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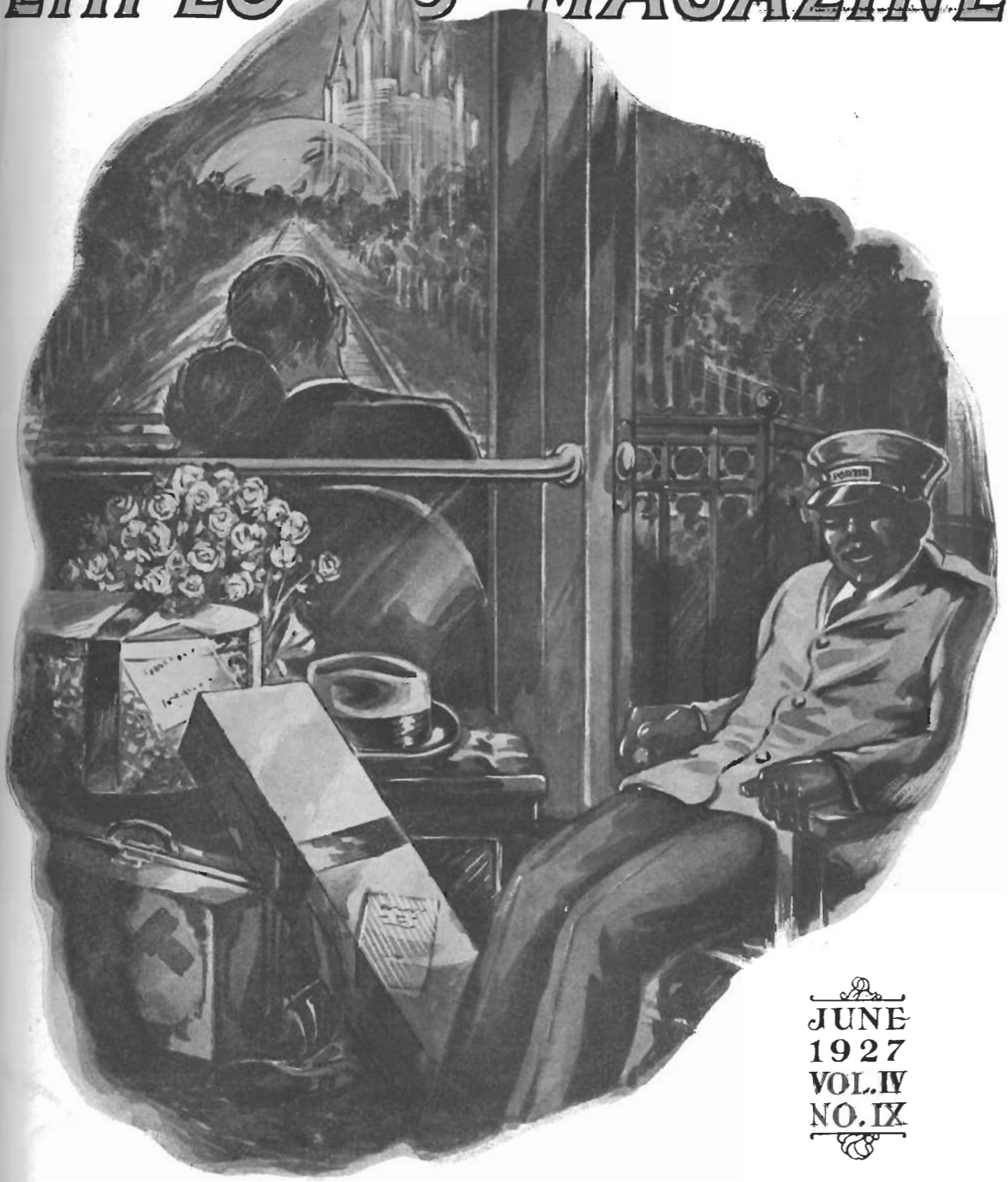
JUN 11 1927

THE FRISCO EMPLOYES' MAGAZINE



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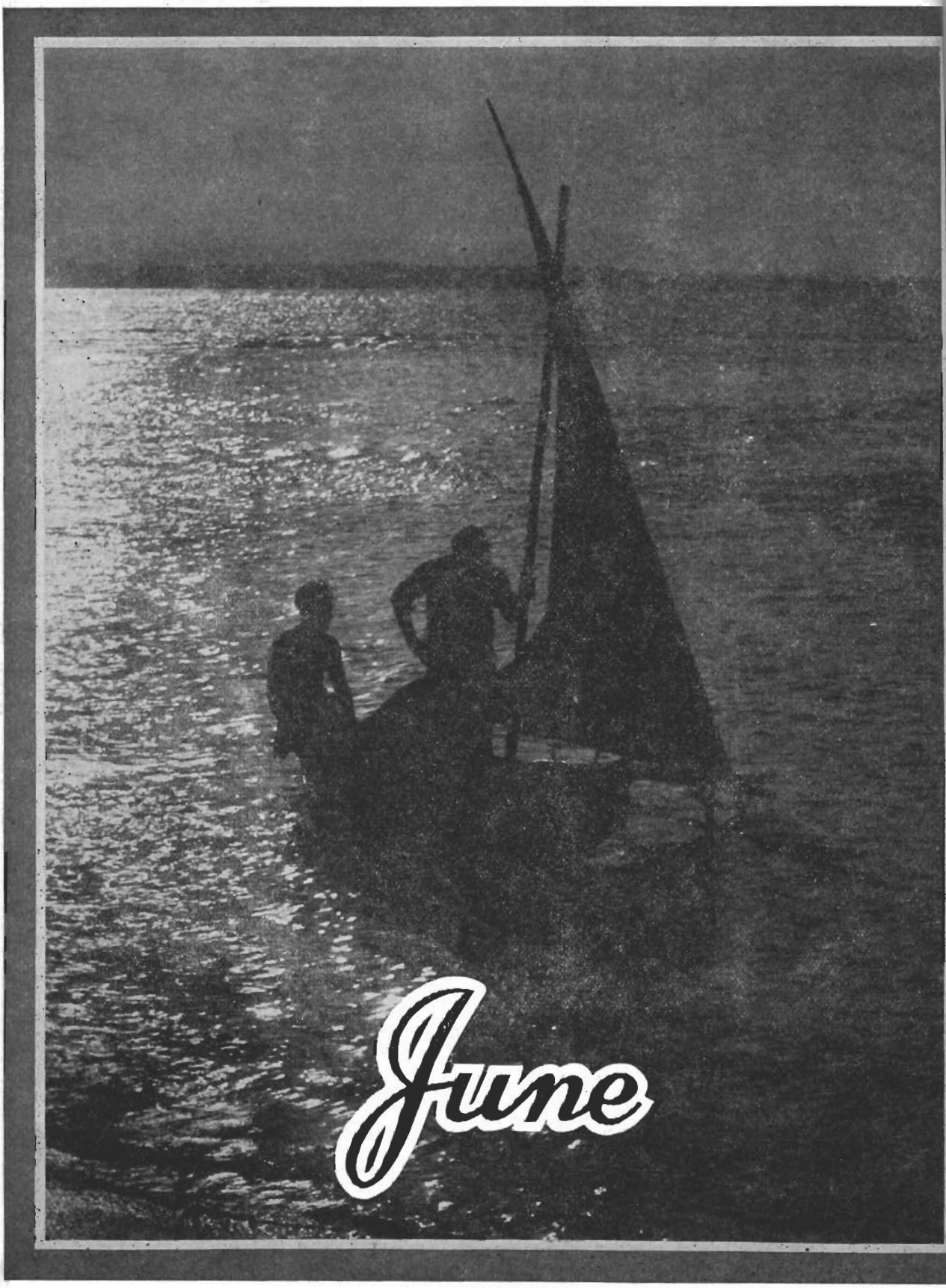
June

THE FRISCO EMPLOYES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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Contents of This Issue

	PAGES
Frontispiece	4
Tulsa Becomes Largest Frisco Terminal	6–8
General Solicitor Miller Made Vice-President	8
Remarkable Progress of Famous Ozarks	9
Frisco Increases 1926 Net Operating Income	10
"Colonel" Sam A. Hughes Appointed Colonization Agent	11
Ozark Strawberries Honored in Van Buren Fete, May 4	12–13
News of the Frisco Clubs	14–17
Central Division Wins Accident Prevention Cup	18
For Meritorious Service	19
Tupelo, Mississippi, Celebrates Opening of Milk Plant	20
Calvin Davis, Frisco Pensioner, Celebrates 82nd Birthday	21
More Good Fuel Records	28
Reunion of Frisco Veterans, 1927, by R. F. McGlothlan	29
A Page of Praise from Loyal Frisco Shippers	30–31
Pension Roll	32–33
Sport Togs for Miss Frisco	34
Homemakers' Page	35
The Twilight Hour	36–37
Flashes of Merriment	38
Editorials	39
Frisco Magazine Presents First Views of New Tulsa Terminal	40–41
Pastime	42
Frisco Mechanic	43–47
Frisco Family News	48–80

THE FRISCO EMPLOYES' MAGAZINE

The Frisco Employes' 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 typewritten, 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.

Tulsa Becomes Largest Frisco Terminal Wh Sapulpa Facilities Are Abandoned

Frisco's $2,000,000 Payroll Largest of Any Tulsa Industry—1,200 Emplo Have Home Terminal at Tulsa

By W. L. H., Jr.

(Pictures on Pages 40 and 41)

THIRTY odd years ago the Frisco's lone employe at Tulsa, Oklahoma, an agent, might have yawned wearily in the stuffy ugliness of his clapboard station office, looked speculatively out across dirt streets and past one-story buildings, and appraised the property owned by the company whose representative he was.

He would have been unimpressed. His gaze would have encompassed, within a radius of only a few hundred feet, some small, but acridly odorous stock pens, a pile of ties near a short side track, and the main line track of the Frisco, running southward to Sapulpa, its southwestern terminus.

That Frisco representative of the '90's has faded from the picture of those early Tulsa days, with the long-horned Texas cattle in the odorous stock pens, the cowboy and blanketed Indian, the dirt streets and ramshackle houses and false front stores. A diligent search of this railroad has failed to locate him. But wherever he is, it is a certainty that today he would not only fail to recognize the Tulsa he used to know—he would be amazed at the Frisco in Tulsa today.

From that small and humble beginning, helped forward by oil along its right-of-way, helped also by the State of Oklahoma, which succeeded and welded Indian Territory and Oklahoma Territory, urged by progressive citizens, growing businesses—but most of all by the flowing gold of the Mid-Continent Field—the Frisco Railroad today has the largest payroll of any individual industry in Tulsa, Oklahoma, has seen Tulsa hold first place, month after month, in point of passenger ticket sales and freight car loadings, and is just now completing the consolidation at Tulsa, of the Tulsa and Sapulpa terminals of Frisco Lines.

The consolidation will bring a payroll of more than $2,000,000 a year to Frisco employes in Tulsa, will make Tulsa the largest terminal on the Frisco's 5,630 miles of railroad in nine states, and will double Frisco's interests in Tulsa.

It would have taken a prophet of uncanny propensities to have foreseen the tremendous development which was to come to Tulsa when the old Atlant Pacific Railroad Company, great-grandfather Frisco Lines completed its line into Vinita, Oklaho in 1871. The "A. & P." was pioneering into unkn territory. Wise railroad men shook canny heads. road ended at Vinita for eleven years, and not 1882 was it extended to Tulsa, to Red Fork in 1 to Sapulpa in 1886, to Oklahoma City Louis and Oklahoma City Railroad) 1898.

This gentleman had a busy time of it when Tulsa terminal was enlarged. He is J. W. Skaggs, acting superintendent of terminals, regularly attached to the office of general manager.

Texas cattle, brought up to " Territory" for fattening before s ment via Frisco Lines to east markets, formed the principal r enue for the Frisco then, and many years, train service west Vinita consisted of a mixed p senger and freight train each daily. Stations were ten m apart, trains made fifteen m per hour at "top speed", and gines were changed six or e times between St. Louis and O homa City.

By 1916 the miracle of oil come to stay in Tulsa and O homa. The Frisco had dou tracked its railroad between T and Sapulpa, passenger a freight service was the equal any in the country, the "Meteo the "Oil Fields Special", oth crack Frisco trains, were serv Tulsa.

The old days were forgot the old wooden depot on the w side of the track, about 1,000 f from the present station, gone; the stock pens gone the odor gone.

From the original $2,500 side track and stock p investment of Frisco Lines in Tulsa, this railroad e pended more than two million dollars up to 1922 f necessary facilities to handle the more than 125,0 carloads of oil a year that moved from more than 1 refineries on Frisco rails in the Mid-Continent Fiel New tracks were laid, yard properties improve switching facilities enlarged, more engines and mor men put to work. The lone switch track of the '90 had grown to 105 miles of track in the Tulsa termin proper.

There was still much to be done, and operating economies demanded the removal of the southwestern

division terminal at Sapulpa, Oklahoma to Tulsa.

At midnight on February 10, 1927, sleeping Tulsans did not realize that hard-working railroad men were completing one of the most remarkable tasks in the history of southwestern railroads. In one night the terminal was moved from Sapulpa to Tulsa. Trains carried office equipment, office records, paymaster's roll, file room supplies, typewriters, pencil-sharpeners, clips—to Tulsa. The Sapulpa terminal was abandoned.

With the consolidation, the number of station employes in Tulsa increased from 113 to 152, the yard force was increased from 201 men to 306; store room from 9 to 24; mechanical department from 164 to 347 employes; 250 trainmen and 90 enginemen had their home terminal changed from Sapulpa to Tulsa, and 100 other miscellaneous employes were added to Tulsa's Frisco-employed citizenship roster.

Few Tulsans knew on the morning of February 11 that Tulsa's Frisco railroad population had increased from 487 to 1,200 employes; that the Frisco payroll in Tulsa had increased from $65,000 a month to $175,000 a month; that within a few weeks 12 miles of new track would be laid in West Tulsa to accommodate the handling of 4,000 cars a day where 1,500 were handled before; that more than $400,000 of Frisco money was being spent to make the necessary improvements in trackage facilities, yard service, machinery and buildings.

The men above "withstood the siege" of West Tulsa when the Sapulpa Terminals were moved. They are, left to right, top row: E. W. Brown, general foreman; George Jesse, assistant roundhouse foreman; Harry Davis, machine shop foreman; George Alexander, boiler foreman; Walter Strain, hostler foreman; (below): Ray Bohen, roundhouse foreman, and J. De Cou, deadwork foreman.

The story of the movement of the terminals and the work of putting the new terminal in condition to handle its increased load is one that only the valiant railroaders who performed the job will completely understand.

It was a job that called forth expert railroading, painstaking planning, and excellent co-operation. But the job was done speedily, efficiently, Frisco-standard. Roadmaster Fred Shedd, Acting Superintendent of Terminals Skaggs, Master Mechanic Spencer, General Foreman Brown, Superintendent S. R. Kennedy (who is now convalescing in the Frisco hospital at St. Louis), all deserve a great deal of credit for their efforts.

But they were unanimous in disclaiming any credit for themselves.

"President Kurn, whose foresight and ability to see a needed move occasioned this terminal consolidation, is the man we think deserves the credit," they said.

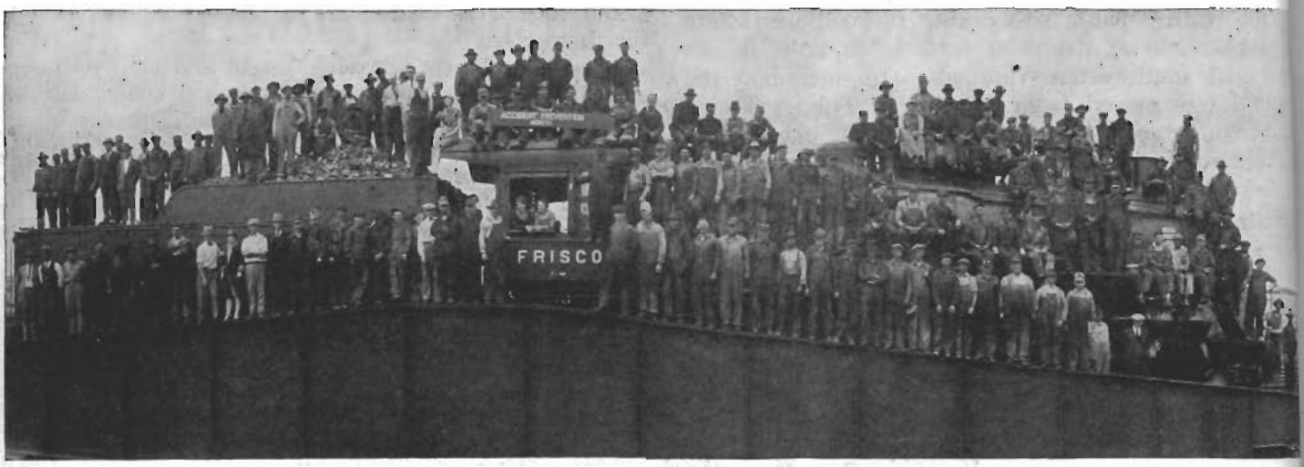
The night of February 9 found Roadmaster Shedd and a large gang of men working in a drizzling cold rain, far into the night, to complete a cross-over switch at the west end of the West Tulsa yards—a switch necessary to the move. For forty-five days Roadmaster Shedd directed 300 track men in laying new rail necessary to handle the 2,500 cars a day increase.

When ten miles of new mechanical and yard tracks went in, new road beds had to be prepared, graded, ballasted. Five hundred and thirty cars of chat ballast were used, approximately 60 carloads (24,000) ties, 84 new 90-lb. steel switches, many new leads of 90-lb. steel. The repair tracks were lengthened to hold 125 cars instead of the 65-car capacity prior to the terminal consolidation. Terminal Superintendent Skaggs found himself in charge of 34 switch engines instead of 22, working night and day shifts to discharge the task at hand.

In the mechanical department, R. B. Spencer, master mechanic, moved up from Sapulpa to face an extensive improvement and building program to care for his increased work. A new mill shop for heavy car repairs was built, 150 x 90 feet, many thousands of dollars worth of new machinery installed. A new water treating plant went up, along with new locker rooms, oil houses, supply rooms, and wash rooms. Out at the roundhouse, workmen dug two new cinder pits, installed three new conveyors, and enlarged the coal chute pocket to serve four tracks instead of three.

Supervisor of Agriculture W. L. English made hurried trips to Tulsa to consult with contractors on the building of a new icing dock with 10-car capacity, equipped with electric ice conveyors. Tulsa firms will

THESE TULSA EMPLOYES SEND GREETINGS TO 30,000 FRISCO LINES FELLOW WORKERS



furnish the ice and perishable shipments will find expert and complete icing facilities at Tulsa.

At the far end of the west yards, 4,250 feet of 4-inch water line was laid to water the forty new stock pens constructed to care for stock shipments that had formerly been handled at Sapulpa. Thirty-six of the new pens are native pens and four quarantine. Their capacity is forty carloads.

At the roundhouse, already extensive, new stalls and radial tracks have been added. The roundhouse now has twenty-nine stalls inside and six outside, and four other radial tracks lead from the turntable for wheel and engine storage. Five new drop pits have just been completed. Other improvements are being made in the mechanical and locomotive departments.

Through the years since that first clapboard station with agent's living quarters upstairs was erected to serve the Frisco at Tulsa, the interests of Tulsa and the Frisco have been joined, welded. Together, they have presented a solid front; today they are more solid than ever.

The Frisco has given Tulsa its largest individu payroll, made Tulsa its largest terminal, given Tuls excellent passenger and freight service to North an South.

Tulsa has given the Frisco its largest station in poin of revenue, its largest city in point of car loadings.

Today the fifty freight trains and the twenty-two passenger trains in and out of Tulsa each day present a vivid contrast to that mixed train of passenger and freight of thirty odd years ago.

And so, too, does the towering Tulsa 1927 skyline contrast radiantly with the false-fronted, single-story stores of the old days.

"This," says J. W. James, executive general agent in Tulsa for Frisco Lines, "is the city I've always looked for. It is real, its people are real, its prosperity is real."

"And the Frisco," Tulsa returns, "is our railroad. Its officers and men are good citizens, its trains are good trains, its service is the best in the Southwest."

Judge E. T. Miller Made Vice-President of Frisco Lines

ANNOUNCEMENT of the appointment of Judge E. T. Miller, general solicitor, to the newly-created position of vice-president and general solicitor, was announced by President Kurn on May 23. Judge Miller has been general solicitor since May 15, 1925, at which time he succeeded the late Judge Evans.

The Frisco's new vice-president is widely known to Frisco Lines employes as well as to the legal profession of the middle west. He entered the Frisco's legal department in 1908 as an attorney and was made general attorney one year later.

He was born in Keytesville, Mo., in 1871, and was educated in the common schools there, later attending Wentworth Military Academy at Lexington, Mo. He attended Westminster College at Fulton, Mo., from 1877 to 1879, and was graduated with the degree of Master of Science.

Mr. Miller returned to Keytesville and read law three years before he was admitted to the bar in 1892, at the age of 21. He practiced in Keytesville until 1898, when he established an office at Brunswick, Mo., also maintaining the Keytesville office. From 1901 until 1903 he practiced only in Keytesville.

His first legal position in St. Louis came to him in 1903, when he became associated with the firm of Boyle, Priest & Lehmann, remaining with them until 1908, when he came to the Frisco as attorney.

He is a member of the American Bar Association, the Missouri Bar Association and the Bar Association of St. Louis and belongs to the Noonday Club of St. Louis and Bellerive Country Club.

Famous Ozarks of Missouri and Arkansas Have Made Remarkable Progress in Agriculture —President Kurn

Frisco Head Surveys Ozark Accomplishment in May 10 Executives' Magazine —Great Strides in Dairying, Horticulture and Poultry Raising

A COMPREHENSIVE survey of the agricultural and horticultural growth of the Ozarks of Missouri and Arkansas, written by Mr. J. M. Kurn, president of the St. Louis-San Francisco Railway Company, appears in the May 10 issue of The Executives' Magazine, nationally known business and industrial publication. In his article, the Frisco's president reviews the growth of the Ozarks from a comparatively obscure agricultural beginning in unproductive "straight crop" farming, to the present eminence held by this section as a foremost producer of horticultural and dairy products.

His article will be of particular interest to Frisco employes and follows, in full:

It is not particularly unusual for agricultural "empires", such as we know them in America, to hesitate a bit in early development before they find the proper crops for their soil, climate and region.

It is unusual, however, for such an agricultural empire to make the stride within a very few years from a comparatively poor farming section to a section that produces, from within the borders of its 50,000 square miles, fifty million dollars worth of perishables in a single season.

Such is the remarkable progress made by the famous Ozark country of Missouri and Arkansas, served by the St. Louis-San Francisco Railway Company.

The territory known as the Ozark Uplift comprises the major portions of the south half of Missouri and north half of Arkansas. Until recently, this territory has not been looked upon as an outstanding one from the standpoint of agricultural production.

Proud of Ozarks

There may have been some justification for pointing the finger of derision at the Ozarks of twenty years ago, but today that deriding finger has been changed to a pointing finger of pride. Ozark people are accomplishing great things. They are in their stride, and although the peak of their accomplishment is not yet in view, they have done such great things in agriculture and horticulture that their neighboring agriculturists on the north, south, east and west are proudly admitting that the Ozark country is indeed fertile in the proper fields.

The first great accomplishment in the Ozarks was in convincing her residents that the Ozark land was not suitable to straight crop farming. Land that would grudgingly yield a poor crop of corn or wheat or oats, was found to be extremely adaptable to the production of strawberries, grapes, apples, dairy and poultry products. Farmers who could not make a living in straight farming, found that poultry, butter and eggs would pay large dividends and pay them regularly.

Today, the City of Springfield, Missouri, situated in the geographical center of those 50,000 square miles, known generally as the "Ozark country", is the second largest buttter producing center of the world, second only to Omaha, Nebraska. Incidentally, Missouri holds the distinction of being the eighth state in the Union in point of butter production, and one-half of the State's entire butter output comes from a few counties of the Ozarks.

So large has the poultry business become around Springfield that that city has become the largest primary poultry market in America.

Great in Strawberries

Every man who reads these words has, or should have, eaten a justly famous Ozark strawberry. That crop has added to the laurels of the Ozarks, and today that territory is the largest strawberry-producing center of the world, and the Ozark berry fixes the standard for this crop in the United States. In 1923 the shipments of strawberries amounted to 906 cars; in 1926, 1,665 cars. It is estimated that the movement in 1927 will run close to 2,500 cars. These figures are for the Frisco Lines alone and other railroads of the section also move this crop in considerable volume.

Apples have been grown in large quantities for a great many years and this fruit was the first to attract the attention of horticulturists to the section. The annual movements of apples on the Frisco amounts to over 5,000 cars.

Government statistics reveal an amazing growth of the grape industry in the Ozarks, whence come the famous Moore's Early and Concord varieties. Beginning with the shipment of 48 cars in 1923, the shipments increased to 248 cars in 1924; 442 cars in 1925, and 1,511 cars in 1926.

The dairy industry is one of very great importance to the Ozarks, not alone for the ten million dollars or more that it brings to the dairy farmers annually, but because the dairy cow is a most potent factor in building up the fertility and productiveness of the soil. By her aid many of our Ozark farms have been made to produce from two to five times as much per acre as

(Now turn to Page 21, please)

Frisco Increases 1926 Net Operating Income $916,471 Despite $309,320 Decrease in Gross

Annual Report of May 18 Shows Excellent Results of Operating Economies—Property Maintained at High Point During Year

Frisco employes can point with pride to the accomplishment of their railroad in 1926, as revealed in the annual report to the stockholders. In every department of operation the Frisco excelled. Obviously, such excellence could not have been attained without the loyal support and hearty co-operation of the 30,000 employes who work daily for and with Frisco Lines. The men who compose the board of directors of this railroad, realizing this fact, close their report with the following sentence: "The acknowledgments of the Board are renewed to the officers and employes for faithful and efficient service." —W. L. H., Jr.

NOTWITHSTANDING a decrease in gross revenue of $309,320 due to the falling off in passenger business occasioned by heavy bus and truck competition, the annual report of the St. Louis-San Francisco Railway Company made public May 18, shows an increase of $916,471 in net operating income due principally to economies in operation which resulted in reduced transportation cost. The report, prepared by President Kurn for the stockholders, shows a splendid accomplishment in transportation service by Frisco Lines in 1926.

The Frisco's surplus, after interest and taxes in 1926 was $7,546,153.97 or an increase of 5.4 per cent over 1925. The excellence of this accomplishment is further enhanced when it is known that in 1925 the Frisco was able to show a surplus after interest and taxes of 18.8 per cent over 1924.

The road's operating revenues for 1926, the report shows, were $94,406,054.28, a decrease of $309,320.43 or 0.3 per cent less than 1925. Operating expenses were decreased also, however to $65,921,909.98, or $7,036.21 less than in 1925.

Net railway operating income totaled $23,238,575.16, an increase of $916,470.60, or 4 per cent over 1925.

Railway tax accruals totaled $4,842,387.63, a decrease of $250,736.84, or 4.9 per cent compared to the previous year. Despite this decrease, records of the company show that its taxes have increased from $896,958 in 1907 to $4,842,388 in 1926, or more than 440 per cent. The report states that although the company's mileage increased 10 per cent from 1907 to 1926, the increase in taxes paid for 1926 over 1907 is equivalent to a dividend of 6.65 per cent on the entire capital stock of the company.

Many Operating Economies

The Frisco made a remarkable record in effecting operating economies during the year, the report shows. Included in the economies set forth in the report is the increase in gross tons per train mile and net tons per train mile, which were boosted to a new high record. For July, 1926, gross tons per train mile wer 1,466 and net tons per train mile 623—the highes record in the company's history. The company re ceived a net credit of $1,666,196 for per diem o freight cars interchanged during the year, as com pared with a net credit of only $765,526 for th previous year. After providing payment for mileag of tank, refrigerator and other private line cars, then remained a net charge to Hire of Equipment for 192 of $80,247.00, compared with $1,121,423 for 1925, an $439,322 for 1924. The pounds of fuel consumed o the Frisco per 1,000 gross ton miles was 176 in 192 as compared with 187 in 1925.

Full dividend of 6 per cent on the preferred stoc and 7 per cent on the common stock for the year 192 was paid in quarterly installments. A quarterly divi dend of 1¾ per cent on the common stock was de clared payable January 1, 1927, to all stockholders o record December 15, 1926. Dividends of 6 per cen were declared in advance for the year 1927 on th preferred stock in quarterly payments.

New equipment put into service on the Frisco dur ing 1926 included twenty-five new locomotives, four teen new passenger coaches, 2,500 50-ton box car 1,000 50-ton automobile cars and 500 55-ton gondol cars. New equipment built in the company's shop during the year included 950 freight cars and severa baggage cars and in addition, 1,341 freight cars wer reconstructed, 3,217 given general overhauling, 7,19 painted and 339 passenger cars overhauled and painted

195 Miles New Rail

The principal roadway improvements during th year as shown by the report, included the laying o 168 miles of new 100-pound rail, and 27 miles o new 90-pound rail, a total of 195 miles; five high way grade separations were effected, and 675,986 cubi yards of ballast applied. A total of 1,785,573 tie were renewed and 10.28 miles of trestle bridges were renewed.

