

PLAN FOR VETS' REUNION.

Women's Auxiliary Meetings Held Over System in Past Month.

THE annual meeting of the Frisco Veteran's Association is not far distant now, and elaborate plans are being made for the best reunion in history.

The Women's Auxiliary of this organization, which has been holding meetings on the various divisions and organizing the women by groups, has done some excellent work in its three meetings held at Sapulpa, Springfield and Ft. Scott.

Many new plans and suggestions were offered at the three meetings, and the women present offered their services in any capacity in which they might be needed.

Mrs. Robert Whelan of Oklahoma City, president of the Auxiliary, at the Fort Scott meeting gave the principal address, embodying in it the purposes and hopes of the organization in stimulating interest in the Veterans' Association, and in bringing in closer relation those of the Frisco family who have faithfully served for twenty years or more. The object of the organization, she said, is to promote the spirit of kindness, fellowship and co-operation, and to bring out the significance that the welfare of one is the welfare of all, and that success can only be attained by each individual accepting his responsibility and exercising tolerance and patience with those whose views and opinions differ from his own.

Reminiscences were given by a number present, who have been with the company for many years, the oldest present, in point of service, being Bob Holland, road foreman of equipment. He told of his forty-eight years' service and of having seen and helped to build 1,200 miles of Frisco track.

It was not learned where the fourth meeting is to be held, but Mr. Robert Whelan, president of the Auxiliary, will issue an invitation and notification to all concerned in time, so that each member may make plans to attend.

ALDREDGE TO GENERAL AGENCY

Appointment of Mr. John A. Aldredge to the position of general agent at Sherman, Texas, was announced March 15.

Aldredge has been chief clerk to the division freight and passenger agent of Frisco Lines at Dallas for several years. Prior to that, he was chief clerk in the general freight office of the M-K-T Railroad at Houston, Texas. He is a railroad traffic man of wide experience. He will have jurisdiction over a territory comprising Sherman and its immediate vicinity.

THE FRISCO BUILDING

SOLIDLY

[From Ft. Scott (Kans.) Herald Sunday, March 13]

In talking before the Rotary club, Thursday, Mr. Eicher, horticultural agent for the Frisco stated that the present Frisco agricultural department is an outgrowth of the Frisco development department which was first started to advertise the territory the road served, in order to bring settlers from other communities where land was higher priced, and therefore harder for the average man to secure.

While Mr. Eicher did not go into a history of the Frisco Development company, it is a fact that the advertising done through it brought a great many new people into the territory through which the road runs, and materially aided in the population growth of the country.

It was a real estate proposition, however, which to a degree lost sight of the new comer, once he had settled in Frisco territory. Many of the new settlers were unacquainted with Ozark farm conditions, and unlearned in the art of growing the fruit and berry crops of that section, and as soon as they were able to do so, they moved away, most of them going back to the district from which they came.

There was another class that put money into the fruit business, as in the peach orchards at Olden, Bransonville, Koshkonong and other places, only to find that alluring prospects are not always realized, and that the man who succeeds in such ventures, must put in work as well as money. The large commercial peach orchards have not been kept up, and have been slipping for the past ten years.

At length the Frisco learned that the best plan of development is to help the people already on the ground, rather than to bring in new people. That it is doing now, through a well organized and trained corps of experts. In this work it is doing more, possibly than any road in the United States in aiding people along its line and in solidly developing the country it serves. It is giving specialized assistance, applicable to a certain territory, that is building a new empire along the Frisco lines. It is real, solid, substantial building that is adding wealth to every community affected, and destined to materially add to Frisco business and profits.

B'HAM TRAFFIC CLUB MEETS

At the annual election of officers of the Birmingham, Ala. Traffic and Transportation Club on February 22, there was a large and enthusiastic attendance of members with a few fortunate visitors present for the gala occasion. Among the visitors were the following Frisco officials: J. R. Koontz, J. N. Cornatzar and J. H. Doggett.

LEGION SAILS AGAIN

(Continued from Page 22)

cemetery tours and return to home cities will be one month. The cost for a man from the Middle West will be about \$300, allowing something like \$50 for incidentals.

Savings clubs have been formed in the United States and Legionnaires are making weekly and monthly deposits in order that when the leaving time arrives, they will have a good sized "roll" with which to have good traveling accommodations and a good time while they are on their month's vacation in the land in which they helped make history.

