

NOVEMBER, 1928

No. 2

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THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

MEMBER



The **KELLOGG GROUP**

TRAFFIC DEPARTMENTS MERGE OCT. 15

A DECIDED departure from standardized solicitation activities on American railroads was announced October 16 by Frisco Lines, in the unification of the solicitation efforts of the passenger and freight departments. Effective October 15, all passenger and freight agents were merged into one large traffic department, with jurisdiction over both freight and passenger business.

"This movement is intended to solidify our solicitation efforts into one large department, and obliterates all departmental lines between our freight and passenger units," Mr. J. R. Koontz, vice-president in charge of traffic, said in announcing the move.

"We believe this will materially strengthen our business getting strength, as well as greatly simplify the many ramifications of railroad solicitation work."

The merge of the departments places a St. Louisan, Mr. S. S. Butler, at the head of both freight and passenger departments with the title of general traffic manager. Mr. Butler's former title was general freight traffic manager.

Mr. J. N. Cornatzar of St. Louis, passenger traffic manager and director of development, was made assistant vice-president.

The position of passenger traffic manager was awarded to Mr. John W. Nourse, St. Louis, who has held the position of general passenger agent. That position has been abolished.

The traffic department has divided its on-line solicitation into four large districts, each presided over by a traffic manager.

Mr. George F. Macgregor, Kansas City, Mo., heretofore executive general agent at that point, was promoted to traffic manager of the first district, with jurisdiction over Western Missouri, Kansas, Colorado, Minnesota and Western Iowa. His assistant, Mr. J. R. Coulter, becomes assistant traffic manager.

The second district, comprising Oklahoma and Western Arkansas, is in charge of Mr. J. W. James of Tulsa, formerly executive general agent at that point.

Mr. R. E. Buchanan, now traffic manager at Pensaco-

Freight and Passenger Solicitors Unified in One Department—Many Changes in Titles and Duties



J. N. CORNATZAR



S. S. BUTLER

la, Florida, goes to Memphis, Tenn., as traffic manager of the third district, comprising Frisco's Mississippi Valley territory, including Mobile and New Orleans. His assistant is Mr. P. Matthews, now assistant general passenger agent at Memphis.

The fourth district, comprising all of Alabama and the Southeast, is in charge of Mr. D. F. McDonough, now executive general agent at Memphis. Mr. McDonough's title is traffic manager with headquarters at Birmingham, Ala. His assistant is Mr. J. E. Springer, now division freight agent at Birmingham.

Among the inter-district changes to be made in line with this unification program, General Traffic Manager Butler announced the following:

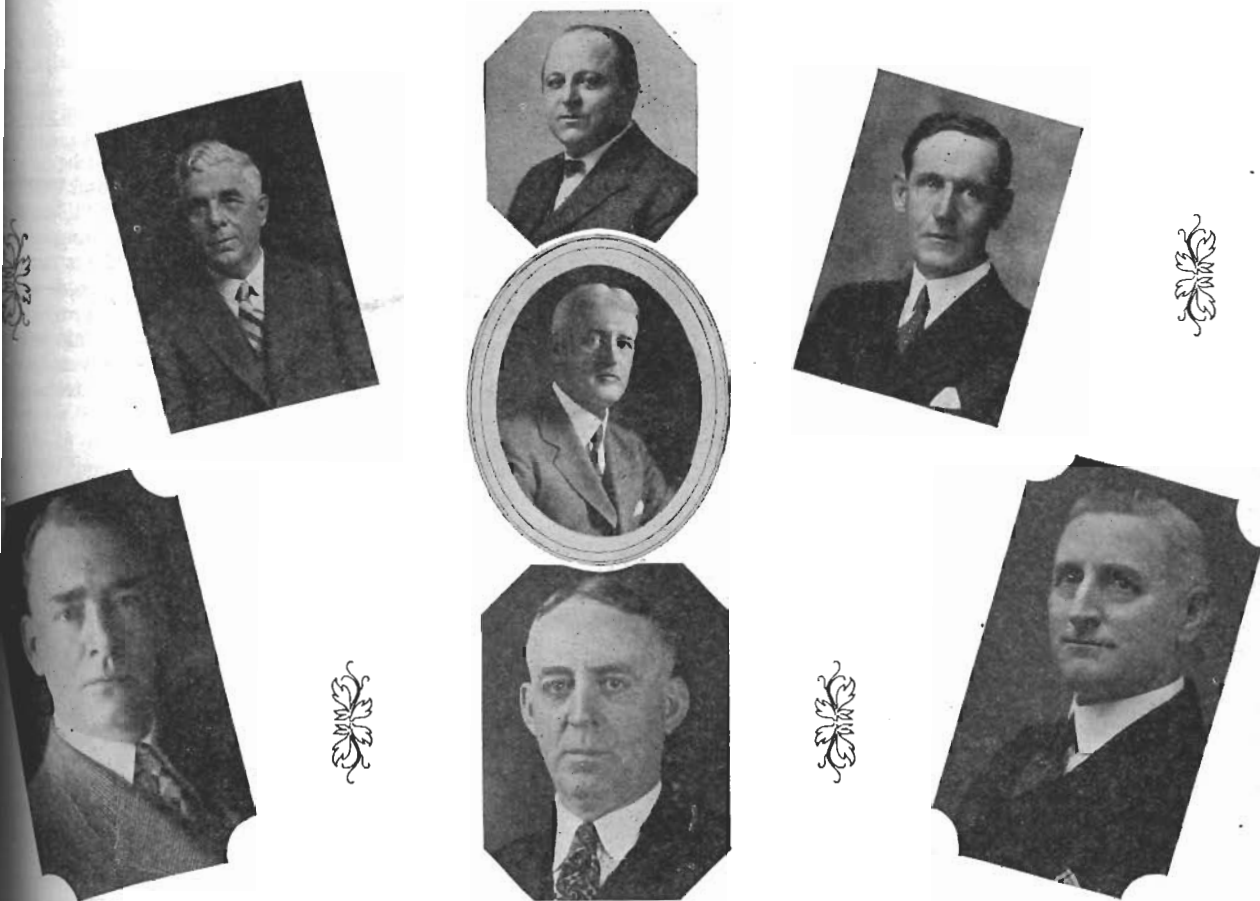
Mr. F. J. Lawler, who has been division freight agent at St. Louis, comes assistant general freight passenger agent, retaining his St. Louis headquarters. Mr. Harrison W. formerly division passenger agent, comes division freight and passenger agent at St. Louis.

Five new on-line general agents were appointed as follows: Mr. M. Forrester, commercial agent at Springfield, becomes general agent at that point. Mr. T. H. Banister, commercial agent at Memphis, becomes general agent there.

Mr. W. H. Crowe, division freight agent at Pensacola, becomes general agent in that city. Mr. H. Reid, who has been commercial agent at Tulsa, comes general agent at that point. Mr. F. R. New, who has been division passenger agent at Joplin, Mo., to Kansas City, Mo., general agent. Mr. Payne, passenger agent at Tulsa, becomes assistant general agent at Tulsa.

Off-line agencies were changed as follows: Mr. B. Morrow, who has been general agent, passenger department, at Atlanta, comes general agent at that point. Mr. C. C. Mosley, division freight agent at Jacksonville, becomes general agent there, and Mr. Chas. burn, general agent at Atlanta, goes to Minneapolis, Minn., with the same title. Mr. H. L. Morrison, who has been commercial agent at

Traffic Officers Who Received Promotion



Top row, left to right: G. F. Macgregor, J. W. James, D. F. McDonough. Center: John W. Nourse, passenger traffic manager. Bottom, left to right: R. E. Buchanan, A. P. Matthews, and J. E. Springer.

Chicago, and Mr. M. D. Riggs, who has been district passenger agent at Chicago, both become assistant general agents in Chicago. Mr. A. S. Owen district passenger agent at New York City, becomes assistant general western agent there. Mr. J. C. Midyette, district passenger agent at Jacksonville, becomes district freight and passenger agent in that city.

Three on-line division freight and passenger agencies were created as

follows: Mr. J. R. McGregor, district passenger agent at Birmingham, becomes division freight and passenger agent in that city. Mr. G. H. Windsor, division freight agent at Poplar Bluff, becomes division freight and passenger agent there and Mr. J. G. Weaver, division freight agent at Ft. Smith, becomes division freight and passenger agent in that city.

As the *Magazine* goes to press, announcement comes from the office of

General Traffic Manager Butler of the retirement on November first of Mr. M. J. Conley, division freight agent at Joplin, because of disability. Mr. Conley will be succeeded by Mr. W. L. Coleman, now commercial agent at Kansas City, Mo. In line with other changes, Mr. Coleman's title at Joplin will be division freight and passenger agent. A complete story of Mr. Conley's forty-one years' service with Frisco Lines will appear in the December issue.

C. T. ARTHUR DIES OCT. 17

C. T. Arthur, who has been associated with the Frisco Hospital at 4960 Ledade Avenue, St. Louis, for twenty-two years, succumbed to an attack of heart trouble on Kingshighway, St. Louis, on his way home at 5:30 p. m., October 17.

Mr. Arthur began his services as a clerk in the offices of the hospital in 1906. He has held the position of

chief clerk for the past twelve years.

A native of Des Moines, Iowa, he went to New York with his parents at an early age. He came to St. Louis forty years ago. According to his two daughters who survive, he had not been ill a day since he settled in St. Louis and walked between the hospital on Laclede and his home at 6021 McPherson Avenue winter and summer, even in the most inclement weather.

Mrs. Lillian Arthur Sum, a married daughter, and Miss Margaret M. Arthur, who has kept house for him since the death of his wife, survive.

Funeral services were held from the Mullen Chapel, 5165 Delmar Avenue, St. Louis, at 3:30 p. m., October 20.

Have you gotten YOUR Passenger?

FRISCO BUILDS PENSACOLA STATION

THE new passenger station, now under construction at Pensacola, Florida, will be a thing of beauty to welcome patrons and employes at the new southern terminus of Frisco Lines.

It is designed in Spanish Mission with rough stucco exterior walls, and has a Mission tile roof, in variegated colors. At the corner of the building there will be a square tower, terminating into a round dome extending above the roof. On either side are the two main entrances constructed of semi-glazed terra cotta product, the base being of polychrome effect with various ornament and decorative features in bright, attractive colors.

There will be a large general waiting room, men's smoking room, waiting room for colored, women's rest room and necessary toilets in conjunction. Exit to trains from these various waiting rooms will be out to a covered concourse on the west side of the building leading to the train shed, which will be approximately 650 feet long and will serve the passenger trains.

The ticket office is so situated as to serve both colored and white waiting rooms and the baggage will be checked at the baggage room on the south end of the building, entrance under the protected concourse.

The train shed and concourse will be paved with concrete and the floors of the various rooms within the building will be of a decorative composi-

New Structure of Spanish Mission Style to Be Completed Shortly

tion flooring and tile.

With the exception of the general waiting room, the interior of all other rooms will be treated with a wall surface of rough brick in a blended buff and grey finish, harmonizing with the decorative color scheme.

The building and surroundings will be electrically lighted.

The facilities will be heated by vacuum return steam system with ample size heating units in each room. The steam supply will be obtained from a new type combination steam boiler with a rubbish burner connection which will obtain heat by the installation of an oil burner, automatically controlled, thereby insuring an even temperature at all times.

This boiler unit will be placed in the baggage room where it will be under the personal supervision of an expert attendant, insuring the comfort of the traveling public.

Ice water facilities will be provided for the waiting rooms, having its source of supply from a refrigerating unit placed in the baggage room.

The baggage room will be approxi-

mately 20 x 50 feet with rail platforms. Access for receipt and delivery being on the east and south sides.

Electric clocks will be placed in the waiting rooms and each room will be provided with handsome heavy marble base settees of a design in keeping with the structure. The facility as a whole will be modern and complete in every respect and the design has been laid out with a view of providing a convenient facility in every respect for patrons of the road.

Don B. Fellows, Frisco florist, will landscape the space laid out with flower beds in colors of pleasing attractive designs.

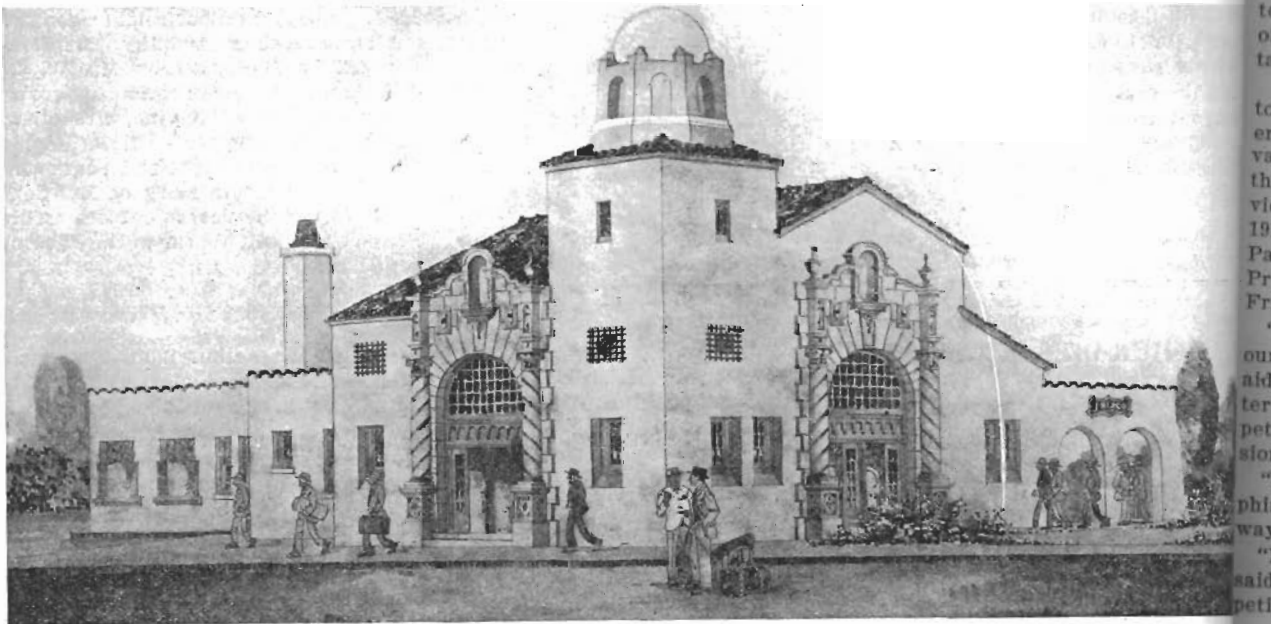
NOW IT'S FRISCO CITY, ALA.

The City Council of Jones Mill, Ala., held an election recently for the purpose of deciding whether the name of the city should be changed to Frisco City, Ala.

The vote was four to one in favor of the change. Frisco officials were then consulted and on October 15 a bulletin from the office of J. J. Nourse, general passenger agent, notified all concerned that the name of Frisco City, Ala., would be placed on station and time cards of the Frisco line.

There are two other stations named in honor of the line, Frisco, Texas, and Frisco Junction, Okla.

Below: Architect's drawing of our new passenger station at Pensacola, Florida



EMPLOYEES REQUEST BUS REGULATION

EVERY employe of Frisco Lines by the time these lines are read, will have seen the petitions addressed "To Our Senators and Representatives in Congress," which are being circulated through the mediums of the 65 Frisco Employes' Clubs, asking Congress for a "just and fair" regulation of bus and truck companies in interstate traffic.

This article is not intended to review the provisions of that document, but rather to tell the story of how this employe effort in behalf of the company, termed by many railway men as "the most remarkable instance of co-operation between company and employes in the annals of American railroading," came about. The petition itself is not printed in this issue, because of space.

To William Marsh, veteran dispatcher for Frisco Lines at Memphis, Tenn., goes the credit for originating the petition. For years Mr. Marsh, in his duties as a dispatcher has watched traffic slowly dwindle on his beloved Southern division. The decrease has been almost imperceptible at times, but dispatchers notice these decreases, and Mr. Marsh was perturbed.

"I have lain awake many nights wondering what could be done about it," Marsh said. "I knew the buses and trucks were taking the difference. I knew our officers were doing everything in their power to combat this new competition, and I knew it was a serious task because a bus or a truck had no regulatory body to tell it how to operate, or to safeguard the users of that particular method of transportation."

Last June Dispatcher Marsh went to Springfield, Mo., to attend the Veterans' Reunion. There he was elevated to the position of president of that famous organization, from the vice-presidency he had held during 1927. During the picnic at Doling Park, Mr. Marsh had a talk with President Kurn, and in that talk the Frisco's president made this remark:

"It would be a very fine thing if our employes could do something to aid the company in bringing the matter of this unregulated bus and competition forcibly before the next session of Congress."

"Bill" Marsh went back to Memphis with the firm resolve to find some way for employes to help.

"I thought about it for days," Marsh said, "and one day the idea of this petition came to me. I drafted and

Frisco Workers Petition Congress for "Just and Fair" Law for Motorized Competition

re-drafted it before I was satisfied. Then I discussed it with several Frisco employes in Memphis and they enthusiastically agreed to help me. We started out after the signatures of em-



WILLIAM MARSH

ployes, and within a few days we had signed 450 of them. Then I was convinced I'd hit upon the right idea."

One September afternoon the writer of these lines was seated in the office of Mr. A. P. Matthews, then assistant general passenger agent, at Memphis, in the Shrine building. "Bill" Marsh came off his trick at 3:30 p. m. and dropped into Matthews' office on his way to the Shrine billiard parlors for his afternoon game. During the course of the ensuing conversation Marsh pulled the well-worn petition from his pocket.

Two days later in St. Louis President Kurn read the petition for the first time and enthusiastically endorsed it.

"Let's follow through with Mr. Marsh's idea and send these petitions to all Frisco clubs," he said. "I hope

every employe of Frisco Lines will sign one. This will be of tremendous help to us in bringing our request for regulation of buses and trucks before Congress this winter."

As fast as the printer could turn them out, the petitions were printed and mailed to the presidents of Frisco Employee Clubs. The presidents were asked to offer all employes within the jurisdiction of their respective clubs a chance to sign the petitions and return them to the central committee chairman in St. Louis not later than November 15. Then the number of signatures will be tabulated, the petitions separated as to states, and groups of petitions forwarded to the proper senators in Washington.

Copies of the petitions will be made for presentation to public service commissions in the states through which Frisco Lines operate.

But the effort to convince Congress of this much needed regulation of buses and trucks did not stop with the petitions to be signed by employes.

Another petition, very similar to the first was drawn up to be signed by "friends and patrons" of Frisco Lines.

Following the first petition within a few days, two box crates of the second "edition," each containing 1,500 petitions, were sent from St. Louis to Mr. F. H. Shaffer, general manager at Springfield. Mr. Shaffer distributed them among division superintendents and each agent on the Frisco got one or more of the petitions, depending upon the size of his town, with the request to secure as many signatures from townspeople as possible.

And so the effort of securing "just and fair" regulation of buses and trucks has been doubled and trebled on Frisco Lines.

A full and complete report of the success of these petitions on the railroad among employes and friends and patrons, will be printed in the December issue of the *Magazine*.

ALFRED BALL WEDS

Miss Billie Keen, daughter of Mr. and Mrs. W. J. Keen, 1534 West Olive Street, Springfield, and Alfred A. Ball, son of Mrs. F. W. Wilmes of Springfield, and secretary to J. M. Kurn, president of Frisco Lines, were married on October 27, in Springfield.

The young couple left immediately for a honeymoon in Havana, Cuba, and expect to return to St. Louis November 12, where they will make their home.

NEWS of the FRISCO CLUBS

Sunnyland Club, Kansas City, Mo.

APPROXIMATELY 250 members of the Frisco Sunnyland Club, of Kansas City, members of their families and friends, attended the dinner-dance held by the club at the Eastgate Masonic temple the night of October 15.

The dinner was served by women of Eastgate Masonic lodge. After the dinner the assemblage went to the dance hall of the temple where a program was presented, as follows: Piano solo, Miss Geraldine O'Brien; song by assemblage; talk, Mrs. John Patterson, in behalf of the Kansas City annual charity drive; song by assemblage; vocal solo, Mrs. Walter Medlock; song by four Frisco girls; song by assemblage. The music for the dancing was furnished by "The Bats," an orchestra composed of six young men of the University of Kansas.

Sunnyland Auxiliary Club

The Auxiliary to the Frisco Sunnyland Club was the guest of Mrs. George Sleightholm at an elaborate luncheon at her country home October 8. The business meeting immediately following the luncheon was cut short to allow time for cards.

The prize for the highest score was won by Mrs. Roy Clark and the second prize went to Mrs. Edmonson.

The goodfellowship card parties given by this auxiliary have become so popular, it was announced, that it is likely the parties will be continued through the winter.

Plans were made for a benefit card party to be held November 9, at 3212 Main Street. Mrs. Sleightholm will conduct the party.

Joplin, Mo.

The Frisco Employees' Club of Joplin, Mo., in business session October 16, set October 26, as the date for a social program.

H. B. Wilson, assistant superintendent of the Northern division, spoke of the purposes of the club and of motor truck competition.

Birmingham, Ala.

The Frisco Employees' Club of Birmingham, Ala., held a dinner-dance September 18, in the ballroom of the Axis Club. The attendance was more than 125 employes and members of their families. Several shippers also were present.

The principal speaker was Judge H.

M. Ambercrombie, a prominent attorney of Birmingham. Short talks were made by G. B. Perkins, auditor; G. D. Eddy, valuation engineer, and J. W. "Uncle Bill" Morrill, accident prevention agent, all of St. Louis and all with the Frisco. J. E. Springer, assistant traffic manager, known by many Frisco employes as "Jingling Gene," recited a poem he wrote entitled "Bits and Tidbits," which dealt humorously with various employes and visitors at the dinner-dance.

The program included the following: Calling of meeting to order, by C. J. Thompson, acting for M. A. Jennings, president of the club, who was unable to attend; invocation, J. J. Cummins, local agent; singing by the assemblage, led by W. A. Drago, yardmaster, and accompanied on the piano by Mrs. Drago; vocal solo by Miss Evangeline Williams, accompanied on the piano by Charles McGowan, the son of Mrs. Nellie McGowan, secretary to J. W. Skaggs, superintendent of terminals. Mr. Skaggs was toastmaster. Dinner music was furnished by a phonograph loaned by the Broyles Furniture Company. The music for the dancing was furnished by Eddie Greenwell's orchestra.

Hugo, Okla.

Election of V. A. Dufour, trainmaster's clerk, as secretary of the Frisco Employees' Club of Hugo to succeed F. T. Shannahan, who resigned because he could not attend regularly meetings of the club, and talks on traffic solicitation comprised the principal business of the club at its meeting October 9.

Speakers included L. C. Beazley, assistant superintendent of the Southwestern division; Shird Kelton, dispatcher; O. Olson, dispatcher; J. O. Dick, agent; P. Yaw, engineer; Wash Cook, colored section laborer; Mr. Dufore; C. M. Sasser, president of the club; Mr. Shannahan.

Ft. Scott, Kan.

More than 200 persons attended the dance given by the Frisco Employees Club of Fort Scott, Kan., October 3. This was the first dance of the season by the club.

Music for the dancing was by the Frisco broadcasters, directed by Ed. Knox. Eugene Peters sang refrains. Accordion duets were played by Miss Leah Drake and Mrs. A. B. Konantz.

Mrs. Floyd King, formerly Miss Fred Harris, sang several "blues". During intermission sandwiches and coffee were served under the direction of Clarence Wheaton.

Springfield, Mo.

Men's Club and Girls' Club

Approximately 400 persons attended the dance given by the Frisco Men's Club and the Frisco Girls' Club, both of Springfield, Mo., September 26, at Fasnicht Park, Springfield.

Music for the dancing was furnished by the Blue Bird Dance and Singing Orchestra, composed of employees of the Frisco storeroom at Springfield. Vocal numbers were presented by Thomas Bentley, of the Martin Manufacturing Company and Ted Trapp, of Trapp Cafe. The committee which arranged the program was: L. E. Sullivan, T. Soper, O. P. Raney, Helen Yarnall, Helen Murray, Gertrude Crowe and Loretta Henry.

Members of the four teams which members of the Frisco Men's Club and the Frisco Girls' Club, both of Springfield, are grouped for month-long competition in traffic solicitation turned in 590 tips during September securing 126 carloads, 147 less-than-carloads and two permanent orders. The membership of the four teams totals 711.

Standing of the teams for September was: First, Captain A. B. Sherwood; second, Captain W. W. Shafford; third, Captain F. L. DeGard; and fourth, Captain K. T. Walter.

Those turning in tips which resulted in obtaining carloads, and the number of carloads were: A. B. Sherwood, 10; L. G. Lamb, 10; L. D. Anderson, 9; M. Barry, 6; F. H. Masters, 18; Howell, 7; R. D. Gilbert, 10; J. L. Ingersoll, 8; C. W. Gardner, 4; J. W. Berry, 3; R. Patrick, 2; W. W. Shackelford, 1; R. A. Pearson, 1; Miss M. E. Pearson, 1; W. O. Wise, 1.

Those whose tips resulted in obtaining of less-than-carload orders, and the number of these orders obtained from these tips were: A. B. Sherwood, 2; J. W. Kastler, 1; Miss B. Jennings, 36; L. G. Lamb, 1; F. M. Barry, 19; W. A. Warden, 1; W. Burns, 1; R. A. Pearson, 1.

Those whose tips resulted in obtaining of permanent orders, and the number of permanent orders obtained from these tips were: Heins, 1, and W. I. Christopher, 1.

Ft. Worth, Texas

A real, old-fashioned picnic was held by the Frisco Employes Club of Fort Worth, members of their families and friends at Forest Park, Fort Worth, the evening of September 29. The attendance was approximately sixty-five. Club members brought baskets of food, and the club furnished ice cream, soft drinks, weiners and buns.

Among officials attending were: O. H. McCarty, vice-president and general superintendent, Texas Lines; T. E. Bliss, division engineer; G. G. Beckley, claim agent; R. L. Truitt, superintendent, freight loss and damage claims; J. E. Steele, division freight agent; J. A. Aldridge, traveling freight agent; L. C. Wilds, secretary and treasurer of Texas Lines; H. A. Granger, traveling freight agent, and C. D. Howard, general foreman, B. & B.

Three prizes were offered by the club and were won as follows: First, \$5, Mr. Bliss; second, silver salt and pepper shakers, Mr. Beckley, and third, two months dues in the club, Mrs. Bliss. This was the first social gathering of the club since the hot months.

Poplar Bluff, Mo.

Standing room was at a premium at the Criterion Theatre, Poplar Bluff, during the two performances the night of September 21 when the majority of the program was given under the auspices of the Frisco Employes Club of Poplar Bluff. The principal feature of the Frisco offering was the running of two reels depicting the formal opening of Frisco Lines to Pensacola. The film was prepared under the direction of the publicity department of the Frisco. The event at the Criterion was the biggest this theatre had witnessed for many a day.

The Frisco part of the program was: Running of the Frisco film; vocal quartet, "I've Been Working on the Frisco," by Frisco Four; reading, "When the Honeymoon Wanes," Helen Bloodworth; quartet, Executive Meeting of the Grand Lodge of I-Aint-Afraid: Hush! Somebody's Calling My Name" and "Look Away to Heaven," sung by Four Black Crows; quartet, "Land of Mine," Frisco Four with Boy Scouts. The members of the quartet were: Fred Landgraf, August Pehling, Eldon Mills and George Windsor. The accompanist was Mrs. Eldon Mills.

The club cleared about \$100 on the advertising in the program.

St. Louis Terminals

The Frisco Best Service Baseball Team of the Seventh St. (St. Louis) night house played an exhibition game with the Yellow Taxi Cab team of St. Louis at the St. Louis Star's



WHAT A WHALE OF A DIFFERENCE JUST A FEW SENSE MAKE

park in St. Louis, September 23 for the benefit of sufferers in the recent tropical hurricane. The Yellow Taxi Cab team won the game 12-8.

The entire proceeds was turned over to the St. Louis Chapter of the American Red Cross.

Clinton, Mo.

"We Want Your Business, Much or Little," is the slogan of the Frisco Employes' Club of Clinton, Mo., it was announced by A. T. Laney, president, following the meeting of the club held September 23.

Talks were made at this meeting by Mr. Laney, D. B. Ambrose, engineer, and C. O. Claiborne, agent.

Decision was reached to hold the regular meetings of the club the third Sunday of each month at 2:30 in the afternoon at the depot.

Auxiliary, Clinton, Mo.

Officers for the ensuing year elected by the Auxiliary to the Frisco Employes' Club of Clinton, Mo., September 29, as follows: Mrs. Ted Wilson, president; Mrs. Frank Rogers, first vice-president; Mrs. W. H. Johnson, second vice-president; Mrs. L. M. Stone, secretary and treasurer.

A rising vote of thanks was given the officers of the last year. The outgoing officers were: Mrs. C. E. Hunter, president, Mrs. C. A. Rutherford, vice-president, and Mrs. W. S. Graham, secretary.

Entertainment was as follows: Piano solo Miss Chubby Peckinpaugh; reading, Ruth Johnson. A. T. Laney, conductor, president of the Frisco Employes' Club of Clinton, talked regarding rates on freight from Chicago. Another visitor was C. O. Claiborne, agent, secretary of the employes club.

Memphis, Tenn.

Traffic solicitation was discussed in considerable detail by the Greater

Traffic Committee of the Frisco Employes' Club of Memphis at the committee's meeting September 12.

During the meeting it was brought out that business had been obtained by the following employes: Mrs. L. Lenihan, stenographer; Paul Ramsey, team track clerk; T. C. Higginbotham, platform clerk; W. F. Corkery, cashier; W. C. Farris, disposition clerk; T. B. Heflin, check and receiving clerk; J. F. Wright; N. A. Hastings, timekeeper.

Drummond, Okla.

Traffic solicitation was discussed at the business meeting of the Frisco Employes' Club of Drummond, Okla., held September 15 in the office of the agent Tom Cowley, section foreman, president of the club, presided. J. T. Howell, agent is secretary of the club.

Fort Smith, Ark.

The entire meeting of the Greater Traffic Committee of the Frisco Employes' Club of Fort Smith, Ark., held September 11, was devoted to a general discussion of traffic solicitation.

It was suggested that a new supply of stickers for personal checks written by employes be obtained from the publicity department and distributed among the various departments, which was approved. The next meeting of the committee was set for October 9. C. F. Maddy is chairman of the committee.

Neodesha, Kan.

Discussion of several phases of traffic solicitation occupied members of the Frisco Employes' Club of Neodesha, Kan., during the club's meeting October 14. H. M. Cloud, president of the club, presided. The club also held a business meeting the night of September 17. Traffic obtained by members of the club and promised traffic were discussed.

Henryetta, Okla.

More earnest efforts in traffic solicitation on the part of Frisco employes at Henryetta, Okla., were urged by F. A. McClaren, operator, and president of the Frisco Employes' Club of Henryetta, at the meeting of the club held October 9.

H. G. McKinstry, agent urged his hearers to go a step out of the way to satisfy patrons of the Frisco, A. G. Wolfe, yardmaster, spoke regarding switching service. He said he was ready always to do anything possible to assist the balance of the members to give courteous treatment to the public.

Tulsa, Okla., Club and Auxiliary

More than two hundred and fifty persons attended the steak fry and weiner roast held at Sand Springs Park, near Tulsa, the evening of September 18, jointly by the Frisco Employes' Club of Tulsa and the Frisco Ladies' Club of Tulsa.

The event was reported as having been one of the most enjoyable that the clubs have had. Park officials donated the use of riding devices for the kiddies and the dancing pavilion for those who cared to dance.

Considerable enthusiasm is manifested by members of these two clubs in the activities of these two clubs this fall.

St. Louis Girls' Club

The September luncheon of the St. Louis Girls' Club was held at the American Annex September 24 with approximately 175 in attendance.

Professor L. M. Molino, former director of the choral club, and Mrs. Molino were guests of honor, and Mrs. Molino presented two delightful numbers, accompanied by the Professor.

Miss Ruth Hallenberg, former member of the dramatic club gave an interpretative dance, accompanied by Bert Baumgartner, at the piano.

The greater part of the meeting was given over to the announcements of the activities of the fall inter-clubs.

Miss Margaret Byrne, president of choral club detailed plans for the fall and winter activities. Miss Lillian Ritter, president of the bowling club reported forty-eight regular members to the girls' bowling teams and eight substitutes. Miss Lydia Peterson, president of the dramatic club reported that many of the members of the 1928 club had returned. The outline for the fall work covers voice culture, public speaking and extemporaneous work. She also issued an invitation to members of the larger club to join the girls in their dramatic work. October 29 was announced as the next meeting date.

ABOUT OUR FRONT COVER

Contrary to the belief of the average reader of the Frisco Magazine, one of the "toughest" assignments undertaken by the editorial staff each month is the selection of a "cover idea." It must be more than a pretty picture. It must have to do with railroading in general and Frisco Lines in particular. It must laud a branch of the service, or present a new idea in transportation, or preserve in symbolism a great event (such as did the cover on the August issue. When November rolls around, it must have to do with Thanksgiving, December with Christmas, and January with the New Year, resolutions, and so forth. Yet it must, on each occasion be different. And therein lies the well-known "rub."

This month's cover combines symbolism with fact, and altho the artist was allowed some artistic license (such as allowing the turkeys to calmly walk into the car when any poultry man knows it's a hard battle), it is in the main accurate.

The station reproduced is the station at Brady, Texas, and was drawn from a photograph furnished by Mr. G. L. Oliver, traffic manager of Texas Lines especially for this issue of the Magazine. Between sixty-five and a hundred cars of turkeys are loaded on Frisco Lines at Brady each fall for the Thanksgiving and Christmas trade. Most of them are shipped "dressed," but since there is nothing an artist can do with an ordinary barrel of dressed turkeys, the crested fowl were portrayed as being loaded "live." (The agricultural department will kindly excuse this instance of artistic license?)

The main idea behind the cover, is to impress the thousands of persons who will see it, that Brady down in Texas, is the center of the turkey raising industry on Frisco Lines, and that a request to the butcher for a "turkey from Brady, Texas, please" will be greatly appreciated by Frisco employes who are working earnestly for increased traffic.

—W. L. H., Jr.

Springfield Girls' Club

The Springfield Girls' Club, by a unanimous vote, re-elected their present officers for the ensuing year, at a meeting of that club held on October 1.

The club has been engaged in various activities. On October 23, they presented one number to add to the

program of the Metal Crafts and Car Department Employes meeting held at Pipkin Junior High School, October 13, members of the Springfield Girls' Club furnished the entire program at a meeting of the Railway Clerks' Brotherhood at the Kentwood Arms Hotel.

A gym club was formed on October 1, numbering twenty odd girls who meet on Mondays and Thursdays at the Springfield Y. W. C. A. where they are receiving instruction from the gymnasium director.

The two personality classes, formed in the fall of 1927, have again re-organized for the 1928 term. Two classes were formed, the beginners who meet on Wednesdays and the advanced class which meets on Fridays. The two held a joint party on October 23 at the assembly room, Frisco Building.

More than forty members of the large club were entertained at the home of Mr. and Mrs. Don Fellows, South Boulevard, Springfield, on the evening of October 3. Mr. Fellows, the Frisco's florist. Dancing and bridge formed the entertainment part of the program, concluded by a waffle roast.

The monthly luncheons have also been resumed. They were discontinued during the warm weather.

Oklahoma City, Okla.

"One of the best meetings this club has ever had". This was the opinion of members of the Frisco Employes' Club of Oklahoma City, Okla., regarding the social meeting held by the club October 17 at the American Legion Hall. The attendance was including relatives and friends members of the club.

The evening was spent in dancing and playing bridge and bunco. Honors went to Mrs. A. B. Thayer and bunco honors to Mrs. Ray Timmons. Raymond Taylor and Eula Savage won the first prize in the dancing contest.

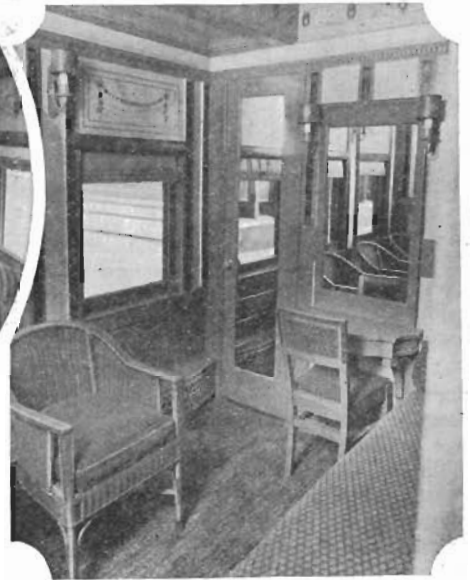
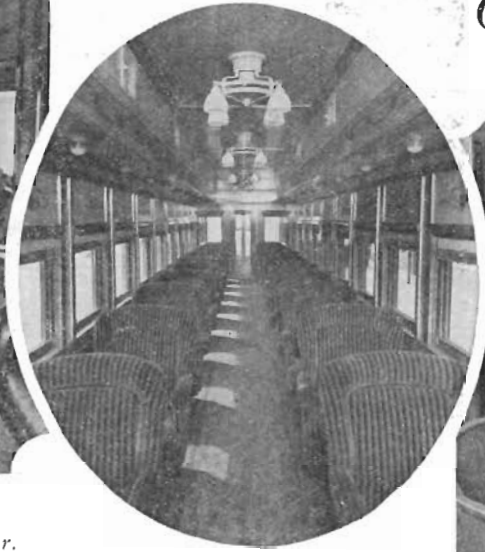
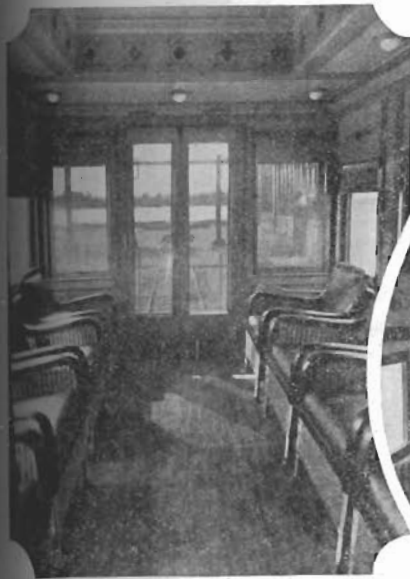
C. J. Stephenson, Springfield, assistant to the general manager in a talk congratulated the club for its work and stressed the point that each employe should take as much interest in the Frisco as if he were a stockholder.