"Substantial progress was made during the year in the rehabilitation of the line of railway of the Muscle Shoals, Birmingham & Pensacola Railroad Company, extending from Pensacola, Florida, north to Kim brough, Ala.," the report reads. "It is expected that the work will be completed, except for ballasting, in the spring of 1927.

"The construction of a connection between the Muscle Shoals Lines and the system of this company is the most important project planned for 1927. This

(Now turn to Page 25, please)

"Colonel" Sam A. Hughes Appointed Colonization Agent May First

Widely Known Officer Returns to St. Louis After Seven Years in New Mexico for Frisco—47 Years With Company

THE appointment on May 1 of Sam A. Hughes as colonization agent for the Frisco Lines, with headquarters at St. Louis, Mo., brought this grand old silver-haired veteran back from Albuquerque, N. M., to friends in St. Louis and on Frisco Lines who know and love him, and to whom he is known as "The Colonel."

For several years he has been in Albuquerque, N. M., as vice-president of the New Mexico and Arizona Land Company, a Frisco interest, but on May 1 he returned to his former home, St. Louis.

"Colonel" Hughes has had a remarkable career of 47 years' continuous service with this company. He was born in Effingham, Ill., on February 23, 1860, and entered the service of the old Vandalia Line, now the Pennsylvania, in April, 1877. Two and one-half years later he came with the Frisco in St. Louis as telegraph operator. He served at many points before he finally chose the position of clerk in the auditor's office at St. Louis, later holding the positions of clerk in the general passenger office, city ticket agent, city passenger agent, chief clerk general passenger office, general agent passenger department, and in 1900 he became immigration agent of the system.

This appointment was followed by those of efficiency agent, general service agent, and colonization agent.

"COL." SAM A. HUGHES

On August 1, 1920, he was placed in charge of the old Atlantic & Pacific land grant, consisting of 1,151,000 acres in the states of New Mexico and Arizona, known as the New Mexico and Arizona Land Company, incorporated under the laws of Arizona.

"The history of this piece of land in New Mexico and Arizona is most interesting," he said. "Under an act of Congress in 1866 there was ceded to the Atlantic & Pacific Railroad Company every odd section of land within twenty miles of the proposed railroad in states, and forty miles in territories, starting from Springfield, Mo., to the Pacific Coast. However, the Atlantic & Pacific Railroad was never completed between Albuquerque and Oklahoma, but was completed from Albuquerque to Los Angeles when it came into its grant. The Atlantic & Pacific Railroad Company when it went out of business, deeded to the Frisco and the Santa Fe, a large acreage of its lines in New Mexico and Arizona in settlement for money borrowed from the above named lines with which to operate. A corporation known as New Mexico and Arizona Land Company has patents for over a million acres, and the lands are now in process of drilling for oil and it is thought by men who have given this section of the country personal investigation that large oil and gas deposits underlie these lands."

Colonel Hughes was one of the pioneers in the building of the Ozark farm lands, and it was concerning his duties as immigration agent in 1900 that some of his most interesting work was performed.

"I considered my duties in the capacity of colonization agent to get good substantial farmers in the territory adjacent to the Frisco Lines, where they could build up the land and later on ship their products to the markets via our road," he said.

"Accordingly we planned to bring from Switzerland and from the Canton (meaning state) of Zurich, a group of Swiss farmers to till the soil. We sent a Swiss over there from Elmira, New York, to work up the movement of this colony, but he was unable to do it, due to political enmity, and so I was delegated to go over there and interview the President of the Republic and the Commissioner of Immigration and move the people. Under the laws of the Republic of Switzerland I was unable to carry on the work without the consent of the Government, and only then in restricted numbers, so all I was able to bring back was four families who formed a little colony at Brandsville, Mo.

"However, after these first four families had come over, others followed, for this movement brought much publicity. Our plan proved very successful, for after these people had worked with the Ozark soil around Brandsville for a time, its value increased from $15.00 to $65.00 an acre."

In 1905 Baron Des Planches, Royal Italian Embas-

(Now turn to Page 45, please)

Ozark Strawberries Honored in May Fourth Fete at Van Buren, Arkansas

Second Annual Strawberry Festival Attended by 10,000—Frisco Float, Girls and Officers Prominent in Ceremony

A BEAUTIFUL day, plenty of strawberries, gay music, and a laughing, jostling crowd of 10,000 merrymakers and celebrators combined to make the second annual strawberry festival at Van Buren, Arkansas, a great success on May fourth.

From the time the first train pulled into the station, early in the morning, until the last one left late that night, merriment prevailed.

Frisco train No. 5 from St. Louis, arrived on schedule and brought down a representative group of Frisco officials, headed by J. E. Hutchison, vice-president, who were met at the train by W. A. Steel, chairman of the reception committee of the Van Buren festivities.

At 10:30 a. m., the visitors from the Frisco and other railroads were driven in cars to the berry fields, where they watched the pickers, busily engaged in gathering the crop. At 12:00 o'clock they were the guests of the Methodist Church ladies at a luncheon.

At the luncheon the various Frisco guests were introduced by J. N. Cornatzar, passenger traffic manager, and included: J. E. Hutchison, vice-president; S. S. Butler, freight traffic manager; J. B. Hilton, industrial commissioner; S. A. Hughes, colonization agent; J. H. Livingston, milk traffic agent; C. B. Michelson, farm marketing agent, all from St. Louis, and F. H. Shaffer, general manager; M. M. Sisson, assistant general manager; W. L. English, supervisor of agriculture; J. H. Doggrell, superintendent of transportation; D. E. Eicher, horticultural agent; A. J. McDowell, dairy agent; R. E. Bagent, assistant supervisor of refrigeration, all of Springfield, Mo., and S. T. Cantrell, superintendent; J. D. Heyburn, master mechanic; J. G. Weaver, division freight agent, all of Ft. Smith, Ark. G. O. Gilbert of the Frisco Lines at Talihina; F. R. Newman of the Frisco Lines at Joplin, and C. H. Morrill of the accident prevention department, St. Louis, were also present.

Mr. Hutchison, in a short address, expressed his delight at the prospect of a great crop of strawberries and said he believed that the last of the crop would be better than the first, with the forecast of ideal weather conditions to ripen the fruit.

After luncheon the guests were escorted to the reviewing stand, where they viewed one of the most beautiful parades that has ever been assembled in the Ozark country. Decorations of artificial strawberries formed the central idea for many of the floats.

Just before the parade formed, a special train, carrying 180 members of the famous Boy Scout Band and 32 members of the Girls Drum Corps of Springfield, Mo., under the direction of R. Ritchie Robertson, arrived in Van Buren as guests of the Frisco Railroad. Two large banners, carrying the Frisco insignia, and the words "Serve the Ozarks," preceded these two divisions of the parade.

The Frisco float was one of the most attractive in the parade. It was designed and built in the shops at Ft. Smith, Ark., under the direction of J. D. Heyburn, master mechanic and designed by A. D. Harcrowe, car foreman and H. M. Booth, Jr., assistant engineer of the central division.

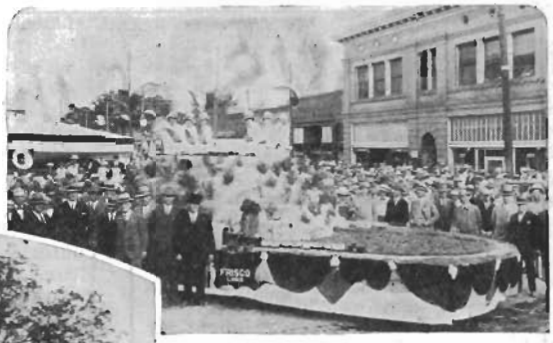
The float represented a typical Ozark scene. A mountainous land, constructed of cement and rich dirt with growing wild ferns and trees, formed the largest part of the picture. Down the side of the mountain trickled a stream of water, and at its foot was an Ozark farm scene with a strawberry patch covered with red berries. Two tunnels on either side of the float made an opening for two Frisco trains carrying strawberries in refrigerator cars to market. The tunnels were representative of those on the central division. Atop the miniature mountain sat six of the Ozark's famous beauties—girls from the offices of the master mechanic and superintendent at Ft. Smith. They were Pauline Smreker, Grace Heyburn, Irene Woestman, Kathryn McMahon, Margaret Kriener and Johanna Ruge. They were dressed in white, with white hats and scarlet bands. A scarlet ribbon with Frisco insignia painted on it was flung over one shoulder and tucked in at the waist. The Frisco colors, red and white, harmonized beautifully with the entire strawberry festivals.

The Alma float won first prize, the Rena second and the Mulberry float third. The parade ended at Blakemore Playground, where the coronation ceremonies took place, and where Governor John Martineau crowned Miss Norma Cate of Concord, Ark., the 1927 queen of the festival. A beautiful pageant in three parts, "The Passing of Time," "Season's Offer Gifts" and "Spring Gifts" was beautifully presented to the 10,000 spectators, while Fox and Pathe news cameramen, in an especially built box, recorded the more impressive numbers.

At 4:00 p. m. crowds gathered at the Berry Booths, where the best crate of strawberries from the surrounding fields was to be judged, and auctioned. Henry Fort was awarded first prize, C. C. Newlon second and J. H. Whittington third. At the auction the prize

Above: The Boy Scout Band, and the Girls' Drum Corps, Springfield, Mo., High School, directed by R. Ritchie Robertson, of Springfield, as they appeared at Van Buren as guests of the Frisco Lines.

Center: Governor John Martineau, of Arkansas, crowns Miss Norma Cate, of Concord, Ark., Queen of Van Buren Strawberry Festival



Above: The Frisco float, with the delegation of Frisco officers and employes grouped on either side.

crate brought $59.00, the second $30.00 and the third $30.00.

At 6:00 o'clock the special guests again assembled for a banquet at the Wood Memorial Christian Church where W. A. Steel presided as toastmaster. The Queen of 1927, as well as Miss Marjorie Carney, queen of 1926 were introduced to the guests. Governor John Martineau made the principal address of the evening.

Following the banquet, two open air dances on down town streets concluded the day's festivities. Two orchestras furnished the music, and the crowd danced until a late hour.

First Quarter Shows Good Reduction in Rough Handling Report

THE first four months of 1927 continued to show a decided reduction in car damage by rough handling, compared with 1926 and 1925.

Springfield, Birmingham and St. Louis Terminals continue to hold the same positions they held in 1926 and 1925, and Tulsa advanced one position over 1925.

The divisions show more change in the relative standing than the terminals. Western division heads the list, while central dropped from first place in 1925 and 1926 to fourth place this year.

The comparative statement of division and terminal standings appears below:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Springfield	4	5	4	$ 770.00	$ 780.00	$ 365.00	245,898	260,392	252,381	.0016	.0019	.0016	1	1	1
Birmingham	10	13	24	658.50	2,520.00	1,151.00	255,955	290,775	235,351	.0039	.0045	.0102	2	2	2
St. Louis	25	14	29	366.00	424.00	1,306.00	240,545	245,916	243,885	.0104	.0057	.0119	3	3	3
Tulsa	31	75	75	2,703.00	1,429.00	2,482.00	255,793	281,598	270,913	.0121	.0266	.0277	4	4	5
Memphis	52	130	58	1,398.00	5,386.20	3,420.50	293,434	393,578	409,736	.0177	.0330	.0141	5	6	4
Kansas City	54	66	71	1,154.50	2,393.00	1,800.00	222,455	225,840	225,158	.0243	.0292	.0315	6	5	6
Total	176	303	261	$ 7,050.00	$12,932.20	$10,524.50	1,514,080	1,698,099	1,637,424	.0116	.0178	.0159			
DIVISIONS															
Western	—	3	10	———	$ 35.00	$ 163.00	80,490	75,365	74,200	———	.0039	.0134	1	2	6
Southwestern	3	81	38	$ 125.00	2,077.50	1,354.00	362,735	366,114	373,986	.0008	.0221	.0102	2	7	5
Eastern	8	14	2	556.00	265.78	145.00	269,811	282,403	265,624	.0030	.0049	.0007	3	4	2
Central	6	1	0	420.00	15.00	———	130,491	136,433	127,684	.0046	.0007	———	4	1	1
Southern	19	16	19	879.00	723.00	2,560.00	309,666	341,109	305,039	.0061	.0047	.0062	5	3	3
River	17	18	39	767.00	559.00	1,104.00	132,581	151,326	147,380	.0128	.0119	.0157	6	6	7
Northern	48	18	28	1,204.00	304.00	878.25	313,847	352,485	339,081	.0153	.0051	.0083	7	5	4
Total	101	151	136	$ 3,951.00	$ 3,979.28	$ 6,204.25	1,599,621	1,705,235	1,632,994	.0063	.0088	.0083			
Texas Lines	2	3	18	75.00	50.00	387.50	39,476	48,701	60,382	.0051	.0062	.0298			
To. System	279	457	415	$11,076.00	$16,961.48	$17,116.25									

1927 Compared with 1926

Per cent decrease in number of cars damaged.....38.9
Per cent decrease in amount of damage.....34.7
Per cent increase in number of cars handled per car damaged.....49.6
Per cent decrease in amount of damage per car handled.....28.52

From the office of Operating Department Statistician, Springfield, Missouri, May 7, 1927.

NEWS *of the* FRISCO CLUBS

Fountain Pens for Frisco Hustlers

Frisco workers who "bring in the bacon" in the employe traffic solicitation work are to be rewarded for their efforts according to an announcement made by General Chairman H. F. Sanborn just as the June Magazine goes to press.

A handsome gold mounted fountain pen, engraved with the name of the Frisco employe to whom it is given, will be presented to the worker on each division who sends in the greatest amount of information concerning prospective freight and passenger business, or traffic actually secured through that individual's own efforts. The contest will start June 10 and end July 10, and the general chairman will compile reports, announce the winners and award the pens.

"A great many of the employes in our mechanical and operating departments have been actively soliciting traffic, but have not made it a habit to report the results of their activities," General Chairman Sanborn said. "In order to qualify in this contest for prizes it is absolutely essential that the employes report to the Chairmen of the Greater Traffic Committee in their department the information which they have secured through contact with the shipping and traveling public. These traffic tips are invaluable to our department because without them we cannot follow up and make sure that the business is secured for our line. And, of course, if employes do not report what they have accomplished we cannot give them proper credit and recognition."

FRISCO employe clubs and greater traffic committees have settled down to an efficient campaign, well organized and working smoothly in the solicitation of freight and passenger business. The meetings are held regularly, are well attended and enthusiastically endorsed by every Frisco employe.

Outside publicity of all kinds is given each meeting and wherever possible, Frisco service is brought to the front.

The Fort Worth, Texas, employes had one of the most interesting assemblies of the month when on May 8, they held an all-day picnic, barbecue and ball game at Sunset Park, Lake Worth.

All the forms of entertainment that attend an all-day picnic were on the program, and below are quoted the names of the winners of the various contests: three-legged race, M. R. Evans and W. M. Walker of Fort Worth; ladies' potato race, Margaret Stone of Sherman; girls' foot race, Florence Blentlinger of Ft. Worth; boys' crab race, Oscar Bilger of Sherman; fat men's foot race, Ed. Campbell of Sherman; ladies' bean carrying contest, Velma Guin of Sherman; boys' shoe tying contest, Wayne Lanham of Ft. Worth; cracker eating contest, Johnnie Grace of Ft. Worth; thread winding contest, Mrs. J. M. Freeman of Ft. Worth; Golf ball driving contest, W. S. Hutchison of Ft. Worth; lucky number drawing, Geo. Horrell of Ft. Worth.

At 1:30 p. m. the big barbecue dinner was served and at 3:30 p. m. the Sherman Frisco Lines ball team played the Ft. Worth Frisco Lines team. The Ft. Worth team won the game with a score of 16 to 8.

At 6:00 p. m. the visitors and employes returned to Ft. Worth and at 10:00 p. m. the "Oil Fields Special," (regular Frisco train) took the Sherman visitors home.

The Fort Worth Record-Telegram gave the picnic much publicity on the front page of the Sunday edition of May 8, and another fine writeup on Monday. Ft. Worth employes have requested that E. B. Sharkey, manager of the Ft. Worth branch of the Central Boarding & Supply Company, be thanked for his assistance in making the barbecue a success, as well as Irene Ray of the treasury department at Ft. Worth, who very ably managed the food for the picnic lunches.

On Wednesday, May 4, 169 Frisco employes of the city of Ft. Scott, Kan., met for a banquet and evening's entertainment at the Episcopal Parish House, followed by cards and dancing. During the dinner the company enjoyed numbers from the Bluebird Trio, a trio of cello, piano and viola. The Hutchison sisters and Miss Berry entertained with catchy songs to a ukulele accompaniment.

"The Frisco Broadcasters," with E. P. Knox, yard clerk at Ft. Scott in charge, furnished the music for the dance. This is one of the finest Frisco orchestras on the system, and all present were high in their praise of the music which they broadcast. Many visitors from Springfield, Kansas City, Joplin and other Frisco cities were in attendance, and among those who addressed the audience were: C. J. Stephenson, assistant general manager, Springfield; J. L. McCormack, superintendent freight loss and damage claims, Springfield; M. J. Conley, division freight agent, Joplin, and H. F. Sanborn, assistant to vice-president, St. Louis. J. C. Lovrien, St. Louis, E. G. Baker of Kansas City and D. E. Gelwix of Ft. Scott made brief remarks, as well as C. O. McCain, agent at that point, and W. P. Dillard of the legal department. The

This Frisco window display, arranged by the Greater Traffic Committee of Sherman, Texas, attracted much favorable attention during Texas Industrial Week.

entertainment committee included P. J. Moore as chairman, C. O. McCain, Miss Nellie Richardson, Miss Dorothy Working, Earl Schumaker and Clarence Jones, all of the Ft. Scott Frisco offices.

The Clinton, Missouri, greater traffic committee met on May 15. The meeting was in charge of A. T. Laney, president, and fifteen members were in attendance. Reports from the different members showed that each had been busy in the solicitation of freight and passenger business for Frisco Lines. Plans were made for the organization of a Ladies Auxiliary to this committee, and the following women were appointed as a special committee to make further plans: Mesdames L. C. Crotty, D. B. Ambrose, C. D. Wilson, J. W. Balke, C. E. Hunter and C. B. Staples.

Two meetings held May 3 at Tulsa, and May 6 at Monett, were also well attended.

The meeting at Tulsa was held in the office of J. W. James, executive general agent, at 8:00 o'clock with Faye Warren presiding as chairman. Twelve committeemen were in attendance and many phases of the campaign were discussed. Plans were also formed for a picnic for Tulsa employes during the month of June.

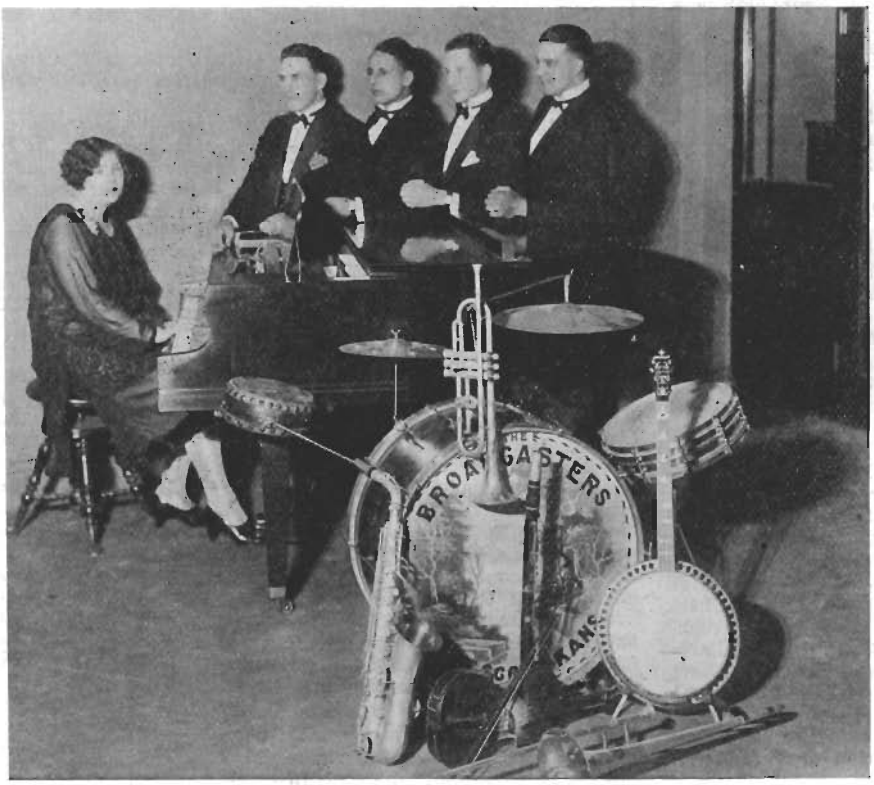
The meeting at Monett was held at 8:00 o'clock in the Y. M. C. A. building. A. T. Brown, agent, presided. Reports of new business secured and firms solicited proved that the Monett employes were wide awake to the possibilities of such a campaign.

The Newburg, Mo., Frisco Club met on Friday evening, May 6, in the office of O. N. Watts, assistant superintendent. H. F. Sanborn arrived on a noon train, and E. L. Dillon, car foreman and president of the club, escorted him over the city and most of the business houses were visited and freight and passenger business solicited. The evening meeting was well attended, and the Newburg committee has shown good results in this campaign.

The Enid, Okla., Chapter held meetings on April 22 and May 13 in the office of the superintendent at Enid, Okla. At the April 22 meeting, presided over by J. J. Bernard, president, it was decided that members of the Enid Chapter join the Chamber of Commerce of that city. On May 13, when the members of this Chapter met again, the matter of calling cards for each member was discussed as well as several matters of importance concerning the routing of cars and freight solicitation.

The Ft. Smith greater traffic committee met in the office of the agent on May 14. A list of tips sent in by employes in the various departments and offices at Ft. Smith showed that solicitors had secured business on about 50 percent of these tips. The matter of having a social evening to better acquaint the employes of the various offices was discussed. It was decided that the next meeting would be a noon-day luncheon, the date to be set later.

The "Sunnyland Club" at Kansas City met for a purely social meeting and dance on the night of May 9, at La Fiesta Hall, 41st and Main street. Between 600 and 700 employes, their families and friends and representatives from various other railroads and shipping interests were in attendance, as well as a good representation from the Ft. Scott Frisco offices. This club has one of the largest memberships of any on the system, and the activity of the members toward the solicitation of freight and passenger business, has been enthusiastic and brought splendid results.



"The Frisco Broadcasters," who livened up the program at Ft. Scott, Kansas. Reading from left to right: Mrs. E. P. Knox, piano; Robert Lefler, violin-trumpet; James Evans, saxaphone-clarinet; Lee House, banjo and E. P. Knox, drums.

The Ada, Okla., greater traffic committee was formed on April 12, when the employes of the Frisco Lines in that city met in the freight office of the Frisco building. T. W. Byrne, engineer, was elected president and R. W. Nolen secretary. Twenty-two Frisco employes answered roll call, representing different branches of the service. Mr. Byrne suggested many things which might be helpful in the solicitation of freight and passenger business and a plan to meet regularly each week was discussed. The plans which were presented were received with enthusiasm and each man pledged his word to bring in a good report at the second meeting.

The Oklahoma City Chapter held a social meeting on April 27 at the Sorosis Club at 8 o'clock. A program of music, readings and a special number was presented. The special number, a short playlet, was written and directed by Mrs. Jessie Moore and dedicated to the Frisco management. Following the program, H. F. Sanborn and W. L. Huggins, Jr., both of St. Louis, addressed members of the club, and impressed on the employes the necessity for soliciting freight and passenger business among their friends. After the two addresses the floor was cleared for dancing, and at a late hour refeshments were served.

An evening meeting of the Salem, Mo., greater traffic committee was held on April 25 in that city. The meeting was presided over by A. S. Abbott, president. Eleven members and one visitor were present. Cards were issued to be used in the solicitation of both freight and passenger business and reports of new business secured, were made.

The greater traffic club of Sherman, Texas, met on May 13, in the director's room, Chamber of Commerce, that city. Reports from members showed that each had been active in the solicitation campaign, and suggestions were made which might prove good talking points. Each member of this committee is provided with business cards showing that they

are members of the Greater Traffic Club of Sherman, Texas, and on the card is printed the following information. "Employes in Sherman, 450; monthly payroll $65,000; we spend our money in Sherman and boost Sherman-made goods; your shipments over our line are appreciated."

The week of April 26 to 30 inclusive was Texas Industrial Week, and all the manufacturers of the Texas cities put on an industrial campaign, advertising their respective products.

The members of the greater traffic club of that city felt that the Frisco might advertise "Service" and accordingly members of that club prepared an exhibition which was placed in the show windows of the Knight Furniture Company.

The miniature locomotive in the picture was secured from the office of H. L. Worman. Those who were responsible for putting it on were: C. C. Jordan, chief clerk to master mechanic; K. P. Guinn, general storekeeper; C. V. Montgomery, assistant to Mr. Guinn and J. J. Bryan, electrician. Much credit for this display is given to Mr. Lee Simmons, manager of the Sherman Chamber of Commerce, who arranged for the Frisco display and who was untiring in his efforts to assist in seeing that it was properly established in the Knight Furniture Store. Members of this store were also most obliging in their aid.

The Claremore, Okla., greater traffic committee met recently, and elected the following officers: F. H. Pennington, first trick operator and leverman, president; Riley Haggard, warehouse clerk, vice-president; George F. Smith, ticket clerk, secretary; Chas. L. Maness, signal maintainer, committee chairman. The force at Claremore is rather small, but members of this committee are being lined up and the next report is expected to show activities which have been put forth in the solicitation of freight and passenger business.

The colored employes of Hugo, Okla., held a meeting at that city on April 7. This club was organized on March 14 by Murry Hill, who was appointed chairman, and Will Hooks, who was later appointed secretary. The meeting was held in the Hugo Chapel Church, and was well attended by many colored and about 50 white people. The public was invited. The program was interesting and varied, which included: song by the choir; invocation by Rev. Gibson, the pastor; welcome address by Mrs. Dr. Handis; solo by Miss S. Fields, a reading, "I sure got religion now," by Mrs. Wheeler Goree; a second number by the choir was followed by an address by the president on the freight and passenger solicitation program inaugurated by the Frisco employes. The mayor-elect, W. Y. Webb of Hugo, addressed the gathering, declaring his support of the colored traffic club. Other numbers followed on the program, and at 9:20 the assembly went across the street to Colman's hall, where a banquet was served.

Colored members of this organization are as follows: Willis Burnell, Jas. Denmon, Marshel Fullbright, Wheeler Gore, Joe Hunt, Arthur Manning, M. J. Jamerson, David Marion, Oliver Nunnally, Earnest Rhinehart, Young Redice, John Ticer, George Terrey, Lee Terrill, Clarence Wren, Amos Ward, Isaac Fields, Judge Streman Murray Hill, Will Hooks, Ed Britt, Joe Cloud, Prince Harper, Coy Floers, Alex Lancaster, Brooks Thoman, the coal chute men, the train porters and the station porters.

One Letter Got This Business

When C. V. Montgomery, a member of the Frisco Lines greater traffic committee at Sherman, Texas, heard that M. H. Tappan of Kaufman, Texas, was moving to Sherman, he immediately wrote Mr. Tappan asking that he allow the Frisco to move his household goods. Mr. Tappan's reply was highly satisfactory, the move was made via Frisco Lines, and Mr. Montgomery felt well repaid for his efforts. Incidentally, Mr. Montgomery's method of traffic solicitation is one that thousands of Frisco employes could use. His letter to Mr. Tappan follows:

Sherman, Texas, April 19, 1927.

Dear Sir:

On behalf of the Frisco Greater Traffic Club I want to welcome you to Sherman and wish you success in your business.

This Club is composed of Frisco Employes, who out of loyalty to our Railroad, are trying to increase the revenue, both in passenger and freight business.

The Frisco has at Sherman 457 employes, who represent 1,796 dependents and $64,960.00 monthly payroll, and on this basis and as good or better service, we solicit your business.

In making the move from Kaufman to Sherman we can give you as good service out of Dallas as any competing road, as we have a Red Ball freight train out of there each day handling both carload and LCL shipments.

Will appreciate very much any business that you may give to our Railroad, either in making the move or after locating here.