It is estimated that \$5,000,000 will be saved the veterans in reduced rail and steamship fares, vice charge elimination, etc. This is a great inducement to make certain that the goal of 30,000 Legionnaires will board the ships when the time comes for the vessels to shove off. Housing in Paris was the first big problem tackled by the France Convention Committee of the Legion, but that committee has well taken care of it. More than 25,000 rooms have been contracted for with Parisian hotel operators. The prices of the rooms for convention week range in price from \$10 to \$49. The ordinary priced rooms all are clean and comfortable. Even those that are in the suburbs are within fifteen or twenty minutes of the heart of the city.

Attractive two-color "On to Paris" folders may be obtained from Department France Convention Officers of the Legion in the various states or by mailing requests to the American Legion France Convention Committee, National Headquarters, Indianapolis, Ind. These folders contain maps of the tours and information concerning the steamships.

GREATER TRAFFIC PROGRESS

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den, Mo.; J. M. Walker, division storekeeper, Enid Okla.; Charles Jacobi, loading clerk, St. Louis, Mo.; Murl Calvert, switchman, and H. F. Benedict from Wichita; C. R. Welch, train auditor; W. W. Wiekes, section foreman; J. H. Douglas, general agent; L. S. Baney, baggage agent; E. Shannen, signal maintainer; Leslie O. Foster, test rack man; McCoy, conductor; C. W. Kerr, storekeeper; Chas. A. Smith, car inspector, from Joplin. Jack A. Young, yard clerk from Columbus, Kans. Pat Herd, roadmaster from Carl Junction, Mo. W. E. Rae, frog repairer; Louis Poncik, clerk; Payett, special agent; W. G. Cooper, engineer, Edw. J. Ring, machinist, from Kansas City, Mo. H. C. Rohde, yard clerk, Rosedale; R. Struter, clerk, Sheffield, Mo.; Gordon Robertson, cashier, A. G. Cook, claim agent, G. M. McKinney, switchman, Ed. Monroe, special agent, from Memphis.

The Pension Roll

JO SHUA STEPHENS, section laborer, Stoutland, Mo., was retired from active service October 11, 1926, due to total disability. He was sixty years of age, born near Lebanon, Missouri, June 30, 1867. His father was a farmer, and he attended the public schools in Laclede County, Missouri. He entered the service of the Frisco Lines on April 1, 1901, at the age of thirty-four years. From boyhood up to the time of his employment, he had helped his father farm and also had farmed for himself. His first work was as section helper at Sleeper, Mo. On March 28, 1888, he married Myrtle Malcom of Sleeper, Mo., and to them were born four girls and five boys. Six of the children are dead and three are living. Mr. and Mrs. Stephens reside in Stoutland. Continuous service of twenty-four years and two months entitles him to a pension allowance of \$20.00 a month, effective February 1, 1927.

JOHN AUGUST MACHLINSKI, section stockman, store department, Sherman, Texas, was retired from active service on



J. A. MACHLINSKI

January 31, 1927, due to having reached the age limit. He was born at Danzig, Germany, January 14, 1857, and came to America October 6, 1889. His father was a station agent in Germany, and during his early years he attended the rural schools at Rosenberg, Germany. At the age of fourteen he served as an apprentice to a locksmith where he remained for eighteen years. After coming to the United States he farmed for seventeen years and on September 17, 1906, began his Frisco service at Sherman, Texas, as a car repairer helper. On July 1, 1914, he was assigned the duties of a section stockman, which duties he performed until his retirement. On November 28, 1882, he married Miss Mary Julia Koszke at Berent, Germany, and to them were born three boys and three girls. One son, Max, is employed by the Frisco as a first-class carman at Sherman, Texas, at this time. The family reside at 1111 North Porter Street, Sherman, Texas. Continuous service of twenty years and five months entitles him to a pension allowance of \$25.60 a month, effective February 1, 1927.

Two veterans, with a total of forty-four years, seven months service, were placed on the Pension Roll at a meeting of the Board of Pensions, held February 18, 1927, in the offices at St. Louis, Mo.

In Memoriam

WILLIAM B. DALE

WILLIAM B. DALE, pensioned engineer, died at his home in Neodesha, Kansas, February 21, 1927. He was born October 7, 1851, at Meadville, Pennsylvania, and was retired due to having reached the age limit of seventy years on October 31, 1921, with forty years and six months service. He served the entire time on the northern division as an engineer. He began railroading as a water boy in 1865 for the Missouri Pacific, at a time when there was no water coolers in coaches and he had to carry the water through the coaches in buckets to the passengers. He received his honorary badge from the Brotherhood of Locomotive Engineers in 1925, and just before his death he wrote that, "I am very proud of this badge, as well as proud of my forty years' service with the Frisco Railway." He leaves a widow, and two daughters. His pension allowance was \$81.45 a month and up to the date of his death he had received a total of \$5,212.80.

