

Frisco Officers Discuss Railway Problems at Annual Better Service Meeting

*Two Hundred Fifty Employes Attend Springfield Meeting March 24-25-26
—Greater Traffic Plans Made*

PROBLEMS peculiar to the operation of a great railway system in all of its many ramifications were brought out, aired thoroughly, discussed enthusiastically, and many of them remedied, at the annual Freight Claim and Better Service Meeting of Frisco Lines held at Springfield, Mo., March 24, 25 and 26.

Two hundred and fifty officials, agents, traveling representatives of accounting and operating and traffic departments from all points of the railroad attended during the three-day meeting.

Throughout each of the sessions the problem of greater traffic held an important place in the discussion, and many valuable suggestions for increasing the revenue of Frisco Lines during 1927 were received and recorded.

Comptroller Bunnell presided over the meeting on the morning of the first day, when agents of principal stations and others discussed zone accounting, routing of freight, prevention of overcharge and undercharge claims, loss and damage claims, solicitation of traffic, interline settlements and kindred subjects. Papers were read by W. E. Bernthal, auditor of freight accounts, and several officials addressed the assembly, including Chief Claim Agent Hudgen, and M. J. Conley, division freight agent, formerly at Joplin; and John L. McCormack, superintendent of freight loss and damage claims.

Freight Traffic Manager Butler took the presiding officer's chair for the afternoon meeting of the first day and presided over the meeting, which paid particular attention to the solicitation of traffic. The foundation of the newly inaugurated employes' campaign for business should be "Make Friends for the Frisco," the chairman said, and agents were urged to spend more time in actual solicitation.

Traffic Solicitation Explained

H. F. Sanborn, assistant to Vice-President Koontz addressed the meeting and explained the plan of committee organization and outlined plans and details of solicitation by employes. He was followed by General Manager Shaffer who emphasized the importance of cultivating the friendship of shippers and potential passengers. Talks were made by practically every agent present, and the important factors of broadening acquaintance, taking an interest in civic affairs, and making friends were stressed.

Car Accountant H. W. Johnson pledged his support in the matter of solicitation through co-operation with agents and others in the handling of demurrage, excess empty car mileage, car delays and kindred mat-

ters of vital importance to service.

The second day meetings were presided over by Mr. J. E. Hutchison, vice-president operations, and were devoted to detailed reports of many committees on the activities of their workers during 1926. Among those to make reports were R. E. Bagent of the Perishable Freight Committee, E. Tillman of the Live Stock Committee, F. L. DeGroat of the car account committee, R. H. Kerr of the operating budget committee, E. R. O. Miller of the station accounts records and reports committee, R. H. Burney of the container committee, G. L. Ball of the fire prevention committee and W. H. Samuels of the equipment committee.

At the close of the afternoon meeting Vice-President Hutchison announced that Frisco Lines was host to the 250 men in attendance at a banquet in the Kentwood Arms Hotel at 7:00 p. m., and urged each man to be present.

From every standpoint the banquet was a great success. Diverting almost immediately after the last course was served, into a further discussion of ways and means to increase revenue for the Frisco, approximately 40 men were called upon by the toastmaster, Mr. Hutchison, to express their views on how best to enlist the support of all employes, and by what methods to enter into the employe-solicitation campaign.

Chairmen Pledge Support

A feature of the evening discussion was the enthusiastic support pledged to the movement for increased business by the heads of the various labor organizations, representing 85 per cent of the total employes of this railway.

Speaking for the employes whom they represent, the following nine chairmen of organizations pledged the support of their men: L. S. Thompson, Order of Railway Conductors; Albert Tussell, Maintenance of Way Employes; M. T. Fullington, Order of Railway Telegraphers; John Bowler, Brotherhood of Locomotive Engineers; Harry Sullivan, representing the clerks; Frank Junkins, Frisco Association of Metal Craft and Car Department Employes; Otis Embry, Order of Locomotive Firemen and Enginemen; A. O. Drennan, signalmen and Frank Morey, trainmen.