Thanking you for your attention, I am

Yours truly,

C. V. MONTGOMERY

The following employes have been especially commended by General Chairman H. F. Sanborn, for the excellent results of their efforts in solicitation:

D. L. Johnston, greater traffic committee, Fort Scott, Kan.; Ida May Hutcherson, stenographer traffic department, Fort Worth, Texas; Harry Fleming, brakeman, Memphis, Tenn.; Ed Whitfield, blacksmith helper, Amory, Miss.; R. Van Brister, train porter, Memphis, Tenn.; L. B. Matthews, agent, Diggins, Mo.; P. E. Pender, agent, Steele, Mo.; M. W. Dunkin, S. F. A., Memphis, Tenn.; R. S. Harrison, yard clerk, Jonesboro, Ark.; Ed Imboden, commercial agent, Memphis, Tenn.; Geo. E. Elmore, cashier, Mammoth Spring, Ark.; J. C. Smalley, agent, Brandsville, Mo.; Lotta Moore, clerk, Fort Worth, Texas; W. C. Knight, agent, Webb City, Mo.; C. R. Welsh, traveling auditor, Joplin, Mo.; W. E. Rust, chief clerk to agent, Tulsa, Okla.; J. E. Johnson, operator and agent, Bono, Ark.; L. S. Barrey, greater traffic committee, Joplin, Mo.; Donald A. Ball, signal department, Springfield, Mo.; Fred Masters, office superintendent transportation, Springfield, Mo.; A. J. Sullivan, assistant chief claim clerk, 7th St. Station, St. Louis; George Reed, freight claim department, Springfield, Mo.; E. E. Ebarlock, greater traffic committee, Ft. Smith, Ark.; A. A. Koch, Seventh Street Station, St. Louis; Ben B. Lewis, chairman greater traffic committee, Ft. Worth; E. M. Hatfield, greater traffic club, Sherman, Texas; A. B. Sherwood, telegraph department, Springfield, Mo.; W. W. Covington, chairman shop committee, Memphis, Tenn.; R. O. Andrews, operator-cashier, Brady, Texas; F. C. Zimmerman, yard clerk, Brady, Texas; Verner Caudle, train meeter, Brady, Texas; K. M. Day, trucker, Brady, Texas; J. E. Duran, special agent, Brady, Texas; D. O. Etter, local freight office, Ft. Worth, Texas; Chas. Mauer, chief bill clerk, Seventh Street, St. Louis; J. W. Clements, office superintendent, Memphis, Tenn., C. E. Silliman, warehouse foreman, Birmingham, Ala.; Cammie Adkins, expense and abstract clerk, Birmingham, Ala., Edw. J. Immele, revising clerk, local freight office, Wichita, Kansas; U. C. Mitchell, cashier-operator, Boynton; Mr. Chastin, local office; L. C. Wall, local office; Jake Moore, B. L. Hatch, local office, Oklahoma City, Okla.; J. W. Hill, car inspector, Thayer, Mo.; A. R. Newcome, cashier, Wichita, Kan.

Although all station agents are expected to solicit business as part of their regular duties, agents at the following points have been unusually active, and deserve special mention for their successful accomplishments in securing freight and passenger business:

Altus, Okla.; Bassett, Ark., Black Oak, Ark.; Campbell, Mo.; Chaonia, Mo.; Chickasha, Okla.; Clinton, Mo.; Cordell, Okla.; Cordova, Ala., Deepwater, Mo.; Enid, Okla.; Ft. Scott, Kan.; Ft. Smith, Ark.; Frederick, Okla.; Hayti, Mo.; Hobart, Okla.; Jonesboro, Ark.; Lawton, Okla.; Lyons, Kan., Malden, Mo.; Memphis, Tenn.; Monett, Mo.; Morehouse, Mo.; Oklahoma City, Okla.; Poplar Bluff, Mo.; Renfro, Ark.; Tupelo, Miss.; Walnut Ridge, Ark.

CHAIRMEN OF FRISCO GREATER TRAFFIC COMMITTEES

TEXAS LINES

Ben B. Lewis, accounting department, Ft. Worth, Tex.
W. R. Courtney, electrician, west yards, Ft. Worth, Tex.
Geo. Gardenhire, general agent, Brownwood, Tex.
H. L. McDuffie, stationary engineer, Sherman, Tex.

EASTERN DIVISION

H. M. Dowling, demurrage clerk, 7th Street Station, St. Louis, Mo.
Arthur A. Koch, assistant foreman, 7th Street Station, St. Louis, Mo.
W. Baker, Festus, Mo.
H. R. Conley, agent, Cheltenham Station.
A. H. Charleville, McBride, Mo.
Thomas O'Toole, chief yard clerk, Chouteau Avenue, St. Louis, Mo.
J. McNamara, chief clerk, Gratiot Station, St. Louis, Mo.
J. A. Maroney, general yardmaster, St. Louis, Mo.
Edward Haley, messenger, St. Louis, Mo.
W. H. Poggemeier, agent, Crystal City, Mo.
E. L. Dillon, engine inspector, Newburg, Mo.
A. S. Abbott, roundhouse foreman, Salem, Mo.
Geo. Forrester, commercial agent, Springfield, Mo.

CENTRAL DIVISION

A. M. Leitzell, Ft. Smith, Ark.
J. D. Parsons, Rogers, Ark.
D. G. Lehn, Fayetteville, Ark.
I. J. Russell, Springdale, Ark.
E. L. Singleton, Gravette, Ark.
J. L. Stinson, Idabel, Okla.
G. J. Singleton, Westville, Okla.
W. Price, Poteau, Okla.
E. B. Mobley, Ashdown, Ark.
G. H. Turner, Hope, Ark.
J. O. Dick, Hugo, Okla.

SOUTHERN DIVISION

W. F. Corkery, chief clerk, freight station, Memphis, Tenn.
W. H. Motes, Memphis, Tenn., (roundhouse).
G. C. Freeman, Memphis, Tenn., (coach yard).
A. A. Mayer, Memphis, Tenn., (train yards).
H. T. Kennedy, Memphis, Tenn., (rip track).
W. H. Covington, Memphis, Tenn., (rebuilding track).
F. R. Thomas, Amory, Miss.
I. H. Hill, Thayer, Mo.
Paul Coleman, Harvard, Ark.
Chas. E. Ishmael, Jonesboro, Ark.
W. W. Johnson, Birmingham, Ala., (local office).
G. E. Westbrook, Birmingham, Ala., (store department).
J. E. Rucks, Birmingham, Ala., (roundhouse).
Mr. Elliott, Birmingham, Ala., (car department).

SOUTHWESTERN DIVISION

Fay Warren, assistant yardmaster, Tulsa, Okla.
George Kurns, demurrage clerk, freight office, Tulsa, Okla.
O. R. Tucker, chief clerk, car department, Tulsa, Okla.
R. W. Harper, chief clerk, mechanical department, Tulsa, Okla.
W. C. Castle, chief yard clerk, Tulsa, Okla.
R. D. Collins, engine foreman, Tulsa, Okla.
A. N. Beck, store clerk, West Tulsa, Okla.
F. E. Carter, Oklahoma City, Okla.
T. W. Byrne, Ada, Okla.
T. E. Walker, Muskogee, Okla.

WESTERN DIVISION

John J. Bernard, conductor, Enid, Okla.

NORTHERN DIVISION

E. D. Maxton, chief clerk, freight house, Joplin, Mo.
O. E. Hackworth, cashier, freight house, Joplin, Mo.
Jess Wilson, car inspector, Joplin, Mo.
Chas. Hazzard, switch foreman, Joplin, Mo.
O. H. Lane, conductor, Joplin, Mo.
Harry Carrithers, fireman, Joplin, Mo.
A. L. Allison, engineer, Joplin, Mo.
Henry White, section foreman, Joplin, Mo.
Roy Helm, lineman, Joplin, Mo.
S. R. Landrum, warehouse foreman, Joplin, Mo.
F. H. Fenner, chief clerk, local office, Kansas City.
John Burch, general yardmaster, Kansas City, Mo.
C. E. Bobbitt, claim clerk, local office, Kansas City, Mo.
D. H. Swindell, secretary to superintendent of terminals, Kansas City, Mo.
W. J. Egerer, engine inspector, Neodesha, Kans.
Ted H. Bannister, soliciting freight and passenger agent, Wichita, Kan.
C. W. Tunnnell, mechanic, Wichita, Kans.
G. C. Patterson, car repairer, Wichita, Kans.
E. J. Immele, revision clerk, local freight office, Wichita, Kans.
Claude McGee, switchman, Wichita, Kans.

FIFTY YEARS OF SERVICE

W. L. Heath Rounds Out Half Century of Railroading

ON April 29, 1927, W. L. Heath, service agent for Frisco Lines with headquarters at St. Louis, Missouri, rounded out fifty years of railroad service, serving Frisco Lines

W. L. HEATH

27 years and 7 months, and the Burlington 22 years and 5 months.

He came with this company as a freight conductor in 1900 and in 1903 was promoted to passenger conductor. In 1918 he was elected chairman of the general committee of adjustment, Order of Railway Conductors and served until 1923, when he returned to train service between St. Louis and Monett.

He received his present appointment on August 1, 1926, and now reports to J. E. Hutchison, vice-president in charge of operation.

"I often hear people express a desire to know just what my duties as 'Service Agent' are, and what the real definition of it is," he said. "My definition is that a service agent is one who sees that each employe gives personal and individual courtesy to passengers and co-workers; he should promote a co-operative spirit which will encourage constructive criticism rather than destructive dynamite; he should see that the equipment at stations and in trains is in a high state of cleanliness, and that the personal appearance of the employes, especially agents and train men upon whom the company depends largely for the rendering of super-service, is all that could be desired."

Recently Mr. Heath had an interesting interview with General John J. Pershing. He and General Pershing were school boys together, and Mr. Heath has in his possession several old letters, written to him from France by General Pershing. Mr. and Mrs. Heath had two sons in the World War and one a member of the Home Guard in the United States.

Central Division Wins President's Loving Cup for First Three Months

P. O. Wood Presents Cup to Master Mechanic Heyburn at Ft. Smith May 12 —Division Made Average of .076 per 1,000 Man Hours

By IRENE WOESTMAN

THE largest accident prevention meeting of the month was held at Ft. Smith, Ark., on May 12, when more than 200 employes, their wives and families met in the A. O. U. W. Hall to receive the loving cup presented to the division which had made the best showing in accident prevention for the first three months of the year 1927 by President Kurn.

The cup, which was presented to H. L. Worman, superintendent motive power on February 16 to be held by him until won by one of the division, was on the date of May 12 rightfully claimed by J. D. Heyburn, master mechanic at Ft. Smith for the showing made by his men of the mechanical department.

P. O. Wood assistant superintendent motive power, presented the cup to Mr. Heyburn in Mr. Worman's absence. Mr. Heyburn in his response, gave the entire credit to the men for the showing which they made and credited it to "cooperation, assistance and willingness to abide by instructions."

H. W. Hudgen, director of accident prevention, tendered the sincere congratulations of President Kurn, who was unable to attend the meeting.

Z. B. Claypool, assistant director of accident prevention, made known the average which the central division had made as compared with its ten competitors. This division made a showing of .076 per thousand man hours worked. The next nearest competitor was the southwestern division whose average was .077.

Following the addresses, a highly interesting program of music and readings was presented, which consisted of: solo, Mrs. L. W. Caviness; piano and ukulele duet, Misses Vera and Agnest Dressendorfer; reading, Miss Lillian Harlan and several numbers by the Frisco quartet, Messrs. Holcomb Beller, Lloyd and Cordell. After the program, four colored employes, Buford Caldwell, Woody Johnson, Sims Bell and Clyde Everett, attired in waiter's costume, served the guests with an ice course.

The Van Buren Syncopators furnished music for a dance, which occupied the remainder of the evening.

The cup will be sent by Mr. Heyburn to the various terminals on the central division, as he feels that every man on his division played a most important part in winning the cup, and he wants each of them to have it for awhile. It will be placed out in the various shops, near the clock, so that every man may have a chance to see it. At the end of three months the cup will go to the division having the highest average, but Mr. Heyburn conveyed the message to those present at the meeting that, "my men say that this cup is never going to leave this division, so great is their determination to further the campaign of accident prevention."

Bottom row left to right—M. L. Crawford, general foreman, Fort Smith; Irene Woestman, stenographer to the master mechanic and reporter of accident prevention meetings; J. D. Heyburn, master mechanic of the central division; P. O. Wood, assistant superintendent motive power, Springfield; H. W. Hudgen, director accident prevention, St. Louis; Z. B. Claypool, assistant director accident prevention, St. Louis.

Top row left to right—E. L. Reese, car painter, Fort Smith; C. U. Patrick, chief clerk to master mechanic, Fort Smith; A. A. Wegman, roundhouse foreman, Bacone; P. I. Holloway, lead car inspector, Hugo; E. S. Olson, master mechanic, Paris; Texas; A. D. Harcrow, car foreman, Fort Smith; W. W. Claypool, general foreman car department, Fort Smith; G. S. Garrison, general foreman, Hugo; A. M. Hughes, electrician, Hugo; Harry Harrison, accident prevention agent, St. Louis; G. B. Worden, machinist, Fort Smith; G. C. Shields, boilermaker, Fort Smith; T. H. Wheelus, car inspector, Hugo; F. D. Knipp, machinist, Hugo; T. R. Trotter, claim agent, Fort Smith; J. W. Morrill, accident prevention agent, St. Louis.

The mechanical department held fourteen regular accident prevention meetings during this month. Six of the meetings were held in the various shop departments at Springfield, Mo.; the eastern division shop meeting was held at Monett, Mo., and the Texas Lines shop meeting was held at Sherman, while the remaining division shop meetings were held at division headquarters.

The transportation department held meetings during the month of May at the following points: St. Louis terminal, St. Louis, Mo., May 5; Tulsa terminal, Tulsa, Okla., May 4; Birmingham terminal, Birmingham Ala., May 11; eastern division meeting Salem, Mo., May 19; northern division, Neodesha, Kan., May 17.

Approximately 1000 employes have been reached by personal contact in the accident prevention meetings held during the month of May, 1927, in both mechanical and transportation departments.

IS HARMONICA CHAMPION

Frisco Messenger Boy in Ft. Worth Office Wins Contest

EDWARD A. BROWN, Jr., messenger boy in the dispatcher's office at Fort Worth, Texas, is the champion harmonica player of his home city. He was presented with a gold medal for his playing in a city-wide contest just recently closed; and he also held the city championship for the year 1926. Frisco employe radio fans have no doubt heard Edward broadcasting from time to time over WBAP and KF QB, Forth Worth, and WFAA, Dallas. He broadcast during the last Dallas State Fair and also during National Boys' Week in May. His announcer always states that Edward is employed by the Frisco Railway; and his favorite selection, which is an imitation of a fast passenger train getting under way, is always preambled by the statement that "the next number will represent the Frisco 'Texas Special' leaving Fort Worth for St. Louis."

EDW. A. BROWN, Jr.

Edward is 18 years old and has been working for the Frisco since September, 1926, this being the first railroad for which he has worked. Prior to that time he was a Western Union messenger boy, having left school shortly after the death of his mother in 1925. He has an ambition to become proficient in music and is at the present time studying piano and voice. He is also putting in some time at night, rounding out his grammar school education.

Edward was born in Carbondale, Ill., and moved to Texas with his parents in 1919. His father, Edward A. Brown, Sr., is a telegraph operator at Garland, Texas.

E. H. MILLER HONORED

Edward H. Miller, nineteen year old son of E. T. Miller, general solicitor for Frisco Lines at St. Louis, Mo., has won the highest honor which can be given to a student at the Washington Lee University, Lexington, Va., in his election as president of the student body.

He is a Junior at this University, and a graduate of the University City High School at St. Louis, Mo. He later entered Wentworth Military Academy at Lexington, Mo., and graduated with highest honors.

E. T. Miller, the father has been with the Frisco for nineteen years and received his appointment as general solicitor on May 15, 1925. The parents reside at 6318 Waterman Avenue, St. Louis, Mo.

For Meritorious Service

NORTHERN DIVISION

SUPERINTENDENT W. H. BEVANS reports the following cases of meritorious service.

R. M. Mikesell, brakeman, Neodesha, Kansas, was addressed on April 19 for his carefulness in looking over train 334 at Beaumont, Kansas, and finding arch bar broken in car of oil SDRX 3808. Car was set out and repaired. His record was credited with five merit marks.

S. E. Goff, conductor at Kansas City, was instrumental in securing three passengers who bought tickets and traveled via Frisco Lines from Kansas City to Birmingham, thence to Ft. Pierce, Florida, and return.

H. Hanes, engineer, and John Brotherton, fireman, assisted in re-railing mail car on train 106, April 10, when same was derailed at MP 166-10. A copy of a letter of commendation was placed on the record of each man.

E. M. Gaffee, passenger agent at Kansas City, T. R. Wooderson, conductor, and A. R. Means, brakeman, were highly commended in a letter written to Mr. Bevans, for their attention to a special car, taking the World Circle Drill Team enroute to Springfield, Mo., on March 6. A copy of the letter of commendation was placed on each man's file.

W. B. Smith, ticket agent at Cherryvale, Kansas, came to the ticket office after working hours on April 30 and fixed up a round-trip ticket for a patron, from Independence, Kansas, to West Palm Beach, Florida, and return. The patron was greatly pleased and appreciated the service. A copy of the letter of commendation was placed on Mr. Smith's personal record file.

J. L. Reynolds, conductor at Ft. Scott, Kansas, found car NP 47687 with bent axle in his train on April 27, and was instrumental in having inspection made and wheels changed at Afton. For his careful inspection and attention, his record was credited with ten merit marks.

E. E. Young, agent at Hillsdale, Kansas, noticed brake beam dragging on rail from M-K-T 24430, and being unable to flag the train, told the dispatcher, who gave the crew the message at Spring Hill, where temporary repairs were made. His record was credited with five merit marks.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

J. E. Craner, engineer was commended for his prompt action in handling his engine recently, when as train was backing on side track, the conductor discovered a woman with four children walking down the track. He gave the engineer a violent stop signal which was acted upon quickly, and a serious accident was prevented.

A. A. Lux, brakeman, volunteered to fire engine recently when the fireman on his crew became ill, which saved delay to train and a tie-up of the crew when they were short of terminal.

SOUTHWESTERN DIVISION

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

Wm. D. Mitchell, train porter, Oklahoma City, on train 3, April 15, flagged block 3875, and on the same train, April 27, flagged block 3815, when, in each instance, he found a broken rail. His record was credited with ten merit marks.

Fred R. Carter, engine foreman at Oklahoma City, discovered and reported for repairs broken flange on car SFRD 21758, while working as engine foreman at Oklahoma City on April 30. His record was credited with ten merit marks.

John E. Seal, fireman, and D. L. Estes, telegrapher, both at Oklahoma City, after cyclone had struck Mustang, Oklahoma, on morning of April 12, greatly assisted in restoring wire communication through voluntary service. A copy of the letter of commendation was placed on the personal record of each man.

J. W. Johnson, brakeman at West Tulsa, on train 432, engine 4153, April 26, who made the return trip on extra 4148 west the same day and as stoker failed on engine 4153, assisted in firing the engine to the terminal. On the return trip, he discovered broken box bolts on SGX 40 and had car set out. His personal record was credited with ten merit marks.

T. M. Ballard, yard clerk, Sapulpa, Oklahoma, discovered PMCKY 40469, loaded with scrap, moving into Afton, extra 4105, morning of April 8, billed as empty. For his careful inspection, a letter of commendation was placed on his personal record file.

SOUTHERN DIVISION

Superintendent R. B. Butler reports the following cases of meritorious service:

John Connelly, section foreman, noticed a car with a broken arch bar in a passing train on March 28, and after train had passed, put motor car on and followed train into next station, endeavoring to notify the crew and avoid an accident.

(Now turn to Page 27, please)

Tupelo, Miss., Celebrates Opening of Great Industry May 14

Formal Dedication of $250,000 Carnation Milk Plant Attended by Frisco Officers and Others

By JOHN L. GODSEY

TUESDAY, May 14, will long be remembered in Tupelo, Mississippi, as a triumph in its material progress. It was a victory for the dairy cow over King Cotton, and the opening of a new industry in north Mississippi.

After the boll weevil had wiped out the cotton crop in 1916, and the corn crop had failed, the farmers, merchants and bankers went into diversified farming seriously, and for ten years they have tried to establish the dairy industry. With the formal opening of the new Carnation Milk Products Company's $250,000 plant, their dreams had been realized.

It was through the efforts of the industrial department and J. B. Hilton, industrial commissioner, that the site of Tupelo was selected as an ideal location for this plant. Too, the good hard roads in Lee county afforded excellent transportation from the dairy farms, and it was found after a years' investigation that the people of Tupelo, Lee County, have one of the most completely diversified systems of agriculture of any county in the mid-south. The cotton crop has in no way been neglected, but cotton is no longer the one crop. Poultry, eggs, hogs and dairy products far exceed the income from cotton. Four years ago a dairy specialist was employed by interested bankers and farmers who devoted his entire time to instruction in the manner of raising stock and poultry, and it has been through the co-operation of all that the success of the dairy industry has been established in Lee County.

Ground was broken for the construction of this plant on January 31, and by working day and night, exactly ninety-six days later the first milk was received and the first car load of condensed milk products was shipped to Memphis brokers.

The day of May 14 was one of celebration, and promptly at ten o'clock a procession of beautiful floats representing neighboring towns and depicting the history of southern progress wound through the principal streets of Tupelo.

At the conclusion of the parade, the great crowds which had filled the city for the celebration gathered at the fair grounds, where members of the National Guard escorted Governor Dennis Murphree, of Mississippi, to the platform. Following a program of addresses, the principal ones being made by B. M. Walker, president of A. & M. College; Mayor Rollett Paine of Memphis; Walter Paige, general manager of the Carnation plant and Al Ousterhouse of the Carnation plant.

J. R. Koontz, vice-president-traffic and J. E. Hutchison, vice-president-operation, Frisco, both addressed the crowd.

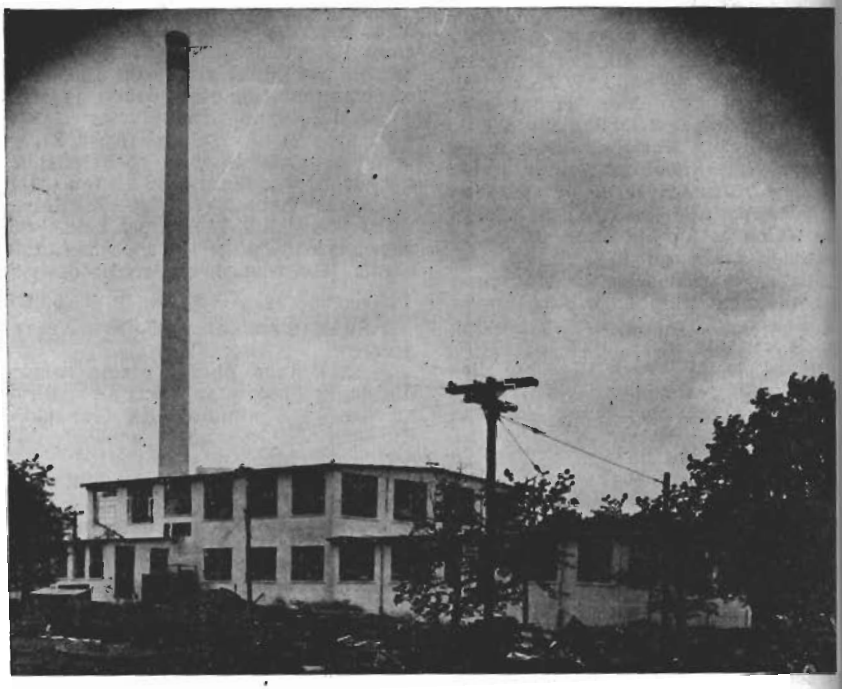
At noontime the guests attended a banquet at the Tupelo Hotel, where mayors from 11 cities, 39 bankers, railroad officials and agricultural leaders from many points of the south assembled.

S. S. Butler, freight traffic manager, delivered the principal address and told of the pleasure which it afforded Frisco Lines to have such a splendid industry located on its main line, and offered the hearty co-operation of the Frisco to this new industry. E. T. Miller, general solicitor, spoke for a few moments.

In the afternoon the guests were escorted through the plant and were shown the interesting features of the industry. The new plant will employ about 100 people and will distribute under normal production, from $1,000,000 to $1,500,000 annually among the farmers of Lee County. The first day's receipts were 10,000 pounds of milk and in two days the receipts doubled.

By June 1 the management expects to handle 40,000 pounds of milk a day. Indications point to a capacity business of 150,000 pounds of milk per day within one year.

Frisco officials who attended the celebration were: J. R. Koontz, J. E. Hutchison, S. S. Butler, J. N. Cornatzar, J. B. Hilton, E. T. Miller, all of St. Louis and S. J. Oliver, agent, E. E. Buchanan, executive general agent and A. P. Matthews, assistant general passenger agent, Memphis.



View of the newly completed $250,000 Carnation Milk Co., plant at Tupelo, Miss., which opened on May 14. The plant has a capacity of 150,000 pounds of milk a day and will distribute $1,500,000 annually to farmers in contiguous territory.

FAMOUS OZARKS

(Continued from Page 9)

formerly, thus materially lowering the cost of production with proportional increased profits to the farmer.

The growth of the dairy industry in the Ozarks has been constant and uniform for some years. The creameries of the territory churned, in round numbers, 5,000,000 pounds of butter in 1917, increasing steadily to 24,000,000 pounds in 1926. This last amount is about one-half of the butter production in the entire State of Missouri for that year.

The carlot movement of butter out of the Ozarks has increased from 322 cars in 1922 to 738 cars in 1926. This does not include any L. C. L. shipments by freight, express or parcel post, nor any butter handled by any other railroad than the Frisco.

Beside the above cars of butter, we handled in 1926 from this same territory 502 cars of dairy products other than butter, which includes condensed and evaporated milk, cheese, powdered buttermilk, etc. The manufacture of all these dairy products required about 600,000,000 pounds of milk, which would make about 30,000 carloads.

Likewise, the poultry and egg production of this remarkable region has grown by leaps and bounds. The number of carloads of eggs handled by the Frisco from this territory in 1922 was 1,288, and in 1926, 2,175 cars. Live poultry carloads in 1922 were 858, and in 1926 were 992 cars. Dressed poultry carloads in 1922 were 317 cars, and in 1926 were 485 cars.

Last week, as the result of a daylight trip from Springfield to St. Louis, I was greatly impressed with the large acreage in wheat tributary to our line for about 100 miles out of St. Louis. The growing condition of this wheat is most excellent and the thought occurred to me that if the section referred to could have this luxuriant growth of wheat, there would be large sections of the Ozark country clear through to the Southwest, including Northwest Arkansas, which could be adapted to the growth of wheat. It is going to be my purpose to put on an intensive campaign in the direction of bringing about this accomplishment. If we could have throughout the Ozarks a basic crop such as this, coupled with the great, intensive horticultural development now extant, together with the dairy development, it should and will make the Ozarks one of the most productive sections in our country.

There are many other claims to fame in the Ozarks, but these may be considered the most important items, and the explanation of this remarkable development is indeed a romance of a country that struggled long before it finally found its stride, but that is today firmly on its way to a nation-wide recognition.

Calvin Davis, Eleventh Oldest Frisco Pensioner, 82 Years Old on June 1st

Well Known Employe Ran First Engine into Springfield, Mo. in 1869—Fired Locomotive During Civil War

CALVIN DAVIS, the eleventh oldest pensioner of the Frisco Lines, passed his eighty-second birthday on June 1, 1926.

Mr. Davis has one of the most interesting stories of any of the Frisco's veteran employes, besides having the honor of running the first locomotive into "old" Springfield in 1869, when there was little but woods where Springfield stands today.

"You know," he said, "I'm as blind as a bat. Yes sir, I can't see a blamed

CALVIN DAVIS

thing, except of course I know when its daylight and I know when night comes. But I've lived my life—I've seen many things, and I thought once about writing a book, but there isn't anyone here to dictate it to. I think I can remember back to the time when I was five years of age.

"Yes, that little old engine that I brought into Springfield the first time in '69, was engine No. 6, and I remember it was made by the Roger Locomotive people. It was an old fashioned engine—and you know we burned wood in those days and there were large stacks of it on either side of the tracks, conveniently located where we could get it."

Mr. Davis served as a fireman during the Civil War and ran an engine into Vicksburg despite Grant's forces. According to the story, he was firing for the Vicksburg-Meridian road. The balance of the crew had fled, and the engineer instructed Davis to stay with the engine until he came back. He stayed for two hours, with bullets skipping around through the air, but when they started to hit the engine, he made up his mind he'd get out of there, so he started the engine and some three or four miles down the road he left it, and made his way to the city.

He was asked if he had ridden on a Frisco train recently, to which he replied: "About two years ago I visited my mother's people in the south. You see I'm all alone. I've been living at the Biggs Hotel here on Commercial street for many years. My wife died and my adopted son was killed in a railroad accident several years ago."

Mr. Davis has a sunny disposition and he is always happy. He walks up and down in front of the hotel on warm days, and from his wealth of experiences he can always draw a crowd of interested listeners in the hotel lobby. They all know the old white-haired man and love him for his kindly disposition and for his pleasant greetings.

"I hope you'll come and see me again. I'm pretty handicapped without my eyes. I can't read or write, but I can talk and I like visitors. If any of my old friends read this I hope they'll write me or pay me a visit," he said.

NEW APPOINTMENTS MADE

Three new appointments in the office of passenger traffic manager were announced in a circular issued from that office on May 1.

A story of S. A. Hughes who was appointed colonization agent at St. Louis appears elsewhere in this issue.

Ralph E. Bowden was appointed traveling passenger agent at Detroit, Mich., reporting to the general agent at Detroit. Mr. Bowden formerly held the position of city passenger agent at Chicago.

Frank Shea, formerly secretary to J. N. Cornatzar was appointed city passenger agent at Chicago, Ill.

Hot Dog!

Trustin: "Hey, Sam, you got your golf socks on wrong side out."

Sam: "Yeah, my dogs got hot and I turned the hose on 'em."—Douglas County Legionnaire.

RE-ELECT DIRECTORS

Present Frisco Board Remains Intact Following the Annual Meeting May 10

AT the annual meeting of the stockholders of the St. Louis-San Francisco Railway Company, held in the general offices in St. Louis May 10, all of the present directors were re-elected with unanimous action and the stockholders gave their approval to two proposed stock acquisitions.

The stockholders unanimously approved, subject to the approval of the Interstate Commerce Commission, the acquisition by the Frisco of the stock of the Butler County Railroad Company, and the stock of the St. Louis, Kennett & Southeastern Railroad Company.