JOHN HENRY GOODIN

JOHN HENRY GOODIN, roadmaster, central division, who resided at Rogers, Arkansas, died in the Frisco Hospital at St. Louis on February 27, 1927. Mr. Goodin was born at Gallion, Ohio, September 12, 1851, and was retired due to having reached the age limit of seventy years on September 30, 1921. He had served the company continuously for twenty-four years and four months, practically all of his service having been on the central division in the capacity of extra gang foreman and roadmaster. His pension allowance was \$41.40 a month and up to the time of his death he had received a total of \$2,649.60. He leaves a widow and five children.

HENRY H. WASHBURN, SR.

HENRY HARRISON WASHBURN, SR., passenger conductor, river division, died at his home in Cape Girardeau, February 26, 1927. He was born near Brooksville, Kentucky, September 24, 1851, and was retired on September 30, 1921, due to having

reached the age limit. At the time of his retirement he had, for his last period of service, served a fraction over nineteen years. His total service as a conductor was much longer than that, but he left the service of his own accord in the year 1901 to go with another railroad, where he remained until he returned to the Frisco in 1902. He leaves a widow and one son. His pension allowance was \$24.00 a month and up to the date of his death he had been paid a total of \$1,560.00.

FELIX WHORTON STAGGS

FELIX WHORTON STAGGS, pensioned extra gang foreman, died at his home at Richland, Missouri, March 6. Mr. Staggs was born at Nashville, Tennessee, on July 3, 1853, and entered the service of the Frisco Lines in August, 1882, as a section laborer. His service was exclusively on the eastern division, where he worked as section laborer and section foreman up to the time of his retirement in August, 1913. He leaves a widow, Mary E. Staggs. His pension allowance was \$20.00 a month and up to the time of his retirement a total of \$3,180.00 had been paid him.

JOSEPH WARREN HALL

JOSEPH WARREN HALL, pensioned agent, died at his home in Blackwell, Oklahoma, at 1:45 p. m. March 14. He was born at Southville, Connecticut, on January 1, 1848, and entered the service of the Frisco as an agent at Carthage, Missouri, in 1877. He was transferred to the agency at Springfield, Missouri, in 1881 at which point he remained until 1888, when he resigned and was out of the service until August, 1898. He re-entered service as chief clerk and cashier at the Kansas City station and was later made agent at Pittsburg. In June, 1901, he was transferred to Blackwell, Oklahoma, where he remained until his retirement, which was due to his having reached the age limit. He leaves a widow, Clara E. Hall. His pension allowance was \$21.60 per month and up to the time of his death he had received a total of \$1,943.00.

CONRAD GERSTLE

CONRAD GERSTLE, pensioned section foreman of the western division, died at his home at Terlton, Okla., on March 15. Mr. Gerstle was born December 25, 1855, at Alberswiller, by Londau Rhine Pfals, Bavaria. His pension allowance was \$22.85 a month, and up to the time of his death he had received a total of \$265.65.

(Continued on next page)

IN MEMORIAM

(Continued from preceding page)

JOHN M. ROBERTS

JOHN M. ROBERTS, section foreman of Arcadia, Kans., died at his home in Arcadia, January 18, 1927, after a short illness of three days. Mr. Roberts was born July 29, 1878, and at the time of his death was 48 years old. He entered the service of the Frisco, May 14, 1898, under extra gang foreman J. E. Johnson at Prescott, Kans. In 1903, he was promoted to assistant foreman on Springfield and St. Louis Division. On Dec. 1st, 1906, he took charge of this Section MO. at Arcadia, Kans., being in continuous service of this section and as extra gang foreman on Parsons Sub-division for 20 years, 1 month and 18 days. On Nov. 9, 1904 he was married to Siddle Noland of Cabool, Mo., and to them were born one son, and three daughters. He is survived by his widow, one son, and three daughters, his father, two sisters and one brother.

JOHN BECKETT MACKOY

JOHN BECKETT MACKOY, pensioned conductor, died in St. Mary's Hospital at Kansas City on March 1, 1927. He was born near Dover, Mason County, Kentucky, on June 1, 1846, and entered railroad service in 1879 as a station agent for the old MRFS&G Railroad, working at Merriam, Rosedale and Baxter until 1885. He then served as an operator at the old Union Depot at Kansas City, and in March, 1902, was transferred to the Kansas City freight house as a clerk. At the time of his retirement, which was due to physical disability in October, 1914, he was serving as collector at the Kansas City freight house. His pension allowance was \$20.00 a month and up to the time of his death he had been paid a total of \$2,960.00. He was a bachelor and is survived by a brother and two sisters.