Mr. John T. Woodruff of Springfield, an employe of Frisco Lines in the days before its present affluence, reminisced interestingly concerning the old days of poor track and worse equipment, and praised the Frisco today as one of the mightiest of American railway lines. S. S. Butler told of the \$65,000,000 the Frisco has put into its property in the last ten years, and re-

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Prize Winning Engine of 1890 World's Fair Passes 1,500,000 Mile Mark

Engineer M. H. Evans and Fireman J. W. Vinson Drove "Monster" on First Run—Engine Now in Local Service on Northern Division

By EMERY HAGUEWOOD

IT all depends upon the amount of your superstition and the vantage of your viewpoint as to whether it was fate, or coincidence, or just an ordinary-every-day happening.

But regardless of the consensus of opinion, it was unusual to say the least that Manuel H. Evans, Frisco engineer on the "High Line" should have attended the World's Fair in Chicago in 1890 and looked with admiration and wonder on the "magnificent" engine which won first prize as the best engine on exhibition, only to come to Missouri, go to work on the James I. Blair Line and be the first engineer to operate the same engine that he had gazed at with such admiration!

This engine is "the little old 94" now, and in her thirty-three years of service she has made approximately 1,584,000 miles, according to the motive power department at Springfield, Missouri. She was originally numbered 10, when she belonged to the Blair Line, and was one of eleven of that series. When she was acquired by the Frisco the number was changed to 94.

And besides the engineer and the little old engine, a third veteran which makes the trio complete, is J. W. Vinson, the fireman, who was also the first man to ever fire this little veteran of steel rails.

Engineer Evans was born in Madison County, Ken-

tucky, in 1868, and on November 12, 1894, he made application to the owners of the Blair Line for a position. He had formerly been with the Wabash and was hired by the Frisco as an engineer. Due to his efforts, his buddy, Joseph W. Vinson, came to that line as a fireman one year later, and together they fired engine 94 for many years.

Of this series of engine, No. 94 was the last one to be put to work. She had been tied up because the Management advised that the rails in 1894 were too light for such a heavy engine to run over. This engineer and fireman were assigned to the new engine which was to push the work train ahead of it, in which supplies and equipment were being hauled for the laying of the heavy steel over which the No. 94 was to run.

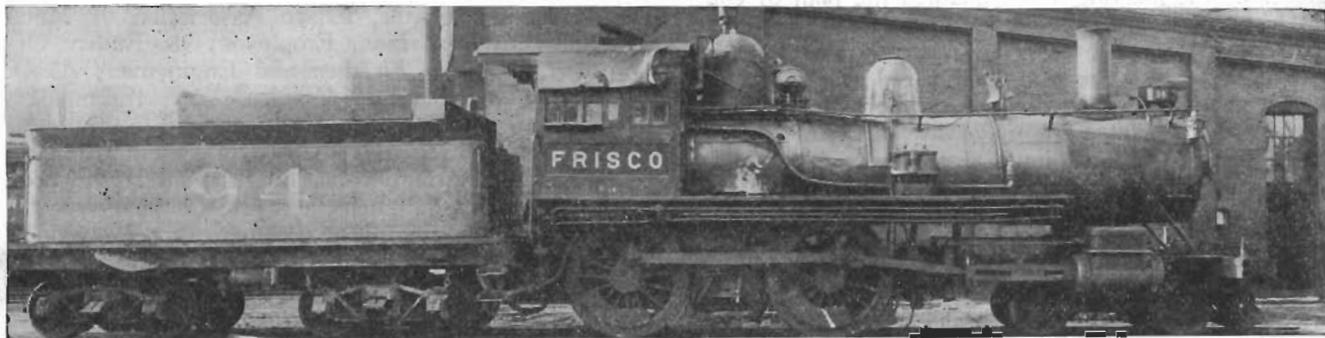
"The little No. 94 was one of the heaviest engines in those days," remarked Mr. Evans, "and thirty miles an hour was fast time. If we were to run extra, our train order would read, 'engine will run wild.' All of those little fellows were named, and I remember since the No. 94 was the prize engine and owned by the Blair Line as it was, it was named after the owner, the 'John I. Blair.'"

Sam Dodson, the oldest conductor in point of service on the High Line, was one of the first conductors to

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Manuel H. Evans, engineer (left above), and his fireman, J. W. Vinson, were the first engine crew of the famous engine No. 94 shown at bottom of page. The engine has gone 1,500,000 miles in her 33 years of service.