The stockholders also gave their unanimous consent subject to the approval of the Interstate Commerce Commission, to the acquisition by the Muscle Shoals, Birmingham & Pensacola Railroad Company, a Frisco subsidiary, of certain terminal proportions in and near Pensacola, Fla.

The stockholders voted unanimously, subject to the approval of the Interstate Commerce Commission, to guarantee jointly with the Chicago, Rock Island & Pacific Railway Company, the proposed bonds of Rock Island-Frisco Terminal Railway Company at St. Louis.

The directors unanimously re-elected at today's meeting are as follows:

E. N. Brown, New York City; David P. Bennett, Pittsburg, Pa.; Frederick H. Ecker, New York City; Walter S. Franklin, New York City; George C. Fraser, Morristown, N. J.; Jesse Hirschman, New York City; J. M. Kurn, St. Louis, Mo.; Grant R. McCullough, Tulsa, Okla.; C. W. Michel, New York City; Henry Ruhlender, New York City; Theodore G. Smith, New York City; Eugene V. R. Thayer, New York City; Robert M. Thompson, New York City; Festus J. Wade, St. Louis, Mo.; R. E. Lee Wilson, Wilson, Ark.; H. P. Wright, Kansas City, Mo.; B. F. Yoakum, New York City.

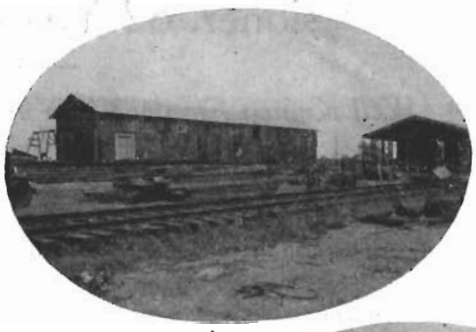
F. H. HAMILTON, JR., MARRIES

Frisco employes will be interested in news of the marriage of Frank H. Hamilton, Jr., and Miss Ruth Malony, at noon on May 4, at the St. Peter's Episcopal Church, St. Louis, Mo., the Rev. Dr. E. S. Travers officiating.

The groom is the son of F. H. Hamilton, vice-president, secretary and treasurer, Frisco Lines. He is secretary of Aid & Company, Inc., a St. Louis brokerage company. The bride is the daughter of Wm. Malony of University City.

Following the ceremony the bride, groom and guests attended a reception at the home of the groom's parents, Mr. and Mrs. F. H. Hamilton, at 484 Lake Avenue.

Views of Work on Florida Lines



Building on Pensacola Lines is booming by leaps and bounds. Above: Storeroom just completed. At right, above: A stretch of Frisco track, sand-ballasted. Below: New coal chute, with enginemen's wash and locker room at right.

At left: First sh owned by Henry Fo to come to Pensacol tied up at Frisco doc at Pensacola. Belo Front view of n Pensacola roundho under construct and nearing comp tion.

AGENCY CHANGES FOR MAY

Effective May 1, Brookline, Missouri, eastern division—Springfield sub-division, MP 247.2, closed as a freight agency, remaining open as ticket only agency, Robert L. Smith installed ticket agent.

T. C. Pales took charge at Davenport, Okla., as temporary agent, May 2.

B. C. Jones installed temporary agent at Aldrich, Mo., May 2.

A. M. Struble installed permanent agent at Olden, Mo., May 3.

John Potter installed permanent agent, Galloway, Mo., May 4.

C. E. Barnes installed permanent agent, Mead, Okla., May 5.

On Time

Boss: "Late again! Have you ever done anything on time?"

Clerk: "I bought a car."

CLEAN-UP WEEK

All Springfield, Mo., Frisco sho were closed at noon Monday, May in observance of the opening day the Ozark district pickup, clean campaign. H. L. Worman, superi tendent of motive power, stated th the Frisco was in hearty sympath with the movement, which wou clean up some of the most importa territory of the line.

In advising the officials of the ca paign at Springfield, of the Frisco co-operation, Mr. Worman said: "Yo have no doubt found that your fir impression of a place is your mo lasting one. Nothing attracts the a tention of the average person mor than to go to a place and find ever thing in order and clean. The Ozark mean a lot to the Frisco, and yo may count on our doing our share and President Kurn authorized th closing of our Springfield shops th afternoon of May 2, as an evidenc of our co-operation."

STOCKHOLDERS MEET

Present Frisco Directorate Was Unanimously Re-elected May 10

AT the annual meeting of the stockholders of the St. Louis-San Francisco Railway Company, held in the general offices of Frisco Lines in St. Louis May 10, all of the present directors were re-elected with unanimous action and the stockholders gave their approval to two proposed stock acquisitions.

The stockholders unanimously approved, subject to the approval of the Interstate Commerce Commission, the acquisition by the Frisco of the stock of the Butler County Railroad Company and the stock of the St. Louis, Kennett & Southeastern Railroad Company.

The stockholders also gave their unanimous consent, subject to the approval of the Interstate Commerce Commission, to the acquisition by the Muscle Shoals, Birmingham & Pensacola Railroad Company, a Frisco subsidiary, of certain terminal properties in and near Pensacola, Florida.

The stockholders voted unanimously, subject to the approval of the Interstate Commerce Commission, to guarantee, jointly with the Chicago, Rock Island & Pacific Railway Company, the proposed bonds of Rock Island-Frisco Terminal Railway Company at St. Louis.

The directors unanimously re-elected at the meeting are as follows:

E. N. Brown.....New York City
David P. Bennett.....Pittsburg, Pa.
Frederick H. Ecker....New York City
Walter S. Franklin.....New York City
George C. Fraser.....Morristown, N. J.
Jesse Hirschman.....New York City
J. M. Kurn.....St. Louis, Mo.
Grant R. McCullough.....Tulsa, Okla.
C. W. Michel.....New York City
Henry Ruhlender.....New York City
Theodore G. Smith.....New York City
Eugene V. R. Thayer....New York City
Robert M. Thompson....New York City
Festus J. Wade.....St. Louis, Mo.
R. E. Lee Wilson.....Wilson, Ark.
H. P. Wright.....Kansas City, Mo.
B. F. Yoakum.....New York City

LIKES HARVEY MEALS

Every day at 4:05 p. m. a shaggy-coated black and white setter makes a point for the kitchen-end of the diner when train 106 stops at Amory, Miss., and sits with a look of expectancy upon his intelligent old face until the door opens and the chef hands him his supper. This is no common beggar dog, but an epicure who has learned to appreciate the quality of Fred Harvey dining service.

A Gentleman

"Sadie, what is a gentleman?"

"Please, ma'am," answered the well-bred child, "a gentleman's a man you don't know very well."

A. N. LARET HONORED

A. N. LARET

A. N. Laret, assistant to vice president B. T. Wood, was recently appointed chairman of Subject 12, committee on purchasing agents office records and office organizations, of the American Railway Association. Mr. Laret has 10 committeemen from other American railroads. At the May 24-26 meeting of the A.R.A. in Chicago, his committee will recommend the adoption of a combination requisition order form, now in use on Frisco Lines, for all roads. This form does away with many departmental forms and is a time and expense saver.

FOR SMOKE ABATEMENT

Twenty-three Frisco officials and employes, headed by P. W. Conley, superintendent of terminal, St. Louis, Mo., attended a meeting in the interest of smoke abatement at the Missouri Hotel on the night of April 4.

Figures which had been compiled and were presented at this meeting showed conclusively that the railroads were not the greatest fuel consumers. For the City of St. Louis proper, the brick yards used the most fuel in 1926, having burned 520,000 tons during that year.

The figures quoted below prove interesting, and also give the average person an idea of the tons of coal consumed, and of the great task resting on the shoulders of the smoke abatement committee: industries, 142,200 tons; brick yards, 520,000 tons; railroads, 417,200 tons; office buildings, 400,000 tons; hospitals, 141,000 tons; schools, 63,000 tons; apartment buildings, 262,500 tons; small apartment buildings, two and four-room flats, 90,000 tons; residences and homes, 464,300 tons, which makes a grand total of 4,930,700 tons.

MAKING FRIENDS FOR FRISCO

Lineman Roy Helms of the Springfield telegraph department, rendered Frisco service par excellence on April 19, and in doing so won the gratitude of Mr. and Mrs. F. E. Foster of Neodesha. Mr. Foster, affiliated with the Neodesha Chamber of Commerce, wrote Mr. J. H. Brennan, superintendent of telegraph, as follows:

"On April 19, Mrs. Foster rode on your train from Wichita to Neodesha, by Cherryvale, it being necessary that she make this detour on account of the high water and your being unable to reach Neodesha over your rails. Mrs. Foster at the time of her departure from Wichita did not know of the existing circumstances and was not supplied with as much money as she would have obtained had she known the true conditions; and expected to arrive at Neodesha at 12:00 noon.

"On learning that she was to make the detour by Cherryvale and without positive knowledge of reaching home for several days, was rather embarrassed financially. Your Mr. Roy Helms, lineman, voluntarily offered Mrs. Foster money to tide her over until she was able to reach home, which was accepted by Mrs. Foster.

"Want you to know that I appreciate such courtesy from a Frisco employe, and I am sure it is a source of satisfaction to you to know you have such men in your employ. Would it be asking too much for you to place a copy of this letter to Mr. Helms personal credit and write a letter from your office thanking him for his courtesy in this instance.

"This acknowledgment will be remembered by

"Yours very truly,

(Signed) F. E. FOSTER"

SUBSCRIBER TROTTER PLEASED

"We note that we are a little tardy in mailing in our subscription to your *Magazine* for another year and we rush our check herewith," writes A. D. Trotter, treasurer of the Industrial Transportation Machinery Company of St. Louis, Mo.

"We wish to compliment you on your *Magazine*. The writer especially highly enjoys it, giving the reading of it preference over all other periodicals to which we subscribe. We also take pleasure in noting the good fellowship that exists among the Frisco employes, which is one of the greatest blessings man enjoys. Thank you for your punctuality in sending each issue."

A JUNE GRADUATE

KATHRYN V. DRAKE

Miss Kathryn V. Drake, 17-year-old daughter of R. E. Drake, chief tie and timber inspector for Frisco Lines, St. Louis, Mo., is one of the charming Frisco daughters who will graduate this spring. She will receive her diploma from the Webster Grove High School. During her high school career she was a member of the following clubs: Glee Club, Spanish, Dramatic Club, when she served as its president during the term 1925-1926; Chorus Club, and Poetry Club.

During the next year she will study music, both vocal and instrumental at home, and has not made plans to attend a college. She resides with her parents at 7817 Grove Avenue, Webster Groves, Mo.

ACCOUNTANTS AFTER TRAFFIC

More than 1,200 employes of the Frisco's accounting department at St. Louis were reached through a series of meetings held in the different offices May 18 and 19.

Ben B. Lewis, better known as "The Texas Coyote", of the accounting offices at Ft. Worth, Texas, addressed the meetings, and spoke of the enthusiasm aroused among Texas Lines employes in this recent campaign.

The one point, stressed more than any other was, that the employes are not expected to be expert traffic solicitors. What is desired is that when coming in contact with friends, relatives and business associates, that they make known the fact that they are a Frisco employe. A short conversation with one of these people may bring out the fact that they contemplate a business trip or a vacation outing and this information may be turned over to the person in charge of one of the already formed groups, who will see that they are solicited and if possible, that they ship and travel via Frisco Lines. Accounting department employes have been encouraged by Comptroller E. H. Bunnell to form a Greater Traffic Committee.

Payments made by the Metropolitan Life Insurance Company to insured officers and employes of the Frisco Lines during the month of April amounted to $15,857.09.

This amount was divided as follows: total and permanent disability, supervisory group $1,555.04; shop group $867.68, and clerks, $205.52; death claims, shop group $5,000.00; clerks, $5,000.00. A total of $3,228.85 in health and accident claims was paid the shop group.

A Question Asked—An Answer Given

By MRS. S. C. FORD
Frisco, Texas

Eleven-cent cotton and forty-cent meat,
How in the world can a poor man eat?
Flour up high—cotton down low—
How in the world can we raise the dough?
Our clothes worn out, shoes run down,
Old slouch hat with a hole in the crown,
Backs nearly broken, fingers all sore,
Cotton going down to rise no more.

Eleven-cent cotton and ten-dollar pants,
Who in the world has got a chance?
We can't buy clothes—we can't buy meat,
Got too much cotton and nothing to eat.
We've got no homes, got no wealth;
Losing our credit, ruining our health;
Can't help each other. What shall we do?
I can't solve the problem, so it's up to you.

Eleven-cent cotton and a carload of tax;
The load's too heavy for our poor backs;
We're a good set of farmers—we all know well
But there's something wrong as sure as—well,
We all worked hard, we groaned and sweat,
Now we are ruined—we are a blowed-up set.
No use talking—any man's beat
With eleven-cent cotton and forty-cent meat.

By W. E. LEWIS
Celeste, Texas

When cotton's low and eats are high
It appears to me to diversify
Would be a sane and easy way
To bring about a better day.
With butter at fifty cents a pound,
And cream at forty the whole year 'round;
With turkeys high and going higher
Is enough to kindle a great desire
To raise more birds and a little less hell
In a land where opportunities dwell.

If we'd give more time to the dairy cow,
And a better feed to the old brood sow,
We'd not worry about the price of meat
For we'd have plenty ourselves to eat.
With fifty-cent eggs and a six-bit hen
Why, oh, why, will the children of men
Ruin their fingers and break their back
Picking eleven-cent cotton and dragging a sack.

With corn in the crib and chickens in the yard,
With meat in the smokehouse and tubfuls of lard,
With cream in the pitcher and honey in the mug,
With butter on the table and 'lasses in the jug.
Things to you won't seem so high,
For you'll be selling—won't have to buy.

Now stop that grumbling, for the fault's your own,
You expect to reap where you haven't sown,
If you stay at home and help your mate,
Others then you won't berate
And you'll live in Paradise.
This to you is my advice.

SMILE

By WALLACE G. MONROE, Garland, Kans.

Of course we can't all be handsome
And it's hard for us all to be good
We are sure now and then to be lonesome,
And we don't always do as we should.

To be patient is not always easy,
To be cheerful is much harder still
But at least we can always be pleasant,
If we make up our mind that we will.

It pays every time to act kindly,
Altho we well worried and blue;
If you smile at the world and look happy,
The world will smile back at you.

A long face shortens your list of friends.

FRISCO INCREASES

(Continued from Page 10)

line will run from Aberdeen, Miss., to Kimbrough, Ala., for a distance of about 152 miles and upon its completion will provide an outlet for the Frisco system on the Gulf of Mexico. Since the beginning of the year contracts have been let and the construction work is now in progress."

In traffic and industrial developments, the Frisco reached new heights in 1926 with the establishment of 426 new industries on its line, consisting of 18 compresses and gins, 72 material and coal yards, 43 warehouses, 101 oil refineries and loading racks, 20 miscellaneous manufacturing plants and more than 95 miscellaneous industries including rock crushers, creameries, canning factories and grain elevators.

"Agricultural developments," the report continues, "in the territory contiguous to the company's lines, showed a continued healthy growth during the year. There was a substantial increase in tonnage of fruits, vegetables, poultry and dairy products over 1925, and a considerable increase in acreage planted in grapes, peaches and potatoes which should result in increased tonnage in the future."

Rolling stock was kept "on the move" by the Frisco during 1926, as is evidenced by the statement in the report that at the close of 1926 only 106 engines, or 11 per cent of the total owned, were out of service for repairs. This is a new low record. The number of freight cars out of service for repairs was only 2,097, or 5.5 per cent of the total owned.

"POET" IS GRATEFUL

H. M. Goode, formerly in the auditor of freight accounts' department, was recently confined to the Frisco Hospital. During his illness he talked with J. L. Kiburz, St. Louis Frisco employe, and asked him if he would not raffle off his watch. Kiburz took the watch, but instead of raffling it, he collected, by popular subscription the sum of $112.00. This he presented to Mr. Goode, together with his watch, with the compliments and good will of his former employes.

Mr. Goode was so overcome, he penned the following lines, dedicated to Mr. Kiburz:

There's a guy named J. L. Kiburz,
He's a Frisco Storage man,
He "shoots the bull" and pulls the wool,
And sometimes ties the can.
He has a "line" that's mighty fine,
He plays the game from taw,
He has more pep than a junior prep,
And "get there" is his law.
He is wise to office "doings";
He knows a clerk from a lout,
If you are wrong you'll get a "ballin";
He's your pal if you are down and out.

Mr. Goode, who, while in the hospital was placed on the pension roll, has had 31 years' service with the Frisco.

A BROADWAY FAVORITE

MILDRED TURNER

After studying dancing for three years in New York City, Miss Mildred Turner, charming daughter of C. J. Turner, night roundhouse foreman at the Kansas City Frisco shops has won a place in the world of art, and will be presented as a Premiere Danseuse in New York this spring.

She has appeared with the George White Scandals of 1925 and with LeMaire's Affairs of 1926, and is well on the road to greater triumphs.

OWNS CHAMPION CHICKENS

John E. Beckley, Frisco employe of the water service department at Kansas City, Missouri, has a flock of single comb white leghorn chickens which won for him the title of the champion egg producing flock of the State of Kansas during the months of November and December, 1926.

Beckley took seventy-nine hens and pullets from his flock and kept an accurate check on the cost and returns. He found that during November he received 1,428 eggs which brought him $62.14. The feed cost was $18.08, which made the net profit $44.06. During December they averaged 18 eggs a month per hen.

He has been unusually successful with his flocks, and attributes much of his success to modern equipment, modern hen houses and proper ventilation. Poultry raising has been a hobby with him for years.

HONOR FRISCO SHRINERS

The Shrine Ceremonial, held at Springfield, Mo., on May 18, was dedicated to the more than 200 Frisco Shriners who attended from many points on the railroad.

In talking of the affair, C. J. Stephenson, assistant to general manager, Springfield, said: "This is the first time I ever heard of an organization such as the Shriners dedicating one of their ceremonials to a railroad and its employes."

J. E. Hutchison, vice-president in charge of operation, headed the Frisco delegation, and was also on the program to respond to the greeting given the Frisco Shriners by Perry T. Allan, attorney at Springfield. Each of the Frisco men were introduced individually amid the cheers of the great throng that filled the Shrine Mosque. Red and white, Frisco colors, and the Frisco emblem were much in evidence.

J. H. Livingston, milk traffic agent, St. Louis, Mo., is a charter member of the Abou Ben Adhem group, and the only Frisco man present who was a charter member. Among those from the Frisco Lines were: F. H. Shaffer, general manager; M. M. Sisson, assistant to general manager; C. H. Baltzell, special representative, general manager's office, all of Springfield; J. M. Flannigan, superintendent, Kansas City, Mo.; J. H. Frazier, superintendent, Enid, Okla., and many others.

RE-ELECT J. R. McGREGOR

The Birmingham, Ala., Passenger Association was recently reorganized at the Bankhead Hotel, with about fifty members who were representatives of the passenger departments of the railroads serving Birmingham and most of the other big railroad systems in the United States.

J. R. McGregor, district passenger agent, Frisco Lines, Birmingham, was president of the old passenger association, discontinued in 1917, and presided at this meeting and was elected president of the new organization. P. R. Keller was elected secretary.

Harry J. Brown, depot passenger agent, Frisco Lines, has been acting secretary, and has been very active in the organization of the new association.

The club is somewhat different from the other associations of the kind in that no dues are required of the members and no time is fixed for meetings, these being subject to call of the president.

It is planned that the passenger agents, ticket sellers and baggage men get together at intervals of six weeks or two months for a banquet and discussions of their every-day work.

Next

We deeply sympathize with the absent-minded professor who cleaned the cat's teeth one night, and then kicked himself out the back door.—Carnegie Puppet.

SHE BREAKS RECORDS

Miss Bernice Jennings, Only Woman Relay Operator, Sets High Marks

BERNICE JENNINGS, of the Springfield relay office is the only woman an relay operator on the Frisco Lines. The title alone failed to appease her ambition, and so she set out to make telegraphic records, and she has succeeded.

Her work is to send messages through the Springfield relay office and under ideal conditions she has been known to send ninety-two an hour. The regular average is about forty an hour and her average is eighty messages an hour.

Left at an early age in life without father or mother, Miss Jennings was reared by an aunt. She was born

BERNICE JENNINGS

in Carrollton, Ill., twenty-five years ago, and began service with the Frisco at Springfield in June, 1917, clerking in the car accountant's office.

Just about that time a night telegraph school was started, with H. D. Teed, then superintendent of telegraph, J. H. Brennan, his assistant and A. B. Sherwood, wire chief, acting as instructors. Bernice Jennings enrolled. She not only went to the school on school nights and during school hours, but many hours after work she could be found in front of a telegraph instrument, trying to fathom its intricacies.

During the World War, Bernice had advanced far enough to send and receive messages and she was given a job at Stoutland, Mo.

"What did I do? Oh, everything," she said with a smile. "Handled train orders, sold tickets, took the mail to the post office, built fires, carried coal, swept, and sent three or four Western Union messages a day."

For seven years she worked at points between Monett and St. Louis as telegrapher and station agent. "That was my real training," she said. And evidently it was an efficient course. Her last station was at Newburg, where she remained from 1923 until 1925. She has been in the relay office at Springfield for two years.

When a new printer machine arrived at the relay office Miss Jennings again determined to make a fine showing. By the use of this machine, which operates much in the manner of a typewriter, the operator at Springfield may relay a message to Sapulpa, and while writing the message in Springfield, the operator at Sapulpa may soon take it from his receiving machine, already printed.

"She is indeed one of our most valuable operators in the relay office," said J. H. Brennan, superintendent of telegraph in a recent interview. "Her close application to her work attracted our attention at first and later her accuracy and speed has been a matter of great pride to us."

The "Primrose Special," the largest special train of horses ever to be shipped to Tulsa, arrived in that city the afternoon of May 9 over Frisco Lines, with 143 horses and a large contingent of jockeys from the Buelah park track at Columbus, Ohio. The horses will run in the Western Thoroughbred Association's spring turf meet at Tulsa.

Frisco Daughter Chosen "Most Beautiful Girl"

MISS LILLIAN CONLEY, daughter of J. C. Conley, traveling inspector in the mechanical department, Springfield, Missouri, was chosen as the most beautiful girl at the State Teachers College in Springfield and was elected to hold the title of Queen of the Senior Class and Queen of the 1927 "Ozark'O," the year book published by the Seniors.

Four girls were selected, each representing one of the four classes and their pictures were sent to James Montgomery Flagg and Ralph Ott, the latter a well known artist of St. Louis, and the accompanying picture was the one which the artists selected.

She will receive her B. S. degree from Teachers College in May, after majoring in English and minoring in Latin and mathematics. Her favorite recreation is tennis, "and", she adds, "I love to dance."

She has also been studying both vocal and instrumental music. During the last few months she was sent to Aldrich, Missouri, to substitute in the High School of that city. She hopes to receive a permanent appointment to teach in the fall of 1927.

"I was very much surprised when I heard that I had won the title of 'Queen,' for the other girls were so much better looking than I," she said, "but nevertheless I am deeply grateful for the honor."

Her father has been employed by the Frisco for the past twenty-fi years. She resides with her paren and two small sisters at 806 Sou Boulevard, Springfield.

LILLIAN CONLEY

SPLENDID FRISCO CO-OPERATION

For many years the Frisco Railway has given splendid co-operation in the development of this community. The Dairy Agent of the Frisco Railway, Mr. A. J. McDowell, took an active part in the starting of the dairy development here, and for years has given valuable assistance along dairy lines. The Frisco horticultural and poultry specialists have assisted in these lines of agriculture. On April 20, Mr. J. B. Hilton, the Frisco industrial commissioner, spent the entire day in this city, getting information on the industries that we have and on the possibilities for future industrial expansion here. The Industrial Committee spent most of the day getting information to Mr. Hilton, and additional data will be compiled for his office. Much credit is due Mr. C. O. McCain, the new Frisco agent at Ft. Scott, for his efforts in securing such a large amount of co-operation from the Frisco Railway and for his own personal assistance in various Chamber of Commerce projects.

(From "Fort Scott," official publication of Fort Scott Chamber of Commerce.)

FOR MERITORIOUS SERVICE

(Continued from Page 19)

L. E. Stigall, brakeman, while inspecting train at Willow Springs, Mo., found broken arch bar under TROX 1634, a car of gasoline. He was instrumental in having the car set out for repairs.

Pete Oldham, engineer, L. T. Epps, switchman and R. B. Fallon, fireman, after going off duty on April 14, found engine 1231 had slipped a tire while heading into Harvard, Arkansas, yard, they took engine 987 and shoved train back on main line and put it away, thus avoiding considerable delay to train 131 which was heading into the yard. Each man's record was credited with ten merit marks.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

H. A. Smith, brakeman, while inspecting train 832, April 3, discovered broken flange on wheel, Frisco 41047 and was instrumental in having car set out. He was commended for his alertness in locating defect.

Frank Morgan, brakeman, located a broken rail in track No. 1 in Kennett yard, just north of water tank on March 14, and immediately notified those concerned and repairs were made. He was commended for his quick action.

Floyd I. Swift, brakeman at Ste. Genevieve, ran and caught engine when it got away from engine watchman with the throttle wide open. He closed the throttle and placed the engine back on the engine track. He was commended for his prompt action.

E. Hosea, brakeman, on train extra 1283, north, April 6 at MP 124.5 while train had taken siding discovered some treated ties in the water and floating away. He pulled the ties back up on the dump and placed them in a safe location. He was commended for his prompt action.

ST. LOUIS TERMINAL

Superintendent of Terminals P. W. Conley reports the following case of meritorious service:

Mina Murphy, stationmaster at Tower Grove station, while standing on the platform recently, found a passenger enroute to a St. Louis hospital. He inquired to what hospital he was going and upon being told, got a member of his family to take the stranger in his car. His record was credited with ten merit marks.

BIRMINGHAM TERMINAL

Superintendent of Terminals O. L. Young reports the following case of meritorious service:

C. L. Clotfelter, yard clerk, Birmingham terminals, discovered and reported IC 155366, lumber, moving as an empty, which prevented serious delay to car. His record was credited with four merit marks.

CENTRAL DIVISION

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

The personal record of J. H. Hodnett, agent at Jenson, Arkansas, was credited with ten merit marks, for his efforts in repairing telegraph wires after lightning had struck cable.

S. W. Crabtree, conductor; W. H. Phipps, fireman; Will Hooks, porter; N. V. Allebach, engineer, and W. H. Phipps, fireman, crew on train 707 were caught back of the washout near Greenland. They conferred with Roadmaster Ayles, cut off the engine and went back to Fayetteville for car of ties, moved it to Greenland and assisted in loading ties that were taken to the washout. They also brought the information about the washout to the telegraph office at Fayette Junction, which gave the dispatcher something to work on. The record of each man was credited with ten merit marks.

A letter of commendation was placed on the personal record of W. B. Oakley, conductor, for action taken upon finding and returning property to Duncan S. Comrie, director of Near East Relief of the Eastern Missouri office, which was lost at Okmulgee, Okla., March 5.

Louis Cowan was deadheading on train 703, February 24, when pin came out of the dead lever on combination car 62, letting brake rod down. He crawled under the car and gave very valuable assistance in making repairs and reduced delay to train. His record was credited with ten merit marks.

J. C. Coomer, brakeman, found tank car with draft rigging in bad condition and draw bar would have pulled out in short time. E. C. Waldron, conductor, C. J. Southern, brakeman, and J. C. Coomer made temporary repairs which avoided delay and necessity of sending carmen to make repairs. The record of each man was credited with ten merit marks.

T. J. Rose, brakeman, discovered a brake beam down on SF Postal Car 103 in train 706, February 23, while off duty. He assisted materially in putting support about the brake beam and cutting out the air on this car which avoided serious delay. His personal record was credited with five merit marks.

F. D. Spencer, conductor, was given ten merit marks for making repairs to telegraph lines during recent storms.

J. A. Campbell, engineer; Oll Stump, fireman; J. T. Wilkerson, conductor, and S. O'Neil, brakeman, crew on extra 721, had just gotten in clear at Dunbar, Okla., for train 703, when draw head in north end of FSW 5675, empty coal car, came out. This crew put the draw head back and brought the car into Ft. Smith with a minimum delay. The personal record of each man was credited with ten merit marks.

Frank Robinson, conductor, and B. Mooney, brakeman, rearranged ties on cars which were leaning badly. The record of each man was credited with five merit marks.

D. O. Makin, pumper at Poteau noticed the light on stop sign at the Poteau-KCS-Frisco crossing out, and upon investigation, found some unauthorized person had removed the light and set it on the ground nearby. He lit the lamp and placed it back on the stand. His personal record has been credited with five merit marks.

VETS' REUNION JUNE 6-7

Veteran employes of Frisco Lines will miss the time of their lives if they do not attend the annual reunion of the Frisco Veteran Employes' Association at Springfield, June 6 and 7. President Kurn, Vice-presidents Koontz, Hutchison, Hamilton, Wood, and many others will attend to welcome and greet the veterans. Picnic and barbecue the first day at Doling Park, with musical entertainment and minstrel show in the evening. General get-together meetings in Shrine Mosque the second day, with a Big Banquet in the evening at which President Kurn and Judge C. B. Stuart will speak.

Pack up the grip! Tell the wife to Get Ready.

Let's Go to Springfield!

HAS CLEANEST CROSSING

"Uncle" Billy Morrill personally delivered the accompanying picture to the Magazine Department with this advice: "This is a photo of J. T. Withram, crossing watchman at Neodesha, Kansas, and he has one of the cleanest crossings on the Frisco system."