Other out-of-town visitors included J. S. Jowers, Tulsa; Mrs. E. R. Cum, Bristow, Okla., Mrs. Gideon, Bristow; C. T. Mason, Sapulpa, superintendent of the Southern division.

The traffic solicitation honor of the club at the time of this meeting was: J. E. Van Ness, A. P. Swift, W. L. Pipkin, R. S. Blanks, H. Hone, H. A. Van Ness, John Barry, L. Osborne, F. S. Ellis, R. G. Mc

New Sunparlor Lounge Cars

On Nos. 117-118



Left—A view of the sunparlor.
Center—The car looking toward the sunparlor.
Right—A view of the luxurious ladies' lounge.

Another luxury of modern railroad travel became available to patrons of Frisco Lines trains Nos. 117 and 118, from Oklahoma City and Tulsa to Kansas City and return, effective October 18, when new sunparlor lounge cars, fresh from the Frisco's shops at Springfield, Mo., were added to the equipment of the widely-known Oil Fields Special. The new cars embody all ultra-modern rail comforts.

The sunparlor lounge at the rear end of the car, is enclosed and has seats for eight passengers. The only other Frisco trains having the enclosed observation end cars are Nos. 1

and 2, the Texas Special, from St. Louis to San Antonio and return. The sunparlor is decorated in a green-and-gold color scheme, and has wicker chairs with deep leather cushions in bottle green.

A feature of the cars is the women's lounge, at the forward end. This lounge is commodious and enclosed. It contains three full-sized chairs, one dressing chair and a full-length couch. A full-length mirror faces the door to the private toilet and a three-quarter-length mirror is suspended above the dressing table. The compartment is fitted with a revolving overhead fan,

smoking equipment, reading tables and current magazines.

Between the sunparlor lounge and the women's lounge the cars are fitted with parlor car seats for twenty-one passengers. The color scheme is a soft shade of grey-tan.

The new cars were placed on exhibition at Tulsa and Oklahoma City October 12 to 16 inclusive.

More than 1,600 people passed through the cars at Tulsa October 12 and 13, and about 500 persons inspected them at Oklahoma City October 15 and 16. Rain on October 16, reduced the number of persons.

Frisco Passenger Trains 95 Per Cent Time

OF the 4,489 Frisco Lines passenger trains operated during September, 1928, 4,261, or 94.9 per cent, maintained schedule or made

up time, states the monthly report on this subject issued by the office of the general manager, Springfield, Mo. Texas Lines of Frisco Lines scored

100 per cent, the report shows. Of the divisions of the Frisco railway the River division stood in first place for September.

DIVISION	Total Trains Operated		Total Trains Maintained Schedule or Made Up Time				Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Sept. 1928	Sept. 1927	Sept. 1928	Sept. 1928	Sept. 1927	Sept. 1926	Sept. 1928	Sept. 1927	Sept. 1926	Sept. 1928	Sept. 1927	Sept. 1926
River.....	818	892	652	797	883	636	97.4	99.0	97.5	1	2	2
Western.....	180	210	208	174	210	201	96.7	100.0	96.6	2	1	3
Southwestern.....	764	838	840	732	807	776	95.8	96.3	92.4	3	4	5
Northern.....	1020	1290	1290	962	1261	1213	94.3	97.8	94.0	4	3	4
Southern.....	746	810	750	698	770	686	93.7	95.1	91.5	5	5	6
Central.....	240	600	600	222	587	591	92.5	97.8	98.5	6	3	1
Eastern.....	481	630	660	436	584	561	90.6	92.7	85.0	7	6	7
Total.....	4249	5270	5000	4021	5102	4664	94.7	96.8	93.3			
Texas Lines.....	240	240	240	240	229	217	100.0	95.4	90.4			
Total System.....	4489	5510	5240	4261	5331	4881	94.9	96.8	93.1			

DOCTORS MEET OCT. 22-23
Frisco Medicos in 27th Annual
Conclave At Pensacola

TWO hundred members of the Frisco System Medical Association were expected to attend the twenty-seventh annual meeting on October 22-23 at the Frisco's newly opened southern port of Pensacola, Florida. The San Carlos Hotel was to be headquarters during their stay.

Scientific discussions on interesting new discoveries in the medical world, treatments for diseases, etc., were scheduled for the two day session. Discussions on these subjects will be led by doctors from various cities along Frisco Lines. The sessions will be in charge of Dr. C. S. Hoffman, of Columbus, Kan., president of the association.

A banquet will be given on the evening of October 22, and Dr. J. E. Jennings, oculist of St. Louis will deliver the principal address.

During their stay in Pensacola the guests will be given a beach party, and plans are being made for use of the golf links of Pensacola's various clubs. A boat trip in the harbor and gulf has also been arranged.

Dr. Huffman is assisted by the following officers: Drs. W. M. West, Monett; S. N. Mayberry, Enid; Norman G. Gholson, Holly Springs; W. L. Howard, Memphis and E. J. Neathery, Sherman, all vice-presidents, and Dr. Robert Vineyard, St. Louis, secretary-treasurer.

Drs. R. A. Woolsey, St. Louis; R. A. Woodward, Ft. Worth; Ellsworth Smith, St. Louis, and W. B. Hendrix, Memphis, comprise the executive committee.

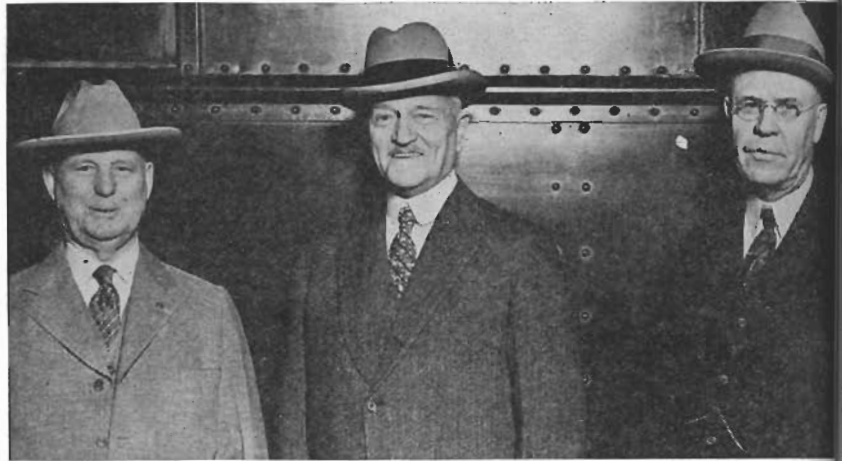
NEW PLANT AT FT. WORTH

The Frisco assisted in the building of the new Fort Worth, Tex., plant of Montgomery Ward & Company, formally opened September 29, by building three long spur tracks into the plant site and placing approximately 3,000 cars of material used for the structure.

The cost of the building was approximately \$2,000,000. The building has eight floors, and is of Spanish design and thoroughly modern in construction. It will house mail order facilities for serving the company's thousands of customers in Texas, will be a distributing point for the newly established chain of stores of the company in Texas and also will house one of the most modern retail stores in that section of Texas. Mr. R. D. Halbower is manager of this store.

The building was begun January 16, and completed about September 1.

General Pershing Is Frisco's Guest



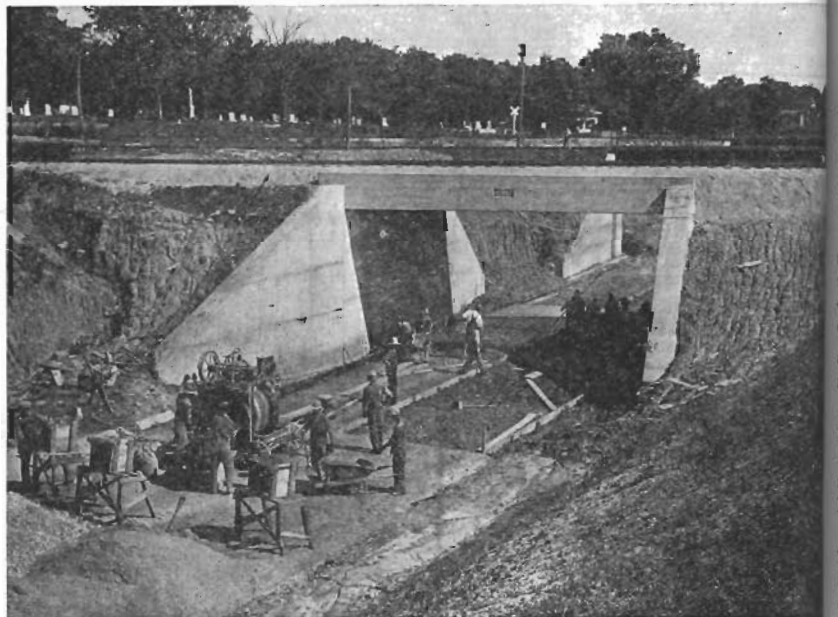
The Frisco's photographer secured the only "smiling" picture of General John Pershing ever known, when the above was snapped in St. Louis, Sept. 28. Jonah is at the left, and Vice-President Hutchison at the right.

GENERAL John J. Pershing was a distinguished patron of Frisco Lines, September 18, when he traveled via the Bluebonnet from St. Louis to Springfield to attend the reunion of the 35th Division in Springfield. He was the guest in the car of Mr. J. E. Hutchison, vice-president in charge of operation. Col. F. G. Jonah, Chief Engineer for Frisco Lines, who served under General Pershing in

France was also a guest on Mr. Hutchison's business car.

Other famous personages who attended the reunion were: Messrs. Dwight F. Davis, Secretary of War; Ben S. Paulen, Governor of Kansas; Sam A. Baker, Governor of Missouri; and generals of the regular army and Missouri and Kansas National Guards, who were connected with the Frisco during the War.

Completing Underpass at Harrisonville, Mo.



Work is nearly completed on the construction of an underpass to take U. S. Highway No. 71 under the Frisco, Missouri-Kansas-Texas and Missouri Pacific tracks at Harrisonville, Mo.

Springfield's Grant Avenue Viaduct Opened



The Grant Avenue viaduct, across the Frisco's tracks on the north side of Springfield, Mo., and near the Frisco passenger station, was opened to traffic the night of September 11, immediately following a dedicatory celebration. The Frisco station is the Spanish mission style building a little to the left of the center of the picture.

This viaduct cost approximately \$290,000. The viaduct is one of three recent municipal improvements at Springfield, the other two, both completed, being the Benton Avenue viaduct, also across the Frisco's south-side tracks and seen in this picture in the center background, and the National Avenue subway, under the Frisco's north-side tracks.

CLAIM MEN MEET OCT. 2-3

On invitation of the Frisco Railroad, the Central Claim Conference, composed of the freight claim, claim prevention and transportation officers of the class "A" railroads in the central territory, held its annual fall meeting in Springfield, Mo., on October 2 and 3 at the Colonial Hotel. Mr. J. B. Hardaway, general claim agent of the Illinois Traction System and chairman of the Central Claim Conference presided.

A docket of approximately seventy-five items, pertaining to freight claim and claim prevention work of general interest to all railroads and carriers, were handled and disposed of on the first day. On the second day, through the courtesy of the local officials of the Frisco Railway and the Springfield Chamber of Commerce, the visiting railroad officials, many of whom were accompanied by their wives, were given a 150 mile automobile and boat trip through the Lake Taneycomo and Shepherd of the Hills region of the Ozarks.

Automobiles were in readiness at seven a. m. and by seven-thirty the twenty cars, carrying the party, were well en-route toward Lake Taneycomo. The caravan proceeded to Powersite at the lower end of the lake where a special boat was in waiting and the party was taken on an eighteen mile ride up the lake to Branson, where a fried chicken and fish dinner was served by the ladies' civic club of Branson.

After dinner the automobile journey was resumed through the most scenic parts of the Ozarks and many places of interest visited.

Little boy, can you tell me why we celebrate Washington's birthday?
Yes'm, cause there aint no school.

FIRST AIR-RAIL PASSENGERS

The Frisco has the distinction of having handled the rail end in the transportation of the first two air-rail passengers ever to pass thru St. Louis on regular schedule. The Robertson Aircraft Corporation, of St. Louis, handled the airplane end with its regular St. Louis-Chicago passenger air service.

The first of these passengers flew from Chicago to St. Louis September 6, was whisked to the Tower Grove station of the Frisco and boarded the Frisco's crack train, The Texas Special, for Dallas, Texas.

The second of the two passengers, before boarding the Frisco's Meteor, at Tulsa, September 20, wired from his hotel there to the Robertson Aircraft Corporation for an airplane reservation to Chicago. On his arrival at St. Louis the morning of September 21 he went to the Lambert-St. Louis airport and boarded the airplane for Chicago.

PENSACOLA LAWYERS APPOINTED

Effective October 1, Messrs. Watson & Pasco & Brown were appointed district attorneys for the Frisco, with headquarters in the American National Bank Building, Pensacola, Fla., and with jurisdiction over the State of Florida and the Alabaman counties of Baldwin, Escambia, Greene, Marengo, Monroe, Pickens and Wilcox, according to an announcement issued by E. T. Miller, St. Louis, vice-president and general solicitor for the Frisco railway.

FIRE DAMAGES BRIDGE Frisco Bridge Used by Other Roads After Memphis Conflagration

THE Harrahan bridge, used as an auto roadway and railway bridge over the Mississippi river, connecting Memphis and southern states with Arkansas and the north and west, was damaged by fire Monday, October 1, and traffic seriously interrupted.

The fire first started close to the Memphis side and a brisk wind drove the flames westward. Cars and pedestrians had to be ferried across, while the Rock Island, Cotton Belt and Missouri Pacific used the famous Memphis bridge of Frisco Lines, paying tolls to the Frisco for this service.

The wooden roadway of the bridge was burned out and wooden cross ties and floorwork on the railway section destroyed, while steel girders and braces were badly warped and twisted by the heat.

It is estimated that it will be at least two months before damage to the bridge has been repaired. To meet the emergency, direct railway service from Hayti and Caruthersville was re-established by Frisco Lines, which helped in a great measure to relieve the situation.

NEW QUARTERS AT PITTSBURG

W. G. Wolfe, general agent at Pittsburg, Kans., declared "Moving Day", and at 4:00 o'clock on September 29, and took up quarters in the new Frisco freight building, located at the corner of Fourth and Locust Streets.

The move was made on Saturday so the force could adjust their files and desks to the new surroundings and be ready for the usual rush of Monday morning.

PREPARING 1929 PASSES

J. W. Small Signs Thousands for Employees and Families

FRISCO employes entitled to annual passes have many times seen the printed line at the bottom of the much desired card which reads: "Valid when countersigned by J. W. Small or W. E. Miller". Then at the lower left-hand corner, the neat signature of J. W. Small, for eight years chief of the Frisco's pass bureau.

J. W. Small is busily engaged in the tremendous task of affixing his sig-



J. W. SMALL

nature many thousands of times to annual passes which go each year to Frisco employes and members of their families, and to officers and families of other railroads.

As this story is written (October 18) Mr. Small has signed many thousands of these annuals. He will complete the lot by December 15 and each of the passes requested will be in the possession of its owner not later than December 25—a nice Christmas present for many.

The Job of a pass clerk, it will be clearly seen, is not an easy one. Not only is there a tremendous amount of work to the job of keeping passes in the hands of those who are entitled to them, but an accurate and complete knowledge of federal and state regulations and restrictions of pass holders is virtually necessary. In addition to his pass work, Mr. Small takes care of important operating contract work for Frisco Lines.

"Justin" Small came to Frisco Lines in 1892, when the Frisco was operating the St. Louis, Kansas City and Colorado Railroad for the account of the Rock Island. He was in charge of car records for that company. In 1913 he was sent to the office of the operating vice-president and following the return of the railroads from government control, he was appointed by President Kurn to his present position.

Frisco Float in Stephenville, Texas, Fair



This beautifully decorated float, advertising Frisco Lines, was placed in the parade at Stephenville, Texas, of the Fall Fair Association meet held there September 20 to 22. The float was decorated and placed in the parade by J. D. Kilgore, agent at that point. His wife and daughter, Mary Merle, assisted him with design.

The Fastest Growing Thing on Frisco Lines

ONE of the most unique agricultural developments along Frisco Lines is practically unknown to the general public. It is hidden away in the far end of a dark and damp cave and in the last two years, fifteen tons of the product have been shipped from Sullivan, Mo., via Frisco Lines, to New York and California, with intermediate markets in St. Louis and Kansas City.

The product is mushrooms, grown in Mushroom Cave in Meramec State Park, a mile and a half from Sullivan, by two of the most expert of all mushroom growers, H. B. Kerruish and his son, L. P. Kerruish.

The father of H. B. Kerruish grew mushrooms in this same cave thirty years ago, and his son followed in his father's footsteps and continued the production, but with little success. Then he went west. Two years ago he returned to Sullivan, and planted new beds in the cave.

Today demand for his mushrooms far exceeds the output.

The term "sprouted up like a mushroom over night," aptly describes the growth of this vegetable. The plants are put into the beds just once, and within six or eight weeks the first crop is picked. They grow very unevenly and fairly pop out of the ground in great bunches. The ones which develop fastest are picked off so that the ones on the lower stems will have a chance to develop.

There are about 8,000 square feet of beds in the cave. Great care is

exercised in the planting, and the dirt is treated to kill insects. In several places near the beds, where there is a slight draft, solid rock fences have been built to deflect the draft. If, after the beds have been "made," a small hole should accidentally be made in one end or side, the entrance of the air ruins the entire bed. Therefore great care is exercised in walking between the rows.

The mushroom beds are 450 feet under the ground. The cave runs back for three quarters of a mile and the temperature is the same throughout, 56 degrees.

L. P. Kerruish, the son, is a graduate of the Rolla School of Mines and served for some time as an engineer, but he has been assisting his father in the mushroom business for the last two years.

The price of mushrooms varies from fifty cents to a dollar and a half a pound, and one month Mr. Kerruish and his son realized \$1700 from their mushroom beds.

As Mushroom Cave is in Meramec State Park, recently acquired by the state, the state has agreed to allow Mr. Kerruish and his son to continue raising mushrooms until the lease expires.

H. A. Beuhler, chief of the geological department of Missouri, is interested in seeing that all caves in Missouri are planted for mushroom growing, and is particularly interested in Mushroom Cave at Sullivan.

SNATCHES CHILD FROM DEATH

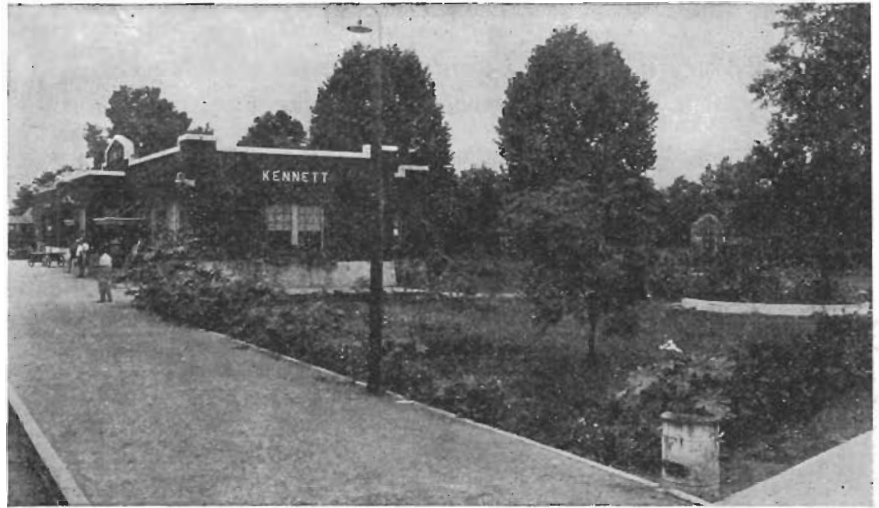
A one-year-old child on a track in front of an approaching string of cars being handled by the Frisco at Memphis, September 17, was snatched from almost certain death by L. E. Moore, Frisco switchman, who, with C. C. Shaw, conductor, was riding the leading box car.

The time was about dusk. The child was discovered by the two trainmen when the car was about three car lengths away. Conductor Shaw began giving signals to the engineer to stop and Switchman Moore jumped to the ground, ran ahead, snatched the child and carried it to one side just before the car passed by.

The child is a son of Mr. and Mrs. James M. Jolly. It had been watched over by other children.

All of the members of the crew of this train, which consisted besides those mentioned of Ed. McMillan, brakeman; Mack W. White, engineer, and S. H. Attison, fireman, have been commended.

Attractive Station Grounds at Kennett, Mo.



Frisco employes at Kennett, Mo., are proud of this garden on the lawn of the Frisco station there. "We are all very proud of our park," said W. W. Millar, agent at Kennett, "and, incidentally, think the citizens of Kennett are equally proud."

FRISCO FLORIST WINS PRIZE

Don B. Fellows, Frisco Florist, won a silver loving cup for the best general floral exhibit among ten Tulsa and Sand Springs exhibitors, at the Tulsa State Fair, September 22-30. In his booth, sixty feet long by ten feet deep, he had on display over seventy varieties of plants. The flowers were grouped around a miniature Frisco locomotive which caused much comment.

The famous Crucifixion Plant which Mr. Fellows found growing in Newburg, Mo., was one of the most interesting to be found in his display.

VIA FRISCO TO DAIRY SHOW

Fifty delegates from the St. Louis Chamber of Commerce traveled via Frisco Lines, October 17, to the National Dairy Show at Memphis, Tenn. They participated in the formal observance of "Missouri Day" at the show, which was held at Memphis in conjunction with the Tri-State Fair.

The party left St. Louis at 11:25 p. m. October 17, and returned the following night. F. W. A. Vesper, of St. Louis headed the delegation which ex-

1928 --- Important Conventions --- 1929

Below is a list of important conventions which will be held during 1928-1929.

The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Nourse, passenger traffic manager, St. Louis, Mo.

1928 CONVENTIONS

American Petroleum Institute.....Chicago, Ill.Dec. 4-6

1929 CONVENTIONS

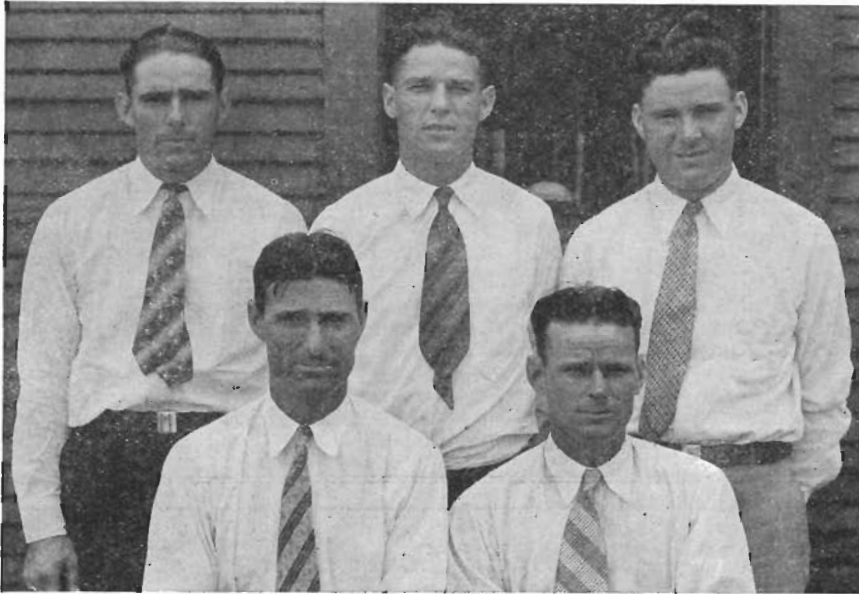
- Nat'l Education Ass'n Dept. of Supts..Cleveland, OhioFeb., 1929
- Daughters American Revolution.....Washington, D. C.....April, 1929
- United Confederate Veterans.....Charlotte, N. C.....April-May
- Mystic Shrine (A. A. O. N. M. S.).....Los Angeles, Calif...May, 1929
- Gen. Assembly, Presbyterian Church....St. Paul, Minn.....May, 1929
- Southern Baptist Convention.....Memphis, Tenn.May, 1929
- American Wholesale Grocery Ass'n....Memphis, Tenn.May 21-23
- General Federation Women's Clubs....Swampscott, Mass....May-June
- National Ass'n Credit Men.....Minneapolis, Minn. ..June, 1929
- Nat. Retail Hdw. Ass'n, Congress.....Oklahoma City, Okla.June, 1929
- Co-operative Club, International.....Milwaukee, Wis.June, 1929
- Lions International.....Louisville, Ky.....June, 1929
- Rotary InternationalDallas, TexasJune 3-7
- U. S. Junior Chamber of Commerce...Flint, Mich.June, 1929
- Master PlumbersBuffalo, N. Y.....June, 1929
- Nat'l. Ass'n. of Real Estate Boards....Boston, Mass.....June 24-29
- Kiwanis InternationalMilwaukee, Wis.June, 1929
- American Institute of Banking.....Tulsa, Okla.June, 1929
- Optimists InternationalTulsa, Okla.June, 1929
- Travelers' Protective Ass'n.....Detroit, Mich.June, 1929
- National Ass'n Retail Grocers.....Portland, Ore.June, 1929
- National Education Association.....Atlanta, Ga.June 29-July 4
- Int. Society of Christian Endeavor.....Kansas City, Mo.....July, 1929
- Grotto (M. O. V. P. E. R.).....Rock Island, Ill.....July, 1929
- B. P. O. E. Grand Lodge.....Los Angeles, Calif...July, 1929
- B. Y. P. U.....Detroit, Mich.July 10-14

Have you gotten YOUR Passenger?

tended a formal welcome to dairy officials to St. Louis, which will be the permanent headquarters of the dairy show beginning with 1929.

Five Brothers in Yale Car Department

The Merrill's Have Twenty-six Years' Service With Frisco—Baseball Their Hobby



The five Merrill brothers, all employed in the Car Department at Yale, Tenn., pictured above are, reading from left to right (seated), H. B. and E. B. Standing, D. L., A. H., and C. C.

THE story of the Merrill brothers is unusual, not in the number of years' service each has had but in the fact that there are five of them, all employed by the same railroad, in the same city, in the same department and in the same shop. That shop is in the car department at the Frisco's Yale, Tenn., terminals.

The birthplace of the five is Cold Water, Miss., just an hour's ride from Yale, Tenn. In 1919 Hiram, one of the brothers, went to Memphis and obtained work with Frisco Lines in the B. & B. department. During the war he was sent to Yale, Tenn., to fire a stationary boiler. Later he went to work in the car department at Yale.

He wrote home of his work and of his pleasant relationships in the Frisco shops and in 1922 Elihue, a brother, came to Yale and secured work in the car department.

Cathey entered the service of the car department at Yale in 1923, Durwood in 1924 and Alfred in 1926. The five served their apprenticeship and are carried on the payroll as first-class heavy steel car repairers, and these five brothers have helped to build some of every order of new cars built in the Yale yards since 1923.

Hiram, who is 32 years of age, rather acted as the spokesman for the

others. He is the only one who is married, and he has two children, both girls, ages 9 and 11.

"We've all been in railroad work long enough to know that we want to stay in it permanently."

"Was your father a railroader?" he was asked.

"No, dad is a farmer. He and mother still live at Cold Water, Miss. We take them home the *Frisco Magazine* and of course they are always interested in anything about the Frisco, because of their five 'connections' with it."

"And your hobbies, individual or collectively?"

"Baseball"—came from all five in unison.

All five brothers play on the Memphis Power and Light Company's team, and have been trying to organize a team among their Frisco buddies.

"We are sure going to have a fine team next year, though," Elihue interrupted. "Now that the roundhouse is out here too and with all the carmen that are employed at Yale there should be a team that could beat any other team around Memphis."

During the noon hour the five brothers play hand ball, keeping in trim for their part on the baseball team on Sundays. They also added that they

FRISCO, AULD LANG SYNE

A bit of Frisco history recently was uncovered in an advertisement printed in a Rogers, Ark., paper, which states that the Frisco Line, through Southwest Missouri, southern Kansas, northern Arkansas and Indian Territory, embracing under one management "OVER 800 MILES" of complete railway system, forms direct through connection for all points in Texas, Colorado, New Mexico, Arizona, California and the far West.

The advertisement further states: "This is positively the shortest, most pleasant and cheapest route to all points, east, northeast and southeast via St. Louis. Through express trains run daily with Pullman palace sleeping cars on night trains."

Another paragraph states: "Transportation is furnished land explorers who purchase land from the company in accordance with land department regulations."

For further particulars the advertisement refers all interested to write or see W. Coffin, land commissioner; T. E. Cassidy, general freight agent; D. Wishart, general passenger agent; or C. W. Rogers, second vice-president and general manager, Terminal Building, St. Louis.

are very fond of fishing and hunting but baseball is the favorite sport.

One of them happened to mention that there were five sisters at home. Their ages range from 15 to 28, and the eldest is married.

At Christmas time, and on the other holidays the entire ten, with the families of the married brother and sister, go to Cold Water for a reunion. The table is lengthened to accommodate the Merrill family, and mother's larder must be replenished when guests have journeyed home.

J. C. Lutz, car foreman at Yale, under whose jurisdiction they were spoke most highly of them. "They are hard workers and good boys," he said, "and I think the fact that five are employed in the same yard and at the same shop is most unusual."

Although the five have worked for the Frisco for a total of 26 years, they have not traveled much. One of them visited in Texas on a recent vacation and a second one went to New Orleans.

But they may be found any day at the car yards at Yale, where the rattat-tat of riveting machines may be heard, and if they continue to do their work as well as they do now, will not be long before the five brothers jointly, will have piled up 26 years of service.

"WATCH OUT FOR INDIANS"

Train Order of 1902 Bore Warning, Engineer Page Avers

"RUN slow and carefully between Holdenville and Ada, Okla., looking out for obstructions on track and track torn up by hostile Indians."

Such was the train order given at Sapulpa, Okla., April 20, 1902, to John W. Page, a Frisco engineer. The order was occasioned by the fact that a band of 400 Seminole Indians, led by Chief Crazy Snake, was on the war path at that time.

Mr. Page, who resides at Oklahoma City, is a Frisco passenger engineer running between Oklahoma City and Tulsa, and has had this run for many years.

The original train order, in practically as good condition as when issued, was borrowed from Mr. Page and brought to the office of *The Frisco Employes' Magazine* by Robert H. Sherry, a Frisco engineer residing in St. Louis and running between St. Louis and Newburg, Mo. Mr. Sherry worked in a Frisco engine cab in 1902 in the same region Mr. Page did and they became acquainted then. Mr. Sherry said he thought the train order would prove of interest to readers of the *Magazine*.

It was a frequent occurrence in Oklahoma early in this century, said Mr. Sherry, for Indians to shoot at lights in the cabs of passing Frisco engines and members of Frisco engine crews often threw themselves on the floor of the cab to avoid the bullets fired by Indians. Several members of Frisco crews were injured in their cabs by bullets fired by Indians, Mr. Sherry said.

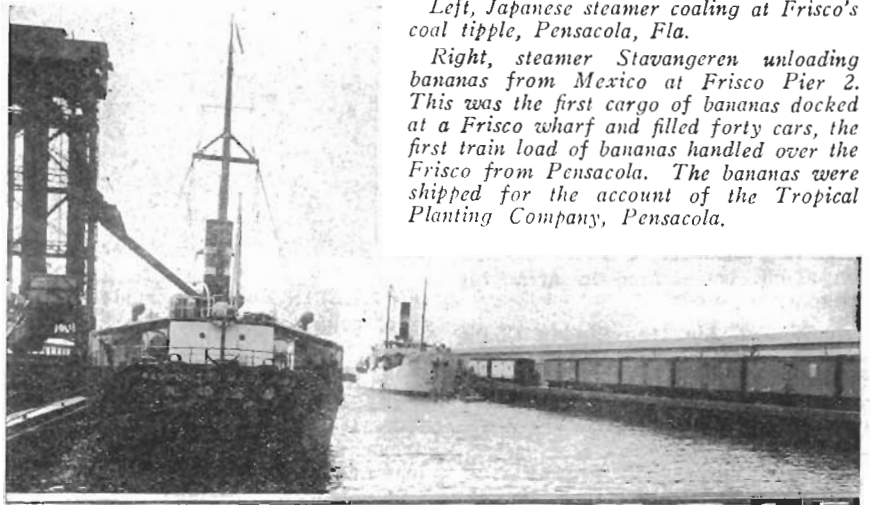
PRAISE FOR CAR ACCOUNTANT

"It certainly is a pleasure to do business with the Frisco Railroad when it comes to mileage on private line cars," states a letter dated August 8, and signed R. E. Stewart, traffic manager of the Barnsdall Refineries, Inc., of Tulsa, addressed to H. W. Johnson, Frisco car accountant, Springfield, Mo.

"You will note that our cars traveled about five million miles on your line during the year June 30, 1927, to June 30, 1928, and when our figures check to the mile with your figures, we call it excellent."

She: The only men I kiss are my brothers.
What lodge do you belong to?

Frisco Scenes at Pensacola



Left, Japanese steamer coaling at Frisco's coal tipple, Pensacola, Fla.

Right, steamer Stavangeren unloading bananas from Mexico at Frisco Pier 2. This was the first cargo of bananas docked at a Frisco wharf and filled forty cars, the first train load of bananas handled over the Frisco from Pensacola. The bananas were shipped for the account of the Tropical Planting Company, Pensacola.

Airplane Will Not Supersede Railroad

Secretary MacCracken Believes That Air Transportation Will Co-operate With Rail Lines

NO one who is familiar with the true situation expects that the airplane will supersede any of the existing methods of transportation, in the opinion of William P. MacCracken, Jr., Assistant Secretary of Commerce for Aeronautics. After referring to the present service of the four existing agencies of transportation, namely, railways, waterways, the motor and the electric transit line, he says in a recent analysis:

"It is more logical to believe that the airplane will find its proper place as a fifth carrier in our national system of transportation. The backbone of this system is, and will continue to be, the railroad.

"The airplane has already become a factor in the transportation scheme. It is quite logical, therefore, that the railroads should be the agencies to aid in its further development, particularly in regard to passenger service. The railroads have had the benefit of experience and training in such work. They already possess efficient organizations capable of taking over the routine details. They are financially sound and are thus able to withstand any period of initial sluggishness or later temporary depression.

"The practical uses of the airplane in conjunction with the railroad are several:

"They can serve in establishing 'feeder' routes radiating from central terminals to outlying sections where the cost and maintenance of an expensive right-of-way is prohibitive.

"The airplane will be especially useful in making short cuts over mountains or impassable country around which the railroad must detour.

"The airplane can be used in carrying out scenic tours from stopping points on the railroads, including the national reservations such as Glacier National Park, Yellowstone, Yosemite, and other scenic spots such as the Grand Canyon, Niagara Falls, etc.

"There can be a combination railroad and airplane service by means of which a traveler can fly by day between certain points, boarding a train at evening for a night's sleep in a Pullman. This service is already announced by several large railroads and detailed plans are now being prepared.

"Finally, the airplane can prove of great help in emergencies, as for instance when snow slides, wrecks, bridge washouts, and rock slides have seriously impeded operations."

Have you gotten YOUR Car of Freight?

Have you gotten YOUR Passenger?

ON GOOD-WILL TOUR

Pensacolians Make Trip Through Frisco Territory On North September 20-21.

UNDER the auspices of the Pensacola Chamber of Commerce, twenty-eight prominent citizens of Pensacola made a good-will tour on the Frisco line from Pensacola to Demopolis, September 20-21, and were entertained all along the route. J. B. Morrow, Pensacola, Frisco colonization agent, co-operated in arranging the tour.

At Linden, Ala., the Linden Chamber of Commerce served a barbecue luncheon at which 100 residents of Linden and vicinity met the tourists. After luncheon a two-hour drive was made through the rich agricultural region around Linden.

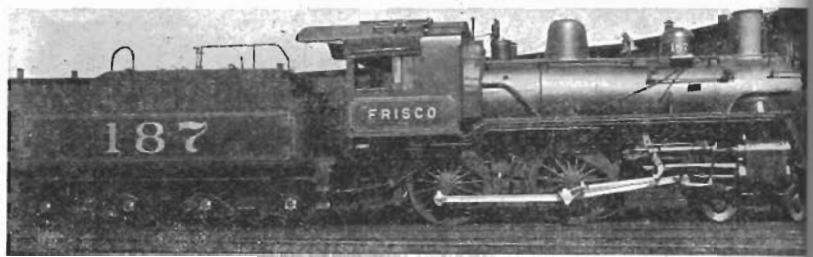
The tourists spent a night at Demopolis and were tendered a banquet under the auspices of the Demopolis Chamber of Commerce. The next morning two hours were spent in driving about the city and in the surrounding region.

At Vredenburg Junction the party detrained and was driven for thirty miles through the northern part of Monroe County, Ala., and visited Monroeville, where a luncheon was served. The party later dove to Jones Mill, Ala., where Jones Mill citizens entertained the tourists. An auto tour of the town and surrounding territory was made, the tour lasting an hour and a half. At Jones Mill the tourists entrained for Pensacola.

The trip was made primarily to interest exporters of cotton to route the commodity through the gulf ports, particularly Pensacola. The commodity has been exported from Atlantic ports. The first load of cotton to leave the Pensacola port was shipped recently and comprised 200 bales.

The tourists were: James G. Pace, capitalist and farmer; John G. Pace, vice-president of the Avant Pace Company, wholesale grocers; O. H. L. Wernicke, president, Wernicke Engineers, Inc.; Paul P. Stewart, president, Pensacola Shipbuilding Company; W. L. Moyer, wholesale grocer; Thomas H. Waters, vice-president, Lurton Company, wholesale grocers; E. P. Wilson, president, Pensacola Paint & Chemical Company; A. L. Rein-schmidt, general manager, Pensacola Cooperage Company; C. W. Williamson, general manager, Gulf Power Company; C. E. Dunham, president, United Auto Supply Company; J. M. Fleming, president, Pensacola Mattress Company; J. E. Alvarez, The Dupont Company; J. M. Boland, president, the Boland Realty Company, J.