Frisco Veterans Will Meet June 6th and 7th at Springfield

JUNE 6 and 7 are the dates set for the annual frolic of Frisco Lines "old timers" and their families, and on those two days Springfield, Mo., employes will again be hosts to the annual reunion of the Frisco Veteran Employes' Association.

President George Taaffe, agent at Cherryvale, Kansas, announced the dates following a meeting of the general committee of the veterans' association in Springfield, April 18.

Plans for the annual fun-making session of the veterans will be similar to those of previous years, with a picnic and barbecue at Doling Park, on the first day and an entertainment that evening. The annual business session will be held the second morning, with the election of officers and committee reports, and the afternoon session will be held in the Shrine Mosque with the Ladies' Auxiliary present. A banquet will be held at six o'clock the evening of June 7 at the Shrine Mosque, with an entertainment that evening which will adjourn in time for all to take night trains for their homes.

"At this time (April 18), only 725 Frisco Veterans have paid up their membership," President Taaffe said. "Only one more month is left in which to bring the membership up to last year's record of 1,200, and I heartily urge all veterans to fill out the enclosed blank and send it to Chairman McCormack at Springfield, immediately."

The last meeting of the Ladies' Auxiliary to the Veterans' Association was held at the home of its president, Mrs. Robert Whelan at Oklahoma City, Oklahoma, on April 7. Forty-one members were present and they formed the Oklahoma City Auxiliary of this organization, elected Mrs. H. A. Van Ness, chairman, Mrs. M. Campbell, secretary.

Mrs. Whelan addressed the women on the aims of the Auxiliary and what had been accomplished by the various branches already organized on the system. After the business session, a social hour followed and refreshments were served. Several out-of-town veterans and their wives attended the meeting.

Mrs. Whelan urges that all members of the Auxiliary attend the reunion on June 6 and 7. "This auxiliary," she said, "which was formed one year ago, and which has such a creditable record for its brief existence, will have a very definite part in the services on June 6 and 7. I wish to earnestly urge every woman who is eligible to be present that she add her name to the roll. There is little to be asked of you. We have no cumbersome rules, nor intricate methods of law. We feel that the heart that prompted and the spirit which guided in the past may be trusted today to answer the call of our slogan 'Friendliness' and to re-

Veteran Employes' Association of St. L. S. F. Railway Co. APPLICATION FOR MEMBERSHIP

J. L. McCormack, Secretary-Treasurer,
Frisco Veteran Employes' Association,
Room 105, Frisco Building,
Springfield, Missouri

I hereby make application for membership in the Veteran Employes' Association of the St. Louis-San Francisco Railway Company. I have had 20 years' or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1927 annual dues.

Name..... Address.....

Position

Division, Terminal or Department.....

Length of Service.....Date of Application.....

ANNUAL DUES—\$1.00

spond to the call of our creed, 'Loving Service' without any red tape or parliamentary rulings.

"We hope to see a good number of our women there to formulate plans to bring our veterans, our people, into a closer relationship, and to let each one know and to make each one feel that their welfare is our welfare, and as each prospers or grieves their success or adversity, it is reflected throughout the organization.

"Let us have the happiest crowd

that ever assembled at a veterans' reunion at the next meeting.

"On June 5, for those who come early and want a front seat, there will be an informal reception at the Colonial Hotel in the afternoon and evening, with vocal and instrumental music, the Springfield women acting as hostesses."

The next meeting of the Auxiliary will be held on May 5 at the home of Mrs. J. L. Zachritz, 1439 West 30th Street, Oklahoma City, Okla.

MAGAZINE SURPRISED HIM

The following letter from I. O. Schaub, dean of the North Carolina State College of Agriculture and Engineering, at Raleigh, North Carolina, and a former Frisco officer, is self-explanatory.

It came in response to a letter from J. E. Springer, Frisco agent at Atlanta, Georgia, in which Mr. Springer advised him that he was being placed on the mailing list to receive the Frisco publication:

"I have at last received a copy of the *Frisco Employes' Magazine*. I have not had a chance to look it over completely, but have glanced through it and find it quite a surprise. It has grown so in the nine years that I have been away, that I hardly recognized it. Then, too, the fact that Springfield really has a new station comes as a distinct surprise. I had supposed that was something that would materialize long after we had gone.

"I am going to take the *Magazine* home as I am sure the entire family will enjoy looking it over.

"I certainly appreciate your thoughtfulness."