The photograph is an unusually clear one and looks as if Mr. Withram had used a broom, in his painstaking care of this crossing.

MORE GOOD FUEL RECORDS

FREIGHT fuel performance for the system, month of April, was 175 pounds versus 177 pounds in same month previous year, 1.13 per cent reduction. Passenger performance increased from 15.6 to 16.5 pounds 5.77 per cent and switch service decreased from 146 to 139 pounds 4.79 per cent. No doubt the standard would have been made in each class of service had weather conditions been more favorable, however, as will be noted there were some excellent records made on each division.

EASTERN DIVISION

Rolla Sub—Engineer H. R. SMITH, fireman GOLLAHON, train number 2/38, engine 36, April 4, Newburg to Gratiot, handled 2,896 gross tons, average performance 97 pounds.

Engineer WARFORD, fireman THOMAS, train number 32, engine 18, Newburg to Lindenwood, handled 2,533 gross tons, average performance 98 pounds per 1,000 gross ton miles.

Engineer FABER, fireman SANDIFER, train extra west, engine 18, Gratiot to Newburg, handled 1,821 gross tons, used an average of 145 pounds fuel per 1,000 gross ton miles.

Engineer PEARCE, fireman SMILEY, train number 6, engine 1528, Newburg to St. Louis, 14 cars in train and used an average of 11 pounds fuel per passenger car mile.

Engineer DEAN, fireman WILSON, train number 2, engine 1500, Newburg to St. Louis, 10 cars in train, average performance 10 pounds per passenger car mile.

Lebanon Sub: Engineer SAM KING, fireman WILSON, train number 36, engine 31, Springfield to Newburg, March 14, handled 3,009 gross tons, average performance 84 pounds per 1,000 gross ton miles.

Engineer SHOCKLEY, fireman C. E. HARRIS, train number 36, engine 4136, Springfield to Newburg, April 16, handled 2,800 gross tons, used 12½ tons of coal, average performance 74 pounds per 1,000 gross ton miles.

Engineer MORTON, fireman HOLT, train advance 35, engine 25, May 5, with 2,048 gross tons in train, made run from Dixon to Lebanon for water, thereby saving a delay of 35 minutes at meeting points. Arrived at Lebanon with 12 inches of water in tank, and used 8 tons of coal, performance 124 pounds. Engine was handled and fired in an expert manner and crew displayed "keen" interest in making this run for water.

Springfield Sub: Engineer THOMPSON and fireman GRIMES, train extra west, engine 51, Springfield to Monett, April 14, handled 2,483 gross tons and used 4 tons of coal, average performance 73 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer BROWN and fireman FOWDEY, train extra south, engine 4136, Springfield to Willow Springs, April 21, handled 1,588 gross tons, and used ten tons of coal, average performance 139 pounds.

Engineer FROST and fireman NEWTON, train number 136, engine 4127, Willow Springs to Springfield, April 22, handled 1,520 gross tons and used 11 tons of coal, average performance 159 pounds per 1,000 gross ton miles.

Tupelo Sub: Engineer WILSON, fireman BONNER, train number 135, engine 15, Memphis to Potts Camp, April 28, handled 2,415 gross tons, and used 8 tons coal, average performance 112 pounds per 1,000 gross ton miles.

Engineer STARKS and fireman ASHLEY, train extra north, engine 10, Potts Camp to Memphis, April 29, average performance 90 pounds.

Engineer WELLS, fireman WATKINS, train number 136, engine 32, Potts Camp to Memphis, April 30, average performance 90 pounds.

RIVER DIVISION

Chaffee Sub: Engineer WELKER, fireman S. KELLY, train number 832, engine 4005, Harvard to Chaffee, April 18, made total of 729,970 gross ton miles, average performance 74 pounds per 1,000 gross ton miles.

Engineer ODUM and fireman ROBERSON, train number 835, engine 4015, Chaffee to Harvard, April 19, average performance 84 pounds per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer BUCKNER, fireman STUCK, train number 2/131, engine 4152, Kansas City to Ft. Scott, April 27, handled 2,054 gross tons, performance 88 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman H. RIGGS, train number 1/131, engine 4112, Kansas City to Ft. Scott, April 27, handled 2,137 gross tons, average performance 94 pounds.

M. J. MULLANE, engineer on the Kansas City Sub, furnished a fuel record kept by himself, from March 1 to 15, inclusive. The average performance for the period was 100 pounds per 1,000 gross ton miles, which is an excellent record.

Afton-Parsons Sub: Engineer McKELLOP, fireman JACKSON, train 139, engine 4106, Ft. Scott to Afton, April 14, handled 2,188 gross tons, and used 10 tons of coal, average performance 103 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer RENO, fireman VINCENT, train Advance 35, engine 4164, Afton to West Tulsa, April 5, handled 2,174 gross tons, average performance 93 pounds per 1,000 gross ton miles.

Engineer J. COUNTS, fireman AIKEN, train number extra west, engine 4122, Afton to West Tulsa, April 5, average performance 90 pounds.

Engineer J. F. GRONE, fireman WM. McKINNEY, train 1/434, engine 4146, West Tulsa to Afton, April 5, handled 2,978 gross tons, average performance 112 pounds.

Engineer C. E. DAVIS, fireman L. BREEDLOVE, train extra east, engine 4125, West Tulsa to Afton, April 10, average performance 98 pounds.

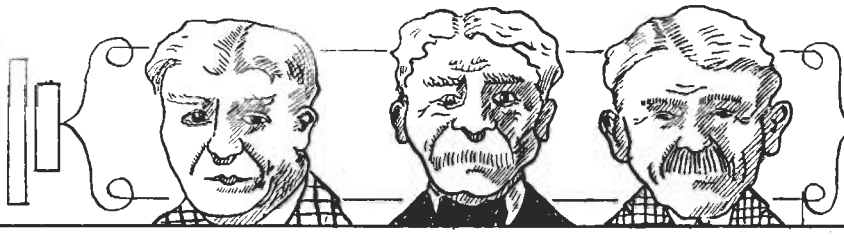
Creek Sub: Engineer WALL, fireman WATSON, train 535, engine 4149 West Tulsa to Francis, April 7, handled 2,030 gross tons, average performance 103 pounds.

Engineer HEAD, fireman EVANS, train extra south, engine 4158, handled 2,069 gross tons, average performance 120 pounds.

Madill Yard: Engineer MATLOCK, fireman ROSCHEL, worked eight hour shift in Madill yard on engine 638, and used 3 tons of coal, average performance 125 pounds fuel per switch locomotive mile.

CENTRAL DIVISION

Arthur Sub: Special test with Arkansas coal on engine 710, train 735, engineer J. A. CAMPBELL, fireman O. L. STUMP, Ft. Smith to Paris, March 23, 1927. Performance 172,926 gross ton miles (potential 183,450), consumed on trip 17,160 pounds of coal or 99 pounds per 1,000 gross ton miles, through freight 144 miles, local 25 miles. Engine fully supplied with coal and water, and tank was weighed before starting at Ft. Smith, did not coal engine at Talihina, shoveled coal ahead, upon arrival at Paris filled engine tank with water and weighed it, thereby getting the exact weight of amount of coal consumed on the trip. Made six switching points, picking up or setting out at Jenson, Wister, Albion, Antlers, Hugo and Ord, made Texas Midland Transfer delivery on arrival at Paris, one hour and ten minutes delay at Hugo. Did not take water at Moyers, made water run Talihina to Hugo 75 miles, setting out cars at Albion and Antlers, and meeting No. 706, had six inches of water left in tank on arriving at Hugo. Coal on back end of tank packed down, due to having been on tank for a long period of time, no difficulty experienced in deriving good results from the coal. Water carried in boiler low enough to derive the best superheater results, and although had required steam pressure at all times, this engine did not pop on the entire trip, and while did not have the full tonnage for the engine, the extreme care and skillful work of the crew resulted in making a very nice fuel performance on the trip, of course, engine being in good shape, made this possible. Engine was delivered to roundhouse at Paris on the completion of the trip with firebox containing no unnecessary coke to be wasted, and fire had little clinker and the clinker well broken, could have made the return trip from Paris without cleaning the fire, had it been necessary to do so.



Reunion of Frisco Veterans, 1927

By R. F. McGLOTHLAN

Another year has come and gone—
Frisco pal,
And through the months we've journeyed on—
Frisco pal.
We meet again a happy band,
The finest bunch on sea or land,
To clasp again the Friendly hand,
Frisco pal.

Though you have journeyed far or near—
Frisco pal,
A welcome warm awaits you here,
Frisco pal.
'Tis good to see you once again
Ye loyal sons, Ye Frisco Men,
Ye faithful shovers of the pen—
Frisco pal.

Perchance a pen you may not wield—
Frisco pal,
Your chosen lot another field—
Frisco pal.
The same glad hand is offered you
By every loyal son, and true
Not to your title, but to you—
Frisco pal.

Although the months have quickly flown—
Frisco pal,
And you've a little older grown—
Frisco pal,
Here's hoping that the tide of years
May hold for you no doubts, no fears,
No sorrows, neither scalding tears,
Frisco pal.

But some have wearied, drooped and fell—
Frisco pal,
They've bidden us a long farewell,
Frisco pal.
No more shall they our thoughts beguile,
No more shall we behold the smile
"Of those we've loved and lost awhile"—
Frisco pal.

And now a word "Lest You Forget"—
Frisco pal,
An honor 'tis to be a vet—
Frisco pal.
A privilege too, but do you know
A debt to Frisco lines we owe
For having kindly willed it so—
Frisco pal.

Let's send up then a rousing cheer,
Frisco pal.
Let's give our best throughout the year—
Frisco pal,
Of loyalty, of time and thought,
A will to labor as we ought.
Let's earn the plaudit, "Nobly wrought"
Frisco pal.

Let mutual love be now enshrined,
Frisco pal.
In all our hearts, for humankind—
Frisco pal.
Be thus our purpose understood
No wish, except that highest good
May come to our own Brotherhood—
Frisco pal.

May we in like communion sweet,
Frisco pal,
Be privileged oft-times to meet,
Frisco pal,
And when the roll is called next year,
May you in tones of accent clear
Make hearty, joyous answer, "here,"—
Frisco pal.

Cartoons by Clarence Wilks, Springfield, Mo.

A Page of Praise From Loyal Frisco Shippers

When H. F. Sanborn, assistant to vice-president in charge of traffic, St. Louis, Missouri, engaged in conversation with J. J. Brennan, commercial manager of the Memphis Power & Light Company of Memphis, Tennessee, while both were riding the "Sunnyland" from Springfield to Memphis recently, he had no idea that Mr. Brennan would send his appreciation of Frisco service to him in writing. But he did, and a part of it appears below:

"Enjoyed the pleasure of your company yesterday (March 9) from Springfield to Memphis via the "Sunnyland."

Will say that you certainly have a wonderful train and very courteous employes. I was very much impressed with your activities in the development of new business. Also the pleasant and courteous contact that you had with the passengers."

U. E. McFarland, manager of traffic and purchases of the Illinois Glass Company at Alton, Ill., wrote F. J. Lawler, division freight agent, on February 15, in regard to service given that plant.

He writes: "I believe both Mr. Block and yourself will be interested in the service performed on I. C. car 331144, shipped from our Alton plant on February 1 and consigned to the Superior Products Company, Dallas, Texas.

"This car was pulled down from our plant by the Illinois Terminal Company on February 1, about 5:30 p. m., and delivered to the Alton & Eastern at 9:00 p. m. same date, and that company delivered it to the Terminal Railroad Association at 3:55 a. m. on February 2, who delivered it to the Frisco at 5:10 p. m., February 2, the car was forwarded by the Frisco at 11:00 p. m., February 2, and was unloaded at the Dallas plant on the morning of February 5.

"The service on this car from Alton to Dallas, a distance of over 700 miles, was certainly very good, and records indicate that the Frisco Railroad played a very important part in making it possible for our customer to have his bottles on the fourth morning after shipment."

W. W. Hinchey, of the Baker Store Company at Salcedo, Missouri, was so appreciative of the prompt service given him on a tierce of lard, that he wrote to J. A. Moran, superintendent of the river division the following letter:

"I wish to congratulate you on the splendid service the Frisco is giving its patrons. The other day I filed a Western Union message at 9:45 a. m. in Sikeston to Armour & Company, East St. Louis, Ill., for a tierce of lard. Same was delivered at Salcedo, Mo., the next day about 2:30 p. m."

In addition to the switch movement through the St. Louis terminals, the shipment was handled a distance of 165.3 miles over the Frisco rails in two different trains, which made the record an evermore exceptionally speedy one.

Louise Schutte, reporter for the *Magazine* at Chouteau Avenue Roundhouse, St. Louis, Missouri, vouches for the authenticity of this little story.

A Frisco fireman was "riding the cushions" into St. Louis on train No. 12 recently and overheard the conversation of two traveling men. One of them remarked that he had hired someone to drive him forty miles overland, to a point where he could catch the Frisco's Texas Special into St. Louis.

Whoever this traveling man was, he appreciated Frisco service, as all Frisco patrons do, and instead of walking ONE a mile, he drove FORTY that he might enjoy a perfect ride into St. Louis.

F. H. Shaffer, general manager at Springfield, Missouri, received a letter from S. J. Byrne, Jr., of Stockton, Ala., complimenting F. T. Conley, conductor on the Sunnyland out of Kansas City.

In his letter to Mr. Shaffer, Mr. Byrne advised that as Conductor Conley took up each ticket, he notified the passenger where to change trains, the time and arrival at destination, and in some cases even advised them when they could catch a return train.

"Want to compliment the Frisco, especially the conductor for courteous treatment," Mr. Byrne writes. "We did not get any information whatever from other conductors on our trip from Sacramento, Calif."

The following letter, from Paul Wagner of West Plains, Missouri, was sent to L. A. Fuller, city passenger agent at Springfield, Missouri, in return for information furnished by Mr. Fuller, regarding Frisco service to Tulsa:

"It is a pleasure to read a letter which bespeaks the attitude of a man who not only is interested in the company he represents, but who also is ready and willing to serve the public," the letter reads.

"One often meets, unfortunately, men who, in their innermost heart, believe that they are extending an unusual favor to an inquiring public by giving information to which it is entitled, provided the request is couched in terms of courtesy.

"Your letter fully covers the points I asked for and, as both my wife and myself are to be the guests of Mr. and Mrs. Frank Banfield at Tulsa, we do not require the address of a hotel in that city. It had occurred to me that should we arrive in Tulsa during the midnight hour, I would not want my friend to come to the station and in that case, the wife and I would have spent one night at a hotel."

The following letter addressed to J. G. Weaver, division freight agent at Ft. Smith, Arkansas, is written in appreciation of Frisco tracing service. Through this service the consignee is able to know hourly, if necessary, where his car of merchandise is while it is enroute.

The letter is from the Cummer Manufacturing Company of Paris, Texas:

"This is to advise you that RI car 62895 arrived in Paris April 23.

"We want to take this opportunity to thank you for the information and service that you have given us in tracing this car. The car arrived here just in time as we will run out of wire tonight.

"All of your wires have been received concerning the passing of the car and we wish again to thank you for the excellent service you gave us in tracing the car."

Friends of M. D. Welch, conductor, trains 105 and 106, will be glad to learn that he is again on the job, and feeling fit and ready, for his work, after a serious operation, from which he recovered in record time at the Frisco Hospital, St. Louis.

"I cannot give enough praise to the Frisco Hospital staff at St. Louis, particularly Dr. Woolsey and Dr. Vinyard, who were so attentive. The whole staff were so kindly solicitous of the suffering ones confined there, and I can recommend it as being a haven of relief for the sick or the afflicted," writes Mr. Welch.

The acting general traffic manager of the American Chain Company addressed W. S. Merchant, general eastern agent of the Frisco Lines, on February 10, congratulating him on the splendid movement given a car of their goods.

"We certainly believe that leaving York, Pa., on February 2 and being delivered in Oklahoma City on February 8, is very good movement.

"When Mr. Heil (Frisco T. F. A.) spoke to me about this movement, he assured me that we could obtain most excellent time via this route, but this certainly surpasses our expectations."

Frank Hartgraves, lawyer at Menard, Texas, sent to J. M. Kurn, president of Frisco Lines, the following letter of appreciation, which is self-explanatory:

"A little while back I had occasion to send a daughter to Worchester, Mass., and at the suggestion of your Menard agent, Mr. C. A. Weise, she was routed over the Frisco and Pennsylvania Lines via St. Louis. A communication from her, commending the splendid service she had received from the Frisco officials informed me that at the suggestion of Mr. Weise, Mr. O. H. McCarty of Ft. Worth, the Texas manager had not only provided her the necessary tickets and Pullman reservations over his own lines, but over the Pennsylvania Lines as well, and that in addition to this, Mr. McCarty had instructed his assistant, Mr. Jordan, to wire Mr. Baker at St. Louis to meet the train Miss Hartgraves was on, and see that she was properly transferred to the next east bound train over the Pennsylvania Lines. All of which was done in accordance with Mr. McCarty's thoughtful and courteous instructions.

"This service was so splendid and so much appreciated by both Miss Hartgraves and myself that I am taking the liberty of expressing this appreciation to you together with my thanks to these gentlemen."

J. F. Steed, of the Mineola Grain Company, addressed the Fant Milling Company of Sherman, Texas, in the following manner:

"We are compelled to compliment you on the service in getting Frisco 123,890 to us, as this order was phoned after 4 o'clock, Saturday, and we received the car Monday afternoon. We also appreciate the way it was loaded, as there was not a single torn sack in the car."

Officials of the Mineola Grain Company appreciated not only the prompt movement, via Frisco Lines, but the manner of handling.

E. G. Baker, division passenger agent of St. Louis, Mo., received a letter from Mrs. Rose D. McDonald of St. Louis, Mo., highly complimentary of Frisco train service between St. Louis and Memphis, Tenn. She advises that next year she intends to use the same service to Memphis.

Below is the letter:

"Having made the round-trip to Memphis on your road (Frisco), I want to tell you I never enjoyed train service more. And I want to say your dining steward was one of the most courteous I ever had serve me. Will be glad to make the same trip to Memphis when I go on my vacation again next year."

The letter is a splendid recommendation and in reading it, there comes to mind the picture of co-operation among the employes, and courtesy and a spirit of justice toward the shippers as extended by the employes and officials of the Frisco Lines.

The letter is from Boerstler Brothers, wholesale grocers of Henryetta, Okla., and addressed to H. G. McKinstry, agent, Frisco Lines, same place:

"In going through our ledger today we find the Frisco has paid us in full for every claim filed for the past four years. Today the Frisco does not owe us a single claim. We desire to pay you a compliment because you pay your claims promptly. It is our intention to file only claims that are honestly due us and we thank your railroad for paying same promptly.

(Signed) Leo Boerstler."

The South Chester Tube Company of Chester, Pa., appreciated Frisco service so keenly that A. J. Tucker, treasurer of the concern, wrote the following letter of appreciation to S. L. Oliver, Frisco agent at Memphis, Tennessee.

"We have received your telegrams tracing B. & O. car 255451 destined Mannford, Oklahoma, and greatly appreciate the attention which you gave to this tracing as well as the excellent time you made on this movement, as the car was seriously needed at destination by one of the largest pipe consumers in the country whom it was very desirable to please."

A great corporation cannot long endure if its employes are not solicitous of the needs of those with whom they have business dealings.

Many compliments come to the railroad through the efforts of some one of its thousands of employes and the letter quoted below from William Robertson, a sales agent for Texas watermelons of Belleville, Texas, concerning J. H. Webberley, traveling freight agent of Houston, was highly appreciated, both by the Frisco officials and by Mr. Webberley, whom it concerned:

"I want to express to you my profound appreciation of the services rendered this office for the past several years, and all of the track buyers headquartering here, by your Mr. J. H. Webberley. His assistance has really been invaluable and we are truly grateful to him and to the Frisco Lines because of his being here.

"It has been the writer's observation, over a period of years in the shipping business, that the average freight solicitor is a good fellow from the standpoint of conviviality and congeniality, but his activities are confined mostly to "chair warming" in hotel offices, and when information of a technical nature is requested, the average solicitor is unable to supply it. He wants the business if too much aggressiveness is not required to secure it, but usually the second day on the job finds him longing for the bright lights and looking forward to Friday evening.

"Mr. Webberley presents a very pleasing contrast in that he is constantly available for a supply of useful information and is ready, willing and able to jump in anywhere and at any time to help out a situation. He is not a clock-watcher in any sense of the word. He has worked without solicitation until the "we small hours" of the morning, helping our traffic men, and the buyers seeking routes find him a ready source of information at any and all times. And all he gets is "Thanks, old man," an expression very commonplace, but eloquent with real feeling when addressed to Webberley and emanating from any of the "bunch" here. Two minutes after Webberley reaches the hotel he is in our office or on the track, with his sleeves rolled up and minus a hat, talking "Frisco." Our only regret is that the territory we supply does not permit of the Frisco getting a greater percentage of our business.

"I mentioned to Mr. I. Barancik, buyer for A. Goldsmith & Co. of Chicago, that I was going to address to you a communication commending Mr. Webberley and he threatened me with dire consequences if I failed to state that he concurred in my remarks.

"All this because of my belief in 'flowers for the living.'"

CHICKS FROM CLINTON

While dining out on a visit to New York, the tender chicken which you remark is "delicious" may be from the old Ozarks after all, for every Wednesday of each week the branch of Armour & Company, at Clinton, Missouri, ships one car of dressed poultry via Frisco Lines to Kansas City, where it goes direct to New York poultry markets. The chickens are packed, four to a box and the approximate weight of each box is seven pounds. The boxes are wrapped and sealed in oiled paper. The first lap of the journey, from Clinton to Kansas City, via Frisco rails, is made in six hours.

"We've goth the world beat on hauls from Clinton to Kansas City," remarked C. O. Claiborne, agent at that point. "It only takes us six hours to make this trip, and we handle every day but Sunday, around 35,000 pounds of merchandise to and from that point."

On the platform at the Clinton station can be seen boxes and boxes of baby chicks, being loaded with the greatest care into the warm baggage cars. Some east bound, others west bound, and to many points in the United States.

Mistress: "What beautiful scallops you have on your pies, Mandy! How do you do it?"

Cook: "Deed, honey, dey ain't no trouble. I jes' uses my false teeth."

The Pension Roll

Six veterans, with a total of one hundred ninety-eight years, five months of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held April 18, 1927, in the offices at St. Louis, Mo.

JOSEPH WOODCOCK TREMAYNE, traveling auditor, St. Louis, Missouri, was retired from active service March 31, 1927, due to having reached the age limit. He was born March 23, 1857, at St. Marys Scilly Island, England. His father was a shoemaker. He attended the schools of England and in 1873 he began teaching. He later received a post graduate course for three years after which he attended college for four years. He came to America in 1880 and served as bookkeeper for the firm of R. T. Coughlin, who handled undertakers' supplies. He remained there nine months, and in May, 1881, he took service with the Frisco in the office of the auditor of tickets accounts, checking conductor's reports. He held the following positions in this department: Abstract clerk, rate clerk and station clerk. In November, 1898, he was promoted to the position of traveling auditor, which position he held until his retirement. On December 24, 1884, he was married to Miss Ella C. Thomas of St. Louis, Missouri, and to them were born two sons. Mr. and Mrs. Tremayne reside at 1607 Texas Avenue, St. Louis, Missouri. Continuous service of forty-six years and three months entitles him to a pension allowance of $87.05 a month effective from April 1, 1927.

J. W. TREMAYNE

JOHN EDWARD O'MELIA, locomotive engineer, central division, was retired from active service on October 31, 1926, due to total disability. Mr. O'Melia was sixty years of age and was born September 9, 1867, at Rolla, Missouri. His father was a farmer, and during his early days he attended schools near his home. At the age of twenty, he took a position as machinist helper at the north shops, Springfield, Missouri. He worked in the capacity of machinist at various points on the Frisco until August 21, 1890, when he was given a position as fireman. On April 9, 1897, he was promoted to the position of engineer. On August 18, 1902, he married Gertrude Setler of Lebanon, Missouri. Mr. and Mrs. O'Melia have no children. They reside at 1400 North Fifth Street, Ft. Smith, Arkansas. Continuous service of thirty-nine years and one month entitles him to a pension allowance of $91.95 a month, effective from April 1, 1927.

J. E. O'MELIA

ADRIAN VAN OSTADE HASKELL, bridge inspector, eastern division, was retired from active service on March 31, 1927, due to his having reached the age limit. He was born March 12, 1857, at Lewiston, Maine. His father was a farmer. He attended the schools near his home and worked on his father's farm until the fall of 1873, when he came to Pacific, Missouri, and secured work with the Missouri Pacific. About 1876 he went to work for the Frisco, between Pacific and Vinita, I. T., where he served until 1882, when he was sent on line in the performance of bridge work. He has been stationed at Springfield, Missouri, with the entire eastern division under his supervision since 1911, to the date of his retirement. On January 21, 1880, he was married to Miss Mary J. Harris of Allenton, Missouri, and to them were born six children. Two sons and a daughter are living and three of the children are dead. Continuous service of thirty-nine years entitles him to a pension allowance of $59.45 a month, effective from April 1, 1927.

A. HASKELL

PATRICK MULROY REILLY, tool room man, Ft. Smith, Arkansas, was retired from active service on March 31, 1927, due to his having reached the age limit. He was born March 1, 1857, in County Mayo, Ireland. He received his education in the schools of Ireland and America. On March 11, 1892, he accepted his first Frisco job, flagging the tunnel at Winslow, Arkansas. He later served in the tool room, mechanical department at Ft. Smith, Arkansas. On May 13, 1884, he was married to Miss Teresa Moran, of Ft. Smith and to them were born seven children. One died in infancy. Four of the sons were at one time in Frisco service. Mrs. Reilly is dead and Mr. Reilly resides at 705 South Twentieth Street, Ft. Smith. Continuous service of nineteen years and eleven months entitles him to a pension allowance of $20.60 effective from April 1, 1927.

THOMAS McDONNELL, locomotive engineer, eastern division, was retired from active service on January 15, 1927, at the age of fifty-nine years, due to total disability. He was born March 11, 1868, at Nevada, California. His father was a boot and shoemaker, and he was educated in the schools of Amsterdam, New York. At the age of fourteen he began his business career in a knitting mill. At sixteen he was working at the plumbing trade and continued in that service until May 22, 1897, when he came with the Frisco at Ft. Smith, Arkansas, in the capacity of a fireman. He was promoted to the position of engineer in February, 1902, and served in that capacity continuously on the eastern division until his retirement. On October 2, 1894, he married Mary E. Crowe of Ft. Smith, Arkansas, and to them were born two girls. Mrs. McDonnell is dead, and Mr. McDonnell and his two daughters reside at 328 East Commercial Street. Springfield, Missouri. Continuous service of twenty-nine years and seven months entitles him to a pension allowance of $51.85 a month, effective from April 1, 1927.

T. McDONNELL

NATHANIEL HENDERSON HUDSON, locomotive engineer, southern division, was retired from active service March 31, 1927, due to his having reached the age limit. He was born January 27, 1857, at Haywood County, Tennessee. His father was a Methodist minister, and in his youth he attended the schools near his home. At the age of twelve he engaged in farm work, but later took up railroading and served as a fireman and later as an engineer on the following

N. H. HUDSON

roads: Illinois Central, N. O. & T. Railroad and K. C. M. & B., now the Frisco. He began serving the Frisco proper in 1902 as an engineer on the Lebanon Sub, and served on the eastern and southern divisions until his retirement. On June 19, 1895, he was married to Mattie E. Moore of Memphis, Tennessee, and to them were born two children, a boy and a girl. The son Gene, is now serving as chief clerk in the stationery department, Frisco Lines at Springfield, Missouri. Mr. and Mrs. Hudson reside at 1350 Washington Avenue, Springfield. Continuous service of twenty-four years and seven months entitles him to a pension allowance of $50.00 a month, effective from April 1, 1927.

In Memoriam

WILLIAM THOMAS THOMPSON

WILLIAM THOMAS THOMPSON, pensioned section laborer, died at his home at Cassville, Missouri, on April 18, 1927. He was born at Mt. Vernon, Kentucky, on July 24, 1855, and entered the service of Frisco Lines on March 1, 1906, at Monett, as a coach cleaner, and served in that capacity and as section laborer until his retirement, which was due to his having reached the age limit. He was a widower, and left two children. His pension allowance was $20.00 a month, and up to the date of his death he had been paid a total of $340.00.

LAFAYETTE FRANKLIN McNUTT

LAFAYETTE FRANKLIN McNUTT, pensioned pumper, died at his home at Mayfield, Kentucky, April 15. He was born on December 15, 1852, in that city and entered the service of the Frisco Lines as a section laborer on the Ozark division in March, 1885, being transferred to Jonesboro, Arkansas, as a pumper the next month, where he served continuously until his retirement on August 15, 1913, which was due to partial paralysis. Mr. McNutt was a widower. His pension allowance was $20.00 a month and up to the date of his death he had received a total of $3,220.00.

O. G. & E.–FRISCO MEET AT ENID

Officials and employes of the Oklahoma Gas and Electric Company and Frisco Lines at Enid, Oklahoma, joined forces in a big Fellowship meeting at the Elks' Hall, Enid, on the night of April 20.