New Paint Gives Engines Novel Appearance



IN KEEPING with the modern vogue of colors in industry, Frisco Lines have placed in service on trains Nos. 11 and 12, running between St. Louis and Springfield, Mo., engines Nos. 183 and 187 painted Pullman green, striped and lettered with gold leaf and having nickel-plated cylinder and valve head casings.

Engine 187, or No. 37 as it was originally numbered, was built by the Pittsburg Locomotive Works in 1899. It was "the last word" in locomotives at that time with its large oil headlight, 180 pounds boiler pressure, slide valve cylinders and wooden cab and running boards. Its tender carried 4,300 gallons of water and seven tons of coal. The tender had arch bar truck frame and wooden bolsters.

Engine 183 was built about 1902 and from July, 1902, to August 23, 1928, made a total mileage of 1,177,459 miles, while engine 187 made a total mileage from November 1899 to August 31, 1928, of 1,256,649 miles.

The engines did well but could not compete with the modern locomotives, so in the spring of 1928, officials of the mechanical department decided to adapt them to modern practices and conditions. Specifications and complete designs were prepared in the engineering offices and the engines were rebuilt at the west locomotive shops at Springfield.

Modern devices such as front end throttle, superheater, Coffin feedwater heater, electric headlights, piston valve cylinders, cast steel tender frame, steel cab and running boards made these engines efficient and trim

looking small engines. The main side rods and all parts of the chaert valve gear were properly for neat appearance as well strength. All machined parts, as rods, valve motion, guides, heads, etc., have a mirror-like p. The cylinder head casings are mium plated and shine like a dollar. To further improve the pearance of these engines they painted Pullman green and lettered and striped with gold leaf to monize with the rest of the train.

"The engines on these trains unique," said J. E. Hutchison, president in charge of operating Frisco Lines, in referring to the painted and modernized power. "They are built new throughout with a modern thing that is known to be a good locomotive. We are getting wonderful performance, and making seven-hour schedule run of 239 miles from Springfield to St. Louis, making all stops.

"The Frisco now has the largest and finest passenger engines run into St. Louis in our 1500's and we have in these two engines Nos. 183 and 187, probably the finest type smaller engines anywhere in the country," he said.

R. H. Sherry, engineer of the eastern division who had engine 187 of St. Louis for the first time September 30, and came back to St. Louis with the 187 said, "They are wonderful engines. Our schedule while a fast one, is made with ease and the riding qualities of these engines are excellent."

R. Tucker, Realty Corporation of Pensacola; W. V. Fauria, secretary-treasurer, Pensacola Maritime Corporation; T. E. Fisher, commercial agent, Fillette-Greene & Company, steamship agents; Leland G. Swarts, managing editor, Pensacola Journal & News; M. B. Presley, sales manager, Pensacola Mattress Company; E. C. Nicholson, president, Pensacola Housefurnishing Company; Ed. H. Lee, Chrysler and Packard automobiles; W. A.

Gahlenbach, retail jeweler; T. Williams, president, T. E. Williams Company, furniture; O. E. White, Henry White & Brothers, gentlemen's furnishings; Dr. Carol C. Webb, physician and surgeon; George Peter, Pensacola Water Works department; C. J. King, secretary, Pensacola Chamber of Commerce; Earl LeBaron, electrician; F. A. Boghich, master.

Two Pages of Praise from Frisco Patrons

FRISCO officials and employes appreciate the unreserved praise contained in the following letter from Mr. C. D. Blaine, general traffic manager of the Iten Biscuit Company, of Omaha, Nebr., and addressed to Mr. G. F. Macgregor, executive general agent for Frisco Lines at Kansas City: "We have recently had occasion to notice the splendid service rendered via the Frisco and Burlington on shipments from the Iten Biscuit Company, Memphis, Tenn., to Omaha.

"On two different occasions we had less than carload shipments that made third morning delivery, and on top of this, we had a rush carload shipment, C&A car 17662, which was loaded at Memphis on Friday, May 18, and was unloaded by us at noon on Monday, May 21.

"Such service cannot be excelled and deserves merited praise."

"We take this opportunity to express to you our thanks and appreciation, both on the part of our company, and of the local organization who have handled the Strowd-Holcombe Cotton Mill job during the last few months, for the service you have rendered us through the Birmingham Belt Railroad."

This letter was written by Mr. C. A. D. Eakes of T. C. Thompson & Bros., of Birmingham, to Mr. J. W. Skaggs, terminal superintendent, and highly praises Frisco service.

The letter continues, "—this service has been altogether satisfactory and we especially commend your road crew who have served us here, also your Mr. Mahaley, yardmaster.

"We trust that it will again soon be our privilege to be doing work in this territory and have the pleasure of a renewed business relation with your good company."

G. L. Oliver, traffic manager at Ft. Worth, Texas, relates the following case of fast Frisco service:

"On May 27, the Oil Well Supply Company's Ft. Worth office wired their Pittsburg office to immediately ship one 1,000-pound piece of machinery to their Ft. Worth warehouse. On June 2, our line placed this carload shipment at the Oil Well Supply Company's warehouse, six days after placement of order."

When a Frisco freight train containing a load of lumber which had shifted so far that it might have struck a switch stand and derailed a part of the train, was passing his house near Fall River, Kan., May 9, H. F. Bemis, a farmer, and former Illinois Central conductor, saw the shifted load and signalled the conductor, John Mathews, who stopped the train and set out the car. W. H. Bevans, superintendent of the Northern division, Fort Scott, Kan., wrote a letter to Mr. Bemis thanking him for his considerate action.

IT WON'T BE LONG NOW!



R. D. Bush, Frisco agent at Herman, Ark., trucked into the cars all of the 735 bales of cotton shipped in 1927 from that station, effecting a saving of \$36.75, which would have been the loading cost, figured at five cents per bale. He said he also managed to do without a cotton watchman during the year because the cotton was loaded into the cars as it arrived. Mr. Bush said he could have handled five times this amount of cotton in the same manner.

WHEN Mr. H. T. Wilkinson, agent at Williford, Ark., found that a party from the Omnibus College of Winfield, Kans., were making inquiries about the roads and a bus to Hoxie, he immediately got busy and out of 110 passengers, sold ninety of them a ticket via Frisco Lines.

While the distance was only approximately thirty miles, Mr. Wilkinson did his share in securing the patronage of this party as far as he could.

It is understood they will touch our

lines at various other points, and doubt will use the Frisco to their tination.

"We recently shipped a carload lumber from our mill near Aliens and the Frisco got the carload of lumber to Chicago before the bill of lading reached our Memphis office that was certainly going some", wrote Mr. L. Allen Rush of the Rush Lumber Company of Memphis to Mr. S. Oliver, Frisco agent at that point.

The letter was written in praise of Frisco service, and further states, "We appreciate this service very much and wish to advise that we have found all of your employes co-operating on all lines in giving good service."

The following letter from Maryant C. Bray's Shop, an exclusive shop in Tulsa, Okla., was addressed to Pike Hailey of the Ticket office at that point. The letter was written by Maryant C. Bray:

"I am writing this letter to you because I know it will reach the proper authorities. I want to thank those who have helped to locate my hat box, on my return from New York. I certainly appreciate the efforts put forth on my behalf only makes me more strongly interested in the Frisco, because you have shown yourself to be so perfect in every way. I have always been so perfectly wonderful to me in planning my trips and seeing that I have the proper accommodations, and this recent experience has shown me more plainly than ever that the big corporations do not lose sight of their clientele no more than the smaller people do."

The following letter from W. J. Wolfe, President and Sales Manager of the Pittsburg Elevator Company, Pittsburg, Kan., addressed to W. J. Wolfe, Frisco general agent at Pittsburg and H. E. Morris, A. G. of Frisco at Wichita, is highly complimentary of Frisco service:

"Want to compliment you upon prompt service we received from your road through your Mr. J. H. Deane (Springfield, Mo., superintendent of transportation), in tracing car 111 from Great Bend via Burrton to Frisco.

"The willingness and cheerfulness in addition to the promptness of service is highly appreciated, and you may be assured whenever possible we will give you additional tonnage, as well as like service when it is needed."

Mr. Oscar R. Whilden, New Orleans, dealer in horses and mules, advises F. A. Edmondson, Frisco general agent at that point, that sometime ago Frisco Lines made a record in handling a car of livestock for him, but that on July 10, the Frisco broke its own record:

"I wish to again congratulate you on your splendid service from Kansas City to New Orleans, and in doing so I will use the following words," he wrote to Mr. Edmondson.

"We delivered one car of mules to the Frisco Lines at Kansas City on the evening of July 7, routed Frisco Lines to Tupelo, thence Mobile & Ohio to Meridian and NO&NE to New Orleans for export.

"The car of mules actually arrived here and was delivered to me by you at 3:30 p. m., July 10, which movement broke your previous record from Kansas City to New Orleans. I did not believe that such excellent service in handling livestock between Kansas City and New Orleans was possible. However, you have done so, and I wish to lift my hat in admiration of your splendid service and acclaim your service as one that cannot be excelled. I wrote you some time ago that you set a record that no one would ever break. However, you have broken your own record."

Homer DeBerry, agent at Newburg, Mo., adopted a unique way in which to call the attention of the Newburg employes to the importance of dealing with merchants who patronize the Frisco, by having the following notice mimeographed and handed to the employes as they were given their pay checks on July 15:

"To insure a regular pay check, our company must operate and make money. This it cannot do without the support and co-operation of its employes. Newburg is a Frisco town and with your support we can stop these trucks from coming here and depriving our company of hundreds of dollars yearly. Stand back of these merchants who stand back of us. There are some who ship entirely by freight and express."

Mr. DeBerry advises that since issuing the notice he has seen a very beneficial result and that the merchants at Newburg seem to appreciate the fact that their existence depends largely on the patronage of Frisco employes.

Mrs. Charles R. Thomas of Detroit, Mich., a passenger on train No. 104 out of Springfield, Mo., bound for Wichita, Kan., found that due to a change in time of a connecting road

at Ft. Scott, she was likely to miss her connection.

F. T. Conley, conductor, arranged with the connecting line to wait for this passenger and Mrs. Thomas writes her appreciation:

"I wish to acknowledge the very great kindness and service your conductor on train 104 out of Springfield rendered me on June 24. The agents at Ash Grove, Mo., and Springfield neither one knew of the recent change in time of the connecting road, but your conductor had made note of the change some few days earlier and at once checked up on it and finally through his continued efforts held the connection until I arrived at Ft. Scott.

"I shall never forget this very great service. The Frisco has gained a real friend and I would appreciate it greatly if your conductor's efficiency and kindness could be recognized in some manner.

"I have traveled from east to west and never in my experience have I come in contact with a conductor that rendered me as great a service and showed by his attitude that he knew his business and was eager to be of service to his road and his passengers."

Frisco cars are handled promptly! To substantiate that statement J. H. Doggrell, Springfield, Mo., superintendent of transportation, quotes the following record of handling, as noted by Mr. Cecil Munn, prominent grain operator at Enid and a good friend of the Frisco:

"SF 147256, wheat, loaded at Goltry June 29, unloaded at Enid Terminal Elevator June 30; again loaded with wheat at Goltry July 2, and unloaded at Enid Terminal Elevator July 3."

Mr. W. E. Ogston, president of the Service Ice Company, of Springfield, Mo., a guest on one of the special trains recently run to Pensacola, writes his appreciation of the trip to Mr. G. M. Forrester, commercial agent, at Springfield:

"I want to thank you most sincerely for the opportunity to make the trip to Pensacola, Fla., and to tell you it was the most wonderful trip I have ever made at the invitation of any railroad company.

"Every moment of the trip was enjoyed by me and I feel sure that the trip was enjoyed equally by all that were fortunate enough to go. Further, it certainly did the Frisco railroad untold good, and made boosters for the road that will continue."

A letter from Dr. Paul M. Ireland, 1515 Exchange Building, Memphis,

Tenn., addressed to D. F. McDonough, calls attention to courtesy and attention accorded Mrs. Hall, secretary to Dr. Ireland, by Conductor Lindsey on train No. 106, August 12.

"I want to take this occasion to thank you for the attention and care given my secretary, Mrs. Hall, by Conductor Lindsey on train No. 106 August 12," he writes.

"Mrs. Hall was taken sick in Amory, and tells me that her trip to Memphis was made much more pleasant and comfortable by the attention shown by Mr. Lindsey, which far exceeded the courtesy that was required.

"I assure you that such things as these are very much appreciated and have made several friends for your road."

H. L. Rosser of the National Show Case Company, Columbus, Ga., wrote D. E. McKeithen, traveling freight agent of Atlanta, Ga. of the extreme importance of moving a car of store equipment from Columbus, Ga., to Memphis, Tenn., via Birmingham, with the least possible delay.

Below is the letter Mr. Rosser wrote Mr. McKeithen after the material had arrived:

"For your information, the service on this car was 99-44/100 per cent perfect, and as you no doubt know, that is as near as you can get to perfect, so we will say that the service on this car, was not good, but PERFECT.

"We delivered this car to Seaboard, Saturday, August 4, about 12:30 p. m.—they gave it to the Central of Georgia, I will say about 2:30 p. m., Saturday. It left here in train 37 for Birmingham, Saturday, 6:30 p. m. and I have no record in between that and Memphis. All I know is I received a wire Monday morning, August 6, that it was in Memphis. Service like that is all a person could ask."

"It is with pleasure that we report to you a bit of exceptionally fine handling we had on a car of tile from the Batchelder-Wilson Company of Los Angeles, Calif.," is the opening paragraph in a letter from J. M. Thompson, vice-president of the Southland Tile & Mantel Company of Ft. Worth, Texas, addressed to H. A. Granger, traveling agent for Frisco Lines at Ft. Worth. Mr. Thompson states the car was billed out of Los Angeles on September 19, and arrived and was spotted at the consumer's door at 2:00 o'clock, September 25, routing Santa Fe to Brownwood, and Frisco Lines to Ft. Worth.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

THE locomotive fuel performance made in freight service month of September this year versus same month last year was rather disappointing. Fuel required per 1,000 gross ton miles increased from 160 to 165 pounds or 3.13%.

Total gross ton miles handled increased on most every division which should have resulted in a decrease in fuel. However, on some divisions where the light fuel consumption is eastbound direction of volume of business handled changed to west, while last year it was east. This, of course, had some effect on the performance.

The Texas Lines division tied the Southwestern division for first place with performance of 150 pounds compared to 165 pounds last year or 9.09% decrease. Two other divisions, namely Southwestern and Northern also made a decrease.

Passenger service again came forth with an excellent showing consuming an average of 13.5 pounds per passenger car mile this year compared to 14.6 pounds last year or 7.53% reduction.

A performance of one-half gallon per car mile for any one individual trip has always been considered the very lowest that could possibly be expected under normal conditions but on October 12th, Mr. J. Ray, traveling oil burner fireman, reported a performance of .49 gallons for train number 10 of that morning. Engineer J. Lynch and fireman White on engine 1507 handled the train from Newburg to St. Louis which consisted of 17 cars. This is indeed an excellent performance and sets a new goal to be reached.

Switch service did not reach the standard set of 128 pounds, but did make the same performance as last year, 131 versus 131 pounds. However, as the gross ton miles handled on the system increased considerably, some credit is due this class of service for handling the increased business without an increase in unit fuel consumption per switch locomotive mile.

Fuel records of individual engine and train crews:

EASTERN DIVISION

Rolla Sub: Engineer H. A. PEARSE, fireman MURRAY WHITSETT, train number 9, engine 1517, St. Louis to Newburg, September 30th, handled 16 cars in train, made 3 stops, burned 1,159 gallons of oil. This is an aver-

age of .61 gallons per passenger car mile.

Lebanon Sub: Engineer HALEY, fireman CHILDERS, train number 10, engine 1507, Springfield to Newburg, September 18th, 15 cars in train, burned 1,207 gallons of oil, performance .61 gallons per passenger car mile. This performance was reported by J. RAY, traveling oil burner fireman.

SOUTHERN DIVISION

Willow Springs Sub: Engineer KELSEY, fireman WHITE, train 105, engine 1528, Springfield to Thayer, September 4th, 10 cars in train, burned 1,020 gallons oil, performance .73 gallons per passenger car mile.

Engineer FREEMAN, fireman ROBERTS, train 105, engine 1526, Thayer to Memphis, September 18th, 13 cars in train, burned 1208 gallons oil, performance .68 gallons per passenger car mile.

Engineer HUNTRESS, fireman SANDERS, train 131, engine 52, Springfield to Willow Springs, August 27th, burned 6 tons coal, handled 1,400 gross tons in train, performance 108 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer MARTIN, fireman HAYNES, train 131, engine 4152, Thayer to Jonesboro, August 30th, handled 2,100 gross tons, burned 6 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer BECKEL, fireman BAUER, train 108, engine 1065, Memphis to Thayer, September 2d, burned 1,000 gallons oil, handled 5 cars in train, performance 14.3 pounds per passenger car mile.

Tupelo Sub: Engineer GREER, fireman WHITFIELD, train 136, engine 4006, Tupelo to Holly Springs, September 6th, handled 1,905 gross tons, burned 6 tons of coal, performance 105 pounds per 1,000 gross ton miles.

Engineer DOGGRELL, fireman SWAN, train 135, engine 4149, Holly Springs to Tupelo, September 8th, handled 2,300 gross tons in train, burned 6 tons of coal, performance 86 pounds per 1,000 gross ton miles.

Engineer ANDREWS, fireman B. RYAN, train 105, engine 1523, Memphis to Amory, September 15th, 10 cars in train, burned 706 gallons oil, performance .55 gallons or 6.54 pounds per passenger car mile.

Birmingham Sub: Engineer ROONEY, fireman THOMPSON, train 934, engine 4140, Birmingham to Carbon Hill, September 15th, 2,250 gross tons

in train, burned 8 tons coal, performance 136 pounds per 1,000 gross ton miles.

Engineer HUPERT, fireman GAN, train 105, engine 1527, Amory to Carbon Hill, September 12th, 9 cars in train, burned 500 gallons oil, performance .81 gallons per passenger car mile.

Engineer THRUSH, fireman MOORE, train 921, engine 1017, Amory to Carbon Hill, September 11th, 4 cars in train, burned 2 tons of coal, performance 15 pounds per passenger car mile which is very good for a local passenger train.

These records were reported by C. J. BESHEARS, supervisor of economy, who rode with each crew.

NORTHERN DIVISION

Pensacola Sub: Engineer W. ANDREWS, fireman B. G. RICE, train 908, engine 1108, Pensacola to Magnolia, September 7th, handled 4 cars in train, consumed 7½ tons coal, performance 16.4 pounds per passenger car mile.

Engineer W. C. NEWBERRY, fireman O. S. WEBB, train 907, engine 1110, Magnolia to Pensacola, September 5th, 6 cars in train, consumed 6 tons coal, performance 15.3 pounds per passenger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer SPENCER, fireman BENNETT, train 3d/131, engine 4145, Kansas City to Ft. Scott, August 28th, 81 cars, 10,000 gross tons in train, burned 10 tons coal, performance 87 pounds per 1,000 gross ton mile.

Engineer E. HYLTON, fireman ALEXANDER, train 3d/131, engine 4106, Kansas City to Ft. Scott, August 30th, 78 cars in train, 2,515 gross tons, burned 11½ tons of coal, performance 92 pounds per 1,000 gross ton miles.

Engineer T. BUCKNER, fireman ELSBERRY, train 2d/131, engine 4106, Kansas City to Ft. Scott, August 28th, 67 cars in train, 2,380 gross tons, burned 12 tons of coal, performance 97 pounds per 1,000 gross ton miles.

Engineer S. BATTON, fireman MULANE, train 118, engine 1064, Ft. Scott to Kansas City, August 28th, 23 cars in train, burned 514 gallons oil, performance .74 gallons per passenger car mile.

Ash Grove Sub: Engineer PHREYS, fireman CALVERT, train 107, engine 1058, Ft. Scott to Springfield, September 22d, 6 cars in the

burned 412 gallons oil, performance 65 gallons per passenger car mile.

SOUTHWESTERN DIVISION

Oklahoma Sub: Engineer BERT SMITH, fireman R. MARTIN, train extra east, engine 4103, Oklahoma City to West Tulsa, September 26th, handled 294,000 gross ton miles, burned 1,413 gallons oil, performance 58 pounds per 1,000 gross ton mile. This is the lowest performance that has ever been made with fuel oil on the Oklahoma Sub. Oil was measured at Oklahoma City before leaving and on arrival at Tulsa, which represents actual amount burned on the trip. Mr. R. B. SPENCER, master mechanic, reported this trip.

Creek Sub: Engineer J. DUNCAN, fireman B. CHANDLER, train 535, engine 4120, West Tulsa to Francis, September 5th, 56 cars in train, 2,338 gross tons, burned 16 tons coal, performance 121 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer W. A. SISK, fireman G. W. BUMPASS, train 734, engine 1279, Ft. Smith to Fayette Junction, handled 83,000 gross ton miles, burned 5 tons of coal, performance 120 pounds.

Engineer GEORGE HOFFMAN, fireman LEE HURST, train 704, engine 1047, Ft. Smith to Monett, September 8th, 8 cars in train, burned 6 tons of coal, performance 11 pounds per passenger car mile.

Engineer G. O. NULPH, fireman FRED LANE, train 709, engine 1047, Monett to Ft. Smith, September 26th, 8 cars in train, burned 6 tons of coal, performance 11 pounds per passenger car mile.

Muskogee Sub: Engineer N. H. McCOOL, fireman LEE HURST, train extra west, engine 748, Muskogee to Okmulgee, September 21st, handled 65,000 gross ton miles, performance 100 pounds.

Engineer J. W. THOMASON, fireman FRED EDDY, train 709, engine 1047, Ft. Smith to Talihina, September 7th, 6 cars in train, burned 2½ tons of coal, performance 12 pounds per passenger car mile.

WESTERN DIVISION

Perry Sub: Engineer W. KEILLER, fireman H. SUTTON, train extra east, engine 1337, Enid to West Tulsa, August 3d, handled 830 gross tons in train, performance 7.9 gallons per 1,000 gross ton miles. Fuel Supervisor J. H. CURRY rode with this crew and reports crew deeply interested in making good fuel record.

For Meritorious Service

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following meritorious services: J. E. Davis, operator, Girard, Kan., found a brake beam down on a Frisco car in Extra 4157, north, September 17. His personal record has been credited with five merit marks.

B. C. White, conductor; C. E. Tibbetts and Ed. Helms, brakemen; Jack Eaves, engineer, and Joe Travis, fireman, while passing through Beulah, Kan., on Extra 4024 September 4, discovered coal house on fire and extinguished the fire, saving the coal house. These men have been thanked by W. H. Bevans, Fort Scott, Kan., superintendent of the Northern division.

J. W. Bingham, Monett, brakeman, while going through the south wye at Columbus, Kan., on Train 307 September 23, found a broken rail, stopped the train and arranged with the operator to call the section foreman. The personal record of Mr. Bingham has been credited with ten merit marks.

E. Hylton, engineer; A. T. Kellner, fireman, and D. I. Tanquary, brakeman, all of Kansas City, have been thanked by Superintendent Bevans for their cooperation in bringing their train into Fort Scott, Kan., on time although automatic stoker was out of commission due, it was said, to sulphur rock being wedged in left conveyor. Brakeman Tanquary assisted in the hand-firing.

William Leak, section foreman, Carthage, Mo., after one of his section men discovered a broken wheel, notified conductor and conductor had car inspector at Carthage look at it and it was decided it was safe to run into Monett, at which point wheels were removed. Mr. Leak and his section man have been thanked by Superintendent Bevans.

EASTERN DIVISION

Superintendent E. L. Magers, reports the following meritorious services: Clyde Gault, Springfield, Mo., brakeman, extinguished the fire in bridge 280.2 the morning of September 19, before much damage had been done. He has been commended.

M. L. Rissell, conductor, Clinton, Mo., discovered a broken wheel on a Frisco car, the broken piece measuring ten inches long and two inches thick. He has been commended.

RIVER DIVISION

Superintendent J. A. Moran reports the following meritorious services:

F. Himmelspoch, Chaffee, Mo., switchman, while a member of crew making up Train 845, discovered and promptly reported finding a fourteen-inch piece of flange near the south end of No. 3 west switch at Chaffee. The broken-off piece of flange, it was discovered, was from SF-77184 in this train. Mr. Himmelspoch has been commended for his alertness.

J. R. Johnson, conductor; D. A. Heltibrand, engineer, and D. I. Heltibrand, fireman, discovered a fire in the furniture factory at Festus, Mo., turned in an alarm and protected the Frisco's interests. These employes have been commended for special services performed.

BIRMINGHAM TERMINALS

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

O. M. Reeser, switchman, found a broken rail and made report. He has been commended.

C. L. Saltz, switchman, discovered a brake beam down. He has been commended.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

Ralph Breese, conductor; Earl Tobin and C. W. Trouba, brakemen; I. D. Burris, engineer and F. W. Simpson, fireman, made temporary repairs to a water crane at Springdale, Ark., making possible a water supply for trains. The personal record of each of these men has been credited with five merit marks.

SOUTHWESTERN DIVISION

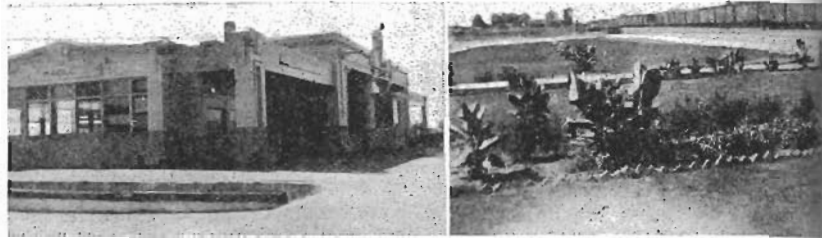
Superintendent C. T. Mason reports the following case of meritorious service:

Leo C. Freeman, yard clerk, Henryetta, Okla., on the night of October 6, after the severe wind storm at Henryetta that night, made a special trip through the yards to see if any structures had been blown down and fouled the tracks and found a 400-gallon underground storage tank on the main line and succeeded in removing this tank just a few minutes before train 512 arrived. His personal record has been credited with ten merit marks.

AGENCY CHANGES

T. C. Urquhart installed permanent agent, Magnolia, Ala., October 8.
 V. A. Karsner installed temporary agent, Bryant, Okla., October 4.
 J. V. Brower installed temporary agent, Hardy, Ark., October 4.
 T. C. Pales installed temporary agent, Wheatland, Okla., October 4.
 R. O. Grant installed permanent agent, Millerton, Okla., October 3.
 C. E. Hall installed permanent agent, Kimbrough, Ala., October 3.
 C. L. Fields installed permanent agent, Clarkdale, Ark., October 3.
 R. L. Holt installed permanent agent, Dunbar, Okla., October 2.
 C. W. Horton installed permanent agent, Pickensville, Ala., October 2.
 E. W. Sutterfield installed permanent agent, Crescent, Mo., October 2.
 C. B. Collins installed permanent agent, Bentley, Kan., October 2.
 J. L. Pender installed permanent agent, Merriam, Kan., October 1.
 N. T. Holt installed permanent agent, Grant, Okla., October 1.
 D. B. Jackson installed temporary agent, Blue Springs, Miss., October 1.
 Grider, Ark., ticket agency closed, effective September 28.
 R. Vandivort installed permanent agent, Weaubleau, Mo., September 26.
 O. L. Haddan installed temporary agent, Kingston, Okla., September 26.
 Tallipoosa, Mo., agency closed, effective September 26.
 W. C. Harris installed permanent agent, Portia, Ark., September 25.
 A. E. Payne installed permanent agent, Algoa, Ark., September 24.
 M. Buttram installed permanent agent, Bokhoma, Okla., September 24.
 C. A. Smith installed permanent agent, Crocker, Mo., September 24.
 G. D. Bailey installed permanent agent, Clayton, Okla., September 22.
 R. A. McClelland installed permanent agent, Turrell, Ark., September 22.
 A. H. Owen installed permanent agent, Stanton, Mo., September 22.
 O. C. Miller installed permanent agent, Neodesha, Kan., September 20.
 W. M. McClure installed permanent agent, Cameron, Okla., September 21.
 P. Marik installed temporary agent, Grubbs, Ark., September 20.
 H. Henry installed permanent agent, Bourbon, Mo., September 19.
 C. L. Perkins installed acting agent at Deepwater, Mo., September 19.
 J. F. Elchert installed temporary agent Cherokee, Kan., September 18.
 Platter, Okla., opened as a freight and ticket agency and J. J. Corum installed as agent, effective September 17.
 G. D. Villar, Jr., installed permanent ticket agent at Pensacola city ticket office, September 15.

Attractive Station and Grounds at Madill, Okla.



Beautiful beds of cannas and garden flowers do much to beautify the grounds around the attractive station at Madill, Okla., pictured above. The garden is planted and is cared for by O. F. Nowlin, agent-yardmaster, the ticket clerk, (whose name we do not know) and Dave Walker, porter.

Frisco Employees' Hospital Association

Receipts and Disbursements after June 30, 1928, through September 30, 1928

Balance brought forward from June 30, 1928.....			\$4,100.00
RECEIPTS:			
From assessments on members.....		\$53,804.30	
" interest on daily balances in bank.....		35.84	
" interest on securities in Treasury.....		4,477.50	
" donation by St. L.-S. F. Ry. Co.....		125.00	
" sundry accounts collectible.....		899.16	
" proceeds at maturity, July 1, 1928, of \$10,000 C. & O. Ry. Co. Equip't. Trust 5% Notes, Series V.....		10,000.00	
" proceeds at maturity, Aug. 1, 1928, of \$10,000 Kinloch Telephone Co. First Mtge. 6% Bonds.....		10,000.00	
" proceeds sale of \$7,500, par value U. S. Third Liberty Loan 4 1/4 % Bonds (due Sept. 15, 1928), sold Aug. 11, 1928, at 100 plus 1/32.....		\$7,502.34	
plus accrued int., March 15, 1928, to Aug. 11, 1928	129.27	7,631.61	\$61.00
			<u>\$91.00</u>
DISBURSEMENTS:			
For payrolls		\$27,002.26	
" professional, ordinary and emergency services.....		12,569.93	
" labor, material and supplies.....		7,550.07	
" provisions		7,414.93	
" drugs		7,239.31	
" light, water, ice, gas, fuel and telephones.....		1,511.35	
" all other expenses.....		3,286.57	
" \$4,000, face amount, St. L. & S. F. Ry. Co., Gen'l Mtge. 5% Gold Bonds (due July 1, 1931) \$3,000 purchased Aug. 3, 1928 at par.....	\$3,000.00		
Commission	6.00		
accrued interest, 2 days.....	13.33	\$3,019.33	
" \$1,000, purchased Aug. 11, 1928, at 100	\$1,000.00		
Commission	2.00		
accrued interest, 1 month 10 days....	5.56	1,007.56	4,026.89
" \$5,000, face amount, C. R. I. & P. Ry. Co. 5% Equip't. Trust Cfts., Series M (due April 1, 1932), purchased August 4, 1928 at 100.50 (4.85% basis)	\$5,025.00		
accrued interest 4 months 3 days.....	85.42	5,110.42	
" \$2,000, face amount, C. R. I. & P. Ry. Co. 5% Equip't. Trust Cfts., Series L (due June 1, 1932), purchased August 4, 1928 at 100.52 (4.85% basis)	\$2,010.40		
accrued interest, 2 months 3 days.....	17.50	2,027.90	
" \$7,000, face amount, Middle West Utilities Co. 5 1/2 % Serial Gold Notes (due August 1, 1931), purchased August 11, 1928, at 98.65.....	\$6,905.50		
accrued interest, 10 days.....	10.69	6,916.19	\$81.00
Balance September 30, 1928, p. m., at: First National Bank, St. Louis, Mo.....			\$81.00

*Subject to \$4,199.67 of outstanding pay-drafts and voucher-drafts at close of business Sept. 30, 1928.

(Concluded on next page)

PRAISES NEW INDUSTRIES

Bright Future for Cheese and Milk Plants in Ozarks

—A. J. McDowell

THE popularity of the dairy cow in the Ozarks has made possible the starting of a new industry which promises to equal any so far established on and near Frisco Lines, and that is the cheese industry.

The first cheese factory in the Ozarks was established three years ago, and since then twenty-nine of them have erected plants and are doing a splendid business in that many towns along Frisco Lines. The cheese factories each are receiving from 10,000 to as high as 25,000 pounds of milk a day, and each of the plants represents an investment of approximately \$5,000 to \$15,000.

In addition to the cheese factories, there are plants at West Plains, Maeyer, Springfield and Rogers which put out sweet cream and either powdered or condensed skim milk. Each of these represents an investment of from \$50,000 to \$125,000.

Two milk condensaries, located at Mt. Vernon and Neosho, each represent an investment of from \$150,000 to \$200,000. All of these milk condensaries are supplying a market for whole milk and have sprung up in the last few years. The earliest one of the lot started at Mt. Vernon four years ago.

There are also plants in process of construction or under contemplation at several different points, which when completed and in operation will offer a market for whole milk, whereas the markets heretofore have been confined to cream. The sweet cream plants are each receiving from 16,000 to 25,000 pounds a day, and the condensaries are receiving from 100,000 to 175,000 pounds each per day.

In speaking of the remarkable progress made in this industry in the last few years. A. J. McDowell, dairy agent, said: "The present indications are that the Ozarks will in a very short time become a very important factor in the manufacture of cheese and various other milk products which will go right along with the manufacture of butter, which has been a big business for a number of years past."

In butter production, the Ozarks have made a rapid increase. In 1922 the Frisco handled 322 cars of butter out of this region; in 1927, 962 cars of butter from the same territory and in addition to 639 cars of dairy products other than butter—the development of all having been made since 1922.

The cheese factories are located at

FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

(Continued from preceding Page)

THE ASSOCIATION OWNS:

	Par Value
Illinois Central Rd. Co. 4 1/2 % Equipment Trust Certificates, Series L (mature Oct. 1, 1928)	\$ 3,000.00
New York Central Rd. Co. 4 1/2 % Equipment Trust Notes of 1917 (mature Jan. 1, 1929)	6,000.00
Baltimore & Ohio Rd. Co. 5 % Equipment Trust Certificates of 1923 (mature Feb. 1, 1929)	2,000.00
St. L.-S. F. Ry. Co. 4 1/2 % Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929)	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5 % Notes, Series J, (mature March 1, 1929)	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5 % Gold Notes, Series B (mature April 1, 1929)	7,000.00
St. Louis Bridge Co. 1st Mortgage 7 % Bonds (mature April 1, 1929)	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5 % Equipment Trust Certificates, Series G (mature April 1, 1929)	3,000.00
Southern Pacific Co. 5 % Equipment Trust Certificates, Series G (mature May 1, 1929)	5,000.00
Baltimore & Ohio Rd. Co. 5 % Equipment Trust Certificates of 1922 (mature Aug. 1, 1929)	1,000.00
New York Central Lines 4 1/2 % Equipment Trust Notes of 1922 (mature Sept. 1, 1929)	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5 % Notes, Series J (mature Sept. 1, 1929)	4,000.00
New York Central Lines 4 1/2 % Equipment Trust Notes of 1924 (mature Sept. 15, 1929)	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4 1/2 % Notes, Series C (mature Oct. 1, 1929)	2,000.00
Kansas City & Memphis Ry. & Bridge Co. 1st Mtge. 5 % Bonds (mature Oct. 1, 1929)	5,000.00
Illinois Central Rd. Co. 4 1/2 % Equipment Trust Certificates Series N (mature Oct. 1, 1929)	14,000.00
Illinois Central Rd. Co. 4 1/2 % Equipment Trust Certificates, Series L (mature Oct. 1, 1929)	2,000.00
Baltimore & Ohio Rd. Co. 5 % Equipment Trust Certificates, Series A (mature Dec. 1, 1929)	2,000.00
Wabash Railway Company 4 1/2 % Equipment Trust Certificates, Series F (mature Dec. 1, 1929)	5,000.00
Canadian National Rys. 4 1/2 % Guaranteed Gold Bonds (mature Feb. 15, 1930)	10,000.00
St. L.-S. F. Ry. Co. 4 1/2 % Equipment Trust Certificates, Series BB (mature Feb. 15, 1930)	10,000.00
Pennsylvania Rd. 5 % General Equipment Trust Certificates, Series "B", (Mature April 1, 1930)	5,000.00
New York Central Lines 4 1/2 % Equipment Trust Certificates of 1925 (mature May 15, 1930)	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5 % Equipment Trust Certificates, Series D (mature Aug. 1, 1930)	9,000.00
Edison Electric Illuminating Company of Boston, 3-year 4 1/2 % Gold Notes (Mature Nov. 1, 1930)	5,000.00
St. Louis-San Francisco Railway Company 6 % Equipment Trust Notes, Series 71-D (mature January 15, 1931)	1,000.00
St. Louis-San Francisco Railway Company 6 % Equipment Trust Notes, Series 71-E (mature January 15, 1931)	9,000.00
St. L. & S. F. Ry. Co., General Mtg. 5 % Gold Bonds (mature July 1, 1931)	4,000.00
Middle West Utilities Co. 5 1/2 % Serial Gold Notes (mature August 1, 1931)	7,000.00
C. R. I. & P. Ry. Co. 5 % Equip. Trust Certificates, Series M (mature April 1, 1932)	5,000.00
C. R. I. & P. Ry. Co. 5 % Equip. Trust Certificates, Series L (mature June 1, 1932)	2,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5 % Gold Notes, Series AA (mature Sept. 1, 1932)	6,000.00
Chicago, Rock Island and Pacific Railway Co., 4 1/2 % Equipment Trust Certificates, Series O, (mature July 1, 1933)	20,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5 % Certificates, Series AA (mature Sept. 1, 1933)	10,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4 % Bonds (mature March 1, 1934)	5,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6 % Gold Notes, Series 71-C (mature Jan. 15, 1935)	10,000.00
U. S. Fourth Liberty Loan 4 1/2 % Bonds (mature Oct. 15, 1938)	35,000.00
U. S. First Liberty Loan (Converted) 4 1/2 % Bonds (mature June 15, 1947)	15,000.00
St. L.-S. F. Ry. Co. Prior Lien 4 % Bonds, Series A (mature July 1, 1950)	14,000.00
St. Louis-San Francisco Railway Company Consol. Mtgs. 4 1/2 % Gold Bonds, Series "A" (mature March 1, 1978)	25,000.00
(As at close September 30, 1928)	<u>\$312,000.00</u>

St. Louis, Mo., October 2, 1928.