"Frisco Best Service" Team Wins 10 to 4 from Monarchs

Seventh Street Aggregation Garners Thirteen Hits in First Game of Season

THE Frisco ball team of the Seventh Street Station, St. Louis, played its first match game on Sunday, April 17, at the St. Boniface grounds, and won from the Monarchs by a score of 10 to 4.

The Monarchs, sponsored by South St. Louis business men, were ineffective before Pitcher Claude Earnest of the Frisco team and the Frisco team made thirteen hits, while the Monarchs collected only five.

The Seventh Street team has been named "Frisco Best Service" and consists of the following men: E. Berger, O. Chaslonay, H. Busekinss, L. Glore, N. Glore, R. Eisen, A. Coyle, W. Macker and C. Earnest. A. Boen has undertaken the job of manager. On May 8 the Frisco Best Service team will play the ball team of Herculaneum, Mo., at that town.

This Frisco team is anxious to meet any of the other teams organized on Frisco Lines.

News of the Frisco Greater Traffic Committees

EMPLOYEES of Frisco Lines carried the slogan of "Greater Traffic" to greater heights during the month just passed with the organization of several new committees and clubs at terminals and division points, and the list of employees who have secured freight and passenger business has grown considerably since the April issue of the *Frisco Magazine*.

Chief among the newer organizations is the "Magic City Club of Frisco Lines," organized at Tulsa, Oklahoma, on April 5. Employees at this important city on Frisco Lines are firmly joined in a redoubled effort to increase freight and passenger travel from Tulsa via Frisco, and their efforts have already shown remarkable results.

"The general committee wishes to urge employees in Frisco cities who have not yet organized into Frisco Clubs and greater traffic committees, to do so immediately," General Chairman Sanborn said. "The movement is meeting with a gratifying response from one end of the railroad to the other, and the management is keenly interested in results. By our combined efforts the Frisco can be put into the forefront even more so than at present. We can accomplish this great end by a continual steady pull together with 'Greater Traffic' our slogan, and a greater Frisco our aim."

The Clinton, Missouri, Club met on April 17. Much new business was reported and each employe present had a report to make of a solicitation which he had made. The question of forming a ladies' auxiliary was received enthusiastically. Clinton has a most loyal group of men and women belonging to this chapter, and although their meetings are held on Sunday, the attendance is always exceptionally good and the employes deprive themselves of an afternoon, to unite in discussing plans for securing additional business for Frisco Lines.

The Newburg, Missouri, Frisco Club met in regular session in the special agent's office, the evening of April 15. Many reports were received of employes who had solicited and secured business for the Frisco Lines, and several reports were made that dealers and merchants of Newburg

had requested that their goods be shipped via Frisco rails. The next regular meeting to be held May 6, will be in the form of a mass meeting, and the merchants and shippers of Newburg will be invited to attend.

The Oklahoma City Chapter of the Greater Traffic Club met on Monday, April 11. The club took a vote and issued an ultimatum that it must be the greatest on the system, "non

Frisco service and their friendly feeling toward the railroad and its employes. Mayor Russell of Monett, brought out very clearly in his address, the amicable attitude of the city administration toward the Frisco and its employes, and S. A. Chapell, postmaster, spoke of the co-operation which his department had received at the hands of the Frisco. J. E. Sater, attorney of Monett, made a pleasing address.

On April 6, the Wichita, Kansas, employes held a meeting in a coach at the Union Station Tracks at 7:30 p. m. The name of the club was changed from "Wichita Frisco Booster Club" to the "Wichita Frisco Greater Traffic Committee." Chairman Bannister called particular attention to the fact that courtesy over the telephone is a valuable asset. Those present were urged to make weekly reports of all new business secured.

The Ft. Smith Greater Traffic Committee held a meeting in the office of the agent at 11:30 a. m., April 6. It was decided that a rubber stamp would be made and each freight bill delivered to patrons would be stamped to read: "We thank you for this business." Re-

ports of new business secured, were made, and post cards to be used in reporting new passenger business were distributed.