C. L. Owen of the electric company, and J. F. Ferguson, roadmaster of the Frisco Lines, presided jointly. W. J. Foley, amiable master mechanic, delivered the address of welcome, and Lincoln Beerbower, general manager of the electric company, made the response.

The gathering was addressed later by Mayor John Curr and D. D. Stull, the Mayor-Elect.

Frisco Agent Elected Mayor of St. Marys, Mo.

View of station and park maintained by Agent Schroeder at St. Marys, Mo.

HENRY SCHROEDER, agent for Frisco Lines at St. Marys, Mo., was elected mayor of that city by a handsome majority in the elections of Tuesday, April 5. He had been alderman for a year prior to his election to the mayorality, and ran for his present position on a platform of more industries and factories for St. Marys and a cleaner city.

Agent-Mayor Schroeder came to Frisco Lines in 1908 as a relief operator and on February 4, 1909, he went to St. Marys as agent-operator. He had formerly worked for the CB&Q, Missouri Pacific and Cotton Belt.

Many Frisco railroad men and thousands of passengers on Frisco trains through St. Marys have marveled at the beautiful station park. Directly across from the station, Mr. Schroeder has laid out and maintained since 1910, one of the most beautiful station parks on any American railroad. He has done the work himself, even to screening two cars of silica, building a concrete basin, digging post holes and setting the posts, digging 570 feet of ditch and laying two-inch pipe for his water. He secured a fountain piece from the Frisco and installed it. He planted all the trees, shrubs, plants and flowers in the park, and takes a great delight in maintaining it. High water this year left about three inches of mud on Mr. Schroeder's park, but he still hopes to have a beautiful stand of flowers and grass by the middle of the summer. The park is 60 feet wide by 200 feet long and has a row of maple trees on the east side along the fence. Many different kinds of flowers, including cannas, dahlias, zinnias, petunias, caladiums, holly hocks and geraniums grow in the park.

THE LOCAL AGENT

The real railroad agent, whether he be a handler of tickets, baggage or freight, or a combination of all three is not only a "live wire"—he represents to the great traveling and shipping public the railroad by which he is employed.

He is to the railroad what the man in the first line trenches is to the army, he is the point of contact between the company and the public.

As the manufacturer is judged by the kind of salesmen he sends out so is each railroad judged by the men who represent it—the agents. The local agent is one of the most important cogs in the wheel of a railroad's progress. He is in better position to make or break his company than perhaps any other person. He can make friends or enemies, he can get business or lose it, he can add to or subtract from the Railroad's revenue. The agent has wonderful possibilities—not only for himself but for making his road "the" road in the territory which he serves.

—Observation.

The Obliging Vendor

An Italian who kept a fruit stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance, he finally put up a sign, which read: "If you must pincha da fruit—pincha da cocoanut!"

Sport Togs for Miss Frisco

Evelyn Dale, of the auditor freight accounts office, in the latest hiking togs. The suit is of washable linen, and the sleeveless jackette is worn over a tailored waist.

Center: Margaret Fisher, of the auditor freight accounts office, models a jersey ensemble. The dress may be worn with or without the sweater, and is made in perfectly straight tailored lines. A small black hat with rhinestone trimming and colored shoes to match the outfit, were selected.

Bottom right: One of the most popular early spring and summer, velvet and white flannel outfits, modeled by Margaret Pfroender of the auditor freight accounts office, St. Louis, Mo. The lines are plain, and a white shoulder flower droops becomingly from the left shoulder. The shoes of black satin and the hat of white, trimmed with a gay flower, complete the outfit.

Homemakers' Page

MISS LORETTO A. CONNOR, Editor

A Workaday Philosophy

SOMEONE has pointed out that it is the twisted philosophy of an unwholesome mind or the perverted taste of an unwholesome body that finds bad things pleasant and good things disagreeable. Nature, in her wisdom, has fortunately so arranged that the pleasantest things in the world are the wholesome things, and that the things which are best are also pleasant. Prove this by considering the things that bring joy into a normal life—sunshine, fresh air, vigorous exercise, sleep, good companionship and above all successful work.

To learn to like such things is in reality the key to a happy life. One of the greatest stumbling blocks in the road to success and happiness is the foolish attitude that work and duty are of themselves disagreeable. The woman who throws her whole soul into her task, who goes about it without hesitation or complaint, who takes an interest and a pride in doing it as well as she possibly can and who strives to remain cheerful all the while is bound in the long run to find real joy in what she does.

On the other hand, let her procrastinate and hesitate, let her cultivate the habit of complaining and dwelling on the trying aspects of her work, let her keep thinking of all the things it would be pleasanter to do, in other words, let her continually find fault with the hard lot which consigns her to an unhappy fate and soon life will become "stale, flat and unprofitable"—a round of drudgery and unappreciated toil.

The joy of life is what is put into it. So avoid talking about your work in terms of hate. It is really the thinking that makes it hateful. Get into the habit of talking as though you enjoyed what you are doing. Think happily of your job and watch the effect on yourself and the quality of the work you do.

The same general principle might be applied to our associates and friends. There is enough that is disagreeable in the best of people to make life with them unhappy if we think only of those aspects. So too, there is enough that is admirable in the average person to make her company bearable if one is determined to see only that which is worth while.

A Recipe for Sauce Tartare

Sauce Tartare

Sauce Tartare, which is so good with fried fish, is a variation of Mayonnaise Dressing.

1 cupful Mayonnaise
2 tablespoonfuls minced parsley
2 tablespoonfuls minced chives
2 tablespoonfuls minced capers
2 tablespoonfuls minced olives
2 tablespoonfuls minced cucumber pickle
1 tablespoonful tarragon vinegar

Mix the seasonings well and stir them into the mayonnaise. An onion may be substituted for chives but less should be used.

Shellfish and vegetable cocktails will be found most appetizing with this cocktail sauce.

Of the sauces made with a butter foundation Hollandaise is perhaps the best known. These sauces are rather more difficult to make but can be mastered with a little practice. For Hollandaise, use

½ cupful butter
2 egg yolks
½ teaspoonful salt
Few grains of cayenne
2 tablespoonfuls lemon juice
½ cupful boiling water

Cream the butter and divide it into thirds. Put one-third in a small saucepan with the egg yolks, salt cayenne and lemon juice, set the saucepan in another one with boiling water. The use of two saucepans instead of a double boiler is advised because it is easier to control the temperature and so avoid over cooking. Cook slowly, stirring constantly with a wooden spoon until it begins to thicken. Add the second-third of butter and as it thickens, the remainder. Continue stirring until it forms a coating on the back of a metal spoon. Add the boiling water. Cook one minute. Serve at once. Great care must be used not to cook the sauce too fast or too long as there is danger of curdling. Should this happen it can be made smooth by blending carefully with it one-half cupful of hot White Sauce. The result will not be so rich. Hollandaise is especially good with fish and green vegetables.

The Home Beautiful

THE art of interior decorating has made so wide an appeal to the modern homemaker that it is now no more mysterious than the art of cookery and women who care are just as eager to master its underlying principles. A little time and thought and any woman can learn to make her home attractive, individual and strictly in keeping with the newest trends.

She who has this as her goal however, must be willing to study and experiment until she has mastered the fundamentals. Ordinary good taste, allied with a practical understanding and application of the simple rules which govern such essentials as the treatment of background, the grouping of furniture and the harmonizing of colors, will go far towards producing interiors of distinction, charm and interest, even though the total expenditure, of necessity, be small.

There are changing styles in interior decoration just as there are in clothes. For the past fifteen years, perhaps we have been living in a vast waste of neutral walls and hangings, grays, tans, putty and ivory. Today brilliant color effects in hangings, upholstery fabrics, floor coverings, wall coverings and in furniture itself have become definitely characteristic of the American home.

An interesting feature of the flood of prismatic furnishings of today is the influx of bright colors into the bath room. Not so long ago, the average bath room was a cheerless place at best, given over to sanitary white tile and chilly porcelains with an occasional dash of blue, perhaps, in bath mat or window curtains.

All that has now changed, thanks to a growing inclination to combine beauty with our hygiene. The up-to-date bath room is none the less sanitary because it has become more colorful and cheerful.

The same lovely fabrics which brighten the rest of the house have been rubberized and made waterproof, for bath room curtains and hangings. Gorgeously patterned cretonnes, luxurious silk moires, plain silks, ginghams, novelties in solid shades, stripes and checks are all available in rubberized materials. These may also be purchased by the yard and can be used for making shades, curtains, screens, hampers or any other accessories.

The TWILIGHT HOUR

A Page Just for Children

WINNERS ANNOUNCED

WHEN this *Magazine* reaches the Frisco kiddies, the four prize winners of the recent contest conducted on the Twilight Page, will have received their prizes.

LESLIE MYERS

A little Frisco boy at 6802 Scanlon Avenue won the prize for January, and upon investigating it was found he had moved to Arizona with his parents, and so the next one in line for the January prize was Virginia Bauer of Thayer, Mo. The February prize was won by Mary Spillman of Cape Girardeau, Mo.; the March prize by Leslie Myers at St. Louis, Mo.; and the April prize by John Matoske at St. Louis, Mo.

The girls each received a box of candy and the boys a ball and bat, and the Twilight Lady, as well as the whole Frisco family offer congratulations to the winners!

The Twilight Lady endeavored to secure the picture of each one for this month's page, but several things prevented her doing so. Mary Spillman of Cape Girardeau wrote that she was moving to Pensacola, Florida, and would let us have her new address later, however, Leslie Myers sent in the accompanying picture with his acknowledgment as the winner of the March puzzle prize.

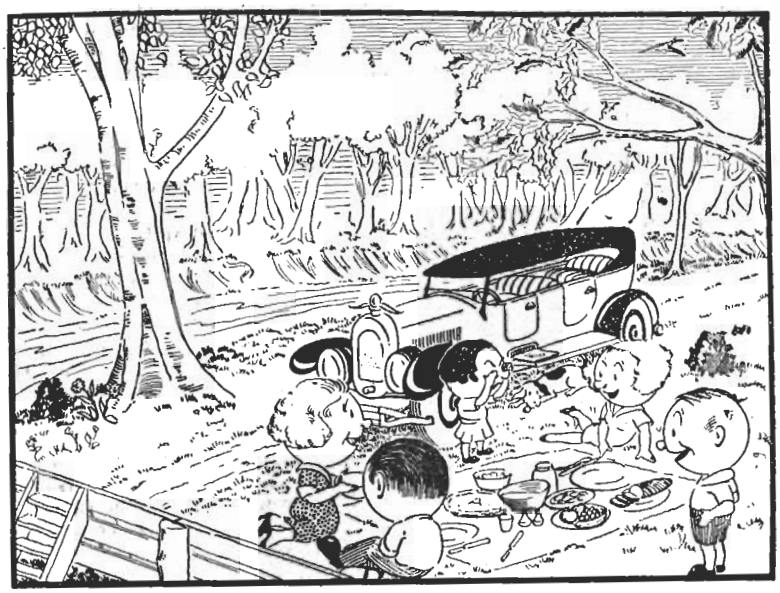
This month starts another series of puzzles! Great interest was displayed in the contest just ended, and the Twilight Lady heard from many Frisco kiddies over the entire system—more than she has ever heard from.

However, she feels sure that there are some from whom she has not heard and she earnestly hopes that those new friends, as well as her old ones, will take an active part in this second series.

The Twilight Lady has received many many letters recently from Frisco little folks from all parts of the great Frisco system, and more than half of them asked that more puzzles be printed on the Twilight Hour page. So the Twilight Lady has planned to print more puzzles.

This puzzle is quite different from the previous ones. You will note the heading says, "How many rhyming words does the picture suggest," and the "key word" is cry. For instance,

How many rhyming words does this picture suggest?



how many words that rhyme with cry can you find, that represent objects, or people, or things, in the picture?

This is going to be so easy the Twilight Lady isn't even going to give you a hint of one of them.

In this contest, there will be no prizes awarded, but there will be printed each month, the names of the little folks who send in answers, and the number of words which they found which rhyme.

Now—work this puzzle out, and when you have found all the words that you possibly can that rhyme with "cry," send your answers to

Your own Twilight Lady

743 Frisco Building,
St. Louis, Mo.

A FRISCO PRIZE WINNER

Miss Jean Ann Springer is the charming little black-eyed ten months' old baby pictured above, firmly holding the loving cup she won as second prize in a perfect baby contest held in Houston recently.

She is the daughter of Mr. and Mrs. F. R. Springer, and the granddaughter of J. E. Springer, general agent, freight department, Frisco Lines at Atlanta, Ga.

JEAN SPRINGER

There were 832 children under the age of three entered in this contest and examinations were made by 81 doctors.

Jean was named for her grandfather (Gene Springer) and is naturally the pride of his heart. "The family have fully recovered from the shock," Mr. Springer writes.

Sons and Daughters of Frisco Family Folk

Top row, left to right: Mary Balke, daughter of John Balke, Clinton, Mo.; George W. Barnes, age 3, and Lawrence Barnes, age 16 months, (directly below), sons of Wm. Barnes, boilermaker, Springfield, Mo.; Billie Gene Madaris, 4 months old son of Harry Madaris, brakeman; Vernon Kenneth, age 5, and Marion Eugene, age 3, sons of W. Moore, Springfield, Mo.; Samuel Wesson, age 2½ months, son of O. W. Vaughn, engineer, Memphis, Tenn.; John Carden, age 2 years, son of Mrs. A. P. Carden, record clerk, Birmingham, Ala.

Center row: Irene Margaret, age 8, and William, age 7, children of R. R. Pennycock, statistical clerk, freight accounting department, St. Louis, Mo.; Jeanne Carolyn, daughter of F. M. Ferbrache, Springfield, Mo.; Hobert Glascock, Jr., age 6 months, son of H. R. Glascock, Ft. Worth, Tex.; Mildred Ellen, age 10, daughter of Dan Hulburt, conductor High Line.

Bottom row: Polly Anna Coble, niece of Martha Hill, agent, Flemington, Mo.; Richard Clinton Jones, age 2½ years, son of R. C. Jones, Springfield, Mo.; Nancy, Jack and Bobbie, children of R. H. Kerr, statistician, Springfield, Mo.; Thomas Edwin, age 10, Wilma Gene, age 4, and Mary Elizabeth, age 8, children of F. D. Flanagan, millman, Springfield, Mo.; Donald Dean Woodall, year old son of Mr. Woodall, Springfield, Mo.; Jean Marie Kaufmann, daughter of J. H. Kaufmann, secretary, president's office, St. Louis, Mo.

THE PUZZLE WINNERS

The Twilight Lady is very proud of two letters which she received from two of the prize winners. The first is from Leslie Myers, who won the third prize. This puzzle, if you will remember, was the one about the zoo.

Leslie explains just why he got so many answers. "Dear Twilight Lady," he writes. "I was very proud to win the third prize. As you know, we have a very fine zoo here in St. Louis and we learn a lot about the animals. I hope all our little Frisco friends will visit our zoo when they are in St. Louis. I am eleven years old and go to the Hodgen School. I am in the fifth grade.

"I enjoy the Twilight Hour Page very much, also Flashes of Merriment. I think, before I close, I should ask the artist to pardon me for finding so many more mistakes than he thought he made.

"Will you please tell him for me that I hope he don't feel hurt."

The Twilight Lady will tell him, Leslie, and I am sure he will be glad that you did find so many—enough to win the third prize.

The second letter is from Mary Spillman. The Twilight Lady had a dreadful time getting Mary a letter. When she answered the puzzle, she did so from Cape Girardeau, Mo., and the next letter from her came from Pensacola, Florida!

"I am visiting in Cape Girardeau," she writes. "We are moving to Pensacola. My father was transferred there on March 18.

"I have gray eyes, black hair and am in the sixth grade. I am 12 years old and weigh 102 pounds. Please don't send the prize until I send you a letter."

And at the bottom of her letter she writes: "I will send my picture in about six days."

We'll be glad to get the picture Mary—and the letter that comes with it, and the Twilight Lady will wait until you answer from Pensacola again, before she sends the prize.

Flashes of Merriment

Too True

"The oyster is quite modest,
And oh, so bashful too—
Which explains why he's so seldom,
Found in Oyster-Stew!"

More Luck

Doctor: "Congratulations! You are the father of triplets."

Father (who married a telephone operator): "Just my luck! She always gives me the wrong number."

Jealousy

"I hear you've lost your parrot that used to swear so terribly."

"Yes—we found him dead on the golf links."

Signs

Sign in tailor shop window: "The only difference between a 'hot dog' and a 'live dog', is that one wears tights and the other pants. Try our new spring suits."

Ad, in the Kellog, Idaho, News: "Work wanted. I have got to have a job. Am man, 32 years old, intelligent, but married. Phone 11."

Clear Enough

Officer: "Say, where do you live?"
Drunk: "With (hick) my brother."
Officer: "And where does he live?"
Drunk: "(Hick) With Me!"
Officer: "And where do you both live?"
Drunk: "Together."

A Common Occurrence

Diner: "Waiter, there is a fly in my ice cream."

Waiter: "Let him freeze and teach him a lesson. The little rascal was in the soup last night."

A Capital Affront

"You've been licked," said Paddy's mother as he came in from school, crying.

"I ain't," he said, "There was a doctor at school this mornin' examined us and he said I had ad'noids."

"Phwat's thim?" asked his mother.

"They're things in your head as has to be taken out," answered Johnny.

"It's a dom lie, angrily exploded his mother. "Ive fine-combed yure head ivry Saturday night and niver an ad'noid did I find!"

Every time some people accept a favor, they look for the price mark.

The slickest guy in the world is the shiek who can shave himself while doing the Black Bottom.

The Ideal Tenant

Agent: "You say you have no children, victrola, radio or dog? You seem to be the tenant I am looking for."

Prospective Tenant: "I guess I ought to tell you, that my fountain pen squeaks a bit."

Vacation Lore

Employe: "Sir, I would like permission to be away three days after the end of my vacation."

Employer: "Oh, you want three more days of grace?"

Employe: "No sir, three more days of Gertrude."

Of Course

"Why does a Scotchman have a keen sense of humor?"

"I don't know—why?"

"Because it's a gift!"

Concentration!

The sting of a hornet is a little thing, but it has been known to lift 200 pounds of meat two feet in one second. That's concentration!

At the Photographers

"Have I the exact expression that you desire?"

"Perfect!"

"Then shoot quick; it hurts my face!"

Who Wouldn't Be?

Headline, Kansas City Star: "Janitor Struck by Car, Critical."

Give Us A Dozen

Tacoma Washington Ledger: "For sale, nine Rhode Island Red pullets and one cockrel thoroughbred, dark strain, all laying reasonable."

Comparisons!

"Boy, you sho' has got a big mouth."

"Huh, you fool niggah, that ain't no keyhole in the front of your face." (Kansas Sour Owl.)

The Beginning

The Black Bottom is reputed to have been originated by a college student who absent-mindedly stuck a lighted pipe in his hip pocket.

Wrong!

"What tense is 'I am beautiful'."

"Past!"

Black Marks!

"Didn't I tell you not to play on the piano with dirty hands?"

"Aw, Ma, I was only usin' the black keys."

Ouch!

"My hands are very soft. I keep them that way by sleeping with gloves on."

"And do you sleep with your hat on, too?"

His Part

The magistrate was examining a witness to whom he remarked:

"You admit you overheard the quarrel between the defendant and his wife?"

"Yis, sor, I do," stoutly maintained the witness.

"Tell the court, if you can, what he seemed to be doing.

"He seemed to be doin' the listenin'."

Hose for Angels

The sculptor had just finished his model of an angel, and one of his numerous friends had called in to see it, and at the same time give a little friendly criticism.

"I say," he said, "angels don't wear silk stockings. Did you ever see an angel in the high-heeled shoes and silk stockings."

"Did you ever see one without them?" came the prompt question.

The **FRISCO EMPLOYES' MAGAZINE**
Published on the First of Each Month
By the
St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.
743 Frisco Building St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employes of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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Vol. 4 **JUNE, 1927** **No. 9**

The Berry Season

KEYED to the highest pitch of expert railroading, handling hundreds of cars without one minute of lost time, Frisco Lines employes are working day and night at the task of moving the 2,100 cars of strawberries which constitute the 1927 season in our territory.

C. H. Baltzell at Monett, "director-generalissimo" of the icing docks, is probably the busiest man of the Frisco's organization as the huge trains are assembled, re-iced under his supervision, and sent on their way.

On May 24 (as the *Magazine* goes to press), the largest express train shipment of berries ever made on Frisco Lines, high-balled to St. Louis. The train consisted of 38 cars and came into St. Louis at 3 p. m. Within a few minutes the cars were en route to Eastern points where their luscious Ozark contents will delight Eastern palates.

Each car of that 38 car train contained 420 crates of berries, 120 dishes to a crate. Figure out how many delightful bites for berry eaters!

A Hail to Lindbergh

AS the last form is locked on the Frisco *Magazine* for June, Captain Charles Lindbergh of St. Louis, is receiving the homage of the world for his epoch-making, triumphant flight from New York to Paris. At this time (May 24), 28,000 columns of newspaper space have been given him, countless telegrams and letters sent, orders conferred, tears of thanksgiving for his safety shed.

He has made a name for himself in world history at 25 years of age. He has become a hero of transportation.

Thirty thousand Frisco employes join 120,000,000 people of the world in a tremendous hail to this incomparable youngster.

Employes Help Refugees

WHILE the catastrophe attending the flooded Mississippi Valley touched Frisco Lines only slightly in comparison with the havoc wrought other carriers in the south and southeast, Frisco employes rose to the occasion with millions of other sympathetic Americans in meeting the urgent call of the American Red Cross for funds to aid the homeless and suffering in the devastated regions.

At Thayer, Mo., Local No. 28 of the Thayer shops, together with foremen, and clerks, donated a day's pay to the sufferers,—a total of $200.00.

At the Yale, Tenn., car shops a fund of $250.00 was sent by Frisco employes to the flood refugees.

Employes at Memphis pledged a similiar amount, and from many points on the railroad of which this office has no report, thousands of dollars went to aid the stricken people. St. Louis and Springfield general offices donated liberally to the cause.

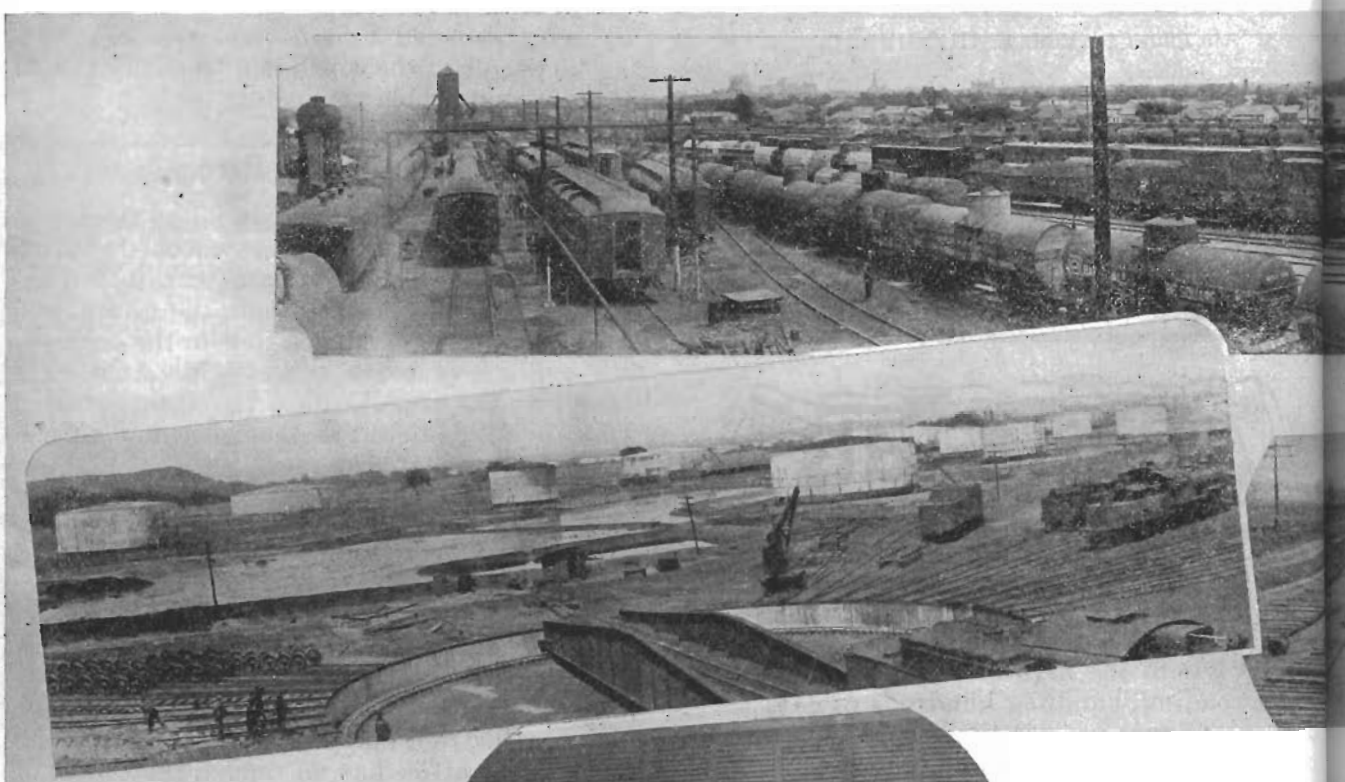
It is a significant commentary upon the sympathetic heart of railroad people that they should so arise to an emergency call.

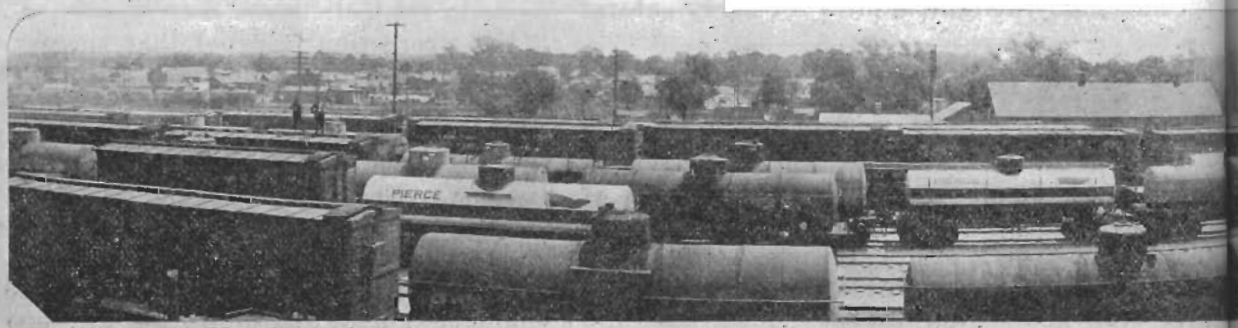
Judge Miller's Promotion

FRISCO workers will learn of the promotion of general solicitor E. T. Miller to a vice presidency of this railroad with approbation and good wishes for his continued success. "Judge" Miller has been a friend to us all. His genial personality, first-rate ability and personal charm have won him thousands of friends among the Frisco employes with whom he has come in contact.

His promotion is proof that success crowns the efforts of men who work faithfully, steadily, purposefully. The "Judge" graduated from law school when he was 19 years old, and was practicing before he attained his majority. He became a Frisco attorney in 1908, general attorney a year later, general solicitor in 1925. Among his colleagues in corporation law Judge Miller is recognized as a man of brilliant mind, sound judgment and high legal attainments.