WILLIAM HENRY HENNESSY

WILLIAM HENRY HENNESSY, pensioned passenger conductor, died at his home, 5548 Waterman Avenue, St. Louis, Missouri, on March 3, 1927. He was born at Syracuse, New York, on April 22, 1856, and entered the service of the Frisco Lines as a freight brakeman on the eastern division in November, 1901, and served thereafter as a brakeman, freight conductor and finally was promoted to passenger conductor, in which capacity he served until his retirement on January 1, 1925, which was occasioned by physical infirmities. His pension allowance was \$50.00 a month and up to the time of his death he had received a total of \$1,350.00. He leaves a widow, Sarah Hennessy.

CAUTIONS WIRE USERS

Vice-Pres. Hutchison Issues New Instructions on Telegraphing Procedure

VICE-PRESIDENT J. E. HUTCHISON issued circular No. 4, a classification of telegraph service to all concerned, under date of March 5.

This classification of telegrams sent from and to points over the entire Frisco system is most important, and these new instructions are quoted below:

"To insure a more discriminate movement of railroad telegrams in the order of their importance, and to more equitably spread the load so far as that may be practicable, consistent with force assignments, all telegrams shall, hereafter, be classified by the writers under one of the following segregations:

"Preferred—Subjects of an urgent nature, subordinate only to 'pink' telegrams.

"Day—Subjects of a less urgent nature, to be transmitted after 'pink' and 'preferred' telegrams.

"Nights—Subjects that will not suffer from overnight delay, but which owing to the distant location of the office of destination cannot be handled by traingram or trainmail in time to serve the purpose. This class of telegrams may be written and filed in telegraph offices at any time during the day or night and will be transmitted in time to reach destination for the opening of the business day.

"A standard classified service telegraph blank is now being printed on which space is provided for classification, the different designations being identified by symbols "NX" (Night), "DX" (Day) and "PX" (Preferred). Writers of telegrams shall indicate by symbol, the class of service desired. When classification is not indicated, it will be assumed that night service will answer the purpose. Symbols shall be transmitted as a part of the message and shown on the received copy for the information of the addressee. Telegrams filed without designation will be transmitted under symbol "NC" (No classification).

"It is desired to put this plan into effect immediately, showing the service designation on each telegram just preceding the date line until distribution of the regular classification blanks is made, which will be about March 15th.

"The primary object of the classification is to provide better service at reduced cost. The telegraph department will maintain a close supervision of the service and all cases of apparent improper classification will be handled.

"With the classified telegraph service plan in effect, there should be a material decrease in the number of pink telegrams. The use of the pink

A CLEAN-UP WEEK

April 17-23 Will Find the Frisco Cleaning Up Fire Hazards

By G. L. BALL

SPRING house cleaning in many homes is a day-by-day proposition. This is true, also, of some railroads, including the St. Louis-San Francisco Lines, but, nevertheless, officially and nationally, spring cleaning this year begins April 17 (Easter) and is to continue for seven days, and seven nights thereafter.

The National Fire Protection Association is sponsoring this year's spring clean-up campaign. This association is close to the National Board of Fire Underwriters, and it behooves every property owner (corporation or individual) to "get in the band wagon", clean up and remove all combustible material around, about, or in buildings, including the corners, the cupboards, the lockers, the attics and the basements. Otherwise rates for insuring values destructible by fire may be revised upward, thereby touching an always sensitive spot—the pocketbook.

Important cities are already engaged in spring cleaning. The Sigma Tau Omegas, a sorority of East St. Louis, under the direction of their leader, went on duty Sunday March 20, and through the courtesy of Southwestern Bell Telephone Company, twenty trunk lines were assigned to them in order that they could give out information to telephone subscribers about the clean-up campaign.

Officials and employes of this company may vary the monotony when answering telephone calls by saying "This is clean-up week" instead of the customary "Hello" or other usual answer when the receiver is placed to the ear. Another way to feature this campaign, is to be photographed swinging a broom from the top of a safe ladder, using a sponge on a station window that never gets water except when it rains, and then only outside. An attractive poster proclaiming the week of April 17 as "Fire Prevention Clean-up Week" will be distributed for display in station buildings and elsewhere on and off the railway company's property. Agents and others who may have opportunity to do so are invited to solicit the co-operation of the public and the press through Chambers of Commerce: The schools, the church, and any other available channel. Industries of the country engaged in a spring cleaning is a recognition of Mother's annual or semi-annual problem, for the average home usually indulges in both a spring and a fall cleaning. The average man may be distressed or more or less uncomfortable when it is going on, but he is "tickled pink" when it's all over.