A banquet was held for the officials and employes of Tulsa, Oklahoma, on April 5, at the Y. M. C. A. cafeteria to form a Better Service Club. Previous to this a meeting had been held at the local freight house, Superintendent Kennedy presiding, when this banquet was arranged for, and a temporary chairman appointed. Many officials were present at the banquet on April 5, and the meeting was a decided success. It was voted to name the club, "The Frisco Magic City Club," and the following officers were elected: Fay Warren, president; Miss Christene Vanderford, vice-president; Phil Atkinson, secretary and R. C. Culter, of the executive general agent's office, treasurer. M. M. Sisson, assistant general manager; H. F. Sanborn, assistant to vice-president; S. R. Kennedy, superintendent and J. W. James, executive general agent

Soliciting Traffic—From an Accounting Standpoint

By BEN B. LEWIS

"Traffic!"

The word has become overnight a shibboleth, a password, the open sesame to a long-locked storehouse of new ideas and sparkling enthusiasms.

Yesterday, your average clerk was wont to draw down totals at the foot of a column, a monthly stipend and a sigh of relief when the day's work was done, plodding his more or less weary way to the humble fireside, giving never a hang nor a devil-may-care for the source of his daily bread. Traffic meant nothing in his young life, and railroad revenues represented a phrase heard as an echo of some distant, inconsequential yawn. Paydays came and paydays went—ho! hum! dinero! The grocer was paid and eke the butcher; while the weather was faithfully discussed. To the inquiring stranger the answer was droned: "Oh, I work for a railroad!"

Today, the column means personal loss or gain. The Sam Smith Company shipped two carloads via Frisco last month, and only one this month. What is the matter with Sam Smith, anyhow? Doesn't he realize that if his Frisco shipping falls off, my paycheck is liable to fall off, too? Sam is a friend of mine, I thought. I have long regarded him as such. I shall hie me over to Sam's place of business and remind him that I consider his action in this matter a personal affront, only to be wiped out by routing four cars via Frisco next month. If Sam loves me, he must love the Frisco too, by golly! Egad, yes!

And to the inquiring stranger the boast is made: "Mister, I work for the Frisco Railroad, the best in the world!"

The following Ft. Worth employes are to be commended for their efforts: P. N. Davis, M. R. Evans, John M. Freeman, R. A. Groves, G. S. Hatheway, Gladys Horton, W. S. Hutchison, J. P. Lyles, C. G. Miller, Lotta Moore, B. L. Morgan, N. L. Owings, C. H. Pendergrass, J. H. Richards, Georgia Mae Smith, W. B. Simpson, J. A. Tomlinson, R. D. Ward, J. L. Ward, W. M. Walker, J. B. White, E. C. Wilson.

secundum," which no doubt will cause some fine competition. Plans to organize an Oklahoma City ball club were discussed and it was found that a field had been secured for match and practice games, and all necessary equipment was being secured. Reports were received from the various committees, and detailed preparations were made at that meeting for a combined social and business meeting to be held on April 27, a report of which has not been furnished at this writing.

The Y. M. C. A. at Monett, Missouri, was the meeting point of Frisco employe members of the Monett, Missouri, Chapter of the Frisco Club on the night of April 7. Previous to the meeting, the Lee Boys' Band entertained with a concert. Reports from the different members who had solicited and secured new business for the Frisco were made. Six of the leading merchants of the City of Monett addressed the meeting and acknowledged their appreciation of

made the principal addresses. It was suggested that the ladies form an auxiliary and furnish the social end of the meetings, which suggestion was received with enthusiasm.

The Kansas City Sunnyland Club held one of its combined business meetings and dances in La Fiesta Hall Kansas City on the evening of April 4. A record crowd attended, and a great deal of business was discussed.

Chairman H. L. McDuffie called a meeting of the Greater Traffic Committee at Sherman, Texas, on April 5, at 7:30 p. m., in the director's room at the Chamber of Commerce. N. C. Dorchester, local agent spoke of the nine-day service to New York City. It was decided to divide the committee at Sherman into two parts, appointing a captain and a first lieutenant over each part. The first division appointed C. V. Montgomery, captain and J. B. Vestal, first lieutenant. The second division appointed E. M. Hatfield, captain and E. Inglehart, first lieutenant.

A meeting of the Enid Greater Traffic Committee was held in the superintendent's office the evening of April 6. A good representation from the engineers, conductors, firemen, brakemen, dispatchers, operators and switchmen were present, and a representative from the cashier's office, maintenance and way department, yard clerks, car department and a machinist responded to roll call. Mr. Lutzon, president of the Chamber of Commerce of that city was present and made an address. J. W. Maring, Frisco agent, also made a number of suggestions to aid in securing additional business.