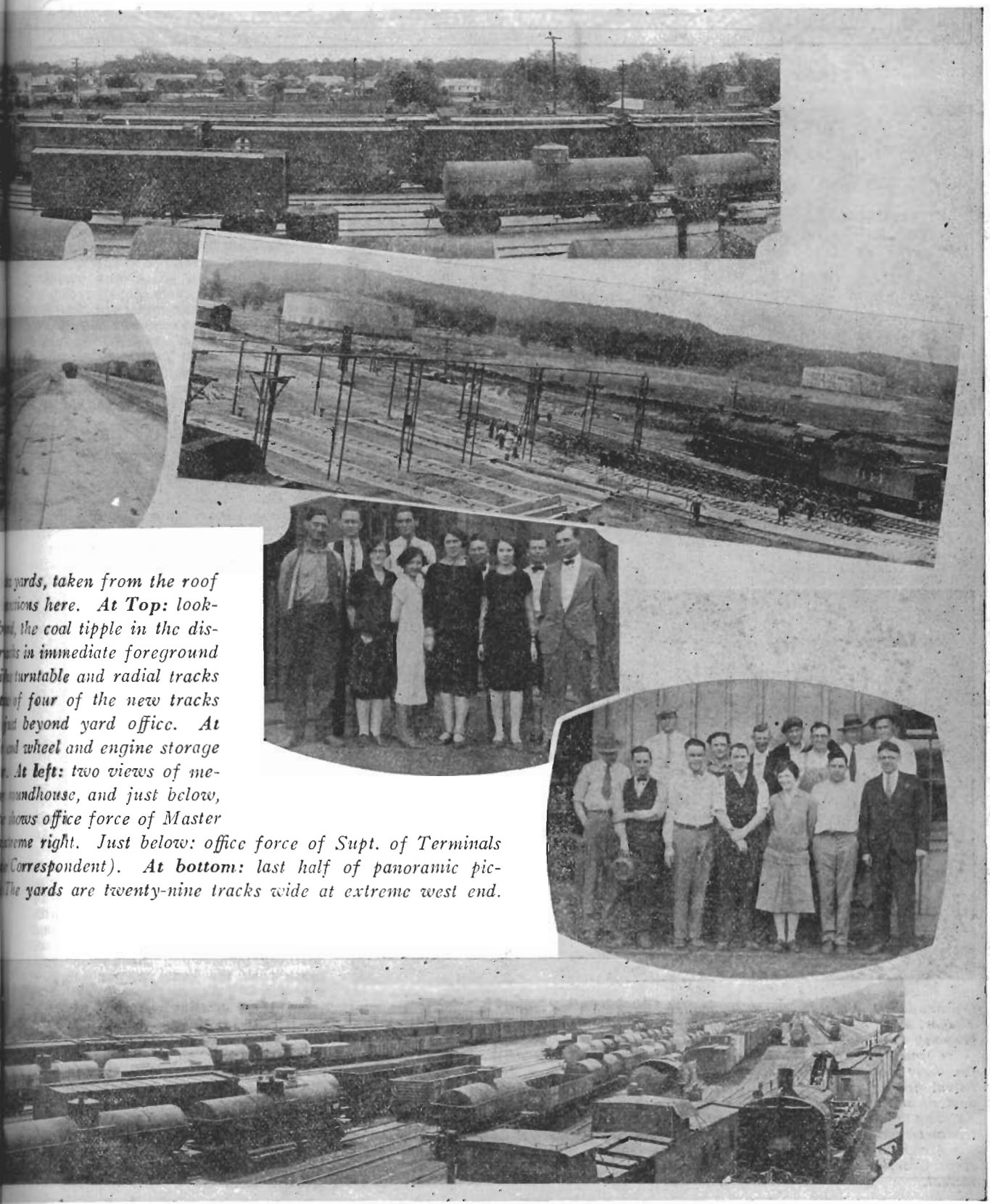
Frisco Magazine Presents First Views of Terminal





A panoramic pictur of the Roundhouse, appr ing east, with Tulsa in d tance at left, and the coa at left. ***Above, at left:*** *at Tulsa roundhouse. under construction in* ***right, above:*** *view of n tracks located just west chanical facilities at West Tulsa, a s a view of the machine shop.* ***At righ:*** *Mechanic R. B. Spencer. Spencer (lady in picture is Miss Edna Wood ture, showing west end of West Tul*

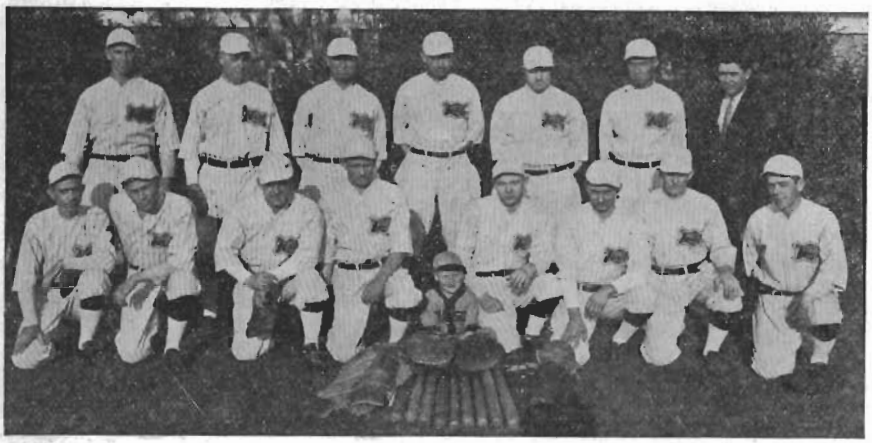
...es at Tulsa Terminal—Newest and Largest ...risco Lines



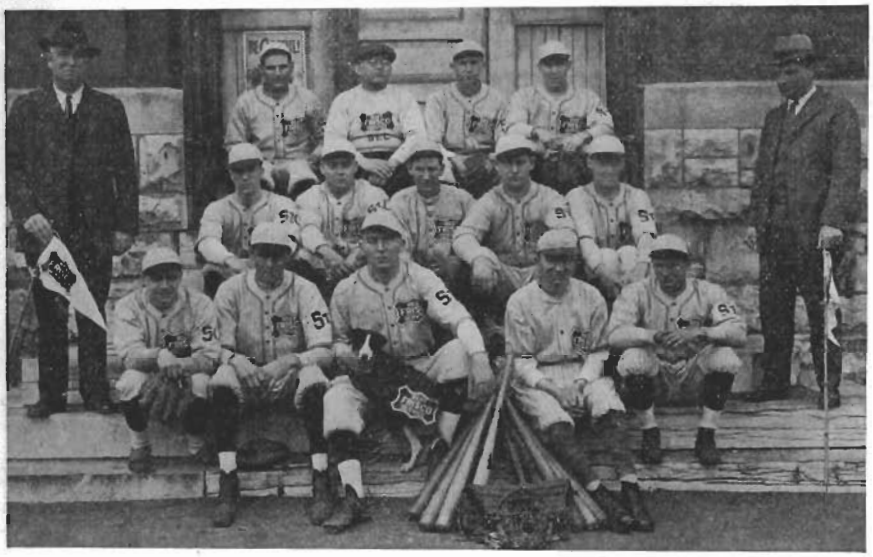
...yards, taken from the roof ...tions here. **At Top:** look... ...d, the coal tipple in the dis... ...ks in immediate foreground ...turntable and radial tracks ...of four of the new tracks ...t beyond yard office. **At** ...d wheel and engine storage ... **At left:** two views of me... ...undhouse, and just below, ...hows office force of Master ...reme right. Just below: office force of Supt. of Terminals ...Correspondent). **At bottom:** last half of panoramic pic... ...The yards are twenty-nine tracks wide at extreme west end.

PASTIME

Frisco Clubs in Baseball Leagues



Those in the above picture of the Ft. Worth Frisco Club are, from left to right, front row: J. C. Tewmey and J. I. Stephenson, utility men; J. J. Rainwater, pitcher; G. W. Parrott, center fielder; R. L. Slover, catcher; J. F. Devaney, right fielder; J. A. Tomlinson, second baseman; S. W. Lanham, left fielder. Back row: W. M. Walker, catcher; R. D. Ward, first baseman; I. R. Helton, pitcher; W. B. Wallis, utility man; J. L. Ward, third baseman and manager; J. N. Hughes, short stop; M. R. Evans, business manager. Billy Burton, son of L. L. Burton, timekeeper at Ft. Worth, is the mascot.



St. Louis—Seventh street baseballers, from left to right, bottom row: Ted Yeager, short stop; W. Macker, catcher; H. Bussekrus, first baseman; John Flick, property custodian, and Claude Ernst, pitcher.

Center row: R. L. Klein, standing, honorary president of the club and general foreman; George Hydor, pitcher; L. Glore, catcher; John McCaffery, utility; R. Eisen, right fielder; Ed. Berg, second baseman, and H. G. Snyder, standing, president of the club, and general agent, Seventh Street Station.

Top row: Arthur Boen, manager and left fielder; L. G. Roseman, secretary and treasurer and special officer; N. Glore, center fielder, and H. Coyle, third baseman.

Members of the club not present when photograph was made: Schnell, short stop; Croner, left fielder, and Hummel, right fielder. The dog "Lumber" is the mascot.

FRISCO BALL CLUBS

After several years of inactivity the baseball bug bit the Fort Worth gang last year (a sort of nibble), but the virus was potent and this year everybody and his dog got out the old mitt and the ancient cap, and tried out for the team. Several meetings were called; and a dance was staged to raise funds. J. L. Ward was made manager, and M. R. Evans business manager. New suits were purchased, marked by classy Frisco Lines emblems; and arrangements were made with the recreation board for a place in the Municipal Twilight League, a fast amateur organization. The winner in this league will play the winners in two other leagues for the city championship, at the end of the season. The Twilight League is composed of teams from Montgomery Ward, Hub Furniture Company, Fort Worth Steel & Machinery Company and the Frisco Lines. Besides the regular games in this schedule, which are played on Tuesdays and Thursdays, the Fort Worth Frisco team is playing its annual pair of games with the Sherman Frisco Lines Club. The first game was played in Fort Worth May 8th at an all-day picnic and barbecue, and the other game is to be played in Sherman May 30th, at a similar affair.

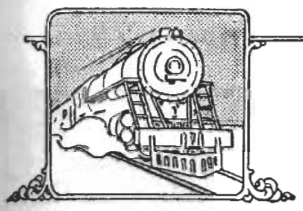
The baseball team at Seventh St. Station, St. Louis, Mo., known as "Frisco Best Service" team, has won six games so far during the season, and has promise of being one of the strongest teams on Frisco Lines.

This team elected the following officers: R. L. Klein, honorary president; H. G. Snyder, president; L. G. Roseman, secretary-treasurer, and Arthur Boen, captain.

The first two games were played in St. Louis, one against the Monarchs, a South St. Louis business men's team, when the Frisco team won with a score of 10 to 4; and the second game with another organization of business men, when the Frisco team again took the game with a score of 9 to 8.

On May 1 this team played the Chaminade College team at Clayton, Mo.; the Herculaneum team at Herculaneum, Mo., on May 8; the Hartford team, Hartford, Ill., May 15, and the Collinsville team at Collinsville, Ill., on May 22, and reports a winning score in each case.

The club has a strong defense and each man is endeavoring to keep the record of "no defeats". Match games are solicited.



The FRISCO MECHANIC

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

HOWARD PICKENS, Editor

HE LIKES THE FRISCO

Royal Anderson Continues Porter's Job Despite Oil Wealth

IF your father had a $2,000 a day income would you continue to carry waste-paper baskets, clean cuspidors, sweep an office and perform other porter duties for 35 cents an hour, 10 hours a day?

Would you dress in overalls and an old slouch hat?

Would you continue driving a Ford coupe when the income on a few days would buy a Rolls-Royce?

Perhaps not. But then, you haven't that income, and also, you aren't Royal Anderson.

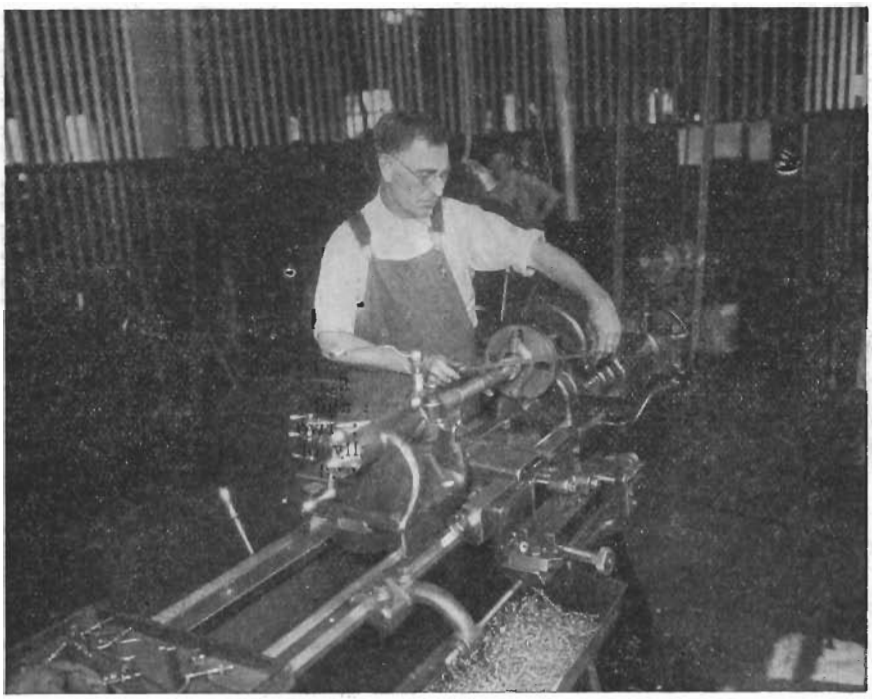
ROYAL ANDERSON

Royal, colored, twenty-nine years old, is porter in the office of R. B. Spencer, master mechanic at Tulsa, Okla. His duties are the usual porter's duties. He performs them carefully, painstakingly.

Yet over on his father's extensive farm lands near Seminole, Okla., five producing wells are disgorging oil at the rate of 20,000 barrels a day, and pouring a royalty of $2,000 a day into the family bank account. The first oil came in during January, 1927, and the first well was an 11,000-barrel gusher. Others followed rapidly. The father, Forrest Anderson, is one of the largest individual land holders in Oklahoma, and one of the wealthiest of the oil millionaires. He recently refused an offer of $1,500,000 for 1,800 acres of the 2,200 acres of land he owns near Seminole.

Royal, Frisco employe, came to Oklahoma in 1907 from North Carolina, where he was born, with three sisters and three brothers, and his father. The elder Anderson bought land at $35.00 an acre—bought extensively. He was a good farmer, and also a storekeeper, owning a little store near McCloud. Today, independently wealthy with oil, the elder Anderson continues to supervise agricultural activities on his farm lands, and his sons and daughters continue with their chosen occupations.

"Dad hasn't gone wild over this sudden oil money," Royal assured his interviewer. "He's still got the same Cadillac he had before we struck oil on our land. And I'm not going to spend the money the way most of these oil millionaires do. I'm going over to Seminole some day soon and see what kind of a division dad will make with me. If he gives me several hundred dollars a day income from the land, part of which is mine, I may trade the Ford coupe in for a Chevrolet. I won't get any expensive car. And I'm going to keep on working for the Frisco awhile, too. They treat me fine over at Mr. Spencer's office, and I like to work."

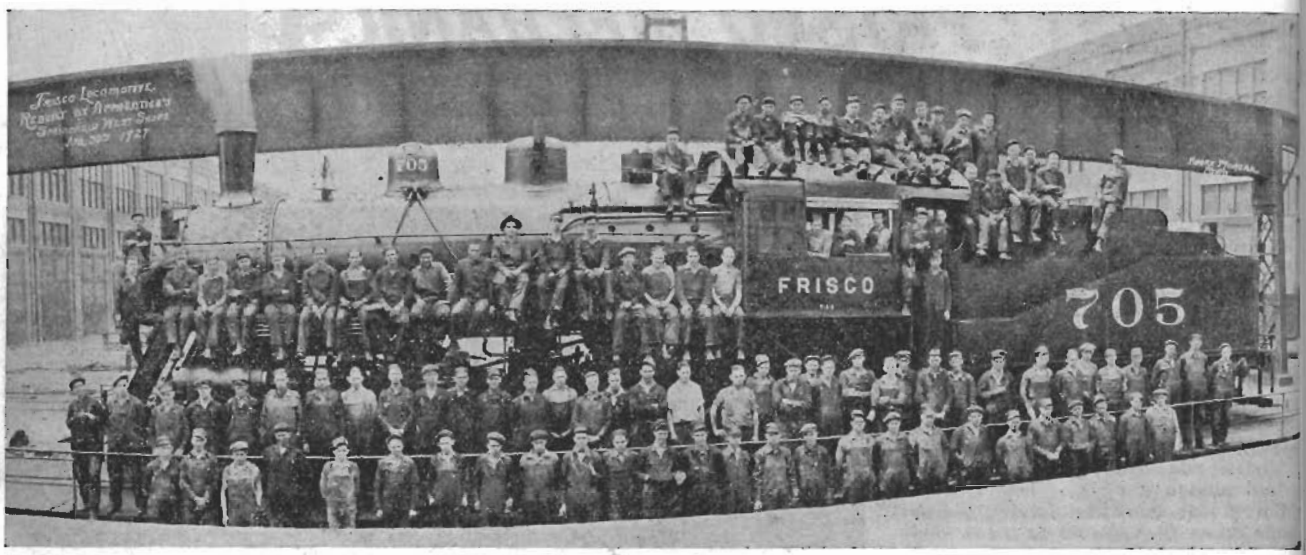


If you MUST file right handed, do it the way C. W. Kershaw of the North Springfield shops is shown doing it—arms and sleeves with plenty of clearance, filing away from the lathe chuck dog, instead of toward it.

The accident prevention department hopes to see all shop men now wearing goggles, provided with prescription ground lens goggles during the year of 1927.

Some people take bichloride of mercury tablets, while others try to beat the train to the crossing.

Springfield Apprentices Give Class Three Repairs to Engine 705



THESE 105 future mechanics, grouped on engine 705 at the west shops, Springfield, Mo., have not been in the railroad game as long as many of their brothers, but the work which they perform is comparable to that performed by the older members of the trades.

They are apprentice boys, of all trades — boilermakers, machinists, blacksmiths, etc.—and the 705 is a sample of their work. The picture was made just as the engine was ready to go into service, after having been given class three repairs by the boys pictured above.

It might be interesting to know just what work was performed on this engine, and a list of the boiler work performed, follows: all lagging and flexible caps changed; new front and back flue sheet; patch over welded seam and over whistle hole on steam dome; two new angle irons plugged to belly of boiler; renewed bad staybolts and re-drove leaky staybolts; removed cinder hopper and applied liners for blowoff cocks; electric welded flues in fire box and renewed four arch tubes; tender cistern repaired; tender frame and trucks repaired and renewed grates and ash pan.

A list of the machinery repairs follows: two new main frames machined and applied; all driving journals turned; new shoes and wedges; new driving box brasses; engine truck rebuilt with new style steel boxes and cellars; new center castings and new springs; air reservoirs removed, steamed out and painted inside; twenty-two spring hangers and three springs renewed; four new side rods forged, machined and applied; counterbalance checked; driving tires turned; four new crank pins and two main pins machined and applied; all boiler mountings and cab fittings repaired; new jacket and oil pipe connections made and applied; all electric wiring renewed and tender signal lamp applied; all valve gear and motion work repaired; blowoff cock, muffler, radial buffer between engine and tank applied; new bearer sheet under back end of firebox and engine and tank painted.

These boys are extremely proud of this work, as may be gleaned from the smile on the different faces, but no more proud than F. A. Beyer, superintendent of west shops is proud of them.

BUSY AT NEODESHA

This view of the Frisco's west yards at Neodesha, Kansas, gives some idea of the extensive facilities at that point. A portion of the Standard Oil Company's property is in the background—Frisco routed tank cars in the foreground.

The Test

He: "I went to hear a memory expert lecture last night."
She: "Was he good?"
He: "Naw, he forgot to show up."
—Penn Puck Bowl.

They conquer who believe they can. He has not learned the lesson of life who does not each day surmount a fear.—Emerson.

A TOAST

Here is a toast I want to drink
To a fellow I'll never know;
To the fellow who's going to take my place
When it's time for me to go.

I've wondered what kind of a chap he'll be,
And I've wished I could take his hand
Just to whisper, "I wish you well, old man,"
In a way that he'd understand.

I'd like to give him the cheerful word
That I've longed at times to hear!
I'd like to give him the warm hand-clasp
When never a friend seems near.

I've gained my knowledge by sheer hard work,
And I wish I could pass it on,
To the fellow who'll come to take my place
Some time when I am gone.

(Author Unknown.)

COL. SAM A. HUGHES

(Continued from Page 11)

sador from Italy, met Colonel Hughes in Washington, D. C., and accompanied by numerous newspaper men and magazine writers, Colonel Hughes escorted the party to the Italian colony at Tontitown, Ark., which was started by Father Bandini, and named Tontitown for Enrico Tonti, the first Italian nobleman to enter the State of Arkansas. The Baron was delighted with the little colony, and as a result of this trip, the Commissioner of Immigration in Rome told Colonel Hughes personally that he knew this colony to be a great success, and that they were most happily situated.

"I was also instrumental in founding a Russian colony at Bessie, Okla., and a Bohemian colony near Weaubleau, Mo., and later a Polish colony near Monett. The French colony is located between St. James and Rolla, Mo. Every colony started on Frisco Lines has prospered. These foreign folks, who are good United States citizens now, are thrifty and wholesome, and they have enriched the population just as their labor has enriched the soil," he continued.

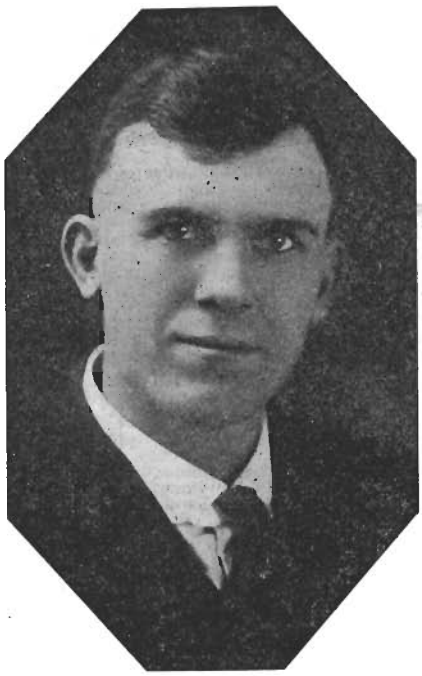
"What do I think of the Ozarks?" he asked. "I will tell you this—people are coming to the Ozarks from every part of the United States. People who have been unsuccessful as farmers in other sections of this land, find some part of the Ozarks suitable to their requirements. I have on my desk this morning, the accumulation of only a few weeks, 1,000 inquiries as a result of a recent advertising campaign and a large percent of these inquiries are from people who wish to come to the Ozarks in Missouri and Arkansas and want good farm land, and a place to settle down.

"Since my first appointment as immigration agent in 1900 and my second appointment on May 1, 1927, I have seen many changes. The Frisco's agricultural, dairy and marketing agencies cannot get too much praise. They have worked untiringly in an effort to help produce, help increase and finally help market the crops, be it apples, wheat or stock. They have created a market, and Ozark farmers may now reach every market within a space of a few hours."

Colonel Hughes will be remembered by many Frisco people for his active and intense aid during the World War, when he went over the entire Frisco System encouraging the Frisco employes to purchase Liberty Loan Bonds. Frisco employes on the entire system subscribed to $7,000,000 in bonds.

He has plunged into his new work with a determination to "place a home on every hill in the Ozark country," and in his efforts he need but to draw from his past experience, and from his untold store of knowledge gained through years of service in many capacities, which have so ably fitted him for the task, and his efforts while colonization and immigration agent are reflected in the greatly increased tonnage handled over Frisco Lines today.

Frisco Personalities on Texas Lines



R. W. MOUER

R. W. Mouer, boiler foreman at Ft. Worth, Texas, is not a Frisco product, for he began serving his time as a boilermaker apprentice with the Santa Fe Railroad in February, 1910. He was born at Springfield, Missouri, October 9, 1892.

He finished his apprenticeship in 1922 and resigned from Santa Fe service. On December 4, 1923, he entered the service of the Texas and Pacific railroad as a boilermaker, where he remained until February 28, 1924. On March 1, 1924, he accepted a position as boiler foreman with the Frisco Lines at Ft. Worth and has been employed continuously as such since that date.

R. THOMAS

R. Thomas, night roundhouse foreman, Brownwood, Texas, was born at Zepher, Texas, on November 7, 1887. He entered the service as a track laborer on August 2, 1902, but shortly after that date was transferred to the Brownwood, Texas, roundhouse, where he served as a coal heaver.

In September, 1906, he was promoted to the position of coppersmith helper. In February, 1907, he went on the road as a fireman where he remained until August, 1910. On that date he took a position as hostler at Brownwood, Texas, and in December, 1919, was promoted to the position of night roundhouse foreman.

VINITA HONORS STRAWBERRIES

The citizens of Vinita, Oklahoma, celebrated their second strawberry festival on May 19.

Late in the morning the big parade wound its way through the town and one of its most attractive features was the Girls' Drum Corps of the Springfield, Mo., High School, directed by R. Ritchie Robertson. This drum corps was also taken to Van Buren, to help celebrate Van Buren's strawberry festival, and in both instances, formed one of the most unique features of each parade.

Many Frisco officials were in attendance and at the banquet in the evening J. E. Hutchison, vice-president in charge of operating, made the principal address.

FRISCO MECHANIC FAMILY NEWS

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Inspector Otho Harvey on Mo. Pacific interchange transferred to Fort Scott, Kan., as head night inspector.

J. F. Bunch, inspector at Passenger Depot and industries on Phelps Avenue transferred to Mo. Pacific interchange.

Ray Twigger, car oiler, promoted to second class car repairer.

Carl N. Dashney, extra oiler on the North Side, promoted to regular car oiler on the South yards.

Inspector Ezra Dooley working on the third trick has moved up to first trick inspection at the passenger station and the Industries on Phelps Avenue.

pared around the fountain is all finished Springfield will have terminal facilities that are both convenient and beautiful.

M. E. Lewis, switchman, dropped a cake of ice on his foot about two weeks ago, which has required the removal of the great toe.

MECHANICAL DEPARTMENT LOCAL No. 12—AFTON, OKLA.

L. J. HUDSPETH, Reporter

Mr. H. R. Foley, roundhouse foreman informs us that he is very badly in need of one additional man for the sole purpose of keeping his ankles cooled as he is one busy man.

Leo Sellmanberger, machinist from Oklahoma City spent Sunday and Monday, May 8th and 9th in Afton visiting his family. Mr. Sellmanberger will move his family to Oklahoma City as soon as the school term ends at Afton.

Oliver Todd, hostler helper at this point returned from the St. Louis Hospital, May 1st, where he underwent an operation for appendicitis.

Mrs. Clyde Crockett, wife of switchman at this point, returned home the first of May from the Hospital at Parsons, Kansas, where she has been for the past few weeks undergoing medical treatment.

Clint Rider has been working the night yard master's job for the past week. Too much business.

Mr. H. R. Stone who is working as a car inspector at Henryetta was in Afton May 8th and 9th visiting his family.

Cecil Bohanan and George Ballard, brakemen out of West Tulsa visited in Afton over Mother's Day.

Howard Chism, switchman at Henryetta spent May 8th in Afton visiting his parents.

WEST TULSA, OKLA. LOCAL No. 17

E. F. BEATTY, Reporter

Ira D. Henry, motor car man, has been transferred to the mechanical department.

A. K. Watters, triple rack man, was in Kansas City recently learning to operate the new journal truing machine which has just been installed at this point.

Hubert Harrison, former supplyman, is now located at Henryetta, Okla.

Mr. R. B. Hollingsworth of Springfield, Mo. has been appointed assistant car foreman, vice Mr. E. L. Willsey, promoted to car foreman.

Mr. W. A. Neal, former night coach carpenter, has now been appointed to the same position on days.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

First class machinist W. N. Davis has returned from the Frisco Hospital in St. Louis where he was operated on for abscess of the throat.

Chesley Looney, steno-clerk at this point, was united in marriage to Miss Audra M. Hall of Campbell, Mo., Friday, P. M., April 29th. We extend our congratulations.

First class machinist H. W. Fuller has purchased a new Star Sedan. "Twinkle, twinkle, little Star. I wonder what sort of a bus you are - ?"

Distribution clerk W. F. Macormic has gone into the truck farming business on quite a large scale. He has planted 500 strawberry plants and twelve grape vines.

F. M. Barnett, extra third class machinist fooled 12 nice bass just recently and brought them home.

First class machinist Ivan E. Fuller and wife are spending a few days in North Missouri at this time.

An old fiddlers' contest was staged on the night of Friday, April 22nd, at our local theatre. Locomotive carpenter L. O. Cook represented the roundhouse force and managed to bring home the proverbial bacon. Len certainly twangs a wicked bow. E. F. FULLER, Secy. Local 32.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

On April 28th Brother W. R. Lott, pastor of the Methodist church of this city, conducted prayer meeting during the noon hour. The meeting was well attended.

Bob Stevenson, car department clerk has returned from his vacation which he spent in Baltimore, Maryland.

W. T. Ritter, locomotive carpenter was off four days this month on account of sickness.

The writer of this column made a flying trip to Willow Springs, Mo., where he visited his parents, Mr. and Mrs. Arnold D. Hansen.

R. L. Row, coal chute foreman expects to do a big business next year advising the round house force when to plant their gardens.

Claud Jennings, engineer is the first Frisco man to use Amory's natural gas for cooking and heating.

EASTERN DIVISION— MECHANICAL

MILLARD BROWN, Reporter

Cecil Chapin, roundhouse clerk, has been granted a sixty days' leave of absence account of much needed rest.

Since the closing of the South roundhouse the following changes were made among the personnel of the clerks:

Loren Lovcless returns to the North roundhouse as day clerk from 8 A. M. to 4 P. M.

Thos. P. Chapman, formerly clerk, S. R. H. will transfer to 4 P. M. to 12 Midnight shift.

Ray Caudle, formerly timekeeper, returns to North roundhouse, on clerk job, 12 Midnight to 8 A. M.

Edward Baron, general clerk in master mechanic's office, who has had his car in white lead the past six months, says now since the summer weather has hit here he is growing tired of walking and will soon have his car out ready to break some speed records.

C. E. Keiser, stenographer to Mr. Harvey, has gone in the poultry business during his spare time. He says he is going to have the gang out to his house for chicken dinner, providing all the chicks don't drown during the heavy rains.

William H. Schaller, assistant R. H. foreman, North roundhouse, since taking over the South roundhouse he has been so busy that at night when he tunes in on his radio he can't hear nothing but the blowing off of engines.

Miss Ethel Grisham, stenographer in this office, just recently purchased a new Chevrolet coach. We are all expecting to take a ride any time.

Friday, 13th, was designated as Frisco Day at the Spring Shrine Ceremonial. Many Frisco officials and employes were present to witness the large class cross the burning sands. A Frisco locomotive bearing No. 13 added much to the parade which was witnessed by thousands of people.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

C. E. Harkness, machinist, has been off from work for over a week on account of sickness.

Horace Abernathy, machinist helper, is also on the sick list.