Miss Frisco In Fashions of Spring Time

The smartest frocks for spring are black and white combinations, worked out in coats, dresses, wraps and hats.

Fashions through the courtesy of B. Nugent and Brothers D. G. Co., St. Louis, Mo.

Lyda May Scott, above, auditor's office, St. Louis, models a black and white fox combination. The hat of black grosgrain silk, is trimmed with "snake" ribbon.

Left: Ethelyn Straub of the same department, wears a demure black silk dress with Venise patterned lace skirt. Pearl Broer, right, of same department, is attired in a black Casha coat with ermine trappings, with white Casha lapel.





Homemakers' Page



MISS LORETTO A. CONNOR, Editor

For Beauty's Sake

LOVE may be the theme of the young man's fancy at this particular season, but it is safe to wager that every mother's daughter has her mind centered on her spring wardrobe.

Since the vogue for the sylph-like contour has developed into such a mania for attenuation that the physicians of the country are expressing alarm, it is high time for American women to come to their senses and realize that good looks depend first and foremost on good health. The clear skin, bright eyes, poise and subtle influence of happiness, which are so essential to beauty can only be achieved through strict observance of the rules of wholesome living.

Miss Gladys Coon, a nationally-known dietitian, in a recent article calls attention to the important part health plays in the fashion show of life. To be trim and healthy, American women are admonished to watch more closely the internal care of their bodies. Beautiful gowns merely add the finishing touches to natural health. Miss Coon advises plenty of sleep, early at night, for the discerning lady. The detailed routine of the day must not result in neglecting exercise daily in the open. The convenience of the auto should not be permitted to interfere with the daily walk in the open air, which every woman needs.

"Look to healthland for your inspiration. Then, if you wish, turn to Paris or New York for the necessary frills and ruffles. Healthland decrees that simplicity shall be the keynote of the modern vogue. Straight lines are the smartest for they compel the wearer to watch her carriage, her walk, the tilt of her head. The new variation of the silhouette is vigorous and somewhat athletic, but, nevertheless, sophisticated and blithesome femininity. Slouches and curves are tout a fait passe. Too many sweet and pastry ornaments are as out of place as an overabundance of jewelry. They completely detract from the rest of the dress."

Therefore, count your calories. Make sure that your diet has been properly balanced first—then eat what you like afterwards. Include green, leafy vegetables, or fruit in a salad

A Suggestion for the Boudoir



(Photo courtesy Scruggs-Vandervoort-Barney D. G. Co.)

At last—a bed pillow which really serves a purpose! By lifting the skirt of this doll's dress, one finds a good-sized pocket, where milady's nightgown may be folded and laid away for the day. A delightful gift for any girl.

each day. "Protective foods," says Miss Coon, "are just as essential as the choosing of harmonious colors in milady's dress, for the fashion show of life."

TURN ON THE ICE

"Turn on the ice" may become as much of a household commonplace as "turn on the light", if the small ice-making machines prove to work out as well as experiments seem to indicate they will.

Then farewell to the iceman! No more staying in half the day to await his coming. No more muddy footprints on newly scrubbed or polished floors. No more ice boxes smashed by tempermental handling of ice. The homemaker may go away for a day, or a week and return to find butter, eggs and cream in perfect condition.

All home refrigerating outfits operate on the same general principle. An electric motor drives a pump that compresses the gaseous freezing agent. These gases, compressed and

cooled to ordinary room temperature, become liquid, and when the pressure is gradually reduced in the cooling unit inside the box, they turn into gas again. In doing so, they absorb heat. In other words, they cool the tank in the ice chamber to below the freezing point of water.

This cycle is repeated over and over until when the temperature in the ice box has been sufficiently reduced the automatic control stops the motor. The same mechanism starts the motor as soon as the ice box temperature rises to a pre-determined point.

The advantages of the new small ice-making plants—for that is what they are—seem obvious. They maintain a uniformly cold temperature in every part of the box regardless of outside temperature. The atmosphere in the box is better because of the difference in the amount of moisture in the air. Artificial refrigeration extracts moisture from the air in the box and this collects in the form of frost on the surface of the cooling unit. The apparatus is automatic and requires no attention except the oiling of the electric motor.