F. H. HAMILTON,

Treasurer.

the following points: Ava, Aurora, Bolivar, Bentonville, Cassville, Carthage, Deepwater, Fair Grove, Gold, Hollister, Marshfield, Nixa, Miami, Springdale, Buffalo, Gravette, Humans-

ville, Lebanon, Morrisville, Oswego, Siloam Springs, Seymour, Fayetteville, Grove, Hermitage, Mansfield, Mountain Grove, Ozark, Springfield and Stockton.



The Pension Roll

JOHAN WESLEY SICKLES, crossing watchman, Southern division, was retired from active service August 31, 1928, due to his having reached the age limit on August 2. He was



JOHN W. SICKLES was born August 2, 1858, at Raysville, Ohio. His father was a farmer and storekeeper, and the son received his education in the schools of Webster County, Mo. At the age of twenty-four he began his service as a section laborer with the old KC FS&M. He served in the same capacity at Rogersville, Mo., from October 1, 1882, until November 9, 1909. From November 9, 1909, to November 1, 1919, he served as a lamp tender at Willow Springs, Mo., and from the latter date to August 31, 1928, as a crossing watchman at Willow Springs. He was married to Sarah Jane Sartin (date not given) and to them were born two girls and one boy. All the children are in the employ of the Frisco, two in the superintendent's office at Memphis, and one in the assistant superintendent's office at Newburg. Mr. and Mrs. Sickles reside at Willow Springs, Mo. Continuous service of 45 years and 11 months entitles him to a pension allowance of \$35.10 a month, effective from September 1, 1928.

FRANK McMURRAY, section foreman, Northern division, was retired from active service on July 23, 1928, due to total disability. He is 69



FRANK McMURRAY is 69 years of age, born September 9, 1859, on a steamboat on the Mississippi River, enroute from Memphis to New Orleans. His father was a captain and steamboat pilot. He received private instruction in his school work on the boat and also spent two years at the University of Nashville, Tenn. At the age of twenty he began teaching school. He began his railroad career doing construction

Four Frisco Lines veteran employes with combined service of 131 years and three months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held September 20, at the St. Louis general office.

work for southern railroads and on July 23, 1892, he began service with the old Frisco, grading and laying track, Aurora to Mt. Vernon, Mo. On August 1, 1899, he was promoted from laborer to section foreman. In September, 1894, he married Lualice Robertson, of Aurora, Mo., and to them were born a boy and a girl. Mr. and Mrs. McMurray reside at 111 Lee St., Aurora, Mo. Continuous service of 35 years and 11 months entitles him to a pension allowance of \$40.15 a month, effective August 1, 1928.

F R A N K HARLOW BROADSTREET, agent-yardmaster, Snyder, Okla., was retired from active service



F. H. BROADSTREET February 6, 1928, due to total disability. He was 67 years old, born May 30, 1861, at Oregon, Ill. His father was a blacksmith. The son received his education in the schools of Oregon, Ill. At the age of sixteen he began work as a farm hand. He went to Kansas and learned telegraphy on the Santa Fe, and on November 30, 1889, began his Frisco service as an agent at Beaumont, Kan. He also 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 at that point was abolished and these duties annexed to the position of the agent. On January 21, 1891, he was married to Ida E. Fawler, of Whitewater, Kan., and to them were born two daughters and one son. Mr. and Mrs. Broadstreet reside at Snyder, Okla. Continuous service of 31 years and 5 months entitles him to a pension allowance of \$61.55 a month, effective August 1, 1928.

JAMES WORKMAN, lineman, telegraph department, was retired from active service on September 1, 1928,



JAMES WORKMAN due to his having reached the age limit. He was born October 16, 1857, at Wheeling, Va. His father was a blacksmith and the son was educated in the schools near his home. His first work was in telegraph gang at the M. & O., St. Louis, Ill. His first Frisco position was as relief repairman at Fayetteville, Ark., in 1910. He served the telegraph department at Okla. He served this department at Wichita, Kan., and other points in the Northern division. On June 1, 1893, he was married to Miss Beatrice Kassel, of St. Louis, Mo., and to them were born two boys and a girl. Mr. and Mrs. Workman reside at 238 L Avenue, Wichita. Continuous service of 18 years entitles him to a pension allowance of \$28.85 a month, effective September 1, 1928.

In Memoriam

ROBERT EDWARD RICE

ROBERT EDWARD RICE, pensioned brakeman, died at his home August 19. He was born July 1849, at Palmyra, Ill., and first entered the service as a night watchman at Peirce City on October 1881. He was promoted to the position of passenger brakeman in 1910 and worked in that capacity until retirement on July 31, 1919, occasioned by his reaching the age limit. He was a widower and had no heirs. His pension allowance was \$32.20 a month and up to the time of his death had been paid a total of \$3,477.60.

JAMES COLUMBUS SWICKARD

JAMES COLUMBUS SWICKARD pensioned bridge foreman, died in Freeman hospital at Joplin on September 19. He was pensioned in 1928. He began his Frisco service in 1881 as a bridge carpenter and has a total of 16 years and 6 months service.

(Now turn to next page, please)

ice with Frisco Lines up to the time of his retirement. His pension allowance was \$27.90 a month and up to the date of his death he had been paid a total of \$111.60.

TOM A. PARR

TOM A. PARR, Frisco conductor, Southern division died at St. Bernards Hospital, Jonesboro, Ark., on September 19 as a result of a stroke of paralysis. Mr. Parr began his service on the old Ozark division as brakeman, December 5, 1893, and was promoted to conductor, January 16, 1898. He was taken ill while enroute on his run and was rushed to the hospital at Jonesboro, but did not recover from the stroke. He leaves a wife and son in his immediate family. The son resides in New York City. A brother, James E. Parr is vice-president of the Bank of Jonesboro. He also leaves three sisters. Mr. Parr had a host of friends and acquaintances who mourn his loss.

LOUIS H. BUTTS

LOUIS H. BUTTS, clerk in passenger accounting department, St. Louis, passed away on October 17, at the Frisco Hospital where he had been seriously ill for several days. Mr. Butts was born on July 20, 1877, entered Frisco service as a locomotive fireman September 1, 1902, from which position he was promoted to locomotive engineer. On July 22, 1908, he received injuries near Eureka, Mo., when a freight train collided with a threshing machine. As a result both limbs had to be amputated. Since that time he has been employed in the office of auditor passenger accounts. Mr. Butts is survived by his wife and father.

K. C. VETERANS MEET OCT. 11

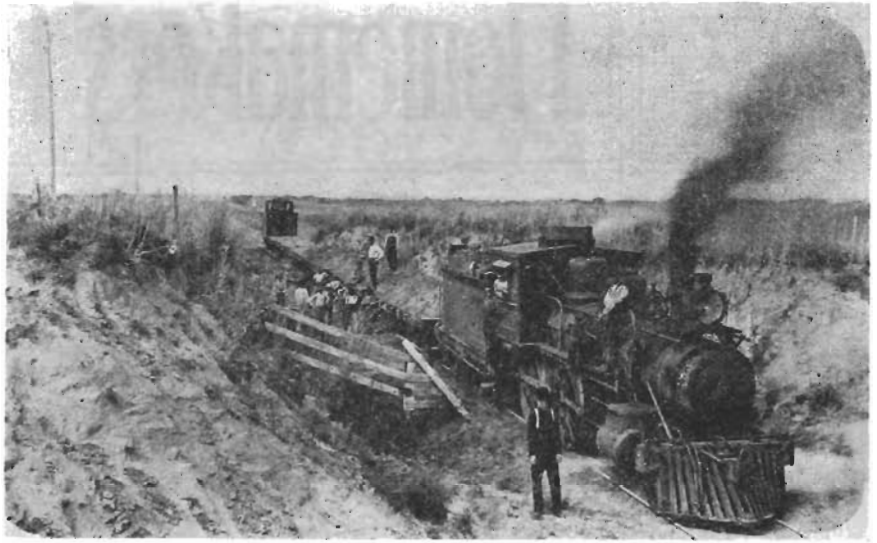
The first fall meeting of members of the Kansas City Veterans' Club was held at the home of Mrs. E. B. Harri-man, 3728 Jarboe Ave., Kansas City, on October 11.

Plans for giving a dance at the Rosedale Masonic Hall October 26, and a card party on November 9, in conjunction with the Sunnyland Club were discussed. Mrs. Edna Lyons Sage presented a number of delightful vocal selections following the business session.

The club will meet with Mrs. M. D. Scotten on November 8 and with Mrs. McCarter for the December meeting.

Have you gotten **YOUR**
Passenger?

Compare This 1905 Engine With Power Today



THE photograph of engine No. 40, taken in 1905 tells the story of the tremendous strides made in power used on Frisco Lines since that date.

The picture was made in the vicinity of Davidson, Okla., while extra gang men were widening a cut at that point. Sand was loaded on flat cars to be used for ballast at Sibony, now known as Manitou, Okla. But when four of the flat cars were loaded with sand, the engine was unable to handle the load and it was necessary to double into Davidson with two of the cars, set them out and go back for the balance of the train and the caboose.

The story and picture were furnished the *Magazine* by W. W. Eastin, conductor. Both he and B. F. Cooper were serving as brakemen on the

Western division at the time the picture was made. They are now conductors on the same division. The man standing in the foreground is Henry Williamson, conductor, and now engine foreman at Arkansas City, Kan. John D. Arvin was the fireman of this work train. He has since left the service and is in business for himself at Enid. Herman Fischinger, the engineer, is now deceased. The foreman of the extra gang (standing on the flat car) is Jim Healy, now retired and living in the vicinity of Enid.

The Frisco's 700 class engines now operate over this part of the Western division handling an average tonnage of 1,110 tons, and the ballast along the right of way is rock instead of sand.

Members of the club sent Mr. Churchill, one of the oldest pensioners at Kansas City a post card shower on his birthday October 20.

INSURANCE PAYMENTS

Payments by the Metropolitan Life Insurance Company to insured officers and employes during September, 1928, totaled \$32,531.23, divided as follows:

Shop group: Death claims, \$4,000; health and accident, \$2,439.97; disability, \$1,071.84, and death, \$500.

Supervisory group: Death claims, \$17,903.89; disability, \$2,124.

Clerks: Death claims, \$3,765.29; disability, \$726.24.

CIRCUS TRAIN OVER NEW LINE

The John Robinson Circus, was the first circus to travel via the Frisco's newly constructed line from Pensacola, Fla., to Columbus, Miss.

The circus exhibited in Pensacola, Florida, on October 20, and moved out at midnight the same day to Demopolis, Ala., where it showed October 22. The next stop was Aberdeen, Miss., for exhibition on October 23 and New Albany on October 24, then back to Columbus, Miss., where it showed on October 25.

Have you gotten **YOUR**
Car of Freight?



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

FOR "TURKEY DAY"!

There are two meals during the year on which the housewife concentrates a great deal of time and attention and those are at Thanksgiving and Christmas.

The markets may hold a greater variety of green stuffs for the Thanksgiving dinner than for the Christmas one, but one finds the turkey holds his own in both menus.

One cannot vary the meal much, for the sweet and Irish potatoes have a place all their own, the pumpkin pie furnishes a dessert fit for a king, and so there is only the salad and a variety of vegetables, the choice of which may add or detract from the dinner.

Several recipes to aid the housewife are quoted, and may suggest new ideas with which to delight Thanksgiving dinner guests.

Roast Turkey

Select a young turkey, remove all feathers carefully, singe it over a burning newspaper then draw, being careful not to break any of the internal organs, remove the crop carefully, cut off the head and tie the neck close to body by drawing the skin over it. Rinse the inside of turkey with several waters, using a teaspoon of baking soda in last water. After washing the turkey inside and out, rub with a clean cloth. Rub inside with some salt then stuff the breast and body with the following dressing.

Oyster Dressing—Cut the brown crusts from slices or pieces of stale bread until you have as much as a pound. Put in a dish and pour tepid water over it and let stand one minute and squeeze until dry. Add pepper, salt, about a teaspoon of each, a teaspoon of summer savory, one teaspoon of sage, one-half cup melted butter and a beaten egg, one pint of fresh oysters slightly chopped. Work all together and fill breast and body of turkey. Put in roasting pan. Pour two cups boiling water over. Put in hot oven and baste after turning turkey so that each part is well baked.

New Styles in Clothes and Photographs

Black, the keynote of the fall mode is delightfully carried out in this photograph by Loomis, with the new futuristic background, charmingly posed by Miss Margaret Huggins of Emporia, Kansas, 17 year old sister of W. L. Huggins, Jr., editor of the Frisco Magazine.

The hat, vagabond style of black felt, is caught at the crown with two silver buckles. The V-shaped neck of the gown is trimmed with the crepe back side of the satin and ties at the end in a flat bow knot. A tight girdle of satin binds the hips and is caught at one side with a rhinestone buckle. The ends of the girdle form a drape that falls a few inches below the skirt.



Thanksgiving Salad

One pint cranberries. cups sugar.
One-half cup nut Three-fourths cup
meats. diced celery.
One cup or one One and one-half
and one-half cups water.
Pinch salt.

Cook cranberries in one cup water slowly twenty minutes. Stir in sugar and cook five minutes more. Add one-half envelope Knox's Sparkling Gelatine which has been dissolved in one-half cup cold water ten minutes and stir until dissolved. When mixture begins to thicken add celery, nuts and turn into a pan which has been chilled in cold water. Let set until firm. Serve on lettuce leaf.

Pumpkin Pudding

One cup of cooked pumpkin that is dry and smooth mixed with one-cup of brown sugar, one tablespoon molasses, one-half teaspoon salt, one-fourth teaspoon nutmeg, one-fourth teaspoon cinnamon, one-half teaspoon ginger, and the yolks of two eggs well beaten. Beat thoroughly all together and add one cup of scalding hot milk. In the bottom of a well buttered baking dish put a layer of finely chopped tart apples and over it pour the pumpkin mixture. Bake in a slow oven until firm. Beat the egg whites until stiff and add two tablespoons of granulated sugar gradually and a very small quarter teaspoon of baking powder, spread over pudding and return to oven to brown slightly.

Miss Frisco in Fall Fashions

Mary Crane, of the auditor of freight accounts office, St. Louis, poses in two very new styles for the coming fall season.



Cloth coats came back this season, and lead the styles in popular priced models. The one which Mary Crane models is trimmed in soft brown fur, and has unusually smart lines. A tight fitting felt hat and brown cut-away shoes make an attractive outfit for winter.



Everywhere one finds on display for winter wear, transparent velvet dresses in deep shades. The one pictured above has a flair skirt, with tight fitting sleeves, a bow tie of heavy lace at the neck, and two velvet flowers at the waist line. Its lines are plain yet the softness of the velvet relieve the severity.

SAVORY VEGETABLE DISHES

Scalloped Tomato and Okra

- ½ lb. okra
- 3 tomatoes
- ¼ cup bread crumbs
- ¼ cup grated cheese
- 3 slices of bacon

To prepare the okra, wash well and cut off the stems. If the pods are small, they may be cooked whole; if large they should be sliced. Parboil in boiling salted water.

Slice one tomato into a greased baking dish, sprinkle with salt and pepper, cover with a layer of okra, cover this with another sliced tomato, season, then add the remaining okra, and last the third tomato. Mix bread crumbs and cheese, sprinkle over the top. Place strips of bacon on top and bake.

Scalloped Egg Plant with Ham

- 2 cups stewed egg plant pulp
- 2 tbsps. bacon fat
- 1 tbsp. minced onion
- 2 tbsps. chopped green pepper
- ½ cup tomato pulp
- ¾ cup diced cooked ham
- Bread crumbs

Pare egg plant, cut in cubes and parboil in a small amount of boiling water ten minutes. Drain. In the meantime melt the bacon fat in a small frying pan, add onion and green pepper, cook two minutes, add tomato pulp, mix with egg plant and ham. Pour into a greased baking dish, sprinkle bread crumbs over the top and bake in a moderate oven.

Celery and Carrots with Parsley Sauce

- 2 bunches of celery, cut fine
- 5 medium carrots
- 1½ cups cream sauce
- 1 tbsp. minced parsley

Use all but the tender hearts of the celery. Scrape carrots and cut in strips, cook together in boiling, salted water until tender. Add to the white sauce mixed with the chopped parsley and stir until well mixed.

To Make The White Sauce—Melt 3 tbsps. butter, blend in 3 tbsps. flour, add one cup milk slowly, season, cook until of thick, creamy consistency. There should be about a half cup of liquid on the vegetables by the time they are tender. By adding this with the vegetables to the white sauce, you will not waste any of the vegetable water and the sauce will have a better flavor.

Fresh Butter Beans with Lemon Sauce

Put one quart fresh butter beans into boiling salted water. Cover and cook until tender. Drain. In the meantime, cream ¼ cup butter with 1½ tablespoons lemon juice and ½ teaspoon chopped parsley. Add to the beans.

Have you gotten YOUR
Passenger?

Have you gotten YOUR
Car of Freight?



The TWILIGHT HOUR

A Page Just for Children



Two Boys and a Turkey Leg

By THE TWILIGHT LADY



THANKSGIVING had arrived! For weeks Bud and Jim had been waiting for the eventful day. Grandmother had been baking cakes and making cookies the week previous and on Wednesday the two boys had gone with mother to shop.

Their eyes nearly popped out when mother had the big twenty-five pound turkey weighed!

"Oh, gee," and Bud nudged his brother. "Wouldn't you like to have one of those drumsticks though!"

"Uuu-mm! Oh, boy!" was the answer from Jim.

Then mother bought celery, cranberries, fruits, butter, eggs and all the ingredients which go into the Thanksgiving Day dinner.

Both of them dreamed that night of the table, with its clouds of steam, some from the gravy, a little from the mashed potatoes, and from the sweet potatoes, but most of all each could dreamily see great sheets of steam rising from the turkey. And they both noticed the two very large drumsticks.

Thanksgiving morning was a busy one for the boys. They had their chores to do, and about 11 o'clock the guests began to arrive, among whom were two little cousins. Every now and then one of the boys made an excuse to go to the kitchen where he stood near mother while she opened the oven and glanced in at the big, fat turkey, sizzling in the heat.

Bud and Jim both thought they could not wait until dinner was served, and in order to get into the dining room first, they helped to seat all the

After the blessing, father picked up the huge carving knife and began to carve the turkey. Dad was his friend, each thought, and he always saw to it that they each got a chicken leg at the Sunday dinner. He surely would see that each got a turkey leg!

Dad carved away, asking each guest which they preferred, dark or white meat, and mother, at his side, skillfully helped him serve the plates. And then everybody was served but Bud and Jim. And the two legs were left!

And then, out of a blue sky, Aunt Hester said, "John, I always like the meat on the leg. Won't you serve me just a little of that?"

Bud looked at Jim and Jim looked at Bud and then they tried very hard to keep from giving Aunt Hester a frown.

Dad quickly consented. Aunt Hester's plate was returned and one turkey leg, minus most of the meat, lay on the platter.

Who would get the other leg?

Just then Dad said, "Bud, do you like both dark and light meat?"

"Yes, sir!" answered Bud, and Dad served him a liberal helping of each, with all the trimmings. Jim was asked the same question and received the same liberal helping.

But the one uncut turkey leg still remained on the platter!

Bud and Jim ate in feverish haste. There were second helpings, and each time they ceased eating until the crisis was over and they saw that the turkey leg had not been served.

At last the dinner came to an end. The four children went into the yard, and on the way Bud had time to say, aside to Jim, "Aunt Hester sure had her nerve. She might 'uv known boys would want drumsticks."

"Well—Dad couldn't give us both one," said Bud.

At about four in the afternoon the guests all left. A light lunch was served just before bedtime, and both boys said goodnight and climbed the stairs to their bedroom.

Bud tossed restlessly. Sleep just wouldn't come. All he could see on the ceiling—on the window pane—on

the floor, was the lone turkey leg.

Finally, feeling sure that Jim was asleep, he climbed out of bed and tiptoed down the steps. He swung the kitchen door open and then the parlor door. It squeaked a little and Bud hesitated to see if anyone could have possibly heard him. Just then he heard a noise.

He crouched over in one corner. Someone was coming down the steps. He sat very still, scarcely breathing. The person was evidently coming very quietly. Then all at once Jim appeared at the door.

"What are you doing here?" Bud whispered.

"You—what are YOU doing here?" was Jim's question.

"I just came down to see if everything was all right," answered Bud.

"Yes, you did," was Jim's whispered reply. "You came after that turkey leg. And then both turned, for there the doorway stood Dad.

Dad turned on the light! "What the meaning of this," he said sternly.

"Well, Dad, there was one leg left and—well, we both think we ought to have it."

Dad's stern look dwindled to a smile. "Well, boys, sorry Aunt Hester had to spoil it all, for I was going to give you the legs of that big turkey, but you two can divide it up right now." And Dad peeked around the door.

The boys rushed to the ice box and grabbed the turkey leg. First one took a bite and then the other.

Then came a voice from upstairs. "Dad! Is anything the matter?" was Mother!

"No dear—just came down to get a drink," he answered.

"Gee, Dad, you're a peach," said Bud.

Next evening at dinner Mother said, "I must speak to Hilda. I think had some company Thanksgiving night and she ate the big turkey that was left."

Dad, with a twinkle in his eye, said, "Now, mother, she must have come once in awhile—don't be too hard on her."

Bud, whistling "It Ain't Gonna Be No More" left the room, followed Jim, and behind mother's chair looked back at Dad with a smile of gratitude.

Winsome Children of Frisco Folk



Top row, left to right: Zuella Louise Johnsen, daughter of Umfrey Johnsen, storehelper, Springfield, and Joe Edward Wolfe, son of B. F. Wolfe, engineer, Carbon Hill, Ala.

Second row: Arthur James Leareth, grandson of H. J. Robinson, pensioned car inspector, Jonesboro, Ark.; Dorothy Jean, J. H. Roberts, Jr., children John H. Roberts, warehouse foreman-clerk, Webb City, Mo.; Jack and Caroline May, adopted children, J. J. Rheuark, fireman, West Tulsa.

Center, left: Betty Jean Will, daughter Harrison Will, division pass. agent, St. Louis; right, Jack Cummins, son J. J. Cummins, local agent, Birmingham.

Lower left: G. A. Heath, Jr., grandson H. L. McDuffie, power house engineer, Sherman. Upper three, left to right: Bobby Gene, son Philip J. Beuhler, machinist, Springfield; Jacqueline Kratky, daughter C. C. Kratky, president's office, St. Louis, and Richard Lee Hainline, cousin of Pearl Fair, storekeeper's office, Springfield. Directly below, left to right, Helon Irene, and Kathleen Mary Roach, grandchildren Mrs. Sue Wood, agent, Fanning, Mo.; Mary Alice Carson, granddaughter H. J. Robinson, pensioned car inspector, Jonesboro. Lower right: Margie Leate, granddaughter of A. G. Hinote, carman, Pensacola.



The FRISCO EMPLOYEES' MAGAZINE

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By the

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Vol. 6

NOVEMBER, 1928

No. 2

**The National Safety Congress**

AN organization supported by 4,650 members from all parts of the United States and Canada, and having for its prime purpose the elimination of our present industrial waste of life and limb, held its seventeenth annual meeting in New York City October 1 to 5.

That organization, known as the National Safety Congress, attracted an attendance estimated at between 7,000 and 8,000 delegates and visitors from all walks of life and industry, and presented in programs a hundred or more of the most prominent men in America, including Col. Charles A. Lindbergh.

The thought of this vast attendance at a five day conference dedicated solely to the "presentation of ways and means of reducing the annual loss of lives, limbs and property occasioned through unnecessary and preventable accidents," should give us all pause.

These men and women, intent upon a reduction in the loss from industry of 95,600 men, women and children who were killed in 1927 in accidents on streets and highways, and in homes and industry, represented every sort of industry from the A's of Aviation and Automotive, down thru the T's of Taxicabs and Textiles to the W's of Woodworking.

In their business sessions of the days and nights, and in the informal "lobbying" of the between-session moments, ways and means of reducing this enormous toll of accidental deaths were discussed thoroly and in detail.

In the discussions of the Steam Railroad Section of the National Safety Council, held in the Waldorf-Astoria hotel, Frisco Lines was represented by 12 men from various departments of our railroad. One of them, Z. B. Claypool, assistant director of accident prevention, Springfield, spoke before a session of the Congress on "Falls in the Mechanical Department."

Others officers from other railroads discussed methods of increasing safety in yards, on the locomotive, in switch service, in the shop, and in other phases of railroad operation.

No subject of accident prevention was left untouched, it seemed to the observer, and such moot questions as the length of the locomotive, crossing whistle, the rule forbidding men to ride engine footboards, the distance from a crossing at which the engine whistle should be blown, etc., were thoroly aired before the convention and recommendations made.

To the employe who has heard the phrases "prevent accidents" and "safety first" until they have become a steady drone in his unheeding ears, this National Safety Council meeting would have been an "eye-opener" of a legal nature.

For progress is bound to be made and good accomplished in large measure, when 8,000 men and women meet for a five day session at which they delve earnestly and sincerely for the solution of a problem, which, when solved, will bring about a tremendous economic and humane saving in the nation's industrial life.

The New Traffic Department

FRISCO Lines has again placed itself in the forefront of the transportation world, with the consolidation (announced in this issue) of the freight and passenger departments of the road into one large and unified traffic department. Other roads have been considering this move for years, but Frisco Lines has taken the plunge ahead of its competitors. Efficiency experts have a peculiar and uncanny knack in finding unnecessary kinks in businesses. Many an efficiency man has ridiculed the division of railroad solicitation departments, but until our railroad unified the business-getting forces effective October 15, this logical transition was not accomplished by any American transportation unit.

Frisco officers believe this move will greatly simplify and expedite the handling of traffic matters. Employes of the road should, and will, do all in their power to aid in the successful consummation of this consolidation for increased solicitation power.



Good News

Patient: "I'm a little short of breath, Doc."

Doctor: "Have patience, my good man, and we'll soon stop that."

A Tight Place

The transatlantic flier heard a rattle, which indicated that some nuts and bolts were shaking loose. A few minutes later he crossed the border of Scotland and everything tightened up.

—N. Y. C. Magazine.

Summer Retorts

She: "So your husband was lost at sea."

2nd She: "Yes, a bathing beauty got him."

Quick Work

A man went into a Scotchman's drug store and ordered 15 cents worth of quinine. A second later the man screamed, "Help, I'm poisoned."

The Scotchman looked at the box and said, "You're right, it's strychnine, that'll be 10 cents extra. Pay me quick, laddie, it works fast."

An Old Tin Type

Squire: "Did you send for me, my lord?"

Launcelot: "Yes, make haste. Bring me the hammer, I've got a flea in my knight clothes."—Ex.

Properly Stung

Sandy bought two tickets for a raffle and won a \$1,500 car. His friend rushed up to congratulate him, but found him looking miserable.

"Why mon, what's the matter wi' ye?" he asked.

"It's that second ticket. Why I ever bought it I canna imagine."

Dense Traffic

"Why do you rise so early in the morning?"

"I have to get down town early in order to park my car?"

"What do you do with the extra time before working hours?"

"Oh, I take a street car home and have breakfast."

Bad Weather

Wife: "I want to do some shopping today, dear, if the weather is favorable. What does the paper say?"

Husband: "Rain, hail, thunder and lightning!"

Where They Went

The editor of a newspaper wheeled his chair around and pressed a button on his desk. The office boy entered.

"Here," he said, "are a number of directions from outsiders telling us how to run our paper. See that every one is carried out."

And the office boy, gathering them all in a large waste basket, did so.

A Youthful Fan

Teacher (in geography class): "Can anyone tell me where Pittsburgh is?"

Small voice (in rear): "Please, ma'am, they're playing in New York."

One Too Often

During his first few days in camp the young recruit was the victim of so many practical jokes that he doubted all men and their motives. One night while he was on guard, the tall figure of one of the officers loomed up in the darkness before him.

"Who goes there?" he challenged.

"Major Moses," replied the officer.

The recruit scented a new joke.

"Glad to meet you, Moses," he said, cheerfully. "Advance and give the Ten Commandments."

Keeping It Dark

At a dinner party the guests were discussing whether women or men were the most trustworthy in business.

"No woman can keep a secret," said one man, scornfully.

"I don't know so much about that," retorted the forbidding looking woman sitting opposite him. "I've kept my age a secret ever since I was 24."

"Oh!" he replied, "you'll let it out one day, though."

"I doubt it," she answered. "When a woman has kept a secret for twenty years she can keep it forever."

—London Tid-Bits.

So the Driver Toll'd Him

A Scotchman driving a small cart drawn by a donkey came to a toll bridge. The toll collector came out of his house and said: "Here, you've got to pay toll before you can cross this bridge."

"What! Pay toll?"

"Yes, five cents to cross this bridge."

After an argument he paid the five cents and went on. In the afternoon he came back again, but this time he had the donkey sitting on the seat and he was dragging the cart himself.

The toll man came out and said: "Here, you know you've got to pay five cents."

The Scotchman shook his head, and pointing to the donkey, said: "Don't talk with me, ask the driver."

Believe in Signs?

I saw a sign in a restaurant, "Ladies Served Here." I went in and ordered a snappy blonde. They threw me out. I wonder why.

Lucky!

Old Gentleman: "Young man, when I started life I had to walk."

Young Motorist: "You are lucky. I had to be carried."

Empty Loads

The conductor had run off a right good month, but after cashing his check allowed the boys to pull him into a poker game. That evening he handed his wife \$58.00.

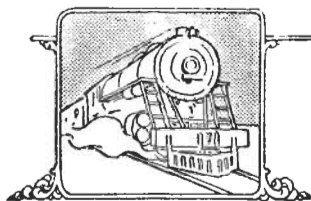
"My gracious George," she said. "Was that all you made last month?"

"Yes Honey," said George, "you know we hauled empties pretty nearly all month."—Ex.

The End

"What!" exclaimed Mandy's mistress as she appeared at the home one day, after a prolonged absence, carrying a little black baby, "Another little Carr?"

"Yessum Missess—an' I don hopes dis here is de caboose."



The FRISCO MECHANIC

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



Ten Locals Elect Officers in October

TEN locals of the Frisco Association of Metal Crafts and Car Department Employes held meetings during October for the purpose of electing officers for the ensuing year, according to advice received from Frank Junkins, the association's general chairman.

Joe H. Hacker, a mechanic at the North roundhouse was elected President of Local No. 1, at the regular meeting, October 12. The North and South shops employes of Springfield make up this local. Burl C. Hough, machinist, north roundhouse, Springfield, was elected vice-president; Gordon R. Youell, secretary; William E. Tindle, treasurer; Lewis Owen, guard; William C. Bush, chaplain; Orville Armstrong, conductor; and B. W. Law, Wm. E. Gooch and T. O. Chapman, members of the house committee.

Several talks were made by various members present, including one by the newly elected president, who asked that the members come out to the meetings regularly and help the new officers to build up a good live organization.

On Friday evening, October 5, Local No. 2, Frisco Association Metal Crafts & Car Department Employes, held its regular semi-monthly meeting and elected officers for the coming year. The results of this election were as follows:

Charles J. Dailey, coach painter, west coach shop, was chosen president; Frank L. Genung, machinist (locomotive department) vice-president; Charles L. Milner, secretary; E. O. Skelton, present incumbent, was re-elected treasurer; M. L. Ryan, chaplain, and Richard E. Skelton, conductor.

Local No. 2, which comprises all the employes in the locomotive and coach shops at the west shops, Springfield, is considered the largest local in point of membership on the railroad. Members of this local are very enthusiastic in the support of the association.

Other elections are:

St. Louis Local No. 5: O. M. Evans, president; J. H. Sanders, vice-president; J. A. Pearse, secretary and C. W. Boggs, treasurer.

Kansas City, Local No. 4: Edward Ring, president; Frank Haungs, vice-president; Roy Salsman, financial secretary and Richard S. Laub, recording secretary.

Tulsa, Local No. 17: Frank Russell, division chairman; A. W. Finley, president; Wm. R. Doster, vice-president; Henry Phillips, secretary and treasurer; H. L. Botkins, machinists' committee; Jack Powell, boilermakers' committee; M. L. Londagin, electricians' committee; F. B. Phillips, blacksmiths' committee; J. S. White, carmen's committee and R. N. Faupel, water service department.

Ft. Worth, Local No. 26: J. R. Ferguson, president; G. F. White, secretary and treasurer and G. C. Best, chairman, shop committee.

The Ft. Scott Local, No. 29, elected Emil Kerlin to fill the office of president for the year and Roy W. Rector was re-elected secretary.

Amory, Miss., Local No. 24: Everett D. Hansen, president; L. D. Davis, vice-president; Raymond F. Dees, secretary and treasurer and L. D. Davis, chairman, shop committee. Walter Adams and W. L. Peeler were elected to serve on the craft committee, and Raymond F. Dees was chosen as correspondent for Local No. 24 for the mechanic.

Hugo, Okla., Local No. 20; Frank D. Knipp, president; R. D. Walker, vice-president; J. R. Hammond, secretary; Fred Jarrell, chairman, shop committee; Chester Cearly, boilermakers' committee and George Streetman, carmen's committee.

Sherman, Tex., Local No. 25; W. W. Johnson, president; Knox Winbrenner, vice-president; Joe J. Bryan, secretary and treasurer; T. M. Tolbesh, machinists' committee; Oscar Spragins, Boilermakers' committee, E. E. Green, coppersmiths' committee; William Chase, blacksmiths' committee, and C. G. Bilger, carmen's committee.

FRISCO MECHANIC FAMILY NEWS

MECHANICAL DEPARTMENT PARIS, TEXAS

N. B. PALMERTREE, Reporter

It has been some time since I have seen anything in the Frisco Magazine from Paris, Texas. We are still here, read the magazine every month and enjoy the Frisco news.

Our A. R. A. clerk, Mr. A. H. Beard has been given a pension, bought his new Ford sedan and is enjoying his days. Mr. Hope, machinist helper from Hugo, Oklahoma, has taken Mr. Beard's place. We are all pleased with our clerk.

We are doing quite a little more business here since the Southern Railway bought the Texas Midland railroad. Frisco is giving them from twenty to thirty cars daily and receiving about the same from them which makes it look good for the Frisco.

The box factory here is getting lots of lumber and stock put away which looks good for next spring's business for Frisco.

Mr. Patrick Hession, machinist to family is going back to their old home in Tennessee and Alabama. Mr. S. Olson, M. M., and family have come back from their vacation in California.

We are all proud to say that it won't be long until all good hunting seasons will be open. Lewis Hope and Mack White have planned to go a good bird hunt when the season opens.

TRANSPORTATION AND MECHANICAL DEPARTMENTS AFTON, OKLA.

LUTIE D. DAVIS, Reporter

E. P. Hogan, general yardmaster, called to Marion, Ohio, to attend the funeral of his aunt, Mrs. Nora Lawrence. His daughters, Misses Ellen and Louise, accompanied him to Marion. He will visit a few days with Mr. Hogan's mother before returning.

H. R. Foley, general roundhouse man, recently returned from Los Angeles, California, where he has spent several weeks convalescing from a major operation. Mrs. Foley will return in the future.

John Eckley, night roundhouse man, and family have returned to Rochester, Minn., where Mrs. Eckley received treatment at the Mayo Clinic.

Dr. R. H. Harper, Frisco surgeon, attended the recent meeting of the County medical association at Medical.

R. S. Norman, conductor, met Mrs. Norman and her sister, Mrs. E. A. Lane and sons at Kansas City. Mrs. Norman and her sister were returning from seven weeks' visit with their sister, Sam Stuart and family, in Los Angeles.

Wilton Cunningham, yard clerk, family, have as their guest his brother Lyle Cunningham and wife, of Miami.

William Klingberg, engineer, has purchased of J. T. Hukil, a lot on south of first street and is planning to erect a brick building.

Have you gotten YOUR
Passenger?

Have you gotten YOUR
Car of Freight?

J. C. Rider is acting general yardmaster in absence of E. P. Hogan.

O. M. Story, switchman, has recently painted and redecorated the interior of his residence.

W. W. Lloyd, engineer, has moved his family to Miami.

W. J. Doran, switchman, acted as jurymen in the recent term of court at Miami.

J. C. Rider has moved into the Spencer property which he recently purchased and is having a number of improvements made.

W. M. Estes, switchman, was called to Ft. Scott, Kansas, account the illness of his father.

H. W. Hopkins, extra yard clerk, has been assigned the duties as night baggage man at Afton.

Mrs. R. C. Meador, wife of switchman Meador, is spending a few days visiting friends in Monett, Mo.

H. T. Morehouse, second trick operator, attended the World Series ball game in St. Louis, relieved by extra operator O. R. Tanner.

SUPERINTENDENT'S OFFICE— WEST SHOPS, SPRINGFIELD

JOE GOODRICH, Reporter

W. W. Shackelford, schedule supervisor, attended the National Safety Congress in New York City, October 1 to 5.

M. A. Herzog, chief chemist, recently returned from Glazier Park, Montana, where he spent his vacation.

President J. M. Kurn and Col. F. G. Jonah, chief engineer, were visitors at West Shops while on their recent tour of inspection.

Frisco Mechanical Supervisors Local No. 1 held their regular meeting Wednesday evening, Sept. 6, at Davidson's cafeteria. A chicken dinner was served to approximately fifty members. J. W. Surles, superintendent West Shops, was guest of honor.

Engine 1529, receiving class five repairs, was shopped Tuesday, September 25, and released for service Wednesday, October 3, just seven working days after entering shop. Pretty snappy work, especially when considering that repairs were unusually heavy for class five.

In addition to engines 183 and 187, the Frisco now have two 1500 class engines equipped with the new nickel plated cylinder and valve head casings. They are engines 1505 and 1529. Pretty hard on the eyes to watch these engines roll in on bright, sunny days.

R. E. Elick, tool room foreman, attended the American Railway Tool Foreman's Association Convention in Chicago, September 12, 13 and 14. Representatives from practically every railroad in America were in attendance.