Reports of four meetings of the different clubs held the latter part of March have just been received, namely, meeting of the Oklahoma City Chapter on March 28th; meeting of the Memphis, Tennessee club, the Brownwood, Texas club and the Okmulgee, Oklahoma club, the three latter clubs having met on March 29.

The Okmulgee club had its formation on that date, and a report of the officers elected has not as yet been received, but this club has plans to be among the foremost in showing results, even though it received a late start.

As far as can be ascertained, the Greater Traffic Committee of Fort Worth, Texas, has had printed the first stationery in the interest of their club. B. B. Lewis is chairman of that committee. Down the left hand column and printed in red are the following facts concerning Ft. Worth: "Thirty thousand employes on Frisco System"; "Frisco payroll in Fort Worth alone One Million Dollars per year"; "Specify Frisco routing"; "Ride the Texas Special to St. Louis, Oil Fields Special to Tulsa"; "Dependable Service and Courtesy." The letter head is printed in the Frisco colors, red and black.

One new feature which has been suggested at a number of meetings, is the formation of a ladies' auxiliary.

It is felt that the ladies, through their many business transactions in the performance of their duties as housewives, might be able to secure additional business through the suggestion that the goods and materials which they buy, be shipped via Frisco rails. A second and highly important feature which could be most successfully undertaken by them, is the entertain-

REMINDERS FOR FRISCO WORKERS

(From Sherman, Tex., Frisco Club.)

Don't argue with a prospective shipper or passenger. Going on the theory that "the public is always right" you will lose the business by arguments.

You are selling good will and to cinch a sale take a smile with you.

Never let an opportunity pass to answer questions in a civil manner.

What do you suppose the lady thought when she asked the conductor why the train had stopped and he replied, "We just killed a guy."

If merchants find it profitable to have their clerks say "Thank you" to a customer, does it take away any of the dignity of the conductor to say the same thing to "passenger customers"?

There are a lot of people who still believe railroad folks are the wickedest people on earth. You alone can correct this idea.

Don't dig up any old dead bones, let the past remain buried. We made mistakes in the old days and want to profit by not making the same mistakes twice.

Secretary Hoover said the way to do business in America today is to do it with glass pockets, and show the public what you really have, and what you really are doing.

ment and social parts of the Greater Traffic Club meetings.

Many of the chapters are acting upon this suggestion, and the June Magazine will no doubt carry detailed information on the formation of a number of these auxiliaries.

An urgent request is made by Mr. Sanborn to submit reports of each meeting to him and to the Magazine, in order that the activities of each one may be given mention in this publication.

The following were instrumental in securing additional passenger business for the Frisco Lines:

Fred Williams, train auditor, St. Louis, Mo.; Miss Good, office of chief claim agent, St. Louis, Mo.; J. F. Jedlicka, clerk, freight traffic department, St. Louis, Mo.; Arthur Stoehr, clerk, St. Louis, Mo.; Miss Addie Toland, clerk, passenger department, St. Louis, Mo.; O. E. Hackworth, cashier, Joplin, Mo.; L. S. Bauey, baggage agent, Joplin, Mo.; Leslie O. Troster, Joplin, Mo.; Chas. A. Smith, car inspector, Joplin, Mo.; H. E. Caruthers, fireman, Joplin, Mo.; M. B. Holland; W. L. Dunigan, conductor, Joplin, Mo.; Ben H. Baker, fireman, Joplin, Mo.; L. O. Foster, Joplin, Mo.; Clarence R. Ehin, machinist,