Miss Jessie Robards, secretary to storekeeper, seems to have developed quite an interest in one of the shop mules.

Claude Wills, boilermaker, has changed his yellow butterfly bow for a speckled blue one.

John L. Dodson, machinist apprentice, returned to work October 1.

Joe Yates, checker, was on the sick list a few days the latter part of September.

W. L. Atwell, machinist apprentice, was transferred October 4 to the North Shops to finish his time.

Quite a number of the boys at West Shop report an enjoyable evening at the dance given by the Frisco Men's Club, at Panlights, September 25.

S. I. Case of Jericho Springs, Missouri, was a recent visitor at West Shops. Mr. Case is the father of C. C. Case, clerk in the general foreman's office.

The school for Frisco Apprentices reopened for the Winter term, Monday evening, October 15th, at the Senior High School Building, with approximately 150 students enrolled. Under the supervision of L. A. Pullar, shoe and wedge foreman, and Fred Rauch, shop draftsman, instruction is given in mechanical drawing,

shoe and wedge work and machine shop floor work. A valuable asset in the instruction of the students is the use of the Walschert valve gear, Baker valve gear, and shoe and wedge frame working models. School will be open for students two nights each week and every Frisco employe is welcome to enroll. For, while it is called Apprentice School, enrollment is not restricted to apprentices. It has been amply proven in the past that the school is highly beneficial for all who attend.

The Frisco Dance Club gave their second dance of the season, Thursday evening, October 11, at Clark's Hall. Dancing to the music furnished by Burche's Paramount Orchestra. An enjoyable evening was had by all in attendance. Mr. and Mrs. J. W. Surles and Mrs. Burkholz were honorary guests.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

William McNerney, switchman, spent Saturday, September 29, in Springfield attending the 35th Division reunion.

Harold E. Rook, night yardmaster, and family visited in St. Louis a few days this month.

Ed C. Murphy, extra clerk, is working in Newburg at present.

William C. Austin, extra operator, is working third trick bill desk here.

Harold Stoll, third trick bill clerk, is working Miss Hazel Baker's job at Springfield a few days this month. Geo. Schwandt, extra clerk, of Monett, is working third trick bill desk here.

William Cox, switchman, and family have returned from a visit in St. Louis and Jefferson City.

Barbara Davis, small daughter of Charles Davis, fireman, has been confined to her bed for the past two weeks with diphtheria. She is getting along nicely however.

H. R. Sherer, switchman, has entered the Frisco hospital at St. Louis for removal of diseased tonsils.

R. H. Baker, switchman, was called to Springfield the 15th on account of the illness of his small daughter.

Mr. and Mrs. Troy Root visited in St. Louis recently.

Rolve Jones, night clerk at the Freight house, is spending a few days in Springfield.

S. E. Fellows, storekeeper, and Mrs. Fellows have returned from a few day's visit in Pensacola, Fla. They report a fine trip but both say, "Nothing like the Ozarks." Mr. and Mrs. Fellows with a party of friends left on October 15 for a few day's visit at Hollister, Mo.

K. G. Stoll, yardmaster, visited a few days in St. Louis this month.

Claud Leek, operator, who has been working in the S office at Springfield, returned to his old job at Newburg on second trick.

John Davis and wife visited in St. Louis and Wood River, Illinois, a few days this month.

Miss Helen Fellows, operator, who has been working in the S office at Springfield, has returned to her former position in the office here.

B. E. Loftis, lineman, and family have returned from a two week's visit in Kansas City, Springfield and Clinton, Mo. Mr. Loftis has transferred to Clinton and moved his household goods there the 16th. E. C. Holt is working as lineman while his job is under bulletin.

L. W. Thomas, switchman, made a ten days' visit in Juarez, Mexico.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Ed Hansen, machinist apprentice, recently made a trip through the East visiting Chicago, Cleveland, Indianapolis, Buffalo and Detroit. Also visited Toronto, Canada. He reports a great time.

Schley Derrick, machinist third class, has resigned the service and will locate in Arizona. He is making this change in the hope that the climate will improve the health of Mrs. Derrick.

Mrs. Ben Stover is in Phoenix, Arizona, in an effort to regain her health. Mr. Stover has just returned from there and says that her condition is slightly improved. Mr. Stover is a machinist on air work.

James Crangle, extraman, has returned from a three week's trip in Illinois where he visited relatives.

A. E. Boles, foreman of dead work, has returned from his vacation. While away he made trips to St. Louis, Hollister and several other nearby points.

W. H. Schaller, roundhouse foreman and Carl "Tiny" Burkson, boilermaker foreman, went to St. Louis October 8 to attend the World Series ball games. However, the rain and the poor showing of our favorites caused them to come back without seeing a game.

George Rook, machinist first class, has been transferred to night work while Joe Schellhardt, who formerly worked the night shift has been assigned to dead work.

James Barton, machinist, is off at present and has been for three weeks, due to illness. We hope he will soon be back with us again.

Ray Jackson, boilermaker, accompanied by his family, is visiting the Pacific coast and many other points in the West. They will be gone a month.

MECHANICAL DEPARTMENT TULSA, OKLA.

HENRY PHILLIPS, Reporter

Warren Bohon, machinist, is in St. Louis hospital, suffering from an infection on his face.

Felix M. Bowles, machinist, has been away from the job for some time account illness.

Mr. Chas. Howard, locomotive carpenter, underwent an operation for tumor in the Sherman hospital. He is reported getting along nicely.

Mr. A. L. Sasser, former airman, and also division chairman for the Frisco Association on the Southwestern Division, has resigned his service with the company.

Grant Louis, water service repairman, who has been cut off the force for some time, has been put back to work.

Brother Frank Russell, has been elected to fill the unexpired term of A. L. Sasser as division chairman on the Southwestern Division. Mr. Russell has been an active member of Local No. 17 and is able to perform the duties of that office and we are going to help him in every way we can to make his work easy on him. He was a member of the Shop Committee, representing the machinists.

Brother S. B. Coley, machinist, has just returned to work after being away for several days undergoing treatments in the St. Louis hospital. We are certainly glad to see him looking as good as he does.

J. C. Murray, coppersmith, has been off the job for several days feeling bad. We learned that he was sent to the hospital at St. Louis a few days ago.

V. I. Douglass, machinist, has moved to Red Fork. He formerly lived at Oakhurst.

L. L. Finch, machinist, has moved out to his chicken farm. We have learned the location and hope that he raises nice big fat chickens.

CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

James B. Huffmaster, Hugh T. Huffmaster and Peter Gumbic returned with their families Oct. 14 after a two week's visit with relatives in Los Angeles and San Francisco, California. All reported a

fine time and good weather on the trip. Mrs. Sam Pinkley, wife of Yard Oiler Sam Pinkley, unfortunately broke an arm October 6 and at this writing is reported making good toward recovery.

Dennis E. Horine, yard oiler, returned to work October 2 after an extended siege of illness due to a nervous disorder.

Another month gone by with our hopes of a perfect score for personal injuries dampened. This time the guilty one was Wesley R. Wood, who had the misfortune to get a foot badly bruised by a tie falling upon it. Wes didn't do it intentionally, of course, but he lost three and a half day's time and promised not to let it happen again.

Mrs. R. G. Kaufman, wife of our general foreman, returned October 13 from Topeka, Kansas, where she had been visiting her mother and friends.

NORTH BACK SHOP SPRINGFIELD, MO.

ALEX WATT, Reporter

The stork visited E. L. Barclay, north side car carpenter, and left him twin boys the 15th of September. The youngsters have been named Olan Lloyd and Allen Floyd. Mother and babies doing fine.

H. D. Brown, tool room man of the north side, who has been ill with rheumatism for the past three months returned to work Oct. 8.

Francis Cooper who has been ill for the past four months has recovered his health sufficiently to be able to be around again and thinks he will be able to go to work in a short time. Mr. Cooper is the North Side System Committeeman.

One of our car carpenters, S. E. Gillite, is on the sick list. He is at Siloam Springs under Government care.

Ivan Cooper, cabinet maker, is again on the sick list.

W. A. Bang, won so many ribbons with his dahlias at the flower show here in Springfield, it encouraged him to exhibit in St. Louis, where he is at the present time.

Sherman Ellis, our electrician's father and mother have recently moved to Springfield to make it their permanent home.

Edith Watt, daughter of your scribe, who is teaching in West Plains, spent the week-end of Oct. 12 with home folks.

Claud Campbell is back at work after a four week's absence on account of a broken arm, the result of a kick from his Ford.

Bert. S. Lee and wife are visiting his wife's parents in Red Oak, Iowa.

Martin A. Huff and wife have returned from California where they have been visiting relatives and friends.

Noah Jones, mill worker, who has been suffering from a broken shoulder and severe bruises about his head and face, the result of being knocked down and run over by an automobile, is able to be up and around but will not be able to work for several days.

H. J. Higgins, air man from the car yards, has been transferred to Okmulgee, Okla.

LOCAL NO. 19 MEMPHIS, TENN.

C. J. DAILEY, Reporter

W. L. Jordan, roundhouse foreman, was on his vacation last half of September. He reports a splendid time painting his home and squirrel hunting.

J. L. Glass, locomotive carpenter, spent a few days in the company hospital in St. Louis. He is now back at work and is feeling much better.

W. C. Shoup, machinist, reports the arrival of a nine pound baby girl, Oct. 9, 1928, who was christened Betty Lou.

E. L. Morgan, roundhouse clerk, and wife spent their vacation in Ohio. They enjoyed the trip very much.

P. O. "Jimmy" Scruggs, machinist, is now in the company hospital in St. Louis, troubled with an injured knee. We wish him a speedy recovery and that he will be back with us again soon.

L. A. Chronister, pipe fitter, is back on the job again from his ninety day vacation spent in Colorado.

J. L. "Pee Wee" Holt and "Red" Bell, machinists, laid off for two days to attend the Tri-State fair.

A. S. Metzger, machine shop foreman, was off sick for a few days, but has recovered.

Robert Green and Aron Vovetter started serving their time as machinist apprentices recently.

W. H. Gimson, general foreman, and a party of friends spent the week-end on a fishing trip.

Harry Humphreys, pipe fitter, and several friends went on a fishing trip in Arkansas and on their return created quite a bit of excitement around the shop with a forty-one pound turtle they caught. Harry, at first, raised an objection to the turtle's presence, saying there wasn't room enough for both of them in the same boat. The turtle was donated to the Memphis, Zoo.

LOCAL NO. 11—CHAFFEE, MO.

MRS. FRED DOHRMAN, Reporter

Mr. and Mrs. C. W. Rose spent Sunday, October 7, with the latter's brother at Zalma, Mo.

Mr. and Mrs. Earl Green are the proud parents of a baby boy, Earl, Jr.

Mrs. Frank Yount visited in Poplar Bluff, Mo., the week-end.

Mr. and Mrs. J. E. Pryor entertained with a six o'clock dinner recently in honor of their daughter, Miss Grace, who celebrated her sixteenth birthday on October 7.

Mrs. W. H. Pryor spent the week-end in Sikeston, Missouri.

Through the kindness of Joe Wright quite a number of our young folks, including "mother" Beinert, enjoyed a ride in an air plane last Sunday, October 7.

Let us not forget November 19, which is "Dad" Beinert's birthday. Of course, we would not dare tell how old he is, but let's hope that old gang of his opens up their hearts as well as their pocketbooks and buy him a new hat.

We all extend our sympathy to Mr. and Mrs. Joe Dinney in the sad loss of Mr. Dinney's mother. They have our deep sympathy in this sad hour.

Mr. and Mrs. John Sheeley have returned from their vacation spent in Florida. We will hear the report in detail later.

Walter Smith, our chief clerk, and Mrs. Smith and little son, Gene, are contemplating moving to Cape Girardeau, Mo., after November to make their home. Opal Stringfellow visited relatives in St. Louis over the week-end recently.

Jake Baker, engineer, spent Sunday with home folks.

The play which was given on September 26 by the Ladies' Auxillary, was a splendid one and well attended.

Mrs. Weldel Glency visited friends and relatives at Parma, Missouri, recently.

Mrs. C. R. Simpkins had Mrs. Earl Smith of Flint, Mich., as her house guest over the week-end recently.

LOCAL NO. 1—SPRINGFIELD, MO.

JOHN O'BRIEN, Reporter

Mr. Ira Jones and family, Mr. G. W. Gregg and family, south side folks, made a trip over new line to Pensacola this month.

Mr. John Faught spent two days fishing, reports a very favorable catch.

Mr. and Mrs. J. P. Clinging, blacksmith, recently made a trip to Thayer, Mo.

Mrs. J. H. King and daughter, wife and daughter of laborer, are visiting in Afton.

Mr. Lyle Royal recently made a trip to Kansas City.

Mr. Kirby Patterson, laborer, reclamation plant has resigned to enter a New York law school. We wish Patterson the best of luck in his school work.

Mr. E. N. Harmon and wife, machinist, are making a trip to the east, visiting in Chicago, Cleveland and going as far as Washington, D. C.

Mr. Walter Delo, yard foreman, has returned from his vacation. Mr. Delo states he never left town, but has learned how to juggle a piano and other heavy furniture as he moved into his new home. "D" says it is much better to be your own landlord.

Thos. Reynolds, Jess Minnick and Finis Litterell were fishing on the Gasconade the week of Sept. 23. They report a very fine catch and to prove this they brought some of the fish home with them. States the only trouble they had was keeping Finis away from the trees when night came.

Mrs. J. C. Potts recently made a trip to St. Louis.

Mr. Albert Weaver and family are making an extensive trip through the west visiting all the principal parts, going as far as San Francisco, California.

The blacksmith shop is having a new roof put on. This work being done by the B. & B. department.

Mr. L. J. Leysaht, superintendent, has received notice from Mr. C. E. Tobie, general storekeeper of the Lehigh Valley Railroad Company, that he has been appointed on the A. R. A. committee to act on subject No. 3, which takes up repairs and reconditioning of discarded material and handling the sale of same for the year of 1928-29, which will be taken up at the next general meeting, June, 1929. This committee is composed of representatives of fifteen different roads of the United States which have Reclamation Plants.

Mr. J. W. Thompson, general foreman while measuring an oil tank the other day, became overbalanced and fell, injuring his side. Mr. Thompson lost no account of the injury, after returning from the company hospital, went back to look over the place where he had fell and he found quite a hole in the ground.

Mr. German Carden, store laborer, was painfully injured Oct. 5 while uncoupling a spool of cable from car. We hope Mr. Carden has a speedy recovery and is back on the job soon.

Mr. K. C. Bean, shop accountant, attended a home coming reunion at Willow Springs Sunday, Oct. 7.

Mr. Thos. Fuzzell, south shop employe is driving a new red Hudson sedan.

The Bowling Team composed of the Reclamation Plant office force, better known as the St. Louisans, now are tied for first place. The high man of this team is Mr. Jas. Adams.

Local No. 1 held their regular semi-monthly meeting at the hall on Boomers avenue. The meeting was well attended.

6,000 90-pound rails were taken up by Eastern Division and sent in to the Reclamation Plant where they were strained and sent out to be used on other divisions. This rail required the work of three eight hour shifts of men and three rail presses going continuously.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Mr. and Mrs. John Luttrell recently spent several days visiting relatives in Willow Springs, Mo.

Reporter spent four days visiting relatives and friends in Willow Springs on the homecoming which was held from October 3 to 8.

Robert Riley spent two days visiting relatives at West Plains, Mo., and returned to Willow Springs for the homecoming.

Everett Stuart spent two days at Willow Springs for the homecoming.

Mrs. Roy Smith recently spent several days visiting relatives at Pine Bluff, Ark. A birthday dinner was held at Mr. and Mrs. Louie Bunch's residence, 546 West Poplar Street, Friday evening, October 5, complimentary to Mrs. J. F. Bunch, mother of the reporter. A large pink and white birthday cake graced the center of the dining table, while varicolored cut flowers served as appropriate decorations for the occasion. The guests included Mr. and Mrs. J. F. Bunch and family, Mr. and Mrs. W. E. Bunch and family, Mrs. Archie Bunch and Mrs. S. H. Beard and children of Monett, Mo.

Mr. Baron and gang installed the new shaving burner at the west shops, and also have completed the new addition to the material shed.

Mr. Johnson and gang are renewing the roof on the forge shop at the south shops.

Mr. Skyles, Mr. Carter and Mr. Brown and their gangs are rebuilding bridges at Walnut Grove and Phenix, Mo.

LOCAL NO. 7—FT. SMITH, ARK.

L. W. CAVINESS, Reporter

At the last regular meeting of Local No. 7, officers for the coming year were nominated to be elected in October. M. L. Sexton, electrician, was proposed for president without opposition. There is a golden opportunity for someone to renew interest in the meetings at this point and we hope that Brother Sexton will rise to the occasion.

B. G. Worden, machinist, and wife are all smiles since the arrival of a fine baby girl, September 23. She has been given the name of her mother and aunt, Elizabeth Lee.

J. B. Maledon, machinist, and A. A. Wagman, roundhouse foreman, were recent visitors to the Oklahoma State Fair at Muskogee.

B. G. McCune, tank truckman, and family, were called to Conway, Mo., in response to a message that Mrs. McCune's sister was dead. We extend our deepest sympathy to this family in their sorrow.

L. B. Fortner, sheet metal worker, just returned from a visit with relatives in Paris, Texas.

Chas. Kline, machinist, has returned to work after several weeks' absence account of an infection of his foot.

The B. & B. gang have been at this point for several weeks, making some very extensive repairs to buildings and equipment.

Our volunteer fire brigade, although just a bit comical in their efforts to reach "the fire" are nevertheless efficient. At their last monthly practice drill, they had a stream on the supposed fire in less than two minutes after the alarm was given. The station for which the alarm was given was the bridge yard which is some distance from the roundhouse. P. E. Scherry, machinist, is captain or chief. Will Harrison, M. L. Young, Ralph Maledon and Lee Caviness are the assigned members of the brigade.

L. A. West, machinist, and family, spent several days with Brother West's mother, Mrs. J. L. Wright, at her country home near Olive Springs, in the Ozarks.

J. H. Scherry and Joe Spradley, machinists, have fully recovered from the injuries received when their car ran into the street curb. Brother Spradley, who was driving, says he was blinded by the lights from another car.

C. J. Jeffries, machinist, is taking an extended leave of absence. He is at present visiting relatives in Oklahoma.

The car department employees have organized an indoor baseball club and have played several closely contested games with other clubs.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Ralph White is relieving George E. Johnson, platform man, for a few days.

H. W. Miller, cashier, attended the 35th Division reunion at Springfield, September 29th.

The Oregon County Fair had a Frisco day and the same was well attended.

The new creamery that has just opened up lately has shipped four cars of sweet cream and one car of powdered milk. This is good news.

F. C. Williams, night roundhouse foreman, and wife and daughter, went on their vacation to New York and report a fine time.

R. R. Holmes acted as night roundhouse foreman in place of F. C. Williams, who was on his vacation.

L. A. Cronister, machinist, has reported back to work at Yale, after having a leave of absence of 60 days.

C. E. Phillips, caller, was off for a few days, Charley Cline working in his place. Claude Jones has been on the sick list.

J. A. Beck, yardmaster, is now on the sick list. We wish him a speedy recovery.

Frank Schratz, car inspector, has been sick for a few days.

Floyd Frost, third-class machinist, is on a vacation. Geo. Powell is in his place.

Lum Lowe, machinist, who left us a month ago for Amory, Miss., to fill a vacancy there, is back with us.

Very pleased to announce that we shipped and loaded 15 cars of cattle from here to various points in Missouri on October 9. Let the good work go on.

LOCAL NO. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Ralph Hance, cinder pit man, has been on the sick list with an attack of chills, but is back on the job at present.

Mr. and Mrs. Arthur C. Trotter are the proud parents of a nice baby girl, born October 2, 1928. Mr. Trotter is our second-class machinist, on the day shift.

Bud Short, third-class boilermaker, represented Newburg at the world's series baseball games in St. Louis. Bud says he is displeased with the result.

Tilman I. Fite, laborer, is visiting friends in Des Moines, Iowa, for two weeks. Tim reports such a fine time that he doesn't know when he will get back to Newburg.

G. C. Hughes, general foreman, spent his vacation in and around Phelps County. S. A. Montgomery, night foreman, filled Mr. Hughes' place while the latter was on his vacation.

George W. Turner, machinist helper, is spending a few quiet days in Barry County.

Harvey H. Green and family made a flying trip to Neodesha, recently.

Eugene Freeze, electrician at Wichita, was shaking hands around the shop a few days ago. Mr. Freeze was formerly electrician at this place.

Mr. and Mrs. J. A. Looney and son Ronald, of Michigan, visited with their son, C. H. Looney and wife, during the past week.

Jack Hill, second-class boilermaker, and family motored to Jefferson City and visited that capital city. Jack says he also spent a "social hour" at the penitentiary.

Dave Ege, boiler inspector, made his monthly journey to Salem to inspect Mr. Abbott's engines the first of this month.

Oscar G. Williams is off duty at present, due to the severe illness of his father.

It won't be long now, until the first Tuesday after the first Monday in November. Then, according to the critics, shall either be born an era of veritable prosperity and eternal bliss, never before exceeded or paralleled in history, or else, the dear old United States shall be tossed into an abyss of morbid chaos—poverty, hypocrisy, lawlessness, and general manifold disorders. We of the "silent vote" stand dismayed and trembling as to the outcome. On the one hand we have it confessed that prosperity comes from this quarter, and poverty from the opposite.

Then tomorrow we listen to a confession to the reverse. We are lost, whither we turn. Where, O where, may we receive solace:

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Marion Clevenger, oxwelder, has been on the sick list the past month. We hope for his speedy recovery and will soon be back to work.

Frank D. Gifford, machine shop laborer, met with an accident which resulted in his leg being broken. The accident happened at night and he was not on duty at the shop when it occurred. He is receiving medical attention at the St. John's hospital. We are very sorry this occurred and wish him a quick recovery.

William C. Frost, oxweld foreman, has recovered from an accident which occurred near Nevada, Mo., last spring while driving his car on the highway. He has returned to work at the shops and says it is much more pleasure to be in good health and at work than to be a convalescent and at leisure.

J. C. Potts, labor gang foreman, and Mrs. Potts, spent a very pleasant week visiting in Memphis, Tennessee, during October. He says it is too warm down there to be comfortable in the summer time so, therefore, did not tarry long.

Charley Stapp, blacksmith, was smiling last week when he arrived at the shop and said it was a big boy, who had been given the name of Archie, that had come to brighten his home and causing his unusually broad smile.

Finis Dixon, store department employee, spent two weeks visiting relatives at Huron, South Dakota, recently. He reports a nice trip but does not think he would like to live away from the Ozarks.

J. F. Wasson, painter, and family, took in the Oklahoma state fair at Tulsa during month of October.

Homer Koch, mule driver, has moved to Springfield from his farm on James river, so that he will be close to his work the coming winter.

A fishing party composed of the following machinists: Thomas Reynolds, John E. Kellogg, Jesse Minnick, George Gippert, Arthur Stewart and Finis Luttrell, carpenter, motored about one hundred miles up on the Gasconade river. When they returned we could not learn from any of their conversation anything that led us to believe they had any luck with the finny tribe, but all seemed to remember the hard time they had to get George Gippert through the dense growth of timber, and how difficult it was to find a gate for him to get out of when they got into a field.

Thomas Keltner, blacksmith helper, has been in the Frisco hospital at St. Louis undergoing treatment for some time, but has recovered sufficiently to return home, although he is still unable to return to work.

Josh Smith, blacksmith helper, has purchased a new model A Ford Coach. It functioned so nicely in every way that Josh moved to the country so he could have the pleasure of driving to and from work.

Albert Weaver, blacksmith second class, and family left on October 15 for a tour of the West. They will go via Denver and Salt Lake to California, where they expect to spend a few weeks. Their return trip will be through the Southern States where they expect to visit some friends and relatives in El Paso, Dallas, and Ft. Worth, Texas.

German Cardon, store department employee, was unfortunate in being injured while handling a roll of cable, which in some manner caught him off his balance and threw him against other material, injuring him in several different parts of the body. He is improving, however, and we expect to see German return to work before our next issue appears.

Eugene Maybee has not been able to be at his job as blacksmith helper for almost a month on account of sickness. We hope to see him return soon.

Jack Stewart, who transferred to the signal department, has dropped in a few times to see us while on his rounds, and reports that he and his new job are getting along nicely.

Henry Warren, valve machinist, spent a couple of days at his old home where he was born and reared near Lebanon, Mo. He tells us that many vivid recollections of his boyhood days come to him while there, and that he would like to live those days all over again.

Ernest Graff, who was formerly employed as a machinist at this place, informs us that he is now connected with the Great Western Stove Company as salesman and demonstrator and likes his new job quite well.

Frank Case, railsaw operator, and son, Tony, employed as a laborer, have both had severe sick spells of "flu" and rheumatism, which kept them from work for almost a month, but both are back on the job now.

Mrs. Frank Rotterman has returned from Denver, Colorado, where she went to attend a national meeting of the Women's Relief Corps of the G. A. R., she being president of that organization in this state. She reports a delightful trip.

John Carnahan and family went to California on their vacation this fall. They visited various cities on the Western Coast and enjoyed their trip very much, but, however, they say that the Ozarks and good old Missouri suits them better when it comes to having a home. Mr. Carnahan has returned to his job as radial drill press operator, but Mrs. Carnahan, and children remained in Phoenix, Arizona, to visit with relatives for awhile before returning.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Otto Nagel, one of our popular coach painters, was married on September 15th. Congratulations, Otto!

Earl Hawkins, coach truckman, lost a few days from work last month on account of a slight injury.

John Wagner, carpenter, has the sympathy of the coach shop boys in the recent death of his brother in St. Louis.

Floyd Wommack, carpenter, recently spent a few days visiting friends and relatives in Kansas City.

Rolla Munson, carpenter apprentice, who lives at Marshfield, Mo., purchased a new Nash car to make his daily trip to work.

A number of the coach shop boys went to St. Louis to see the "world series" games. All enjoyed the trip.

Walter Mann, lead carpenter, is sporting around town in a new Pontiac sport sedan.

Harry Holden, mill foreman, is spending many pleasant evenings at home with his new radio.

LOCAL NO. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Mr. and Mrs. Charles Cuthbertson are spending two weeks in Wilmington, California, visiting Mr. Cuthbertson's mother.

We are glad to report that business is picking up at Pittsburg, Kansas. We have three extra runs daily. The new Frisco freight house will soon be completed and ready for occupancy. Work on the passenger station will start about November 1st.

T. Dismukes and family have returned from Pittsburg, Pennsylvania, and Chicago, Ill., where they visited relatives for a few weeks.

Mr. and Mrs. Lacey have returned from their vacation recently in the State of Texas.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Mr. J. M. Wales, light repairman, spent the week-end at Rogers, Ark.

Ezra Dooley, car inspector, has been off a few days visiting with his sister.

Rev. W. E. George worked in Mr. Dooley's place while he was off.

Samuel Hays, car inspector on third

trick, got married on Sunday, October 7, 1928. Roy Twigger worked in his place while he was off.

J. L. Brandon, car carpenter at freight house, has been to the Rockies, just returned. A good many places of interest were visited and he reported a nice trip.

LOCAL NO. 8—ENID, OKLA.

H. H. FULLER, Reporter

Vacations are about over for the shop forces for this year and everyone is digging in as we have a heavy schedule of class five repairs ahead of us.

J. Frank Ferguson, general car foreman and Mrs. Ferguson, are attending the reunion of the Spanish-American War Veterans at Havana, Cuba.

There was another duck hunter added to our ranks, when George Williams Ethington, son of Mr. and Mrs. Charles Ethington, made his appearance early on the morning of October 1st. He is of regulation weight and apparently has come to stay.

William E. Sharp, locomotive wiper and Mrs. Catherine D. Wilson, were married Sunday evening, September 30th, by Rev. C. P. Nelson at the Church of God tabernacle on East Cherokee Street. Mr. and Mrs. Sharp will reside at the Bodenheim apartments on North Independence. Best wishes to them.

Mrs. C. P. Clark, wife of sheet metal worker, C. P. Clark, has been on the sick list for the past three weeks, but she is considerably improved at this writing.

Mr. and Mrs. Jake Haley spent their vacation with Mr. Haley's father at Durant, Oklahoma.

Mr. and Mrs. Wilbur Ayers spent a pleasant vacation visiting relatives and friends at Peoria and Rock Island, Illinois, and Greenfield and Ottumwa, Ia.

Mr. Charles Ayers and family, of Ottumwa, Iowa, have been guests recently of their parents, Mr. and Mrs. Wilbur Ayers of 1023 W. Elm St.

On September 16th, Miss Bernice Clark, daughter of sheet metal worker C. P. Clark, was married to Mr. Don Hyatt of Sapulpa, Okla. At this writing they are touring the eastern states by auto. They will make their home in Sapulpa. They have the best wishes of all their friends for a happy married life.

Mrs. W. N. Patterson, wife of roadmaster W. N. Patterson, returned from Chaffee, Mo., today, where she has been visiting friends this past week.

Mrs. J. A. Barclay, wife of wrecker foreman, J. A. Barclay, had the misfortune to break a needle off in the palm of her hand yesterday which necessitated the taking of an X-ray picture and cutting the needle from the hand. Latest report is that the wound is healing very nicely at this writing.

J. P. Haley, roundhouse machinist, is the first one of the bunch to crash the gates with a new model "Lizzie."

Mrs. Mary Lee Smithson of St. Louis, Mo., has been the guest the past week of Mr. and Mrs. J. A. Barclay of West Cherokee Street.

WEST LOCOMOTIVE SHOPS

A. E. GODFREY, Reporter

Local No. 2 met October 5th and elected new officers for next year. They are as follows: Chas. Dailey, president; F. L. Genung, vice-president; Charles L. Milner, secretary; O. E. Skelton, treasurer; M. L. Ryan, chaplain. Following the election we were given a nice talk by our general chairman Junkins.

Charles Bailey, painter, is sporting a new Nash car.

Mr. and Mrs. Ervin Jacobson made a week-end trip to Verona, Mo., September 29th.

Mr. and Mrs. Mart Palmer are the proud parents of a fine eleven pound baby boy, born September 16th.

H. F. Bennett, boilermaker, is all smiles over the new Ford he is driving.

We are very sorry to announce the death of Frank Trenthan, boilermaker, which occurred October 3rd. Mrs. Trenthan has the sympathy of the boys at West Shops.

Mr. and Mrs. Joe Brandon made a week-end trip to St. Louis, Mo., September 15th.

C. L. Melton, locomotive cab carpenter, has left the service of the Frisco to go into business for himself. We wish you good luck, Charley.

We had a few of the west shop boys to make a week-end trip to St. Louis October 6th, to see the world series between the Cardinals and Yankees. Those who made the trip from our shops here were: George H. Hasler, link foreman; A. E. Hasler, machinist; Paul Larkins, pipefitter; Fountain Miller, pipefitter; Paul Ritterhouse, pipefitter. They reported a fine trip.

MECHANICAL DEPARTMENT HAYTI, MO.

THEON STRACK, Reporter

Alsbrook's gang in the B&B department, have just completed their work here repairing coal chute in roundhouse.

John Sheeley, division chairman, was here from Chaffee, to attend one of our regular meetings last week. Mr. Sheeley made a very interesting talk and all of the members were glad to have him and hope he will come more often.

Pearl Cates, third class machinist who has been off for two months on account of sickness, is now able to report back for duty on his old job again. All his fellow workers welcome him back into the fold.

Walter Shanks, boilermaker, and family, are back from an extended visit with her folks in McCoy and Little Rock, Ark.

Bert Williams and family are very nicely located in their new home which they purchased sometime ago.

Local No. 33 at its last meeting held the regular election of officers for the coming year.

J. M. Pryor and Theon Strack attended court at Benton several days last week.

Mrs. Theon Strack visited at Keosauqua and Cape Girardeau, Mo., the latter part of last week with relatives and friends.

M. W. Rhodes, machinist, represented our local at a meeting held in Springfield last month.

Mary Gene, baby daughter of third class machinist and Mrs. O. L. Powell won the baby contest at a baby show here in town. As a prize the little one was presented with a fine string of pearls.

Johnny, ten-year-old son of Mr. and Mrs. Bert Hall, fireman, is seriously ill with typhoid fever at this time. We are hopeful of his recovery.

LOCAL NO. 25—SHERMAN, TEXAS

JOE J. BRYAN, Reporter

This column extends its sympathy to Mr. and Mrs. W. H. Peacher in the loss of their beloved daughter, Bernice. Also take this means of extending sympathy to Mr. and Mrs. Stevens in their sad loss.

Red River Valley fair this past week was an enjoyable occasion and many new exhibits and plenty of amusements. Everyone had a fine time.

The Texas State Fair at Dallas is in full swing at this writing. A good many of the employes have attended. They report it a great success.

Lois Cherry, machinist apprentice, finished his apprenticeship the 15th of October. We hope you good luck in securing steady employment in chosen location in life.

Harve McDuffy, president of our social club, is making plans for an entertainment this fall. We know that Brother McDuffy will arrange a good one.

G. W. Gauntt, car department employe, has just returned from the American Legion National Convention held in San Antonio, Texas. He reported that in all his lifetime he had never seen anything so grand and glorious.

Paul Reanugh has returned from a week's vacation. Of course, we know Paul enjoyed himself wherever he was. Leonard Way, son of J. L. "Jack" Way, blacksmith, is just recovering from a broken leg sustained while wrestling at school playgrounds.

WATER SERVICE DEPARTMENT
SPRINGFIELD

CLAUDE HEREFORD, Reporter

The road gang under Claude Tuck had quite a tussle with one of the deep wells at Lebanon recently, but ability and perseverance finally conquered and it was in operation after about seven or eight days work.

William Marrs was off a few days, due to the removal of his tonsils. He is now back on the job and seems so much better.

Henry Potter, was also sick for several days, but has reported for duty again.

Frank Lamar made a several days stay recently on his farm in Wright County. He also made a trip to Dixon, Mo., to visit his parents.

To scribe and wife and sons, Herman and Pierce, visited Mr. and Mrs. H. J. Buckhart and family in Kansas City, September 19 and 20. Mrs. Buckhart is a dear of the writer.

There was "some" high finance deal dealt off between James Jones, assistant foreman and George Hollman, B. & B. painter, which shows just about how far "the" will trust George with his money. George wanted ten dollars off "Jim" for a few hours and "Jim" makes him put a twenty dollar bill as security. Good!

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

W. I. Foster, paint foreman, has just returned from Kirksville where he attended the 57th Convention of the Grand Order Knights of Pythias of Missouri. Foster was honored at this session for being elected to the office of Grand Order Guard.

Chas. Trantham, B. & B. painter and wife, are the proud parents of a baby girl born September 25, weight eight and one-half pounds.

Claude Hereford, reporter for the water service department and helper Chancey Westmaster, recently spent several days in St. Louis making "Tinnical" repairs on the Grove station.

Mr. and Mrs. Roscoe C. Patterson, of

Kansas City were recent visitors with the writer and wife. Mrs. Patterson is the writer's sister.

Loren Bishop, B. & B. painter, has returned to work after being ill for several days.

Pearl Geren, has rented his home in the city and has moved his family to the suburbs where he has a small chicken ranch.

Charley Hendricks, has been off for several days account his brother, Zeke, having undergone an operation.

Mrs. George Hollman announces the marriage of her sister Miss Cora Gregg to Mr. Ray Abernathy of Joplin, Mo.

Ed Straley's gang have completed painting the depot and water tanks at Ash Grove and Phoenix and are now working on the depot at Nichols Junction.

Roy Mathews, B. & B. painter, is making a two weeks' trip to Chicago. The boys have cautioned him to be very careful and not sunburn his tonsils, also to bring us back a jar of that Chicago traffic jam we read so much about.

"Daddy" Singer and his gang are busy at the present time setting glass in the shop and office buildings at this point preparatory to the cold weather, which is just around the corner.

It did not take Roy Mathews long to find out his motorcycle was of the Coolidge type (it did not choose to run), so he has traded it for an automobile, make unknown, but it has a magnet attached in the rear to gather up falling pieces of machinery.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

Boilermaker John M. Sheeley, and family, spent a very enjoyable vacation in Pensacola, Fla., recently, with Bert Spillman and family. John says the bathing in the Gulf was wonderful, and so was the scenery on the beach.

Hostler Geo. Bienert is wearing a broad smile these days, he and his helper "Peck" Hamilton, shouldered the old musket and a hunting went. We heard they saw a squirrel, but have been unable to confirm this rumor.

Jessie King, carpenter, and Clyde (Lonesome) Stephens, tank truckman, are sure busy these days with the new style regulation cab curtains.

John Thornbrugh, chief clerk at store department, grabs his parasol whenever he thinks of an engine, since the 4025 emptied a few barrels of lamp black, by way of smoke stack, on him a few days ago.

Dad Newell has given up his rights as official caretaker of the office cat, and bids for this position are now in order???

We have been unable to get any authentic political dope from Machinist Cap Lyle or Engineer Jim Magner, but we have about concluded from their conversations there is to be an election of some kind in the near future.

J. B. (Jabber) Crader, former second shift caller is now a full fledged switchman in Chaffee Yards.

Business on the River Division is at the highest peak in years, all the promoted engineers and firemen are on the board and working, and there are also several borrowed firemen and brakemen working on the division at this time. We also have three 4000 class engines just from the West Shops that are equipped with Booster.

Uncle Bud Baronosky is sure hard to get along with since the arrival of that handsome new Fordor sedan at his home.

WEST SHOP MECHANICAL NEWS
SPRINGFIELDA. H. BISHOP and B. W. BALDRIDGE,
Reporters

Jerry Coring, outside crane operator, won first prize in Jig contest amateur night at the new Ritz theater.

Art Thomas, machinist apprentice, finished his time Monday, Sept. 24. He returned to Kansas City.

Elmer Ross, formerly machinist apprentice in this shop, was a recent visitor. Elmer has completed his time and is working extra at the North Shop.

Homer Wainman, assistant machine foreman has gone to Peoria, Ill., on business.

Mr. Heinze, our machine demonstrator, is acting as machine foreman during the absence of Mr. Eskridge.

John Pruger and John Skinner caught several catfish and eel at the Powersite dam during the fore part of October.

"Slim" Dodson returned to work after several weeks of sickness.

The reunion of the 35th Div., was well attended by the boys of this shop. A great time was reported by all.

Roy Putman is now driving a Chevrolet sedan, having traded in his Ford touring.

We are glad to have Jack Ash back at work. Jack was laid off in the recent reduction in force.

Al Gruismelr is the new cab gang foreman. Glad to have you get it, Al.

George Morrison is the new pipe shop foreman.

Mr. Frank Junkins, general chairman of shop craft, was a recent visitor at our place.

Dave Dewar had an operation for the removal of his tonsils. This is one time somebody will get one on Dave.

Leonard Reddick has been given a special apprenticeship.

It won't be long now till the opening of bird season. The boys are preparing for a regular barrage the first day.

Jimmy Graves, another one of our apprentice boys who has made good in the city was a recent visitor. He certainly was looking prosperous.

Henry Irvin, shop reporter, certainly believed in the 'Cards' although he paid dearly for the experience.

Apprentice boys were given a change of jobs Oct. 1.

John Fultz, machinist, was one of the most seriously injured during the "battle of Springfield" when the 35th Division boys were here. John still thinks a train struck him.

Earl White shaved off his mustache! We are sorry that we did not recognize you the first day, Earl.

Night school for shopmen started Oct. 15. Mr. John Pullar and Mr. Fred Raoul are the teachers. Mr. Pullar has Tuesday and Friday nights, while Mr. Raoul has Monday and Thursday nights. The boys are glad to be in school again after a vacation during the summer months. The subjects taught are mechanical drawing and mathematics.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

Howard Cox, electrician apprentice, spent the month of September visiting his mother who resides at Hanford, Washington.

William Stanley, labor foreman, returned to work September 26th after being off several months on account of illness.


F. W. Brum, machinist, and his family are spending a thirty day vacation visiting friends and relatives on the West Coast.

Richard Tyack, machinist, is working the night shift while Mr. Brum is on his vacation.

Troy Wilson, machinist helper, was absent a few days recently on account of illness.

Howard Cox, electrician apprentice, has been transferred to the locomotive department at West Shops.

Claude Campbell, boilermaker, returned to work October fifteenth, after being off thirty-one days with a broken arm, which he got while cranking his "fliver".



Frisco Family News

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Miss Etta McDuffie, daughter of Stationary Engineer H. L. McDuffie, had a narrow escape on the night of September 26 when the Lamar Theatre burned. Miss McDuffie was an employe of the theatre. She escaped with just a few burns and she has recovered now.

Miss Bernice Prather, daughter of Foreman Henry Prather, died October 2 of pneumonia. She was nineteen years of age. Besides her parents she is survived by one brother. The entire force extends sympathy to the bereaved family.

Dick Horn, messenger, was a member of a party that visited the State Fair at Dallas, Texas, Sunday, October 14.

SI Stephens, hostler, has returned to work, having been called to Wolfe City, Texas, on account of the death of his brother. This department extends heartfelt sympathy to Mr. Stephens.

Miss Vanna Marie Bimmerman, daughter of Section Stockman W. H. Bimmerman, attended the ball game of Austin College at the Dallas, Texas, fair, October 9. Miss Bimmerman is a student at Austin College.

The Texas Lines handled three specials during the latter part of the week ending October 6. The Desert Song Opera Company was handled to Dallas, Texas, on October 5, and two American Legion specials were handled on October 6.

Miss Toye and Jack Glascock, daughter and son of Section Stockman E. E. Glascock, spent Sunday, October 14, at the State Fair in Dallas, Texas.

Mrs. P. L. Stenger, wife of machine shop foreman, is visiting her son in New Orleans at present.

Miss Helen Morgan, daughter of Car Foreman W. A. Morgan, attended the fair at Dallas, Texas, October 9. Miss Morgan is a member of the pep squad at Austin College and attended the football game in Dallas on that day.

A sad calamity happened to Dick Horn, messenger, recently. The law got him for speeding and now Dick is not in such a hurry.

The writer and her husband were members of a party that attended the Dallas fair on Sunday, October 14th.

News is scarce as we are all busy getting ready for our annual inventory.

The new 150-ton scales have been installed at this point and the cross-over tracks are being completed now.

PERSONAL INJURY CLAIM DEPT. FT. WORTH, TEXAS

ETHEL FREEMAN, Reporter

Mrs. G. G. Beckley, wife of Claim Agent, Mr. G. G. Beckley, has returned to her home after spending the summer in Los Angeles, Calif. She was accompanied home by her grand-daughter, Maude Esther Seward, who will spend the winter in Texas.

Mrs. E. V. Maxfield, wife of our Assistant Claim Agent, has returned to Fort Worth, after spending several weeks with her mother in East Texas. She was accompanied home by her sister from Virginia who expects to spend some time visiting in and around Texas.

MAINTENANCE OF WAY DEPT. FT. WORTH, TEXAS

J. L. ADAMS, Reporter

We are proud to boast that our Yard Foreman at West Yards, Mr. L. C. Bodkin claims to be the champion checker player of three states. Don't know what states, he did not say, and he is challenging anyone on the Frisco System to a game.

Mr. O. K. Freeman, bridge inspector, says he is enjoying a rest, now acting as bridge foreman, gang No. 3.

Our General Foreman B. & B., Mr. C. D. Howard, has had his Hudson repainted, looks like a brand new one.

Am sorry I cannot write about anyone enjoying a vacation but we have just been too busy in this department to take vacations, and result is that our bridge program for 1928 was completed in September.

Now I don't have much to offer this time, but if some of you fellows will kind of help me out a little, we will try and "Whoop her up" for the month of December, so let me have what you know before the 10th of November.

STORES & MECHANICAL DEPT. FT. WORTH, TEXAS

C. W. BURRELL, Reporter

A. T. Todd, storekeeper, is attending the storekeeper's meeting at Springfield at this writing.

Joe H. Williams is spending a part of his vacation among relatives at Yuma, Ariz.

J. C. Ables and J. Honaker are out with the supply cars on the Rio Grande division at this time.

Our sympathy is extended to Jesse Dew, fireman, in the loss of his mother who died October 1st, at Lamar, Colo.

We are glad to report that Walter Crain, fireman, is able to be back on the job again after having undergone a major operation, at Sherman Hospital.

J. A. Hughes, supplyman, is the proud father of a ten pound boy, born September 29th. The little fellow has been named Belton Norman.

J. A. Berry, fireman, is still confined to the tubercular sanitarium near Carlsbad, Texas. Latest reports from him are that he is improving rapidly.

N. R. Polk, car inspector, has been confined to the Harris Hospital the past two weeks, where he had to undergo an operation for appendicitis.

At the regular meeting of Local 26, Frisco Association of Metal Crafts and Car Department employes, John R. Ferguson was elected president for the coming year. President Ferguson wishes to urge all members of Local 26 to attend their regular meetings which are to be held the second and third Tuesdays of each month. Now that the hot weather is over, he hopes that the members will

take a greater interest in these meetings.

On Tuesday evening, October 8th, President Ferguson entertained the newly elected officers of Local 26 at his home. The object of this meeting was to get the officers together and outline plans for the coming meetings, which they hope to make very interesting to all members. During a brief business session, it was decided to hold one of these meetings among the officers on the second Tuesday of each month. After the business session games were played and refreshments were served. Each member present wishes to express their enjoyment of the delicious "home made" ice cream that was served by Mrs. Ferguson and Mrs. L. R. Lead

TRAFFIC DEPARTMENT FT. WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

Mr. J. E. Steele, division freight agent, returned from his vacation looking very "foxy" and says the reason for it is that he stayed home and laughed at the alarm clock every morning.

The dirigible "Los Angeles" spent sixteen hours in our city on its recent visit and we all took a good look at the magnificent birdie.

We are sorry to report Mr. Ben J. Scott, city ticket agent, on the sick list. He has been in the hospital for the past three weeks with a nervous breakdown and we all join in wishing him a speedy recovery.

Our Frisco Club picnic went over with a bang. Everybody present reporting a very enjoyable outing.

RIVER DIVISION

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

RALPH STEPHENS, Reporter

We extend congratulations to Joe Banowsky of the master mechanic's office who was recently married to Miss Anna da Heisserer of Oran, Mo.

Much interest was taken in the War Series games, but we failed to get a bit out of the results. This office was full of Cardinal "rooters".

Our baseball entry in Chaffee's War League made a strong fight for the championship, but was nosed out in the finals. The business men who defeated us won the championship.

The roadbed on the Hoxie and Jonesboro subdivision is getting new rails, ties and ballast to accommodate the new engines now being used on that part of the division.

Most of the office force enjoyed the Roblin Bros. circus which showed at Cape Girardeau this week.

The scribe and Chick McDonough journeyed to Morley, Sunday, and gathered a supply of hickory nuts and walnuts.

Our steno, Miss Esther Rigdon, accompanied the girls of the superintendent's office to Memphis, Sunday, for a day at the Tri-State Fair and to visit Miss

Cook, formerly of this office, but her good time was somewhat dimmed account losing her pocket book and all the spare change.

Our efficient office boy, Gene Thompson, has bid in a cotton clerk's job at Lake City and will report at once. We wish you luck, Gene.

Mr. W. N. Patterson, roadmaster on the Western division and formerly roadmaster on this division, was a visitor in our office this week.

**AGENT'S OFFICE
BLYTHEVILLE, ARK.**

LORENA BOLLINGER, Reporter

A special train from Memphis, with the sign "Mazda Grotto", pulled into the station at 3:30 p. m., October 11. The local and visiting members of the Mazda Grotto assembled and held a big parade, followed by a meeting that night.

Jesse Wiggins, cashier at Osceola, and member of the Masonic Lodge, was present at this gathering.

October 13 the Sparks Circus rolled into town, consisting of nineteen cars. A crowd of people were standing along the tracks, waiting for the opportunity to carry water to the elephants and anxious to greet their relatives.

A. D. Dowland, platform foreman, attended the Tri-State Fair at Memphis.

October 14 the "Great Sutton" shows arrived in our city over Frisco rails, which was the end of a perfect week for the Frisco; also produced many a smile among the employes and brought the money from their pockets. They won't admit it, but think it is a case of "horse feathers".

CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

Our deepest sympathy is extended to David Hawkins, report clerk, in this office, over the death of his grandmother, who died October 4, 1928.

Wm. Ruskamp, demurrage clerk, spent the week-end in St. Louis and attended the Greenhills Village Follies.

Preston Howell, yard clerk, spent the week-end in Chaffee, visiting his mother.

Mr. J. T. Hulehan, general agent, is spending his vacation with his daughter, Mrs. Elliott Smith of Jonesboro, Ark. He also intends to spend a few days in Pensacola, Fla.

Mrs. Chas. Dean, wife of switchman, will leave within a few days for Albuquerque, N. M., where she has been called account of the illness of her daughter, who is in Albuquerque for her health.

Maurine Lloyd, daughter of Conductor J. B. Lloyd, spent the week-end in St. Louis, shopping.

Edgar Willer and family spent Sunday in Illinois, visiting Mrs. Willer's parents.

Mrs. R. E. Meadows and son spent a few days in Puxico, visiting her parents. Mr. Meadows is platform foreman at this station.

**MECHANICAL DEPARTMENT
CHAFFEE, MO.**

LEOTA FRIEND, Reporter

The shop crafts extend their utmost sympathy to Joe Dumey, car carpenter, in the loss of his mother, recently.

Business on the River division has increased to that extent that it has been necessary to ask for additional firemen. The following firemen have been transferred to this division temporarily: Messrs. D. J. Smith, F. E. Lumpkins, H. R. Spotts from the Northern division; Messrs. L. J. White and Guy Dennis from the Southwestern division; Messrs. C. E. Birdsell and J. F. Jones from the Northwestern division.

Edgar Stausing, son of Chas. Stausing, stockkeeper, has accepted a position as

station helper at Wilson, Ark.

Our office boy, Fred Angel, was absent from duty Sunday. Fred informs us that he attended a family reunion in Bollinger County, the occasion being his grandfather's birthday. We understand there was plenty to eat and then some.

W. H. Moore, bolt machine man, and family enjoyed an all-day outing at Arcadia Heights, Sunday, September 30. Mr. Moore states when it comes to beautiful scenery, Missouri has 'em all beat.

Mrs. A. E. Roberts and daughter, Alene, wife and daughter of car carpenter, are visiting relatives and friends in Tulsa, Okla., and Springfield, Mo.

T. Erwin Johnson, store helper, returned to work Oct. 8, after an absence of three months, due to illness.

Chas. Struwe, machinist, and Miss Laura Glasstetter were married at Oran, Mo., on Monday, October 8. Mr. and Mrs. Struwe will reside in Chaffee.

Speaking of good times, from all indications the Frisco Office Girls' Club have oodles of good times scheduled for the coming season. One afternoon an SOS call was issued to all the office girls of the River division, and our old bridge club of last year was reorganized, taking in several new members for the coming season. Then, on Tuesday evening, October 9, Miss Mary Ferrell, steno to the trainmaster, gave the initial party. Mary entertained the girls with a dinner bridge at her home in Sikeston, invitations were issued for 7:30 p. m., but due to some misunderstanding as to the route to be taken, part of the guests arrived somewhat behind the appointed hour. Miss Ferrell had as her guests Misses Mary William Smith, Vivian Jackson, Mildred Christian, Frances Fisher, and Sarah Malone, besides the club members. Irene Rigdon received first prize for club members, a very pretty powder jar, and Miss Malone received the guest prize, a very dainty bit of hand decorated glassware. And by the way, Miss Malone, who is the daughter of our agent at Sikeston, Mo., was married the following morning to Mr. Clarence Brown of Charleston, Mo. Everyone agrees that Miss Ferrell has placed a high standard for the entertainment of the Club this year, however, we are all hoping that we did the honors well enough to be given a second invitation.

Mrs. E. O. Prosser, wife of car foreman, visited relatives in St. Louis the first two weeks of October.

Once upon a time, and so the story goes, but this time it ends like this: Joe Baronowsky, car clerk to Mr. Fowler, stole a march on his friends. Joe insisted that he have his vacation the last half of September, no other time would do. Even though the work piled higher and higher and much overtime had to be worked in order that he might get away on schedule time, it was finally arranged and Joe left the office on Tuesday evening, September 18, with a mysterious smile. Saturday noon word reached the office that Joe and Miss Amanda Heisserer were married at high noon in St. Louis by Father O'Leary. The young couple spent the last week of September in Evansville, Ind., visiting relatives, returning to Chaffee the morning of October 1. They are at home to their friends on Elliott Avenue. Joe did the expected and treated the men to cigars. He has the good wishes of the entire office force.

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

ANNA GOLDEN, Reporter

Conductor W. E. Burgess has been visiting for several days with his daughter, Mrs. Alonzo Finn, in Ft. Scott, Kans.

Sympathy is extended to Conductor and Mrs. C. S. Pawkett in the loss of their daughter, Lou Ruth, who died at the home of her parents in St. Louis after a prolonged illness.

Miss Anna Guethle recently spent a week-end in St. Louis, shopping and visiting with her sister.

Miss Mary Farrell went to Sikeston to attend a shower given in honor of Miss Sarah Anne Malone, who was married to Mr. Clifford Brown of Charleston on October 10. The bride is the daughter of the Frisco agent at Sikeston, Mr. W. T. Malone.

Mr. E. L. Brand and Mr. W. H. Brooke had to spend a good deal of time on a motor car, making bridge inspection last



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| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Roundhouse Machinist | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Roller-maker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumbing and Heating |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Business Correspondence |
| | <input type="checkbox"/> Personnel Management |

Name.....

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

Street Address.....

City..... State.....

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month. In fact, Mr. Brooke could not manage in any way to be near St. Louis while the World Series games were on, and consequently had to miss out on them.

C. G. Roland motored to St. Louis over Sunday, recently, to take in some shows and visit with friends.

Ray Roney, of the engineering department, has been enjoying a two weeks' vacation, visiting with friends and relatives in Louisiana.

Miss Leota Friend entertained with a farewell party in honor of Miss Mary Dailey. Bridge was played during the evening and delightful refreshments of sandwiches, salad and coffee were served. Miss Dailey has resigned as clerk to assistant superintendent to accept a position with the mechanical department of the Frisco at Kansas City. She has made a number of friends during her stay in Chaffee, who regret to see her leave, but extend best wishes to her in her new place.

Miss Anna Kain, who has had to spend some time in Cape Girardeau, is able to be home and improving nicely.

Cleatus Price, our former file clerk, is back with the force at Poplar Bluff after having to spend several months at Hayti. No doubt, this suits Cleatus very well, as it is much nearer Pochahontas.

Norbert Spaulding, operator at Hayti, was a visitor in Chaffee one day last month.

Mrs. Chas. Stroud, wife of Conductor Stroud, was taken to the Frisco Hospital in St. Louis last week for surgical treatment.

Miss Belle Kenne came to the office the other Monday morning looking mighty happy. She spent Sunday at her home, Poplar Bluff.

Miss Martha Reynolds spent the week-end at her home in Hayti, Mo.

Misses Irene Rigdon, Elizabeth Grieshaber, Mary Farrell, Anna Guethle, Leota Friend, Anna Golden and Esther Rigdon went to Memphis Saturday afternoon to take in the Fair. They had a short visit with Miss Ila Cook, formerly of the Accounting Department at this point.

CENTRAL DIVISION

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

Mr. and Mrs. J. H. McMahon, 611 Lexington Avenue, have announced the marriage of their daughter, Miss Kathryn McMahon, former magazine reporter, and Donald W. Brassill, of Hartford, Conn.

The wedding was solemnized Tuesday afternoon at 3 o'clock at the home of the bride's parents. The marriage vows were read by Mgr. Patrick F. Horan, pastor of the Church of the Immaculate Conception, in the presence of more than 100 guests. Mr. and Mrs. Brassill left Tuesday evening for Jacksonville, Fla., from whence they will take a boat trip to New York. They will visit Washington, D. C., and other points of interest in the east before going to Hartford, Conn., where they will reside. Kathryn was one of the most efficient and loyal employes in the Stores Department, and we extend to her every good wish throughout the future years.

Johnson Ehing went to St. Louis to attend the World Series, and from all reports we believe the games must have been played in the Garrick Theatre.

Clarence Bollinger will leave shortly for Washington, D. C., for a visit with his sister Flora, who has been seriously ill in the George Washington hospital at that point. We are very glad to report, however, that Flora is now on the road to recovery.

James Shibley resigned on October 16

to accept a position with the Godschaux Sugar Company at New Orleans, La. The first of the year James will go to Cuba where he will do engineering work for that company.

We now have with us as chairman, J. H. Monroe.

Katherine Vogel was a recent visitor in Oklahoma City.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

C. P. HENSLEY, Reporter

Mrs. H. A. Likens, who has been ill for the last two weeks in the Colonial Hospital, is improving slowly. The office force joins in wishing her a speedy recovery.

Mr. O. W. Russ and family spent Sunday, September 31 in Muskogee, taking in the fair. Mr. Russ reports a good time (no blow-outs).

Mr. M. L. Guinney, traveling mechanical inspector, was a visitor in this office October 11 and 12.

Miss Flora Bollinger, former stenographer in this office, who resigned to take a position in Washington, D. C., has been confined in the hospital for the last two weeks with typhoid fever. Miss Bollinger's condition is reported to be improving. Her many friends in Fort Smith wish her a speedy recovery.

Mr. C. W. Skates, traveling accountant of the office of the auditor of disbursements at St. Louis, was a visitor in the office several days this month.

We are all set for a good time Halloween night at which time the Frisco Employes' Club will entertain with a dance at the National Guard Hall.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Miss Louise Kriener has been assigned to position of stenographer-clerk in division accountant's office.

S. T. Cantrell, superintendent, attended the convention of traveling engineers in Chicago.

Mr. and Mrs. J. G. Weaver announce the birth of a daughter to whom they have given the name of Patricia.

Leroy A. Tidwell, city ticket agent, is in the St. Louis hospital where he will have his tonsils removed. He is being relieved of his duties by J. L. Douglas, traveling passenger agent of Oklahoma City.

We had begun to feel that H. H. West-bay had forgotten us but he relieved us of that feeling by paying us a visit recently.

A. A. Wegman, assistant roundhouse foreman, Mrs. Wegman and John Maledon, machinist, went to Muskogee to attend the Fair.

Will Clark, operator in "FX" office spent a week's vacation in Little Rock visiting relatives and attending the State Fair. He was relieved by Sidney Leeper.

Arthur Sweat, who has been assigned to trainmaster's clerk, moved his family from Hugo last week.

Elmer F. Brittain, dispatcher, was absent several days account illness. O. E. Hays of Hugo, was called to relieve Mr. Brittain.

M. T. Fullington, general chairman of the O. R. T., was a pleasant visitor in our office recently.

Tim Krone, stenographer in general agent's office, is visiting his sisters in Philadelphia and Cleveland.

Mrs. E. W. Smith and son Eugene of Chaffee, Mo., arrived in Ft. Smith this week for a visit. They are guests at the home of Mr. and Mrs. C. L. Mahan.

Harold Jaques won another bout in the third round which took place in Detroit, Michigan. Harold is the son of Millard Jaques, conductor.

A. T. Thorson, manager and wire chief, and wife had as their guests Mrs. Thor-

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THE CROWN OVERALL MFG. CO.
LARGEST IN THE WORLD CINCINNATI, OHIO.

son's mother and Mr. and Mrs. B. W. Jacobs, of Springfield, Mo.

F. E. Brannaman, assistant superintendent, is on vacation. Mr. Brannaman did not disclose his plans but will tell you all about it when he returns.

We are sorry to lose Ralph Breese, conductor, to the Columbus Sub. Don't forget us, Mr. Breese.

G. L. Presson, trainmaster, went to Pittsburg, Kansas, where he was called account the serious illness of his father.

SOUTHWESTERN DIVISION

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mr. Aaron Morgan, our chief clerk, just returned from a week's vacation which he spent in San Antonio attending the Annual National American Legion Convention. Mr. Morgan is a member of the Tulsa Drum Corps and they are a fine looking bunch of fellows in their new West Point uniforms; from all reports the Texas folks thought likewise. The boys reported a fine time, lots of entertainment, lots of pep—lots of everything but sleep.

Mr. Q. Baker, assistant engineer, taking a week off, he will go to Topeka, Kansas, to visit his father and mother.

Mr. and Mrs. M. E. West and daughter spent the week-end in Kansas City. Don't think it was a very profitable week-end for Mr. West—I understand Mrs. West went shopping.

Mrs. C. T. Mason and daughter Marjorie, who have been spending the summer in Colorado, are moving to Sapulpa. Wonder if our boss will be "boss" now.

Miss Lois Flanagan spent a week at her new home on the farm near Cream, Missouri.

The paper stated that Mr. Ray Good, who is attending McKendree College at

Lebanon, Illinois, spent the week-end with his sister.

Miss Irma Brown is spending the week with her mother and father in Sulphur, Oklahoma. She is planning a trip to California next month.

Mr. J. A. Hutchinson and wife have returned from New York. Mr. Hutchinson was representative to the Safety Council Congress, and strange to relate, Mr. Hutchinson says his expense account did not cover all his expenses while there, but, of course, he had to see the Yanks win two of those games.

Mrs. Burd took the girls from the office to Tulsa to see Al Jolson in "The Singing Fool", and it certainly was a real treat, even though you did come out with your eyes red and the powder off your nose.

Mr. Frank Campbell, timekeeper, who has been in the St. Louis hospital is back, and expects to be able to start work the first of the month. We will be glad to see Frank back with us.

**OFFICE OF GENERAL AGENT
OKMULGEE, OKLA.**

THELMA I. COBB, Reporter

Messrs. Pender and Womack from the Springfield office paid us a visit a few days ago and made a check of the yards.

Mr. H. W. Hale, assistant superintendent on the north end, called on us October 8 and met a lot of his old friends.

Mr. J. W. James, executive general agent, was in Okmulgee last week looking after various matters pertaining to traffic.

Mr. James Herndon is acting yard master while Mr. King is away on his vacation. While gone, Mr. King attended the World Series games in St. Louis.

Miss Hazel Jackson is back from a short vacation and is feeling somewhat better.

Mr. Joe L. Hodsdon went to Oklahoma City September 20 with the rest of the Okmulgee crowd to hear Gov. Al Smith.

Operator Lee Welch is away on a short vacation. Operator Homer L. Forsythe, of West Tulsa, is working his trick.

Travelling Auditor A. R. Thorne, checked this station last week.

ZONE OFFICE—TULSA, OKLA.

NELLE WHITE, Reporter

Mr. R. L. Schoenberg, zone auditor, motored from St. Louis, Mo., October 8 and 9. His wife and son, Kenneth, are expected to arrive the latter part of the week to make Tulsa their home.

Miss Marie Kleyer, balance clerk, just returned from a 10 days' vacation in St. Louis, Mo.

Miss Lois Allison, formerly employed by the zone office as card clerk and tripart, was guest of honor at a dinner party, given by Marguerite Hefren, October 8. Friends of the freight and zone departments were present.

Mr. C. L. Thomas, rate clerk, after having spent a few days of his vacation, is back on the job.

Miss Gertrude Smith, key punch operator, has been absent the past week on account of illness.

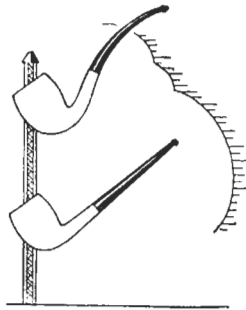
Barry Rea, revising clerk, motored to his home in Fayetteville, Arkansas, October 6 and 7.

Miss Mary VanDeWalle, key punch operator, spent September 29, 30 and October 1 visiting with her parents in St. Louis, Missouri.

**OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.**

EDNA A. WOODEN, Reporter

Tulsa Terminal facilities continue to grow. A new spur track has been constructed just east of Dawson to serve the Vaughn Hardware and Lumber Company,



**When your pipe
semaphores
"clear!"**

THAT'S when you'll appreciate a pipeful of smooth, soothing tobacco—Edgeworth tobacco. The familiar sight of the little blue tin is a sign of "Clear! Proceed!" For that fragrant Edgeworth flavor, so mellow, so completely satisfying, never changes.

The feeling of affection railroaders hold for Edgeworth has spread to switch towers and roundhouses all over the country. Hundreds have written us the most personal sort of letters telling how much they have enjoyed this pipe affinity—their own favorite blend.

On sale everywhere, in-

cluding Commissary Stores and camps, railroad depots and stations. Two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both offered in various quantities from small, handy pocket-size tins to handsome pound-size humidors.



Free Offer to Railroad Men

If you have never made friends with Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 270 meters. Frequency 1110 kilocycles.—Special Feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock, Eastern Standard Time.

who are installing large lumber yard in that locality.

Installation of a fifty foot two section one hundred-fifty ton track scale, West Tulsa, is nearing completion. When placed in service will greatly facilitate the weighing of cars at this point.

The International Petroleum Exposition is scheduled to start at Tulsa Saturday, October 20th and will continue until the 29th. This promises to be the most interesting Exposition that has been held so far, and many prominent personages are expected to be in attendance.

H. P. Grimes, switchman, who has been in the Sherman hospital for some time, is able to return to his home here.

Robert DeMoss, yard clerk, is back on the job after an absence account illness.

F. A. Traylor, switchman, who is ill in the St. Louis hospital is reported improved.

Mrs. G. G. Harrison, was called to Springfield recently account the serious illness of her sister, who is reported improved.

J. L. Roach, switchman, has returned from Eureka, Arkansas, where he was called account the illness and death of his father. We sympathize with Mr. Roach in his great loss.

R. E. Beatty, caller, has gone to Dallas, Texas, for a few days' visit.

H. B. Miller, yardmaster, is back on the job after having enjoyed a two week's vacation.

George Kyger, yard clerk, has returned from San Antonio where he attended the American Legion Convention. We know without questioning George he had a wonderful trip.

**EXECUTIVE GENERAL AGENT'S
OFFICE, TULSA, OKLA.**

R. M. McGLASSON, Reporter

The weather man said we would have warm weather the most of October and he sure hit the nail on the head, the mercury has been standing around ninety.

The Fall race meet of the Tulsa Jockey Club is well under way and enjoying very good attendance, there are about 750 horses at this meet from every part of the United States and some from Canada and Cuba.

Mr. A. W. Abbott, formerly with the firm of Halliburton and Abbott department store, announced in last Sunday's paper the formation of a new company to erect a five story building at the corner of 5th and Boulder streets for a one million dollar department store, of which Mr. Abbott will be the head.

The International Petroleum Exposition opens Saturday the 20th, at 2 o'clock, at which time ten million dollars worth of oil well machinery will be set into operation.

The cotton yield in this territory this year will exceed the expectation, it is reported.

TULSA FREIGHT OFFICE

MARY C. JENKINS, Reporter

W. A. Woodson, traffic report clerk, was called to Oklahoma City, week-end of October 6, on account of his mother being sick. We are glad to report her condition improved.

C. W. Randall, western weighing bureau inspector, has just returned from a two weeks' vacation spent in Southern California. Mr. Randall expresses his opinion of California as being a "Land of sunshine, of flowers and a good time."

Maynard Woodcock, file clerk, has just returned from his vacation which he spent in Denver, Colorado; visiting his aunt and uncle, Mr. and Mrs. Max A. Wilkerson. We know he had a good time for where Maynard goes a good time is sure to be had.

I. Fischer, special officer, was seriously wounded the last of September when a negro, whom he had called a halt to opened fire, the bullet going through his side; just missing the heart. We are all rejoicing over his rapid recovery.

W. H. Holmes, D. R. clerk, accompanied by his wife, took a week's trip to Anarillo, Texas, to visit his son, G. C. Holmes, and family.

Christene Vandeford, steno-clerk, has bumped in on expense-bill job, on account of position as steno-clerk, West Tulsa, having been abolished.

Buford Gross, check clerk, has gone to Kansas City for a few days' vacation. George Kerns and Ralph Morris brought back wives on their vacations, wonder if Buford will follow suit.

**MECHANICAL DEPARTMENT
WEST TULSA**

L. A. MACK and J. N. PAISLEY,
Reporters

Miss Madge Bomar, car department steno, is a welcome addition to our office force.

We all got quite a thrill when the U. S. Navy Dirigible RS-1 passed directly over our office while on its way to New Jersey from San Antonio, October 8.

Henry Hudson, colored laborer at West Tulsa, died after a lingering illness October 2. Henry Hudson has been an employe of the Frisco for the past ten years and he will be sorely missed by his many friends.

Miss Myrtle McConnell, distribution clerk in the master mechanic's office, is spending her vacation at her home in Drumright.

C. M. Campbell is away from duty account illness.

O. G. Farley, fireman on the Cherokee Sub. has moved his home from Monett to Tulsa and we welcome him.

I. R. Swift, fireman on the Cherokee sub, has also moved from Monett to Tulsa.

Guy Dennis and J. F. Jones, firemen, have been cut off the firemen's extra board at this point and have accepted temporary service on the Chaffee extra board.

C. C. Bohanan, who has been away from duty account illness, is reported improved and is expected to return to work in a short time.

H. D. Eddins, engineer, who has been away from duty account illness has returned to work on the West Local between Tulsa and Dewey.

Warren Bohon, machinist, has returned from St. Louis Hospital where he underwent a tonsil operation.

Menard Brown, machinist, has also returned from St. Louis hospital where he had his tonsils removed. It seems that the two boys, Warren and Menard believe in the old adage "Misery loves Company."

Mrs. C. P. Higginbotham, wife of engineer, has been away on a short vacation visiting relatives in St. Louis, Missouri.

H. W. Campbell, fireman, has returned to work after a short visit to his home account illness of his father who is reported improved.

J. T. Watson, fireman, is the proud owner of a special built 1929 model Essex.

A. H. Davis, locomotive carpenter at Oklahoma City has been temporarily transferred to West Tulsa.

W. W. Rowell, car oller, West Tulsa, has been transferred to Henryetta temporarily.

Winter activities of the Frisco Tulsa Traffic Club are starting off with a bang! A dance being held in the Elks Club, Tulsa, heading the long list of social activities during the coming winter months.

Victor L. Ginn, machinist apprentice at West Tulsa, is looking forward eagerly to November 5. November 5 not being of any particular interest to anyone we presume but Victor, on which date he will have completed his apprenticeship and, it is rumored, begin his apprenticeship in the realm of matrimony. Good luck, old man!

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT
TERMINALS
KANSAS CITY, MO.

D. H. SWINDELL, Reporter

There has gotten to be an enthusiastic crowd of fight fans around here. Mr. R. K. Stoneberger, roadmaster, seems to be the ringleader. Stonie says he was a first-class ham-and-egger until he got his nose broke.

Mr. J. E. Harris was in charge of the Allied Charities drive in the Rosedale yards and H. J. Hoke in the Kansas City yards.

The writer is going to have a free pass to the next wrestling match in Kansas City or Henry Spencer is going to have to take back all he said about what a good stand-in he has with some of the big boys in the wrestling game.

Understand Yardmaster F. W. Rockhold is in the market for a new Chevrolet.

The following Frisco officials were down to the yards the afternoon of October 10: Mr. J. M. Kurn, Mr. J. E. Hutchison, Mr. J. R. Koontz, Mr. B. T. Wood, Mr. H. L. Worman, Mr. E. T. Miller.

When W. W. Little, dispatcher at Springfield, calls up he invariably leads off with: "This is the dispatcher's office at Springfield." He certainly does

Starts Hens Laying

Here's a New Way to Get Eggs in Winter. Costs Nothing to Try

A letter from Miss Dama Wright, Vancouver, Wash., has a real idea for chicken raisers who are not getting plenty of eggs. She says: "Late in October, our fifteen hens were not laying at all. I started giving them Don Sung, and for ten days they still didn't lay. But on the eleventh day they laid thirteen eggs, and it is wonderful what Don Sung has done for our egg basket."

Don Sung, the Chinese egg laying tablet which Miss Wright used, are opening the eyes of chicken raisers all over America. The tablets can be obtained from the Burrell-Dugger Co., 434 Postal Station Bldg., Indianapolis, Ind. Poultry raisers whose hens are not laying well should send 50 cents for a trial package (or \$1 for the extra large size, holding three times as much). Don Sung is positively guaranteed to do the work or money promptly refunded, so it costs nothing to try. Right now is the time to start giving Don Sung to your hens, so you will have a good supply of fresh eggs all winter.

bring that Springfield out. The first time I heard him, I thought I was tuned in on the W. K. Henderson Iron Works at Shreveport, La.

H. J. Hoke is still in the market for a radio. He has looked at so many, he can't make up his mind what kind he wants.

Nick Fracul and Bill Walsh went to Sedalia, October 16, to see and hear their idol, Al Smith.

Champ Clark Phillips and wife spent the latter part of October vacationing in Chicago, Milwaukee and other lake shore points.

**MECHANICAL DEPARTMENT
FT. SCOTT, KANS.**

ERNEST BONINI, Reporter

Engineer E. E. Hale laid off on October 11 to entertain some friends from California.

Engineer E. J. Lloyd, who operates motor car 2121 between Ft. Scott and Chaneyvale, making 202 miles per day, is meeting with very good success in the operation of the car. Motor car 2121 has not been off of the run for any reason since July 30.

Engineer John C. Staib has been absent from work for about two and one-half months, suffering from asthma and sinus trouble. We all hope John has a speedy recovery and hope to see him back with us soon.

H. L. Moore, machine foreman, and wife have returned from a two week vacation spent in Kansas City, St. Louis and Lake Taneycomo and points of interest in Arkansas. They reported a very enjoyable vacation spent.

Leslie Christel, staybolt inspector, and wife have returned from their vacation spent at St. Louis and Hermann, Mo. where they visited relatives and friends.

Herbert A. Brown, car repairer, is contemplating a trip to Yale, Tenn., in the near future. Mr. Alford A. Lager, brake man, will also accompany Herbert on this trip.

Mr. W. B. Berry, master mechanic northern division, and wife, departed October 2 for Havana, Cuba, and other points of interest in Cuba. Mr. Berry is a Spanish-American War Veteran and will attend the convention being held in Havana.

Mr. G. A. Ermatinger, road foreman, and wife, attended the Traveling Engineer's Convention, held at Chicago, September 25 to 29, inclusive. Mr. Ermatinger gave the employes around Ft. Scott the benefit of a great deal of knowledge he obtained on special equipment

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367-369 Adams Ave., Memphis, Tenn.

omotives, which the employes were very glad to get.

Doc Holden, hostler, C. H. Norton, fireman, and Cecil Padgett, machinist, are planning a big "duck hunt" at Lakin, Kans., as soon as the season opens.

John McPeters, night roundhouse foreman, who boasts of some of his sharp shooting and squirrel hunting ability, went out early the morning of October 1, and returned home with a sad look on his face, and his expressions spoke louder than words as to how many squirrels he caught.

Too bad the fishing season is over for J. Moore, general foreman, has no time to go now on Sunday afternoons. During the fishing season it was an easy matter to locate Pat on a Sunday afternoon for a canvass of local ponds and Kansas was sure to find him.

Bill Fundenberger, machinist, and Ben Bremer, machinist apprentice, are taking their ten days' vacation in the wilds of Montana, hunting deer. We are suspicious that Bill will bring a deer back with him and announce where they will be at time to their friends.

Tom Curry, car repairer, reports that a youngster weighing ten and one-quarter pounds has taken up his abode at his home. The young man has been named Robert Ivan. Thanks for the cigars, Tom. J. F. Longworth, car foreman, has just completed making improvements to his property. He has just completed a new cement driveway to his garage.

William Harriman, laborer, has been on the sick list for the last couple of months. We all wish "Uncle Billy" a speedy recovery and hope to see him back at work soon.

Clinton Bringle, car repairer, is at present receiving treatment at the St. Louis hospital. We all wish Clinton a very speedy recovery.

Some time ago Carl Easley, car repairer, decided to convert his Jewett touring car into a sedan, so with this determination in mind, he set to work building a sedan body for the car. He recently completed the job and we will all have to say it looks mighty good.

ITEMS FROM WICHITA, KANS.

HELEN SHEEHAN, Reporter

Mr. C. E. Armstrong, recently appointed roadmaster of the 32nd Track Division, with headquarters at Wichita, has moved his family from Baxter Springs to Wichita.