Kansas City, Mo.; Geo. Steightholm, switchman, Kansas City, Mo.; Thos. J. O'Brien, switchman, Kansas City, Mo.; Guthrie Edwards, machinist, Kansas City, Mo.; Dorel L. Denison, Kansas City, Mo.; O. P. Christiansen, yard clerk, Kansas City, Mo.; E. W. Grace, engineer, Kansas City, Mo.; W. G. Pafford, brakeman, Oklahoma City; L. C. Dickinson, chief clerk, Enid, Okla.; W. W. Humphrey, clerk, Memphis, Tenn.; R. E. Fleming, clerk, Memphis, Tenn.; Chas. Islemail, chief clerk, Jonesboro, Ark.; B. C. Scruggs, assistant cashier, Memphis, Tenn.; C. J. Bishars, coal supervisor, Memphis, Tenn.; P. R. Thomas, supply man, Amory, Miss.; O. S. Marshall, car inspector, Memphis, Tenn.; Robt. L. Stevenson, car clerk, Amory, Miss.; M. W. Dunkin, S. F. A., Memphis, Tenn.; L. C. Wall, check clerk, Oklahoma City, Oklahoma; J. D. Williams, car carpenter, Memphis, Tenn.; E. Shannon, signal maintainer, Joplin, Mo.; H. F. Bencht; Alex. Headey, brakeman, Pittsburg, Kan.; G. R. Carson, conductor, Pittsburg, Kan.; John Croft, station porter, Pittsburg, Kan.; L. K. Guinn, Pittsburg, Kan.; Mike McCarty, Pittsburg, Kan.; George Kerley, conductor, Ft. Scott, Kan.; T. H. Wommack, car accountant office, Springfield, Mo.; J. A. Miller, agent, Columbus, Kansas; S. F. Vail, Ft. Scott, Kansas; W. A. Mills, conductor, Sapulpa, Okla.; Floyd Bright, express bill clerk, Oklahoma City, Okla.; H. A. Van Ness, conductor, Oklahoma City, Okla.; F. E. Carter, assistant yardmaster, Oklahoma City, Okla.

The following were instrumental in securing freight business via Frisco Lines:

C. E. Sillman, warehouse foreman, Birmingham, Ala.; B. P. Schneider, telegrapher, Springfield, Mo.; G. C. Roop, claim department, Springfield, Mo.; Thos. O'Toole, yard clerk, St. Louis; C. H. Brown, yardmaster, St. Louis; Maurice Slattery, clerk local office, St. Louis; C. E. Ishmall, chief clerk local office, Jonesboro, Ark.; R. T. Harrison, yard clerk, Jonesboro, Ark.; Patrick Moran, clerk local office, St. Louis; A. A. Koch, clerk local office, St. Louis; A. J. Sullivan, clerk local office, St. Louis; C. E. Bobbitt, clerk, local office, Kansas City, Mo.; H. A. Wilson, clerk, local office, Kansas City, Mo.; A. P. Christianson, clerk, local office, Kansas City, Mo.; Ed. Wichman, yard clerk, Kansas City, Mo.; Clyde Williams, car repairer, Kansas City, Mo.; Pat Larkin, yard clerk, Kansas City, Mo.; A. W. Meyer, yard clerk, Kansas City; J. E. Harris, yardmaster, Kansas City, Mo.; M. Her-nahan, traveling demurrage supervisor, Springfield; E. H. Carver, cashier, Chickasha, Okla.; John Harrocks, switchman, Wichita, Kan.; A. R. Newcome, local office, Wichita, Kansas; Jas. B. Reynolds, Greater Traffic Committee, Enid, Okla.; H. F. Goslin, Greater Traffic Committee, Enid, Oklahoma; E. K. Caldwell, Committee No. 5, Springfield, Mo.; W. A. Moore, route clerk, Memphis; W. Y. Billing, disposition clerk, Memphis; D. E. Cruder, disposition clerk, Memphis; Mrs. L. Linhan, local office, Memphis; W. W. Covington, chairman, Greater Traffic Committee, Yale, Tenn.; Cammie Adkins, clerk, local office, Birmingham, Ala.; C. R. Welch, traveling auditor, Joplin, Mo.; B. E. Hollis, trucker, Hope, Ark.; W. G. Pafford, brakeman, Oklahoma City, Okla.; H. E. Mahan, demurrage supervisor, Springfield, Mo.; H. F. Hastings, bill clerk, Jonesboro, Ark.; Pearl Grace, car accountant's office, Springfield, Mo.; C. E. Wheatley, division storekeeper, Springfield, Mo.; Ethel Wymer, secretary, supervisor car repair bills, Springfield, Mo.; A. A. Mayer, master mechanics' office, Memphis, Tenn.; F. W. Curtis, car clerk, Wichita, Kans.; E. J. Immele, agent's office, Wichita, Kansas; John L. Morgan, cashier, Enid, Okla.; A. B. Sherwood, Greater Traffic Committee, Springfield, Mo.