Miss Lenna V. Wilson, stenographer in the freight office, is enjoying a three weeks' vacation in the Ozarks. She is being relieved by Miss Mercedes Neal.

Mr. J. B. Gillam, general car foreman at Kansas City, spent the tenth of the month in Wichita.

Mr. Mike Watson, crossing flagman, who has been off duty for several weeks on account of illness, has returned to work.

Mr. E. J. Immele and Mr. Cliff Underwood, of the division office, have returned from St. Louis where they attended the World's Series.

Mr. Merl Calvert, switchman, spent the first part of October visiting in Oklahoma.

Mr. Harley Bowman, yard clerk, and wife have recently returned from a vacation spent in Indiana.

Mr. Ward Walker, switchman, is the possessor of a new Dodge Senior coupe.

**DIVISION STORES DEPARTMENT
KANSAS CITY, MO.**

DAISY STANNARD, Reporter

Mr. F. J. Westerman, general foreman, reports having had a pleasant vacation, a part of which was spent in St. Louis. While there, he saw the exhibit of the public's gifts to Col. Charles Lindbergh, which Mr. Westerman stated filled two large display rooms of the Jefferson Memorial Building at Forest Park. Railway passes from nearly every road in the United States, complimentary to Col. Lindbergh, filled one display case. Mr. Westerman stated the exhibit consisted of various and numerous gifts and was so large that it would take one a half day to inspect it thoroughly.

Mrs. Lee Taylor, wife of our chief clerk, and little son vacationed in St. Louis and Illinois points.

One of our Cardinal boosters has a tendency to droop somewhat, for instance, like a bird with a broken wing, since the Cardinals lost the world's series. Cheer up, Mr. Lawyer, red birds always "come back" in the spring.

Mr. Alvin Moline, price clerk, is now driving a good-looking Oldsmobile coach.

The store department is totally submerged in its annual inventory, but we are all working cheerfully and utilizing every minute; therefore, we know that we will have accomplished our task perfectly and in due time—as is our usual custom.

Miss Mirlam Shaw, our comptometer operator, spent her vacation in Yellowstone National Park and visited friends in Denver on her return trip. Miss Shaw reports a wonderful time.

Mr. and Mrs. Lee Roy Myers and little son spent their vacation in Salina, Kans. Mr. Myers is our sectional stock clerk.

Mr. A. C. DeFries, division storekeeper, and his chief clerk, Lee Taylor, attended a meeting of storekeepers at Springfield, October 12.

Mrs. Terrel, wife of Leadman M. L. Terrel, has been visiting in Ft. Scott.

Mr. Estep, distribution clerk in this office, spent a quiet vacation at home this summer.

**TRANSPORTATION DEPARTMENT
NORTHERN DIVISION
FT. SCOTT, KANS.**

MISS GLADYS ROTH, Reporter

Virgil Briggs, timekeeper, has returned from an enjoyable vacation, spent fishing.

L. B. Clary, assistant superintendent, is spending his vacation visiting relatives and friends at Sherman, Shreveport and other southern points.

Dispatcher L. B. Barr and wife have been entertaining Mrs. Barr's brother, Weston Roodhouse and wife of Okmulgee for the past few days.

Gernie Stroud, switchman, who has been in Mercy Hospital for some time, has been removed to his home and is reported as some better.

Brakeman A. J. Bahney recently purchased a farm one-fourth mile west of Rock Creek Dam, and expects to move out there some time in the near future.

Brakeman Bert Sheppy has been off for a few days account an infected hand, but is reported better now.

Mrs. M. A. Patterson of Chicago has been visiting relatives and friends here the past week. Mrs. Patterson is a sister of Switchman Will Dever and formerly lived here and is well known among the older residents.

Trainmaster R. H. Hubbard, wife and sons visited relatives in Parsons, Sunday, October 14.

Mrs. E. L. Buddy, wife of operator, accompanied her parents home to Humansville, Mo., they having spent some time here, visiting.

Tom Hall, roadmaster, has returned from a two weeks' vacation.

Switchman G. L. Swearingen and wife have returned from a trip to points in Ohio. Ohio is Mr. Swearingen's old home and, of course, he enjoyed very much his visit with old friends.

Dispatcher M. W. Sullivan and wife

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have returned from a trip to St. Louis. While there they took in the World's Series and also visited their daughter, Mercedes.

Switchman J. R. Harris also attended the ball games in St. Louis.

Oh, yes, something of interest to those at Ft. Scott and also friends up and down the Frisco Lines was the marriage of L. O. Gardner, better known as "Buck", and Miss Helen Childress on October 6th. After the ceremony the happy couple left for St. Louis to attend the ball games, after which they visited friends and relatives in Detroit and took a sight-seeing trip to New York. Buck is tracer clerk at this point and we all extend our hearty congratulations.

E. L. Buddy is relieving Mr. Gardner as tracing clerk during the honeymoon.

Among those attending the "Desert Song" at Kansas City was Assistant Superintendent C. L. Payne and wife, Timekeeper H. E. Clark and wife, Blanche Bicknell, stenographer, and Mrs. A. D. West, wife of switchman.

Gladd to advise that Miss Wilman Kipp, daughter of Dispatcher W. I. Kipp, who has been ill for some time is reported as some better.

A seven and one-half pound son was born to Mr. and Mrs. Carl List, October 13. He has been named Donald Rodell. Mr. List is section foreman at this point.

We wish to extend our sincere sympathy to Mrs. Thelma Linn in the loss of her sister, Mrs. Dr. Sloan at Amory. Miss Letha Linn relieved Thelma while she was away from her duties as denurrage clerk.

Mrs. W. H. Bevans, who has been ill for some time, is reported as improved.

John Turner, son of night roundhouse foreman, is now attending Kansas University, taking up hydro-engineering.

Machinist John Renz, who has been off for over nine months with an injury, is expecting to be back soon.

Claude Coffey, machinist helper, has been doing extensive repairing on his home which he purchased recently.

Archie Skelly, engine watchman, is on the sick list with the flu.

Roy Salsman spent a number of days in St. Louis attending the world's series.

William Swan is back on the job filling lubricators, after being off sixty days on a vacation which was spent at home.

James Click, the traveling "parson", is back with us again after attending a religious conference held in Chicago.

William Teelper, hostler, was off for a number of days account of falling from a ladder while putting in windows at his home.

Oscar Riggs, outside hostler helper, and family are spending a number of days in San Antonio, Tex., attending the American Legion Convention held in that city.

We wish to express our deepest sympathy to Mr. and Mrs. John Steifer in the loss of their beloved baby, which passed away recently.

George Stroble and Curtis Kuhn went duck hunting the other morning; they got 10 ducks.

Hostler John Boes and wife have left for a two weeks' vacation in the East, visiting relatives.

Machinist Henry Cox is now in the St. Louis Hospital undergoing treatment.

Machinist William Bullard spent a number of days recently in Amory, Miss.

Arthur Thompson, formerly machinist apprentice here, who finished his time at Springfield, is now working as extra man.

**MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.**

H. F. SHIVERS, Reporter

Miss Mary Dalley, formerly stenographer in the transportation department at Chaffee, Missouri, has bid in the job of pass clerk in this office. We wish to extend a hearty welcome to Miss Dalley, and hope she will soon get used to the coal smoke, etc., incident to her position.

Miss Dorothy Shlpey has been assigned to the position of stenographer in the office of the master mechanic, which position was formerly held by Miss Catherine Welch, who is now working for the John Deere Plow Company. We wish each of them success in their new undertakings.

Mr. J. A. Moffett and family returned from a very pleasant trip recently to Chicago and other points in Illinois. Mr. Moffett is timekeeper in this office.


Mr. William Edwards, assistant timekeeper, reports the birth of a baby girl, September 19. She has been christened Barbara Lee. Mr. and Mrs. Edwards now have three children, the other two being boys.

Mr. W. B. Berry, master mechanic, returned October 17 from Havana, Cuba, where he attended the convention of Spanish-American War Veterans, held at that point the first part of October. He also visited other points in the South and reports a very enjoyable vacation. Mrs. Berry accompanied him on the trip.

Mr. W. J. Fuller, car inspector, Sheffield, Mo., a past commander of the Spanish-American War Veterans' Organization, also has returned from Havana, Cuba, where he attended the convention held at that point. He reports a very pleasant trip.

Miss Marjorie Craig, stenographer in this office, spent two days at home recently, entertaining out-of-town relatives.

Mrs. W. W. Lewallen, wife of car clerk, north yard, has returned from a very

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pleasant trip, visiting relatives and friends in Hugo and other points in Oklahoma.

Miss Cleis Hunt, pass clerk for a short time in this office, surprised us all recently. Miss Hunt was united in marriage to Mr. Hugh H. Coon of Chicago, Ill., Sunday, September 23, at 4:00 p.m. the marriage taking place at the home of the bride's parents, Mr. and Mrs. R. C. Hunt, of Ft. Scott. The double ring ceremony was performed by the Rev. H. H. Bolle, pastor of the Methodist Church. After the ceremony a two-course luncheon was served. Mr. and Mrs. Coon left soon after in their car for Minneapolis and Chicago, the latter place where they will make their home in about two weeks. We wish them much happiness.

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**OFFICE DIVISION ACCOUNTANT
FORT SCOTT, KANS.**

DOROTHY WORKING, Reporter

Inventory time is just about here, so everyone will be quite busy seeing the surrounding country on motor cars, and so forth.

Mr. L. W. Pipkin, division accountant, spent the usual time on road trips this month.

Miss Mary Daley, stenographer, from the superintendent's office, Chaffee, Mo., dropped in for a few minutes to visit us on September 21, when she was returning from her vacation.

Miss Gladys Roth, Miss Margaret Hendrick and "ye scribe" spent the week-end in Springfield.

Mr. Oscar Nelson, completion report clerk, and Mr. Harold Mitchell, clerk, attended the Legion Convention in Springfield. Both reported a fine time.

Mr. Joe Jarboe, one of our former engineers, who is now attending the Rolla School of Mines, was awarded the honor of president of the junior class at Rolla. Quite an honor for Joe, we think.

Thanksgiving time will be here and gone by the next issue of the Magazine, so we wish everyone a fine Thanksgiving Day.

**MECHANICAL DEPARTMENT
KANSAS CITY, MO.**

DORAL L. DENISON, Reporter

Mrs. C. J. Turner, wife of roundhouse foreman, has returned from New York, where she has been spending the summer with her daughter.

Mr. Frank Bertina, cab man, and family, spent the week-end visiting relatives near Ottawa, Kans., recently.

Walter Medlock, roundhouse foreman, is the proud owner of a new home which he purchased recently at 3719 Madison Avenue.

Joe Swartz, dead work foreman, is the proud owner of a new Buick coupe.

Elmer Carlson, assistant night roundhouse foreman, is looking for another home after selling his last week.

Ben Greer, stationary engineer, is back on the job again after having been confined in the hospital at St. Louis for over three weeks.

Virgil Dellinger, helper, is in the St. Louis hospital to have his tonsils removed and his nose operated on. He reports he is getting along nicely at this writing.

George Willis, machinist, is back on the job again after having been off for a month with a crushed foot.

Boilermaker Frank Haungs and wife spent a ten-day vacation in Nebraska, visiting relatives.

EASTERN DIVISION

**SEVENTH STREET STATION
ST. LOUIS, MO.**

AGNES M. LARKIN, Reporter

Our sympathy is extended to John Flick, Trucker, in the sudden death of his sister Catherine who was killed in an automobile accident Sunday, Oct. 14th.

William Klein, Trucker, is the proud daddy of a bright young Miss who arrived at the Klein household in the wee hours of the morning.

We still continue to hear the fish stories. James Brown, clerk, just back from a trip to Frankfort, Kansas, tells about the big ones he caught, but failed to photograph.

Miss Leona Jones, clerk, and her dancing partner, Miss Irene Nufer, entertained with a solo dance at a social meeting of the E. A. R. E., Monday, Oct. 15.

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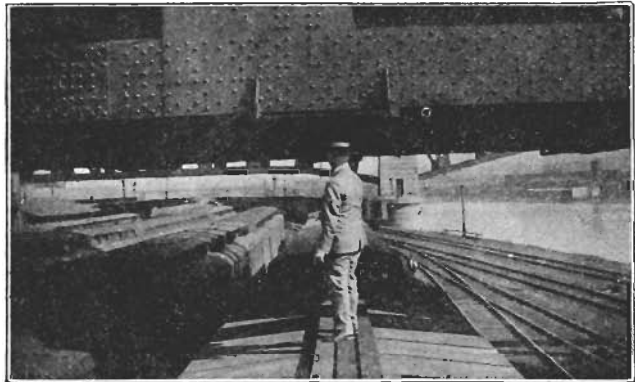
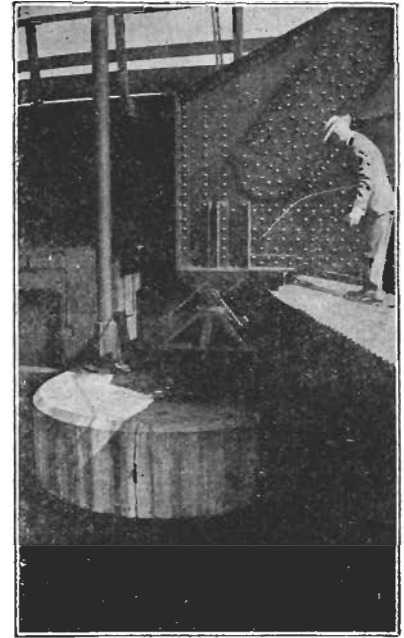
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Fred Lehr, statistician, has returned from a vacation spent in Winnipeg, Duluth and Chicago.

**OFFICE DIVISION AND STORES
ACCOUNTANT
SPRINGFIELD, MO.**

R. G. LANGSTON, Reporter

Mr. E. L. Welch, formerly shop accountant, has resigned and accepted a position with the American National Insurance Co., as City manager for Springfield. We all wish Errant the best of luck and success in his new undertaking.

Mr. W. A. Warden has transferred to this department account force reduction in the claim department. He displaced

Harold Boren who in turn displaced Mr. Morris.

J. R. Lodge was absent account illness September 22nd.

L. W. Pipkin of Ft. Scott spent a few minutes in the office September 26th.

Leonard Wright of Sapulpa, Okla., attended the reunion of the 35th Div., Sept. 29 and 30.

J. L. Hamilton formerly of this department, left for Memphis October 1st to fill in temporarily.

E. G. Sperry of Ft. Smith spent a few minutes with us October 3rd.

Harold E. Boren spent a day recently on White River but reported the fishing very poor.

P. C. Freeman and Marguerite O'Brien motored to Sedalia October 16th in order to hear Al Smith speak. In all probability we will receive all the high points of the speech upon their return.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Belle Stewart gave the office a big surprise on the morning of the eleventh when she appeared to write her resignation instead of to work, having been married on the evening of the tenth to Mr. T. E. Fuzzell, employed at the West Shops. The office presented Belle with a twenty-three piece set of "Argosy" pattern silver, and a shower was given in her honor by Lulu Jernigan, Irene Schaller, Elizabeth Owen, Anna Mason, Beatrice Arnold and Nillne Heflin, at the home of the latter, on the sixteenth. Belle received many useful gifts, such as linens, pictures, lamps, miscellaneous silver pieces, etc. The couple has the good wishes of the office for their future happiness.

Anna Helbig, Amy and Mamie Bradley, Nellie Clifton, Beatrice Arnold, Bertha Sutherland and Marie Arnold from this office attended the Girls' Club party at the home of Don Fellows this month. Some hiked about two miles of the distance, refusing all offers for rides. Bridge and dancing were enjoyed after the wienner roast and a trip through the Fellows' beautiful new home and the flower gardens.

R. J. Lewis, Chief Clerk of the Demurrage Bureau, saw the two St. Louis games of the World Series, but firmly denies that he enjoyed the scores.

Mabel Hunt, formerly of the Demurrage Department, now employed by the Frick Security Company of Kansas City, visited the office this month, having come home for Pershing Day.

B. O. Chandler, Chief Clerk of the Reclaim Department, was our only representative in the 35th Division Reunion in the Pershing parade.

Helen Murray gave a Dutch dance in costume at the Accident Prevention meeting at the North Side Community House, at which Mr. O. W. Bruton was presented his watch by the Ball Watch Co. on October ninth, and at the Kentwood Arms Hotel for the General Chairman of the B. of R. C. on the 13th. Dorothy Thoms of this office sang at the meeting on the 13th.

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Ernie Kubitz spent his vacation touring in and around St. Louis. Ernie said he had a very restful vacation, the only thing wrong that it wasn't long enough.

Edward Bernard was on the sick list for a few days but is back at work now feeling fine and as full of pep as ever.

Louis Coffin was home a few days nursing a boll on the back of his neck, which wasn't a welcome visitor at all. Louis is back at work now feeling fine.

E. G. Lamb, Traveling Passenger Agent, spent his vacation in New York, Boston and several other points of interest and got to see the Yanks and Red Birds play one of their best games.

Melvin Iten is the champion graceful "faller." On his way to work, he was crossing in front of the street car and slipped and fell so gracefully the result was only a dirty spot on his trousers and a very much embarrassed feeling.

Harrison Will, Division Passenger Agent and family are spending their vacation in California and other points of interest and incidentally Mr. Will is also attending the convention of the City Passenger Agents.

Ray Rinkle is spending his vacation sightseeing in New York City. No doubt when Ray gets back to work he will have a lot of things to tell us all about his trip.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Selma Hoffman, telephone supervisor, is spending a short vacation in El Reno, Okla.

Miss Alice Larkin, chief telephone operator, visited in Sedalla last month and heard Governor Smith make a speech there October 16.

Charles Wright, groundman, was recently transferred from Donahue's gang to Russell's gang.

C. E. Robertson, division lineman, has been assigned to Springfield territory which was vacated by C. C. Fawcener, who transferred to Oklahoma City.

R. P. Benedict, division lineman, has been assigned to vacancy at Wichita, Kansas, account Lineman J. Workman being retired on pension. B. W. Elliott has bid in position vacated by Mr. Benedict at Hayti.

B. E. Loftis, division lineman, has bid in Clinton, Mo., position and R. C. Wise, of Madill has been assigned to vacancy at Newburg, Mo. S. M. Worthy has been assigned to position of division lineman at Madill.

E. C. Holt, division lineman, has been assigned to Quanah, Texas.

O. E. Hudson, reporter in Russell's gang at Kullituko, Okla., reports that C. E. Wright of Prairie Grove, Okla., and Miss Minnie Gill of Idabel, were married September 29; Wm. Thompson has returned from a vacation in Kansas City; A. R. Speegle is acting as assistant foreman while H. E. Millen is in the floating gang; W. O. Copeland has returned from a visit in Chicago.

Edward Brown, reporter in Oliver's gang at Yale, reports that they have recently started reconstruction work on estimate Memphis to Holly Springs. The boys arrived in Memphis in time to attend the Tenn. State Fair.

J. E. Nussbaum, reporter in Donahue's gang at Kellyville, Okla., writes that M.

Basil Compton and Tom Wilson were promoted to positions as linemen last month; P. W. Mead, lineman, is relieving C. C. Fawcener, division lineman, Oklahoma City, while Mr. Fawcener and wife are attending a reunion of Spanish War Veterans in Cuba; Arthur Lurvey and Thurman Jordan transferred to Donahue's gang from Oliver's gang last month; the gang was sorry to receive the sad news of the death of Arthur Reel, former lineman, who died at his home in Mammoth Spring, September 15.

From Ft. Scott, Miss Alice Hogan, telephone operator, reports that Mrs. W. N. Edson and baby daughter Gloria, recently arrived in Ft. Scott to join Mr. Edson, who is a telegrapher in "FD" office; A. G. Phillips, agent at Lenexa, is the proud father of a little daughter who arrived the latter part of September; J. L. Pender has been assigned the agency at Merriam; E. L. Buddy has been working as train clerk at Ft. Scott, due to the absence of Lloyd Gardner, who was married October 6, and on a honeymoon trip visiting in St. Louis, Detroit and New York; Mrs. Kate Waldelich of "OX" office, Kansas City, recently visited her sister in Ft. Scott; Miss Letha Linn worked as clerk in the agent's office for a week this month. Miss Diss relieved Miss Linn at the telephone office during this time.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

"California, Here I Come"—seems to be calling, for Gertrude Sprohs has journeyed there and writes back that she is having such a good time that she has decided to stay there. Now Grace Wall is leaving for a month's vacation in sunny San Diego, Calif.

John Breckenridge, Passenger Car Distributor and Mrs. Breckenridge spent a joyous vacation in New York City and St. Louis seeing the Yanks win another world series.

Pearle Townes vacationed again in Clearmont, New Hampshire, spending the two weeks with her mother.

Freda Fielden went to Memphis for a week-end party, recently.

F. L. DeGroat, car service agent in company with Mrs. DeGroat and the youngster, is spending a pleasant vacation just loafing and visiting around.

It is said that a vacation is a change of occupation—Ellis Dulin proved that is true, for he used some of his vacation to grub his sweet potatoes, and came back to the office looking very red. Ellis is quite an amateur gardener.

Savina Felin joined the caravan of good Democrats that left Springfield early October 16th for Sedalla, Mo., to participate in the Democratic Rally in which Governor Alfred E. Smith was the central figure. It was a great trip and everybody had a good time.

Our big boss, Mr. Doggrell, Supt. Transportation, is back with us after a short, much needed vacation. We're glad to see him back and looking so well.

OFFICE OF SUPERINTENDENT OF TERMINALS—SPRINGFIELD, MO.

NORMAN HINDS, Reporter

O. M. Simon visited Sedalla, Mo., recently to hear the speech of Al Smith, democratic presidential nominee.

R. A. Mangan has returned to his duties after being off duty a fortnight enjoying a vacation.

J. W. McQuinn is confined to his bed on account of serious illness. We hope for a quick and complete recovery.

Mr. and Mrs. R. T. Newbold have returned from an enjoyable visit to Chicago and other northern cities.

C. L. Rimbey spent several days in Kansas City visiting relatives and friends.

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MEMBERS, ST. LOUIS STOCK EXCHANGE

C. W. Lockwood recently enjoyed his vacation, which was spent principally auto touring the surrounding country.
 J. A. McKeon has returned to his duties after being confined to his home on account of illness.
 Mr. and Mrs. G. H. Viggers announce the arrival of a new baby boy October 6th. He has been named James Henry.
 Mr. and Mrs. Leo Baudino announce the arrival of a new baby girl October 6th. She has been named Mary Kathleen.

**AGRICULTURE AND REFRIGERATION DEPARTMENT
 SPRINGFIELD, MO.**

EPPA DELK, Reporter

Mr. W. L. English, Supervisor of Agriculture and Refrigeration, spent several days in Washington, D. C., on business.
 On Sept. 27th, Mr. and Mrs. Glenn E. Jones were presented with an eight pound son, Glenn Wade. We are informed he is the handsomest baby Glenn has ever seen.
 Miss Mary Burrell spent a few days of her vacation taking notes at the Grand Chapter of the Eastern Star in St. Joseph, also stopping in Kansas City to visit friends.
 Mr. R. E. Bagent caused a sensation the other evening when he drew a "pat" hand at a little Rummy Party; we think that's really something to rave about, but it didn't excite him.
 Mr. A. J. McDowell, dairy agent, spent from Oct. 13th to the 20th at Memphis, as secretary of the railroad unit of the National Dairy Show held there. Mr. D. E. Eleher also installed some exhibits at the show.
 C. T. Rogers and Giles Walker arranged to see the last game of the World's Series. Giles has demonstrated Babe's thrilling catch and we understand exactly how it was done.
 Jasper Thomas spent a few days of his vacation in Chicago, with Lester Langsford, of the Transportation Department.

**SIGNAL DEPARTMENT
 SPRINGFIELD, MO.**

MATILDA C. HOFFMAN, Reporter

L. E. Owen, office engineer spent a week in October with his mother at Point Clinton, Ohio. Mr. Owen also visited relatives at Cleveland, Ohio while away.
 Mrs. C. A. Kennedy, wife of signal foreman, and little son Raymond are visiting relatives and friends in Lincoln, Neb.
 Jimmie and Elizabeth, little son and daughter of clerk D. A. Ball, who have been quite ill are greatly improved.
 I. S. Degler, assistant signalman in foreman S. L. Uhr's gang, has had to return to his home at Cabool due to sickness.

Account placing new automatic block signals from Thayer to Hoxie in service. Edgar Shannon formerly maintainer at Joplin has been appointed supervisor with headquarters at Memphis.
 H. W. Wait has been assigned as maintainer at Thayer, F. Zitzman as maintainer at Williford and F. E. Wait, maintainer at Hoxie.
 F. S. Lurch has succeeded Mr. Shannon as maintainer at Joplin.
 C. A. Hamm, signal supervisor and Mrs. Hamm have been visiting their daughter Mrs. Ed Glouse at Waukeenan, Kans. Mr. Hamm reports an enjoyable time while away spent in fishing and duck hunting.

ST. LOUIS ZONE OFFICE

R. A. WALT, Reporter

At this writing our boss Mr. G. R. Woods is in the East on Company business with Messrs. Rex and Ashworth.
 Miss Alice Hanley has recently transferred to this office from the General Office as Key-Punch Operator.

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EIGHTH AND LOCUST **-TO ST. CHARLES**
SAINT LOUIS

Our Chief Clerk, Bob Tschambers plays the defi issued by the Officials Bowling Team of Springfield covered too much territory and he hopes at no late date to show who is who at toppling the maples.
 Misses Marie Witte and Ida Melman have returned from vacations in southern California. Miss Witte did not watch her step at Grand Canyon suffering a foot injury which kept her home for several days after her return.
 We don't know what statistics will show but it does appear that business is mighty good in the territory served by this Zone.
 Now that the question as to who are World's Champions have been decided by the Yankees the noon-hour conversation turns to the relative chances of Al and Herb on Nov. 6th.
 Curt Valtin has closed his summer home at Old Orchard and returned to the city to enjoy the convenience of electric lights and bathroom.
 Miss Irene Nufer our talented dancer with Miss Jones of the General Agent's office will disport to the edification of the tired railroad men and wives at the coming entertainment of the B. A. R. E.

**OFFICE GENERAL MANAGER
 SPRINGFIELD, MO.**

ORVILLE COBLE, Reporter

C. P. King, assistant chief clerk, attended the Safety Conference in New York City, October 1 to 5.
 H. G. Snyder has a new Hup. He recently met with an unpleasant accident when a paper of matches ignited in his hand.
 While R. H. Powell is much improved in health, he is taking a week or two off to completely recuperate.
 Billy, son of J. M. Connelly, has been very sick with scarlet fever. He is now thought to be out of danger, and we hope him a speedy recovery.
 V. C. Williams has completed extensive improvements to his home on North National Ave.
 Z. M. Dunbar won three ribbons at the Dahlia Show, one first prize and two third prizes. Zack is now in the east on his vacation.
 Mr. and Mrs. Don Fellows entertained the Frisco Girls' Club at their home south of the city with a picnic supper. Don recently won a loving cup with his display of flowers at Tulsa.

Our bowling team is now in second place under the captaincy of J. M. Connelly.

**MECHANICAL DEPT. NEWS
 SPRINGFIELD, MO.**

ALTA NORTHCUTT, Reporter

No. J. E. Potts did not go to Europe; but New York City made as strong an impression on him as Spain did on Washington Irving, and the descriptions given by "J. E." of our modern Gotham are almost as interesting as those Irving gives of the Alhambra. But "J. E." used his ears as well as his eyes while in New York and he is able to tell us some real facts about "Safety First."
 A jolly romping baby boy made his arrival recently at the home of our ex-test engineer, George P. Dirth, who is now associated with the Vilco Company. The baby's mother, formerly Miss Margie McKeenan, is also an ex-Frisco employe. We extend our congratulations to the happy parents.
 J. R. Scott, general air brake instructor, and wife have just returned from an extensive tour of the New England states and southeastern Canada. They report a most delightful trip of more than 3,000 miles with no train pulling into the terminal as much as twenty minutes late.
 One of our water inspectors, I. C. Brown, had a very narrow escape recently when his automobile turned turtle about three times as he rounded a curve. The way "Brownie" has his head wrapped up, he looks like a Hindu, but we are glad to report that he is back on the job.
 Hazel Clark spent the week-end visiting with friends and relatives in St. Louis.
 Herschel McNally chose Indian Summer, the most delightful time of all the year, to take his vacation this year, and says he enjoyed it to the fullest extent right here in the Ozarks.
 E. H. Russell, secretary to J. K. Gibson, who came to us a few weeks ago from Sherman, Texas, was pleasantly surprised recently when two of his brothers "dropped in on him." But the young "Russells" are both in school and they could not remain in Springfield more than two days.
 We believe our traveling wheel inspector, S. P. Tobias, robbed the bees

while on his vacation recently. At any rate when Mr. "Toby" returned to the office he gave the writer a generous sample of the most delicious distilled sunshine these industrious little insects could possibly produce.

Maurice Bougher, chief clerk to master mechanic, W. J. Foley at Enid, was a recent visitor at this office.

A coming event of interest to all employes as well as the public in general is a Commodity Fair to be given by the Frisco Men's Club at Springfield in the Assembly Room of the General Office building here. At that time, there will be on display in miniature design or by picture, many items suggestive of the great volume of products originating along the Frisco Lines and offered this company in the nine states it serves as market carrier. Everyone is invited to this reedisplay.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Local No. 5 held their regular semi-monthly meeting on Oct. 3 for the election and installation of officers for the coming year. A very close race for president was staged between Joe McCartney of the Lindenwood roundhouse and O. M. Evans, chief engineer, Lindenwood powerhouse. Evans won by the close margin of two votes.

Jim Martin, of the mill shop, laid off for the first time in four years on Oct. 6, which, it is rumored, was for the purpose of buying a pair of shoes.

Mrs. H. C. Huckins, wife of machinist, was in St. Genevieve visiting friends and relatives the week end of Sept. 29.

Tom Smith, air man of the car department, laid off Oct. 6 to attend the shooting match at Blismarck, Mo.

Mrs. Ike Burgette of Newburg, wife of eastern division fireman, is rapidly recovering from burns received at her home in a recent fire.

Mr. and Mrs. W. J. Flicke returned Oct. 5 from their two week's vacation which was spent at Texas points.

Roy Gallahon, fireman eastern division, came back to work the last of September after an illness of several weeks.

Frank Burgette, of Milwaukee, Wis., visited his brother Ike Burgette at Newburg the week of Sept. 30 to Oct. 5.

Fred L. Henn resigned Oct. 4 on account of being lonesome, and we are going to give you all a guess why. Of course, there are a few cow bells involved and by that we mean he went back to the farm.

Marlen D. Smith displaced Ed Massey as machinist on the day shift, and Massey in turn joined the night owls.

E. R. McNabb, boiler inspector, was in Marshfield, the garden spot of the world, Sept. 27, inspecting but his dairy herd.

J. Seanor Abbott, machinist, was visiting in Springfield Oct. 5 and 6th.

Dick Pikesley motored in his little dandy Ford, up to Fairfield, Ill., on Oct. 7. Dick says he sure did enjoy that good country feed.

A. J. Perkins, machinist, was off with tonsillitis a few days the first of October, but is now back on the job.

Glen E. Thompson and family, in company with Glen Darnell, motored to Cuba, Mo. Oct. 6, where they visited friends.

Jim Ates, blacksmith, visited friends and relatives in Cape Girardeau, Mo., the latter part of September.

Saturday night, Oct. 6, Pete Schaefer of the roundhouse, found his way down to Tower Grove station, where he boarded the 11:35 P. M. train for Chaffee, where he spent a few happy hours.

Mr. and Mrs. Otis F. Breuer are in line for congratulations. Little Verlan Howard, ten pound boy, was born Sept. 25.

Ted Barnett, grease ball, was hunting in Herman, Mo., the week end of Oct. 13th.

James R. Baron and Edward Hanson, brother and cousin of Wm. L. Baron, were visitors at his home Sept. 26 and 27 on their return trip from New York, Cincinnati, Cleveland and other eastern cities. Incidentally both are Frisco employes.

Frank Januchowski, first class car carpenter, resigned Sept. 25 to go to Chicago, where he will make his home with his son and daughter.

The home of E. & B. Carpenter Peewee DeWald was the scene of a very pleasant surprise party, Sept. 21, given in honor of his wife's birthday. There were sixteen guests. Among notable story tellers present was Judge Devine and wife.

The Lindenwood fire department, under the able direction of Charles Spuriel Turner, fire chief, is credited with being "actually fast." They recently answered an alarm for a drill to be had a distance about two blocks from the roundhouse. The department turned out one hundred per cent and had the water going in a minute and one-half, and how!

Asthma Had Him Choking, Helpless

Was Desperate, But Soon Found Complete Relief. No Trouble Since.

Despondent sufferers from asthma or bronchial troubles will be glad to read how health was quickly restored to Mr. Clayborne Bolan, 2603 Elliott Ave., St. Louis, Mo. He writes: "I had asthma so bad and had lost sleep, choked and coughed so hard that I felt I couldn't last much longer. After two doses of Nacor, I had a change for the better, and by the time I had taken one bottle my asthma was entirely gone. That was four months ago. I'm still free from asthma, and feel perfectly well again."

Hundreds of other sufferers from asthma, bronchitis and chronic coughs have reported their recovery, after years of affliction. Their letters and a booklet of valuable information about these diseases, will be sent free by Nacor Medicine Co., 705 State Blue Building, Indianapolis, Ind. No matter how serious your case, write for this free booklet. It may give your whole life a new meaning.

NORTH ROUNDHOUSE SPRINGFIELD, MO.

CHAS. A. CARNER, Reporter

John T. Gateley, and wife have just returned from a visit spent in California. Mr. Gateley is employed as yard fireman, Springfield yards.

J. H. Milligan, engineer and wife have just returned from a trip from the east which they made in their new Hudson.

J. R. Wall, hostler, and wife have just returned from sixty days' visit in California. Mr. Wall reports a wonderful time.

J. R. Motz, engineer, W. H. McBrat and T. D. Turner, fireman, have just returned from St. Louis with long faces. They were strong boosters for the St. Louis Cardinals before leaving home.

W. H. Carter, engineer, has been on duty for the past few days helping his son spend his vacation. Mr. Carter, hails from Chicago.

Wm. Beiseigel, engineer is off duty at the present time touring the Ozarks with his son William, Jr., who comes from Chicago.

P. G. Shockley, engineer, is back at Springfield extra board, having been displaced off the hill at Newburg.



New

DOUBLE SHRUNK HEADLIGHT OVERALLS

Outwear Two Ordinary Pair

H. B. Hicks, engineer, was recently cut off extra board, Springfield yards.
 O. N. Morton, engineer, C. S. Eley, engineer, were recently cut off Springfield extra board.
 A. B. Trenary, engineer, and T. D. Turner, fireman, were recently on train 108, struck truck load of furniture on crossing at Pomona causing one death. Another lesson in Safety.
 Z. B. Carner, engineer, and Earl Blanchard, fireman, was engine crew on train 12 out of Springfield, first trip, they reported "on time" everywhere. Frisco standard.

**AUDITOR OF DISBURSEMENTS
 OFFICE—ST. LOUIS, MO.**

LILLIAN RITTER, Reporter

We are glad to see Gladys Cherry back in her old place. Gladys has the distinction of membership in the performances of the municipal operas, which are given each year in Forest Park.
 A cordial welcome is extended to Vashti Grimes, formerly of Mr. Hughett's office in Memphis.
 We have just learned the good news

CARY & COMPANY
 COAL MERCHANTS BUILDERS' SUPPLIES
 The Only Retail Coal Yard in Pensacola on the Frisco
 "WHEN YOU THINK OF COAL, THINK OF CARY"

OFFICIAL WATCH INSPECTOR, ABERDEEN, MISS., TO PENSACOLA, FLORIDA
Gahlenbeck Jewelry Co.
 DIAMONDS-WATCHES-JEWELRY
 EXPERT REPAIRING
 9 W. Garden Pensacola, Fla.

VISIT
 "THE WONDERFUL CITY OF ADVANTAGES"
PENSACOLA

SAN CARLOS HOTEL
 Pensacola, Florida
 ABSOLUTELY FIREPROOF
 Headquarters for Frisco Visitors

The Citizens & Peoples
National Bank
 PENSACOLA, FLORIDA
 Earnestly Solicits Your Patronage
 Safe Deposit Boxes For Rent

\$1.50 and \$2.00—NO UP
MANHATTAN HOTEL
 GEO. KUPFRIAN, Manager
 Rooms With or Without Private Bath
 PENSACOLA, FLA.

FRISCO AMBULANCE SERVICE
Pou Funeral Service, Inc.
 PROMPT—EFFICIENT—COURTEOUS
 PHONE 31
 27 E. Wright St., Pensacola, Fla.

YOUR BANK

- Provides a safe place for your money.
- Supplies a receipt for every payment made, (your cancelled check).
- Furnishes you up-to-date information so that you may draw wise conclusions for yourself.
- A company where the word "Trust" means what it says.

FIRST BANK & TRUST CO.
 Garden and Palafox Streets
 PENSACOLA, FLA.



American National Bank
 Pensacola, Florida
 U.S.A.
 CAPITAL AND SURPLUS \$1,000,000



Heater Cars

TO properly protect perishables—such as fruits and vegetables in transit during the winter, there must be provision made for the temporary conversion of refrigerator cars to heater cars, or other cars having permanent heater apparatus must be used. Much work is being done along the lines of development of heaters and various types using live steam or employing alcohol, kerosene, coal, or charcoal as fuel have been used; some heat storage systems have also been devised.

One system of heating used with some success derives its heat from steam supplied by the locomotive; a steam duct leading from the locomotive passes under each car to a connection with piping in the interior. A thermostat automatically shuts off the steam when the interior reaches a predetermined temperature, and prevents the car from becoming overheated. This system eliminates the fire risk and the damage to the lading often resulting from the gases produced by combustion in those types of heaters using fuels. In a test of this system, made when the outside temperature varied 48 deg. F.—from 28 deg. F. to minus 20 deg. F.—the temperature inside of the car varied only 8 deg. F.—from 52 deg. to 60 deg. F.

Another steam heating system takes advantage of the heat absorbing and retentive properties of porous terra cotta. This system makes use of the same style of train pipe, valves, traps and hose that are used on passenger train equipment. The train pipe is located below the car floor; its lowest point is at the center of the car where an automatic trap provides an outlet for the water of condensation. At each end of the car a branch pipe extends to one side and passes up through the floor to a heat storage tank or reservoir—an iron cylinder about 8 inches in diameter and about 5 feet long—located in the space below the ice bunker. This cylinder is placed at an angle so that the water in condensation flows to the lower end and passes out through the branch pipe; an automatic air valve on the upper end controls the admission of steam. The reservoir is filled with specially made porous terra cotta bricks which have corrugated surfaces, and facilitate the passage of live steam from the locomotive—or a stationary boiler—to all parts of the reservoir. This insures the absorption of heat by the bricks which enables them to radiate heat for many hours after the steam supply has been cut off—in one instance, with the outside temperature minus 18 deg. F., a sidetracked car retained, for twenty-four hours, sufficient heat to prevent freezing. A thermometer placed in sight from the outside of the car permits an easy check on the temperature inside of the car. The action is such as to cause a mild circulation of air in the car; the cool air sinks to the floor and is drawn toward the heater, the warm air passes upward and is diffused throughout the car from above.

(ED. ADV.)

that William C. Henke, formally of this office, has been married since last April. Voicing the sentiment of his St. Louis friends "Bill, we wish him all the happiness in the world."

Every one was glad to welcome "Bud" Peet back to work after a long absence due to illness.

Dolene Scott has been transferred from the machine bureau to the front office, which is temporary during Miss Robinson's absence.

Juanita Prather entertained her brother, Wallace, from Dallas, Texas, the week the Cardinals made so many of us mournful. Even disappointed at the outcome of the series, I am sure Juanita made her brother's stay enjoyable.

Lucille O'Connor came down to the office with a "headlight" on her finger that nearly blinded some of her best friends. Basis of joking tho' every one is wishing Lucille and the lucky boy, (incidentally Ted Pittman, of the engineering department on the 7th floor) loads of luck and happiness. The date for the big event is, as yet, undecided.

Every one extends a cordial welcome to Margaret Quinn, who has recently taken a position in the machine bureau. She is a sister to Madeline, who was with us for ten years.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Following men have been loaned to other divisions account board cut at this station: Otto Boss and J. E. Kissell, switchmen have gone to Enid, Okla., Fred Balden to Memphis and Neil Gillette and Fred Steel to Chaffee.

A. E. Beebe, northern division extra conductor has gone to Amory, Miss., to take a run on the new line, Amory to Magnolia, Ark., known as the Columbus Sub. Division.

Mr. and Mrs. M. K. Pace of Memphis visited in Monett with relatives and friends over the week end, recently.

Extra Brakemen Ben Breeden and R. L. Green have gone to St. Louis, Mo., to work for about 30 days account heavy freight business.

Earl M. Gray, switchman left October 16 for St. Louis to enter the Frisco hospital for treatment account injured wrist.

Mrs. A. E. Beebe, wife of conductor Beebe passed away September 30 and was buried at Neodesha, Kansas. Mrs. Beebe had been confined to her bed for seven-weeks prior to her death which was due to heart disease. All employes extend to Mr. Beebe our sincere sympathy.

The employed boys' educational class was organized at the Railroad Y. M. C. A. October 11 and this year's work promises to be very interesting. Mr. Wilhelm, the local secretary will be assisted in his work by the High School instructors and Mr. Claypool of Springfield.

Lon H. Pratt, mail and baggage handler, has returned from a delightful trip to Buffalo and Niagara Falls, N. Y.

Mr. and Mrs. R. B. Kyler have moved to Joplin. Mr. Kyler has had a run as engineer out of Monett for the past thirty years but recently has been transferred to Joplin.

G. D. Shreve, switch tender, was called to St. Louis October 16 on account of the death of his sister.

Mr. and Mrs. Horace Miller have returned from a two months western vacation tour and Mr. Miller has resumed his run as passenger conductor on the central division.

The Walnut Grove District held a Harvest Show at their school building first week in October and Mrs. Elizabeth Temple, poultry expert and D. E. Eicher, both of the Frisco Development Department were judges of poultry and stock exhibited at this show and their services were highly appreciated by the farmers of that community.

C. H. Heying and Ray Gulnney, clerks, at east yard office, are the latest "Golf Enthusiasts". Their first appearance on the "greens" caused quite a sensation. They stopped counting at 78 and had to

quit playing on account of darkness. The "golf fans" at Monett believe they have found good material in these new players for future golf champions.

Mr. and Mrs. William Kines returned September 21 from their vacation trip to Washington where they visited relatives.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

All division storekeepers, together with their local storekeepers and chief clerks paid us a visit on October 12, while in Springfield attending a meeting in general storekeeper's office at that time. We were glad to have the opportunity of saying "hello" to all of them and extending a welcome to them to call again. We consider this a fine bunch of men and competent in handling the duties entrusted to them, which means handling some fourteen to fifteen million dollars of store supplies every twelve months from maker to user. We heard several very complimentary remarks passed after the meeting in general storekeeper's office, indicating that the meeting was beneficial as well as afforded storekeepers a chance to get together and exchange ideas, as well as to become better acquainted with necessary handling in different localities throughout the system.

Mrs. W. M. Stiver, mother-in-law of R. G. Price, stock man, who was operated on at Burge hospital, September 26, has been removed to her home and is getting along nicely.

Joe Wilson, trucker, spent part of his vacation at Brown's tourist camp near Marshfield on highway No. 66. This camp is operated by Mr. Killingsworth, who was formerly employed by the Frisco as material clerk for Mr. James Burns of the special equipment shop.

L. H. McGuire, crane operator, slipped and fell twelve feet from the electric

THE FRUITS OF SAFETY

And the end is that the workman shall live to enjoy the fruits of his labor; that his mother shall have the comfort of his arm in her age; that his wife shall have a partner through life; that his children shall have a father, and that industry shall be carried on by strong men, confident in their safety because they are doing right things in the right way.

BANKS ALONG THE FRISCO LINES

The Peoples Bank

of Springfield, Missouri

WE APPRECIATE
YOUR BUSINESS

OUR MOTTO

COURTESY, FAIRNESS AND
EFFICIENCY

4%

On Savings Over \$500
"Save with Security"

**SECURITY
NATIONAL BANK**

Eighth, Between Olive and Locust



Open All Day—9 to 5

**BOATMEN'S
NATIONAL BANK**

ST. LOUIS, MO.

The Oldest Bank
in Missouri

A Safe Place for Savings
Since 1847

Successful Banking

SINCE 1873

RESOURCES: Thirty-seven Million

THE FORT WORTH NATIONAL BANK

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THE UNION NATIONAL BANK
SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts
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The Bank That Always Runs Strong

The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided
Profits, \$350,000.00

FRISCO DEPOSITORY BANK

**American
Traders National Bank**

BIRMINGHAM, ALA.

Capital and Surplus \$5,000,000.00

"FRISCO DEPOSITORY BANK"

The Frisco System

Furnishes every possible railway service

The Central National Bank & Trust Co.

Furnishes every possible banking service

FRISCO MEN!
WE WANT
YOUR BUSINESS

THE CENTRAL NATIONAL BANK
AND TRUST COMPANY
OF TULSA, OKLA.

at general store, recently, causing injury to his knee. The general store has operated for one hundred and twenty-five days without a reportable injury to an employe up until this time. We regret very much that Mr. McGuire is injured, also regret that our accident prevention record was broken. We wish for Mr. McGuire a speedy recovery. Mrs. John Walker, wife of stock man, visited her mother-in-law at Ava, Mo., October 5.

James Ross, trucker, has been off duty almost two weeks account of sickness. We trust that Mr. Ross' condition will improve rapidly and that he will be able to return to the store room shortly.

The electric storm that occurred in Springfield and surrounding country October 10 did a large amount of damage to the store buildings belonging to George Gates, trucker, general store. George's farm is located north of Springfield.

Sam H. Gaston, general foreman, and his father-in-law, N. C. Drennan, of Elwood, Mo., motored to Chickasha, Okla., October 18. At the present time Mr. Gaston has as his guest, his mother, Mrs. P. Gaston, of Niangua, Mo.

Mr. and Mrs. E. R. Parker of this city and Mrs. Lyda Allhouse, of Olney, Ill., sister of Mr. Parker, are visiting U. G. Parker, Enid, Oklahoma. Mr. E. R. Parker is supplyman at general store. Mrs. Ralph Sharrick, wife of trucker, has been quite ill for several weeks. We hope that Mrs. Sharrick will soon be on her feet to recovery.

Mrs. J. H. Wilson, wife of trucker, is visiting her mother, Mrs. Payne, at Taylorville, Illinois.

H. W. Chittenden, trucker, is absent on work account of having the flu. We trust that Mr. Chittenden will be able to return to work in a short time.

H. H. Howard, trucker, has returned from San Antonio, Texas, where he attended the National American Legion convention recently.

Walter Reed, son of W. E. Reed, lumber foreman, lumber yard office, was elected president of HI-Y Club at Reed Junior high school, October 9. The purpose of this club is to create, maintain and extend, through school and community, high standards of Christian character. Walter's mother recently attended a P. T. A. convention at Trenton, Mo. She is president of the P. T. A. at Reed Junior high school.

Word was received from L. B. Pechner, general lumber foreman, who is vacationing in California that he and his wife were having a wonderful time.

Mrs. Effie O'Kelley, mother of T. C. O'Kelley, chief clerk to division storekeeper, is visiting relatives in Detroit, Michigan.

On the evening of October 6, Wes Rowland made arrangements with Milton Davis, trucker and Sam H. Gaston, general foreman, to go to his farm Sunday morning by daybreak to pick hazel nuts. Wes to leave Saturday night, Milton and Sam to be there Sunday morning. When Milton and Sam arrived at 4:30 A. M. Wes had the hazel nuts picked and the bushes cut down and Wes was no where to be found.

We are sorry to learn that James Saddler's wife is in very poor health. We wish for her a speedy recovery. Mr. Saddler is checker at store room.

Francis Click, son of stockman, attended the World Series game, St. Louis, Mo., Sunday, October 7.

Paul Brandon, foreman lumber yard, together with Weldon Bryant, Sampey Bass and several other men went fishing recently on the Gasconade river and reported catching twenty-five pounds of fish. Paul says that he would much rather have fried chicken.

Velma Martin, stenographer, lumber yard and Maude Yahey of the car accountant's office visited Pensacola, Fla., recently.

MONETT YARD

FRANK L. KYLER, Reporter

Switchman Earl Gray has gone to the St. Louis hospital for treatment to an injured arm, received while switching recently.

The 7:00 A. M. coach crew has been discontinued for the first time in the history of Monett Yard. There are now only eight regular assigned switch crews in service at this point.

Harry C. Fleming, foreman of the discontinued crew, has displaced James Griffith as foreman of the 8:00 A. M. mill crew. Switchman Walter Pitts bumped Jesse Newberry on the 8:00 A. M. crew. Griffith displaced Jolley as foreman of the 4:00 P. M. coach crew, Jolley displaced

Donlavy on the 10:15 P. M. coach crew as foreman. Donlavy displaced W. L. Cannady on the 3:10 P. M. crew as foreman and Cannady displaced H. D. Brown as foreman on the 12:00 midnight crew.

R. O. Davis, night general yardmaster is laying off, being relieved by Leslie Taylor, regular foreman of the 4:00 P. M. mill crew.

Engineer R. B. Kyler of the northern division has taken run out of Joplin, Mo., and he and Mrs. Kyler have moved to Joplin.

Dave Marshall, foreman of the 7:30 A. M. crew went fishing recently—No report of results.

The new watch inspection cards are being distributed by the local watch inspectors for the last quarter of the year.

Jesse J. Newberry, switchman of the 4:00 P. M. crew is the proud owner of a registered pointer bird dog. But of the fact that the dog is yet a mere pup, we would expect to hear of great slaughter of the feathery tribe this season.

Twenty-five pounds of channel cat—(Yea, you scoffers they were caught, not bought,) was the haul made on the first few days of October by the writer, fishing on White River, down close to the Arkansas line.

New rail has been placed on the Central division main line wye by P. Stolle, local yard foreman. Heavy duty steel is also being laid in track ten in the west freight yard replacing light rail which would not hold the heavy equipment.

Forest Mitchell, switchman in the West Tulsa terminal, who was injured recently is reported as recovering. Forest formerly worked here and is a brother of Ernest Mitchell, switchman on the 3:10 P. M. freight yard crew.

Switchmen R. N. Gillette and Fred Steele are working at Chaffee for the present.

In the last issue, mention was made of the prowess of our local telegrapher, Carl Wright, in the great old game of golf. Wright recently turned in a par score of 35 for the course, the second time since the opening of the course, in which the course has been parred.

**MONETT LOCOMOTIVE DEPT.
MONETT, MO.**

MARGUERITE FROSSARD, Reporter

Have you noticed the intellectual expressions permeating the countenances of our clerks, M. H. Cruise, D. F. Tobias and Carroll Donlavy? There's a reason for it. They've all become school boys again, having enrolled in the local high school for a night course in the useful art of typewriting. Their enthusiasm runs high, thus far—but wait!

Our most sincere sympathies go out to A. E. Fyr, boilermaker, and family, in the loss of their six-year-old daughter, Clary May, who died on October 15.

Another heartfelt loss is that sustained by the family of B. M. Hensley, fireman, whose two-year-old son was taken from them on October 6, after a short illness.

ESTABLISHED 1872
THE MERCHANTS AND PLANTERS NATIONAL BANK
SHERMAN, TEXAS
Capital and Surplus \$1,200,000.00
Will Appreciate Your Account

FIRST NATIONAL BANK **4% and Safety**
CHAFFEE, MO. Member Federal Reserve System

The American National Bank Okmulgee, Oklahoma

American-First National Bank Oklahoma City, Oklahoma

FIRST NATIONAL BANK OF BIRMINGHAM, ALA. FRISCO DEPOSITORY

C. H. Garrison, general foreman, spent the 17th of October in Kansas City, where he was a delegate to a district meeting of the Kiwanis. Mrs. Garrison accompanied him on the trip.

Fireman J. L. Casey is in the local hospital suffering from a broken ankle sustained in an automobile accident recently. And such an unusual accident! While driving his car home from Pelee City, he some way lost control and headed into a culvert at the side of the road. He hastily jumped out to survey the situation and estimate the damage, and lo! inadvertently stepped over the embankment and fell into the ditch.

**OFFICE OF DIVISION ENGINEER
SPRINGFIELD, MO.**

REGINA C. JAMES, Reporter

E. L. Magers, superintendent, E. L. Anderson, division engineer, and C. E. Teeter, general foreman B. & B., have been busily engaged for the past two weeks making bridge inspections.

Guido Moss, transitman, has a "hoodooed" Ford roadster. He scarcely had recovered it until it disappeared again. From all indications Guido's going to be minus a perfectly good Ford.

John M. Stautfer, transitman, has just returned to work after a week's vacation.

Harry Ramage, formerly of this department, paid the office a very pleasant visit October 6. Mr. Ramage is now living in Illinois.

Homer L. Woldridge, transitman, has just returned from a two week's trip which, incidentally, was also his honeymoon trip. We wish to extend to the young married couple our best wishes for a bright and happy future.

"Doc" John has settled down to normalcy since the World Series is over and Babe Ruth made his record.

Madge Morton, transportation clerk, superintendent's office, spent several days

of her vacation attending conference of the So. M. E. Church.

E. N. Finley, time-keeper, superintendent's office, had a chance to display his "decisive" ability account of being drawn for jury service.

J. O. Osburn, enginemen's time-keeper, superintendent's office, has bought a new home on North Summit.

Who could complain of such weather as we've been having for the past few weeks—regular Ozarks fall weather. If it could only last forever!

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

L. P. Cochran, storekeeper, journeyed to Springfield, he said, to see if the square is still square. In fact, he makes this trip every week.

Bert Carlisle is now working as caller at Lindenwood.

We extend to Rube Whited, fireman, our sincere sympathy in the death of his son, George, September 24.

Robert Reed, who was off for several weeks due to illness, is back with us.

Paul O'Neal resigned as extra machinist to take up more extensively the air pilot course at Lambert-St. Louis Flying Field.

Joseph Baron, inspector, visited in Hamilton, Ontario, recently.

Frank Macormic, clerk, formerly of Newburg, says that he feels just as much at home in St. Louis as he did in Newburg. That he didn't think there were as many "nice people" all in one place as there are in the great city on the river.

**GENERAL STOREKEEPER'S
OFFICE—SPRINGFIELD**

STELLA COMEGYS, Reporter

Miss Pearl Fain spent a week of her vacation with about thirty-five other young people at Camp Arrowhead, in August. A wonderful time was reported. She enjoyed the swimming, hiking and cooking in the open and experienced her first thrill in felling a tree as well as enjoying all other experiences of camp life.

Among some who have been having vacations; Clifford Kincaid, who spent September 25, painting his house—Miss Alice Edmonson, who spent Labor Day at Pine Bluff, Ark., and Paul Gaylor, whereabouts unknown the week of August 26.

Miss Elizabeth Gibson spent the week of August 5 visiting friends in Kansas City.

Miss Barbara Murray was away from the office from September 9 to 14, account having her tonsils taken out. During that time Mrs. Harry Hayes, formerly Miss Rowena Lewis, worked in her place. It seemed natural to have Rowena here as she had worked in this office before she was married. We are glad to say Barbara is almost good as new since her operation.

The Store Department Bowling Team, "The Meteors," composed of George Wood, Clyde Fullerton, Chas. Gustin, Glen Elsey, L. A. Utley and Jack Gannon have

**Piles
Cured**

Without Surgery

THE old theory that piles could be healed only by surgery has been wholly disproved. This treacherous affliction which slowly but surely undermines the health of its victims can be healed—totally and successfully—without recourse to surgical aid.



**Hundreds
of Railroad
Men Cured**

In our list of over 14,000 cures effected here (including people from every section of the United States, Canada and

foreign countries) are the names of hundreds of railroad men, railroad officials and members of their families. Possibly some of these are well known to you.

Absolute Relief or No Pay.

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won five of their nine games in the Frisco Bowling League. As the boys are improving each game they play, we think they will be among the leading teams when the season is over.

Homer Webber was absent from September 25 to October 1, account being in the hospital for an operation on his nose.

The girls of the general storeroom had a dinner at the Ontra Cafeteria and a theater party afterwards on September 21, in honor of Miss Pearl Ogden. Pearl is leaving the service and after the dinner she was presented with a white bar pin from the girls as a token of their friendship. We are sorry to have her leave us but hope she won't forget her friends.

Floyd Yates, spent his vacation week of August 19 visiting in St. Louis, then he went to St. Louis, Oct. 7, to see the Cardinals get beat in the third game of the World Series ball game.

Miss Ruth Uselton was not able to come to work September 24 and 25, account tonsillitis.

Harry Gibson spent his vacation quietly at home, if the term quiet can be applied to entertaining a three-year-old son.

Miss Nola Rook spent her vacation in Chicago, visiting her sister.

Belton Hembree has been absent several days account of being ill.

A meeting of division and local storekeepers and chief clerks to division storekeepers was held in this office on October 12 for the purpose of discussing inventory, material balances, improved methods of handling materials and other items of interest. It was the consensus of opinion of those in attendance that the meeting was very beneficial and that it will have a marked influence in increasing the efficiency of the department.

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FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The following fuel department employes attended the Traveling Engineer's Association Convention held in Chicago, Ill., September 25 to 28, inclusive: M. J. E. Whalen, general fuel supervisor, Messrs. J. H. Curry, G. L. Schneider, C. J. Beshars, W. A. Crawford and G. T. Allison, supervisors of fuel economy. All report a very pleasant and beneficial meeting.

Miss Mary Alice Cooke is no longer with us and we fail to find words to express how much we miss her smile and pleasing personality. After several years of service in this department Miss Cooke is now manager of the Brandt Electric Shop at Hollywood Addition, St. Louis, and while we wish her all the success possible in her new venture, at the same time we very much regret to lose her.

Mrs. Louise Gibson spent last week-end in Springfield where she visited Mr. and Mrs. Burt Betts. Mrs. Betts will be remembered as Miss Money, a former fuel department employe.

Mr. Frank Schick was away on a few days' vacation. Seems that Mr. Schick's vacation trips consisted of a journey to the ball park most every day.

Mrs. J. R. Souter, wife of cashier at Ensley station, spent several days in Atlanta recently.

W. E. Burrus, yardmaster, and wife were called to Toledo, Ohio, recently, account of the death of Mrs. Burrus' sister. Our sympathy is extended to Mrs. Burrus in her bereavement.

A. H. Lawson, R. F. Oxley and J. A. Morton, revising clerks, and Jessie Morgan, car agent for the C. of Ga. Ry., were among those who went on the Shrine Special to Decatur recently.

O. F. Graves, crossing flagman, is visiting relatives in Houston, Texas.

Our sympathy is extended to Mrs. J. H. McGregor, wife of switchman, in the death of her father, who passed away September 19 at Arcadia, Kans.

Mrs. J. W. Skaggs, wife of superintendent terminals, is visiting in Kansas City.

Con Tyler, son of J. B. Tyler, roadmaster, was seriously injured in an automobile accident at Linden, Ala., on October 2. He was taken to the hospital in Selma, Ala., where he was operated on. He received a fractured skull and other injuries. We hope for him a speedy recovery.

Quite a number of our employes enjoyed the dinner dance at Highland Park Club on September 24, which was given by the Birmingham Traffic and Transportation Club. It was dedicated as "C. of Ga. night", in honor of Mr. J. J. Pelley, president of the C. of Ga., who was the principal speaker.

H. E. Dillin, switchman, went to Houston, Texas, recently to attend the ball games between Houston and Birmingham.

There are a lot of "long faces" around the office these days, due to the fact that Birmingham lost the Dixie Series to Houston.

Now that the baseball season is over, guess we will have to talk football and politics awhile.

L. H. Freeze, train clerk, and Miss Mamie Smith of West End were quietly married Sunday, October 7, at the home of the bride's parents. After a wedding trip to Washington, Bristol, Va., Sheffield, Ala., and Haleyville, Ala., Mr. and Mrs. Freeze will return to Birmingham to reside. Our congratulations are extended to the happy couple.

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**OFFICE OF SUPERINTENDENT
TERMINALS
MEMPHIS, TENN.**

OTIS IMBODEN, Reporter

On September 19 the office of the superintendent of terminals was moved to Yale, bringing with them the chief yard clerk and his force. Found our nice, new building complete with the exception of a few minor details and all concerned were very much pleased with our new quarters. The first few days we were all somewhat bothered by "Wet Paint" signs, though the only fatality reported was H. C. Barnett, chief clerk, who apparently leaned against a freshly painted wall, as he turned up one morning with the back of his coat all smeared up. The first few days we were in a pretty badly torn up condition, but a few days' hard work on the part of everybody remedied this and we were rather proud of our new quarters when inspected by Mr. Kurn about a week or so after we moved in.

The newest addition to our force is Miss Myra Jacobs, daughter of F. C. Jacobs, engineer, who pulls 103-4 between Memphis and Thayer. Welcome to our midst, Myra, and the best of luck to you in your new work.

Little Katherine Mae, daughter of "Dutch" Loeffel, timekeeper, recently underwent an operation for tonsils. The operation was successful and she is reported to be getting along nicely.

H. B. Nichols, general yardmaster, is now taking his vacation, though it is

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

MRS. NELLIE McGOWEN, Reporter

R. B. Powers, switchman, has returned from a visit to Houston, Texas.

J. B. Tyler, roadmaster, and family have returned from Bridgeport, Ala., where they were called account illness of Mrs. Tyler's mother.

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probably not as pleasant a one as he would like—he is serving on a jury. Better luck next time, Harry.

Otis Imboden, secretary, and his brother, Winston, in company with Buford Nichols, son of our general yardmaster, recently made a trip to St. Louis. While there, they enjoyed a ride over the city in one of the new tri-motored airplanes of the Robertson Aircraft Corporation, out at the St. Louis Municipal Airport. Everyone who can, certainly ought to take advantage of this opportunity when in St. Louis, to get acquainted with the town from the air. It certainly looks different from up there and is a wonderful opportunity to get acquainted with this new and speedy form of transportation which is receiving so much attention at the present time.

**OFFICE LOCAL AGENT
DEMOPOLIS, ALA.**

L. S. BROPHY, Reporter

Something about our town. Demopolis, Ala., is a little city of 5,500 inhabitants, located on the Tombigbee and Warrior Rivers and Southern Railway. It is a thriving little business town—cotton, lumber and cement being the chief industries. The cement plant has an output of about 18 cars per day and at present is closed down due to slack business conditions. We hope to see it open before long.

Claim Agent Jim McPhetridge and family, formerly of Okmulgee, are now permanently located here. Mr. McPhetridge states he is the new "cow agent" between Amory and Pensacola.

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Special Agent E. S. Johnson has been transferred from Birmingham to Demopolis, moving here last week.

Special Agent W. J. Prowell has been transferred to Birmingham, temporarily.

E. E. Roberts, from Thayer, has bid in the cotton clerk position, this station.

Cashier-Operator Pickett spent Sunday, September 30, in Memphis and Ravenden, visiting friends and relatives.

This correspondent journeyed to Springfield, Sunday, September 23, spending the day there. The Ozark water is as good as ever.

Mrs. L. S. Brophy and daughters spent two weeks at Hardy.

Mrs. J. Pickett, wife of Cashier Pickett, is now spending a short vacation at Ravenden.

Mr. J. O. Carroll, retired engineer, Tupelo sub, now living at Ravenden, spent a week with Cashier Pickett the latter part of September.

Our business is increasing nicely. September doubled August in revenue and we hope October will double September.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

B. F. Thompson, soliciting freight agent, recently made a trip to Pensacola to acquaint himself with Frisco facilities at that point.

Thomas Hughes, Jr., son of T. J. Hughes, clerk in the mechanical department, was a member of the Banjo Orchestra which played at the Alabama State Fair recently. Thomas is a wonder on that banjo, even though only 12 years old. We are expecting great things for Thomas in the future.

Mrs. D. F. McDonough, wife of executive general agent, Memphis, spent a few days in Birmingham recently with her son, Sam, who is attending Phillips High School here, also visiting with old friends.

We were delighted to see Harry E. Morris, assistant general freight agent, Wichita, Kans., who dropped in to renew acquaintances the other day. Mr. Morris had accompanied a special movement of Spanish-American War Veterans to Birmingham, enroute to Cuba.

L. M. Cannon, city ticket agent, and wife made a week-end trip to Memphis recently. They report a very enjoyable trip.

Edwin Chenoweth, office boy, division freight agent's office, is attending night school at Phillips High School. Edwin will not always be an office boy.

**TRAINMASTER'S OFFICE
AMORY, MISS.**

VIOLET GOLDSMITH, Reporter

We are all glad to see Conductor H. D. York home from the hospital in Memphis, after a very serious illness.

Mr. H. R. Wade, assistant superintendent, has returned from his vacation. Mr. and Mrs. Wade visited in Kentucky and in Thayer.

Mr. H. E. Gabriel, assistant superintendent, Columbus-Pensacola sub, is on his vacation and expects to visit in Omaha, Neb.

Mr. C. B. Callahan relieved Messrs.

Wade and Gabriel while they were vacationing.

T. C. Stanford, brakeman on the Birmingham sub, was very seriously injured several weeks ago and is in the hospital in Jasper, Ala. We are glad to hear that he is recovering and hope he continues to get along nicely.

Mary Angeline Camp, young daughter of Mr. R. E. Camp, is able to be in school again, after being ill with scarlet fever.

We welcome Conductors E. Van Dyke, A. E. BeBee, H. H. Reed and W. S. Cassidy and Brakemen C. L. Shipley, S. A. Gregory, J. T. Prunkard and R. Brees to the "new line", also understand Brakemen Weaver, W. F. Smith and H. P. Ward will come to us shortly from different points on the system.

**OFFICE OF DIVISION
ACCOUNTANT—MEMPHIS, TENN.**

ILA COOK, Reporter

H. E. Fariss has been assigned the A. & B. job left vacant by R. G. Langston.

J. A. Connelly is just another one of these widowers this week. He accompanied his wife to Kansas City, Sunday, October 7, where she remained for a week's visit with home folks.

We have quite a number on the sick list in this department just now. Among them: M. W. Roush, W. T. Kelly, A. E. Biggers and Ila Cook.

Our sincere sympathy is extended to Miss Margaret Steward and her family, who were called to Van Buren, Ark., on October 4, account of the death of her nephew.

C. E. Reed is now a full-fledged A. & B. clerk since being assigned to the position left vacant by H. E. Fariss.

The Chaffee and Blytheville Frisco Girls' Clubs were well represented in Memphis on Sunday, October 14. Those attending the Fair were: Misses Irene and Esther Rigdon, Mary Ferrell, Anna Golden, Anna Guethle, Leota Friend, Elizabeth Grieshaber and Miss Lorena Bollinger from the Blytheville Club.

Mrs. A. E. Biggers has returned home after a week's visit with home folks in St. Louis.

Marcus Coleman recently spent a week at his home in Oneida, Tenn.

A. E. Biggers and C. E. Reed spend the most of their lunch hour walking up and down the track for exercise.

G. W. Koontz, division engineer, has been one of the many who has had to remain at home on account of a severe cold. Looks like winter is here at last.

Wilson Koontz spent the week-end of October 13 in Chaffee. While there, he attended the Cape Girardeau-Chaffee football game in which Chaffee was victorious.

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C. B. DeGrand spent October 7 in St. Louis. We presume he attended the ball game.

Lost: One box of candy. Please return to Oscar Townsend.

J. L. Hamilton, of the division accountant's office, Springfield, spent a week in this office, assisting on various positions while Miss Margaret Steward was off duty.

F. C. Hughett, division accountant, has been on the line the past week, attending to various work. Also W. T. Kelley.

Miss Ila Cook had as a guest, recently, her mother, Mrs. A. W. Fay of Chaffee.

Mr. A. E. Biggers would like to know if anyone has a good dog for sale. Recently his dog was terribly ill, and upon being taken to a veterinary was told that the dog was mad. So the entire family took "shots" to prevent any danger of disease. It has just developed that the dog had only swallowed a chicken bone. Don't worry, Audy, we all make mistakes.

Jacobs, Frisco engineer, has been assigned a stenographic position in the office of superintendent of terminals.

We are expecting to see Hyman Kapel, price clerk, blossom out in a new car soon, as he recently sold his Star touring car to Bob Lane, piece work checker in the car department.

Warren Puckett, former price clerk, stopped in to see our new office, October 11. Puckett is now storekeeper at the Union Station, Memphis.

J. A. Blankinship, division storekeeper, and George Morris, chief clerk, spent October 12 in Springfield.

Mr. and Mrs. Thomas Scruggs are being congratulated on the arrival of a baby girl, Miriam Cecilia, on October 12. Tommy is chief clerk to the general car foreman.

Mr. and Mrs. Everett Hansen, machinist, also have a new baby at their home, a little boy, and they have given him the name of Lloyd Samuel.

Miss Ruby Patton, stenographer, store-room, was unable to work October 15, because of illness.

J. M. Blankinship, night counter man in the storeroom at Fort Smith, arrived October 16 for a short visit with his son, J. A. Blankinship, division storekeeper.

Miss Cozette Parker, was employed in this office as 691 report clerk, and has many friends among the employees who wish for her every happiness, and hope she will keep in touch with her former Frisco associates.

Gracye Blaylock, stenographer, was absent from the office several days recently account illness.

H. F. Hastings, timekeeper, wife and daughter, Mary Jo, spent Sunday September 30, visiting in Demopolis, Ala.

Mrs. Wm. Marsh, wife of dispatcher, attended the Tri-Annual Convention of the Episcopal Church, held in Washington, D. C., October 5 to 27. Mrs. Marsh was the delegate from Tennessee.

C. J. Andereck, trainmaster's clerk, was called to Centralia, Ill., October 13, account illness of his mother.

John Souder, messenger has returned from the hospital at St. Louis, where he spent two weeks recently. John Wadley worked as relief messenger during his absence.

C. B. Callahan has been acting assistant superintendent to the Tupelo and Birmingham subs, during the absence of H. R. Wade, who has been enjoying a two weeks vacation. R. C. McWilliams is acting trainmaster during Mr. Callahan's absence.

Idalia Chum has been assigned to position of steno-clerk in this office, position vacated by Cozette Parker.

STORES DEPARTMENT MEMPHIS

HELEN GRIFFIN, Reporter

OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

Congratulations are extended to Mr. and Mrs. Edwin Wright, who were married at Madison Heights M. E. Church, September 20. Mrs. Wright, formerly

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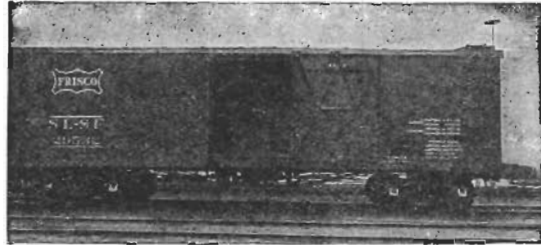
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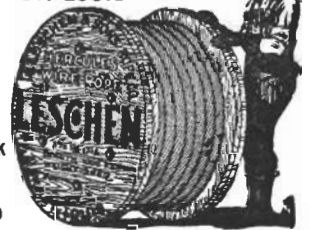
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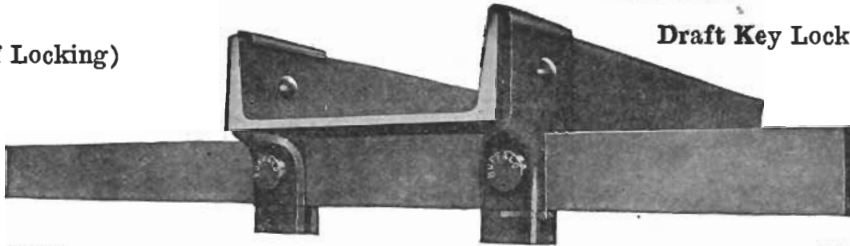
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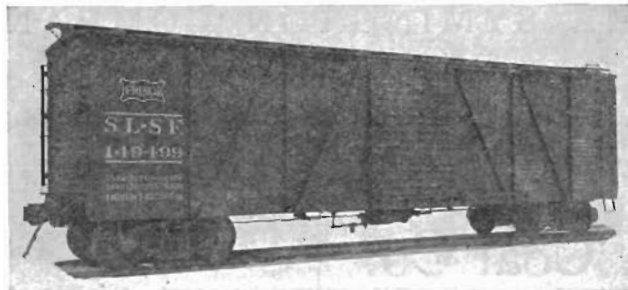
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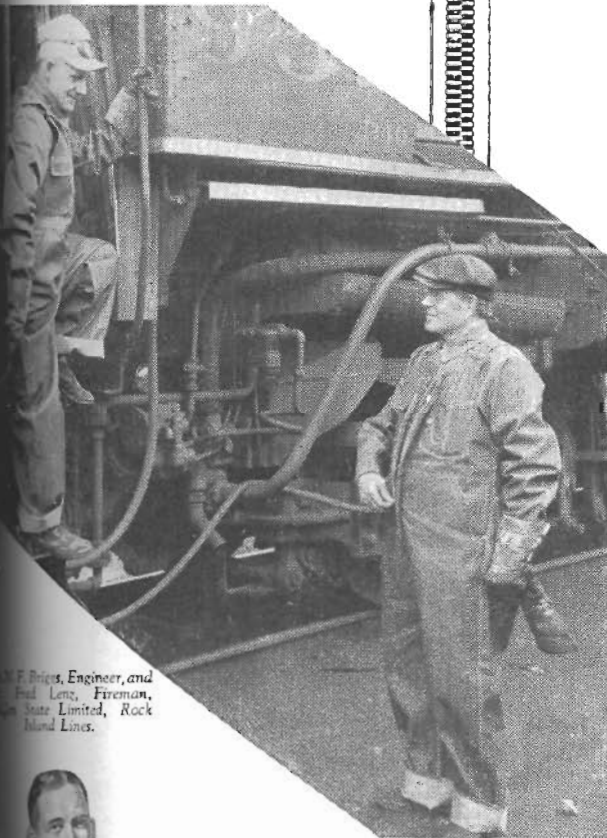
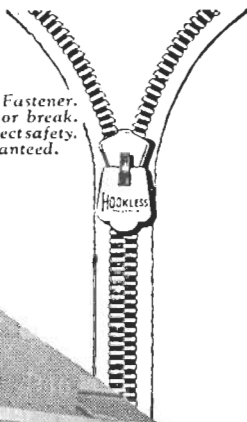
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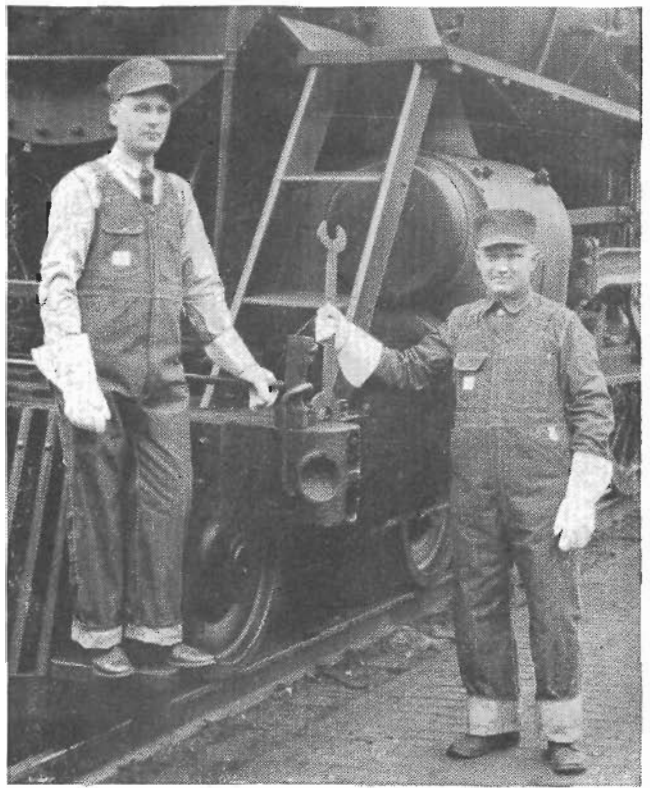
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