C. A. Nash, tinner foreman, has charge of pumping fuel oil to supply the tanks for reclamation plant work, also tank for locomotives on the main line. This work was formerly in charge of James White, who was transferred to the North Shops fuel department.

J. E. Roberts, who was coach shop foreman at the South shops which was destroyed by fire last winter, has invested in a farm near the James River.

Mrs. Edna Hall, wife of Bud Hall, underwent an operation at the St. John's Hospital. She is better at this writing and is able to return to her home. Mr. Hall is an employee of the reclamation plant.

The Frisco Sunnyland Minstrel will be presented to the public again this year. Judging from the interest the fellows are taking in the rehearsals, it no doubt will be a real live show this year. R. E. (Slim) Matthews, who was formerly with the Lasses White Minstrel one season, is directing the show this year.

James Pence, angle bar yard foreman, is off on a vacation visiting in the state of Washington.

George Gippert, formerly assistant yard foreman, has been transferred to the "Jack" bench in the machine shop. James Burks succeeds Mr. Gippert as assistant yard foreman.

Since the roundhouse has vacated, the tin shop and air hose gang have occupied what was formerly the roundhouse machine shop. Like our new home fine.

After many years' service, "Chief" Nichols, stationary engineer, has been promoted. They have put a locomotive whistle on the power house for him. Although the "Chief" has only four crossings to blow for (7:30, 12:00, 12:30, 4:00), he is well satisfied with the promotion.

Frank Todd, a few days ago, purchased his third Buick car.

Wyatt O'Neal of the gas motor department has been visiting in Detroit, Michigan.

William "Pete" Glidewell, blacksmith at the South shops, suffered a very painful injury to his thumb. "Better hold both hands on the hammer, "Pete."

We are working three shifts in the blacksmith shop now. We have enough orders on hand now to keep them busy for 300 working days if no other orders come in, though orders usually come in steadily.

Alfred Drennen has been transferred from the scrap yard to the tin shop.

Walter Thompson, working nights and attending Drury College during the day, won a sweater when his relay team won first place at Rolla meet this spring.

When the Springfield Association of shop employees was organized into two separate locals, Thomas Reynolds was chosen President of Local No. 1, which now constitutes the South Reclamation Plant Employees and the North Shops. Mr. Reynolds is handling the office very efficiently and the reclamation plant men are with him as a leader. He and his able assistants promise some fine entertainments as well as efficient business meetings.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Charles Robinson has returned from Wichita Falls, Texas, where he was called by the death of his sister.

John Sumner has placed the water treating plant and tank at the South side in service.

Charles League with a force of men has been setting the boiler washing plant at the North side in operation after the move, to make room for the new addition to the roundhouse.

Wm. Bailey has had a force of men at work dismantling the boiler washing plant and air compressor, and replacing the old boilers in the power house at the South side with new locomotive type boilers.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

Thomas Dismukes and family spent a week visiting his daughter in Muskogee, Oklahoma.

Mr. McDonald, night foreman, was called to Moberly, Mo., on account of the death of his brother-in-law.

George Ring was called to Denver, Colorado, account of the illness of his son.

Andy Defrees, division store keeper, has our deepest sympathy in the loss of his father.

The Frisco Safety First Baseball Club opened the season by defeating the B. Bairds All-Stars, score 3 to 1. The all-round playing of the Frisco team featured. Umpires: Lacey and McDonald. Our next game will be with the fast going Kansas City Southern Grays.

OKMULGEE, OKLAHOMA

E. H. HAMIC, Reporter

We are all glad to see business increasing here, although not so noticeable in the passenger department, the freight department reports a tremendous increase over April and March last year.

Mr. G. A. Brundidge, our general agent, has just been honored by being appointed to represent the freight section of the Southwestern division at the convention of The American Railway Association at Memphis, Tennessee on May 17th to 20th.

Miss Jennie Atchison, member of the superintendent's force at Sapulpa, was a week-end visitor in Okmulgee last week.

Okmulgee freight office is the proud possessor of the pennant given to the station making fewer errors. All stations of any consequence are divided into groups, Okmulgee is classified along with seven other stations representing some of the most important on the system in group three. This pennant was removed from its lofty perch in the office at Chaffee, Mo.

Otis Doty, former demurrage clerk here, has been promoted to a position in H. W. Johnson's office in Springfield, Mo.

Key Wilhelm, check clerk, returned a few days ago from a visit with relations in Texas.

H. D. Woods, chief clerk and family, were visited last week by their parents from Francis, Oklahoma.

A. L. Kirk, telegrapher, bought a Chevrolet Coupe.

W. M. Walters, special agent also bought a Chevrolet Sedan.

H. F. Brown, assistant agent, was called to McAlester for a few days recently on business but was delayed returning overnight when he had to wait for a river to go down so he could cross.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

We can say that John Bunn is a real Frisco BOOSTER, having secured a great deal of business for the railroad. Mr. McCain posted a letter of praise in honor of John in the roundhouse.

Walter Heck, who has been employed by the Frisco at this point for about eight years, was transferred to Springfield, advancing to a better position.

A great decrease in personal injuries was brought about among the employes in the shop at Ft. Scott during the past sixty days. We are all putting forth our best efforts to try to not only keep up the good record but to surpass what was done last month.

The Frisco Volley Ball Club is sending this out as a challenge to any other team on the Frisco System. One of our volley ball enthusiasts has become so thoroughly absorbed in this sport that he never takes the time to eat his lunch, but instead plays volley ball during the lunch hour. He is no other than our local president, Mr. Emil Kurlin.

NORTH CAR SHOPS SPRINGFIELD

RAY H. COWDEN, Reporter

M. J. Sartain, assistant foreman, has recently a new Hudson Brougham.

Herbert J. Higgins, air brake man, has purchased a Durant car — trading his Ford touring in as part payment. Sidney Gillette, car carpenter, has also purchased a Durant. Mr. Gillette bought the car as a present for his new baby.

Arthur Dodson, car carpenter, traded his home on Rogers Avenue, for a five acre tract Northwest of the city. Waldo Looney, air brake man, announces the birth of a son born March 26th.

Miss Freda Barclay, daughter of G. A. Barclay, car carpenter, was married April 16th at Ozark, Mr. Paul Appleby being the lucky man.

George Morris, air brake man, has purchased a suburban home in the Southeast part of town and will probably take up his new residence the first of the month.

Oren H. Akin, steel man, reports a very successful fishing trip to White River last week.

WEST SHOPS LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. A. GODFREY, Reporter

Martin Hinchey, boilermaker, recently traded his city home for a farm near Ozark, Mo. Mr. Hinchey came to the Frisco about four and one-half years ago and during that time accumulated enough funds from his wages drawn from the Frisco to pay for his home. Mr. Hinchey has no hesitancy in boosting the Frisco and states that it is the best road in the country.

Ervin Jacobson, boilermaker at the West Shops, and Miss Gertrude Orton of Dawson Springs, Kentucky, were married October 25th, 1926. Mr. Jacobson kept this event under cover until about two or three weeks ago when the cigars were passed around.

Willis M. Hulse, boilermaker apprentice, recently spent several days visiting relatives in Ft. Smith, Arkansas.

Gene Wall, machinist apprentice, visited relatives in Ft. Smith recently.

Mr. and Mrs. Mart Palmer are the proud parents of a new son, born May 6th, 1927.

M. T. Nichols, one of our first-class mechanics at the West Shops, has purchased a new Moon car.

Arthur J. Thomas and Miss Dorothy Williams were married April 30th. Mr. Thomas is employed in the West boiler shop.

W. E. Evans is sporting a new Chevrolet car.

LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

So very proud was the stork in bringing a twelve and one-half pound baby boy to Mr. and Mrs. W. A. Arnold, that he dropped it down the chimney at exactly 12 o'clock noon, April 26th, 1927, and Murl Floyd who measured 22 inches is a perfect baby; the mother is getting along fine, but the condition of the father still remains a question.

Our baseball team is coming along fine, as more interest is found among the boys this year and with the leadership of Harold Groves and the management of B. Grabner we will have a team hard to beat.

Harvey B. Evans is the proud father of a seven pound girl, born April 30th at 11:30 P. M. Everybody getting along fine.

Our better traffic club here is sure getting results, over sixty names of prospective freight and passenger customers have been turned in to Mr. Oliver, our local agent. That's the spirit, boys, let's all pull together for a bigger and better FRISCO.

Mrs. J. W. Fitzgerald, wife of our boiler foreman, spent the week-end here visiting friends and relatives.

MECHANICAL DEPT. WICHITA, KANS.

JAS. N. HARGROVE, Reporter

Cal Griffith, car repairer, who has been off thirty days due to getting his hand crushed, is back at work again.

S. B. Ramsey, our car foreman, has sold his home in College Hill district and is now building his dream home in the new Rosevelt Addition. He has also purchased a new (red) Ford Coupe.

We were expecting Mr. Rex Gill, roundhouse clerk, to represent us for the magazine last month, but he has been busy entertaining his new daughter so we will have to excuse him and extend to them our heartiest congratulations.

The Greater Traffic Club with Mr. Ted Bannister as chairman, held a social meeting May the 12th. The evening was spent in dancing and card playing after which delicious refreshments were served, furnished by the Frisco for which a unanimous vote of thanks was given to the management of the Frisco family, of which we are proud to be a member. However we would like to see a better representation from the car department at the next meeting.

Luttrell Hitch, car inspector's wife, is home from the hospital and we hope she will recover rapidly.

Mr. Grimes, our yard master, started the vacation season by taking his two weeks' vacation the first half of May.

Mr. George Patterson, car repairer and wife, are planning a trip to Knoxville, Tenn., to visit his wife's relatives, starting May 28th.

The Frisco is handling the Morris & Castle shows this week, these always make more or less work for the car department. They are going from here to Joplin over the Frisco.

Mr. Jesse Elmore, car repairer, has purchased a Ford Sedan.

NORTH SPRINGFIELD SHOPS SPRINGFIELD, MO.

WM. F. KRAFFT, Reporter

Wm. C. Stanley, machinist, third-class, and Mrs. Stanley left recently on an extended trip to points in Oregon and Washington, made necessary because of the poor health of Mr. Stanley. A purse of $80.00 was made up in the shop and presented to "Bill" and we sent him on his way rejoicing.

Mrs. H. G. Crawford, wife of H. G. Crawford, blacksmith, is visiting with relatives in Brownsville, Pennsylvania.

James Waddell, blacksmith, finished serving his apprenticeship April 29th, and has been transferred to Hugo, Oklahoma.

Apprentices Geo. Lutzenburger and Edw. Hansen, were transferred to North roundhouse, May 6th, and in exchange, apprentices Raymond Bryant and Wm. C. Vernon, were sent to North shop.

Mrs. C. T. Moreland and children are visiting relatives in Neosho, Missouri.

The sympathy of the shop is extended to Mr. and Mrs. Geo. Fitch in the loss of their infant daughter, May 11th.

LOCAL No. 20—HUGO, OKLA.

J. A. KING, Reporter

The Frisco Boosters of Hugo, Oklahoma have organized a baseball club and are ready to meet any Frisco team on the Central Division, so if you are looking for a baseball game call or write F. D. Knipp, manager, care Frisco roundhouse.

Chester Cearley, Tom Tinsley, Kenney Dunn and myself went fishing a few nights ago and Kenney has been sick ever since the trip. Can't tell if it is caused from getting his feet wet or from disappointment over not catching any fish or excitement from the storm we were caught in.

We are glad indeed to have brother B. C. Tanner, "Our Black Smith," back home from the employes' hospital. He is now improving fine.

LOCAL No. 6—MONETT, MO.

COY WADLEY, Reporter

Roy Stratton, machinist apprentice, was transferred from West Shops, Springfield, to Monett, to finish his time. We gladly welcome him into our midst, as one of the boys.

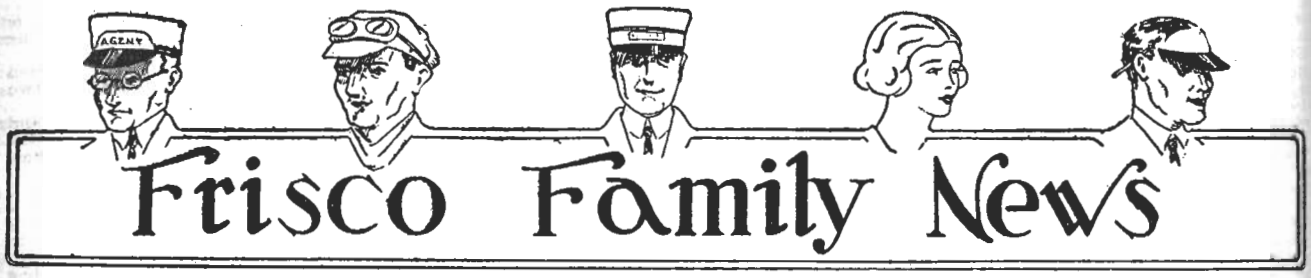
W. W. West, sheet metal worker, is a proud owner of a brand-new automobile. We think it is an Overland Whippet Six coach. Guess he and the family will be enjoying the rich cool breezes of springtime now.

Otto Linebarger, boilermaker, is the proud father of a nine-pound baby girl.

Sidney Timmons, third-class machinist, and hurler for Monett's baseball club in the Ozark League, has pitched two games to victory, the only two being played this season. We all like to see Sid keep up the good work.

We are all sorry to hear of the illness of Frank Junkins, who has not been able to be with us for the past two months. We will all be glad to see him back on the job again.

Local No. 6 enjoyed a social evening on April 27. Everybody had a good time.



Frisco Family News

RIVER DIVISION

MECHANICAL DEPARTMENT CHAFFEE, MO

JAMES F. HALEY, Reporter

P. D. Nobile, machinist has transferred to Chaffee and Joseph Pryor, machinist, has transferred to Hayti in his vacancy. Joe has just finished his four years apprenticeship as machinist.

Claude Adams, 3rd class machinist, has transferred back to Chaffee from Pensacola.

Many employees of the mechanical department have gone to Poplar Bluff to view the wreckage of that city caused by the disastrous tornado, Monday, May 9.

In the Refugee Relief Drive last Saturday, Misses Leota Friend, Irene Rigdon and Mary Daly, during the hours from 1:00 p. m. to 4:00 p. m. subscribed a total of some $190.00 from Chaffee mechanical department. Exact figures for the division is not known at present, however, it is believed that it will total over $1000.00. Employees at Chaffee and outside points contributed to this good cause very liberally.

Fred Angel, is the proud owner of a new Star six coupe.

John Sheeley is spending a few days in Springfield at meeting of Frisco metal crafts and car department association.

We now have five of the 4000 class engines on river division. From all indications they are holding up fine. They are doubled through from St. Louis to Memphis and Memphis to St. Louis, receiving necessary attention at Chaffee.

M. J. Barrett, road foreman of equipment, was one of those injured at Poplar Bluff last Monday in the tornado that swept that section. Mr. Barrett was in the Ducker Hotel, which was badly damaged. Fireman T. P. Johnson was in a coach of train 876 at Hoxie when the tornado swept Hoxie, and escaped with only slight injuries. J. D. Thompson, car inspector at Poplar Bluff was injured in the Tornado and was taken to the hospital.

Oscar Eaker third-class machinist, is the proud father of a brand new baby boy. We have been unable to learn what the young one was named.

H. E. Hubbard, general foreman, is preparing to spend his vacation at Fort Scott and other points in Kansas. W. F. Burgess, night roundhouse foreman, plans to spend his vacation in California.

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

G. E. Gelwix, former division engineer, river division, stopped off to see us May 13. We are always glad to have Mr. Gelwix visit us.

On May 9th a severe twister hit the city of Poplar Bluff, Mo., completely destroying the business district. The Frisco freight station and passenger station were entirely demolished.

To add to this disaster several Frisco employes were injured, including station agent, A. E. Payer and his wife, and the cashier, who were in the station at the time of the tornado. Roadmaster Ellis was in the Decker Hotel when the roof was taken off and received slight injuries.

Jas. Gray, who for many years has worked in the yards at Poplar Bluff was killed while at work. We extend our sincerest sympathy to his relatives.

The daughter of Zeke Greer, section foreman at Osceola, Ark., graduated from Sikeston High School on May 13 with honors. Congratulations to Miss Greer.

Mr. Brooke and his gangs are assisting the Civic Improvement Association at Cape Girardeau in beautifying the station grounds at that point.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Mr. and Mrs. H. W. Hudgen visited their son Robert for a few days.

Miss Esther Rigdon is in Frisco hospital again, and Miss Mabel Bechel is working in her absence.

Miss Eva Wray has had as her guests, her sister and children of Fulton, Ky. They were fortunate that the flood did not reach their vicinity.

Bernadine Virginia is the name selected for the baby daughter recently born here, to Mr. and Mrs. Bernadine Barworth. Mrs. Barworth was formerly Miss Virginia Merritt, messenger girl.

Mrs. W. R. McDonough visited friends in Cape Girardeau last week.

E. D. Baer, traveling auditor has been with us this month. Also Mr. Sites, C. & E. I. accountant.

Mrs. James Morgan is visiting friends in Walnut Ridge, Ark.

Mr. and Mrs. W. V. Center, of Crystal City, spent Saturday and Sunday with Mr. and Mrs. Sam Frissell.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

J. G. Sarius and A. Smiley of the Chaffee station force were sent to Poplar Bluff to take charge of station affairs at that point until relief forces could be assigned. E. A. Payer, regular agent at that point and Mrs. Payer were among the injured in the cyclone May 9.

Irene Rigdon spent Sunday, May 15 in St. Louis, visiting with her sister, who is a patient at Frisco Hospital.

Maple Davidson visited a few days in St. Louis during a temporary reduction in our general office force.

James Morgan, of the trainmaster's force has been "batching" for several days while Mrs. Morgan has been enjoying a visit with relatives at Walnut Ridge, Ark.

Vigorous efforts are now being put forth by the Company's forces and the Cape Civic Improvement Association to restore the beautiful flower garden at the station grounds which was covered with about four feet of water. Altho this is a big job, there is no doubt but what it will be accomplished before the summer is over and Frisco patrons and employes will be enjoying its beauty.

Irene Rigdon, Mary Dailey, and Leota were appointed to canvass the railway employes for flood relief funds and were able to add a nice sum to the list of contributions received at this point.

Mr. and Mrs. C. McBroom have been entertaining their daughter, Mrs. Richard Gibson, of Osceola, Ark., for a few days.

Fred Beal, one of our claim agents, was reported slightly injured in the recent Poplar Bluff cyclone.

Coy J. Bynum, of Lilbourn, former extra gang timekeeper has accepted a place with the engineering force at Chaffee.

Mary Dailey is spending about thirty days at her home in Pierce City, Mo. Miss Scott, of Memphis, is taking care of the clerical work in the assistant superintendent's office during her absence.

Eugene Thompson, our office messenger, was absent from his duties for a few days account death in family.

TEXAS LINES

STORES AND MECHANICAL DEPT. FT. WORTH, TEX.

H. R. GLASSCOCK, Reporter

Mrs. A. T. Todd, wife of our storekeeper, and children, are visiting in Sherman, Texas.

J. T. O'Dell, road foreman of equipment, and engineers C. M. Rogers and J. H. Brock, attended the fuel meeting at Chicago.

Special News:—Don McKee, has a new title bestowed upon him, for further information apply to the "Chief Electrician" West Yards.

The Ft. Worth Ball Team won another victory in defeating the fast Sherman Nine at the All-Day Picnic at Lake Worth Sunday, May the 8. Ft. Worth goes to Sherman May 31, and we hope to bring home the bacon again.

Speaking of the picnic at Lake Worth much could be said, and we thank the Ft. Worth Record Telegram for the interesting write-up, and pictures.

Through the efforts of the general offices, the Frisco was well advertised through Ft. Worth. Placards were pasted on several hundred cars that were driven over town, showing the Frisco monogram.

This division carried a special of West Texas Chamber of Commerce Associations from Brownwood to Ft. Worth, needless to say, always on time.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

The Frisco was represented by a window display here during Industrial Week, April 25 to 30, inclusive. A very unique display, which drew large crowds of people, was used. A miniature engine, No. 1904, which was complete in every detail, held the center place, while The Sunnyland, Memphian,

Oil Field Special and Red Ball Freight Service Markers were used. The fireman, dressed in Pool's Overalls, was standing in the Gangway of the engine, while an oil can was sitting close by. This display was sponsored by The Greater Traffic Committee and was arranged by C. C. Jordan, Greater Traffic Chairman, C. V. Montgomery, one of the Team Captains, and Joe Bryan, Electrician, also a member of the Traffic Committee.

About 100 Frisco employes and their families attended a picnic at Fort Worth, Sunday, May 8. The picnic was given at Lake Worth by the Frisco Employes of Fort Worth. A big picnic dinner was enjoyed at the noon hour and the afternoon was given over to contests of all kinds with a base ball game between Sherman and Fort Worth Frisco teams. Our team was loser; the score being 16 to 8. That's all right Fort Worth, bet you'll have to fight harder May 30.

We are planning for our annual picnic May 30 to entertain the Fort Worth employes. The committees have all been appointed and are at work. It will be held at Old Settlers Park.

John McKinstry and C. V. Montgomery visited in Dallas, Texas, May 9.

The following were in Sherman to attend the accident prevention meeting, May 11: Harry Harrison, accident prevention agent and G. G. Beckley, claim agent of Fort Worth.

SOUTHWESTERN DIVISION

WEST TULSA STORE DEPT.

OTIS R. RULE, Reporter

G. V. Stone, chief clerk, has been very seriously ill with pneumonia, but is now able to be up and will be back at work in a week or ten days. We certainly have missed him and will be glad when he gets back on the job.

C. O. Mitchell, formerly employed as storekeeper at Afton, has taken a job at Oklahoma City as store helper.

A. N. Beck has been transferred to Pensacola, Florida, as storekeeper, effective May 1.

Miss Janice Coffer, stenographer, visited with relatives and friends in Oklahoma City, May 8.

Charlie Warren, store helper was off a few days account illness but is now able to be back at work.

John T. Sloan has returned from his vacation in Arkansas and is now back on the job.

Wm. T. Wright, late of the store department, and now located at Pierce City, Mo. visited with his old friends at Sapulpa, May 8.

J. F. Bradley, foreman, visited with relatives at Wyandotte, Okla., May 15.

Mrs. James Counts is visiting with her mother at Fairland, Oklahoma.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

We are very glad, indeed, to report our superintendent, Mr. Kennedy, as improving rapidly, and that he is expected home within a short time. Mr. J. W. Skaggs is acting superintendent terminals during the absence of Mr. Kennedy.

We are having a little hard luck in baseball. Seems as though we cannot get started making scores until the opposing club has the game cinched. With continued practice, however, we are sure to make a showing a little later on.

Mr. Earl Benson has been assigned the record desk recently.

It was indeed very unfortunate for Mr. L. E. Marston, switchman, when on April 25th, both his limbs were severed, Mr. Marston was climbing on a switch engine and missed the grab iron. We are glad to report he is getting along nicely, and sincerely hope he will continue to improve.

We have at last about gotten settled down again in the various offices after being moved around every day, and we can work without having to dodge painter's brush or a carpenter's hammer every few minutes. Every one is well pleased with the appearance of the interior; however, we need about five more telephones so everyone can have something to say.

Mr. W. C. Castle has succeeded Mr. Elza V. Johnson, as chief yard clerk. We all wish him success and plenty of work. Mr. Johnson has succeeded Mr. John Patten as chief claim clerk in the freight office.

Miss Fannie Turley has returned to her position in the freight office as bill clerk. Miss Turley relieved Miss Christine Vanderford as stenographer to chief clerk while Miss Vanderford relieved Miss Edna Wooden, secretary to superintendent terminals who has been absent on account illness.

Can you answer these questions about the *Locomotive Valve?*

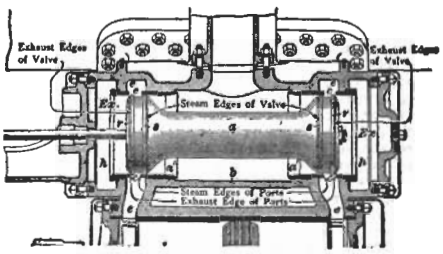
1—What is the purpose of a locomotive valve?
2—What are the requirements of a locomotive valve?
3—How are valves classified?
4—Explain the difference between an inside and an outside admission valve.
5—(*a*) Name the parts of a piston valve. (*b*) What are the inside and outside packing rings on an inside-admission piston valve called?
6—Explain what is meant by the steam and the exhaust edges of a valve.
7—Explain what is meant by the steam and exhaust edges of the steam ports.
8—(*a*) What is steam lap? (*b*) What is the purpose of steam lap?
9—What is exhaust clearance?
10—What is lead, and what is the purpose of lead?
11—Define valve travel.
12—Name and define the valve events.
13—Name the cylinder events.
14—Define the cylinder events, and name the valve event that begins and ends each cylinder event.
15—What is meant by a *short* and *long cut-off?*
16—Name the positions of the main crankpin.
17—How many valve events occur for each turn of the driving wheels?
18—Considering the right side of the locomotive, give the approximate positions of the main crankpin when the exhaust occurs at the different ports.
19—Explain the effect of increasing the lead.

AUTHORITIES agree that unless a man can answer these questions it is impossible for him to really understand a locomotive.

The day has gone when a man could "pick up" all the knowledge needed about a locomotive. If you want to be a successful railroad man these days, you've got to study. That's why salaries are bigger than they would be if training were unnecessary.

There is no better way for you to learn than through the railroad courses offered by the International Correspondence Schools.

The questions listed above were taken



One of the illustrations from the lesson on locomotive valves.

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Without cost or obligation, please tell me how I can qualify for the position, or in the subject, *before* which I have marked an X in the list below:

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☐ Locomotive Fireman	☐ Rate Clerk
☐ Traveling Engineer	☐ Station Agent
☐ Traveling Fireman	☐ Bookkeeper
☐ Air Brake Inspector	☐ Cost Accountant
☐ Air Brake Repairman	☐ Business Management
☐ Roundhouse Foreman	☐ Executive Training
☐ Trainman and Carman	☐ Stenographer and Typist
☐ Electric Locomotive and Train Operation	☐ Private Secretary
☐ Conductor	☐ Good English
☐ Machinist	☐ Telegraph Engineer
☐ Boilermaker	☐ Telephone Engineer
☐ Pipefitter	☐ Stationary Engineer
☐ Blacksmith	☐ Diesel Engines
☐ Tinsmith	☐ Gas Engines
☐ Coppersmith	☐ Plumber
☐ Electrician	☐ Roundhouse Machinist
☐ Toolmaker	☐ Common School Branches
☐ Painter	☐ High School Subjects
☐ Carpenter	☐ Car Repairer
☐ Apprentice Training	☐ Car Inspector
☐ Railroad Construction	☐ Mechanical Drawing
☐ Civil Engineer	☐ Surveyor
☐ Bridge Building	☐ Correspondence
☐ Concrete Work	☐ Chemistry
☐ Architects' Blueprints	☐ Personnel and Welfare

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Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Employees of this road will receive a Special Discount

Mr. L. J. Dunklee, caller, has resigned his position to accept another outside the railroad ranks. We wish him success.

The boys who came over from Sapulpa yard office have their seniority established now in Tulsa terminals, and have already started bidding in the daylight jobs. Some of the West Tulsa boys are lucky to hold a third trick job now.

OFFICE SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mrs. Jesse May Smith is enjoying sixty day leave of absence during which time she will move to Tulsa.

Mrs. Clark J. Tisdel presented Miss Ella Thrasher of the superintendent's office in a piano recital on Thursday, May 12th in the auditorium of the Y. M. C. A. at Tulsa. Miss Thrasher was assisted by Miss Irene Boltz, soprano, accompanied by Mrs. Paul Williams. The girls of the office expressed their sentiments by presenting Miss Thrasher with a beautiful bouquet. Miss Nancy Kengle of the freight office in Oklahoma City and Miss Margaret Hughey of the freight office at Oknulgee were among the out-of-town guests who attended.

Among the many new members of the engineering staff is an assistant to the assistant engineer, Quinn Baker, Jr., who was born April 20.

M. B. Reynolds, telegrapher, has resumed duty after a long siege of illness, due to which Mr. Reynolds has been in Arizona for the past six months.

F. J. Hinds, conductor, who was discharged from the Sherman hospital after an operation for appendicitis is convalescing on his farm in Arkansas. J. T. Randall, another conductor on the Cherokee Sub, has been discharged from the Sherman hospital and is reported doing nicely.

Mr. and Mrs. Dewey F. Smith are rejoicing over the birth of a baby girl. Mr. Smith is ticket clerk at Sapulpa.

Geo. A. Duke has been promoted to chief clerk to the agent at Sapulpa vice Bret Patrick who resigned to accept a position with the Pierce Oil Corporation of Tulsa. Mr. Duke was relieved by St. Elmo McCord, a former Santa Fe man.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

The fish at Shell Creek Dam were considerably disturbed on May 12th by a party of renowned fishermen consisting of George Gladson, passenger inspector, Dan McCool, Pike Healy and Jal Fry of the ticket office at Tulsa. Gladson and McCool taking first honors, Healy second and Fry bringing up the rear. Fry, who is information man had apparently at some time or other passed out bad information to the fish who refused to respond to his supplications. Everybody had a good time though and all the fish they cared to eat.

Mr. W. C. Timbrook, car carpenter, has been assigned as a member of the wrecking crew in place of Mr. D. M. Hower who has been appointed as operator of the new journal truing machine.

Ambrose Rice, car oiler, has been moved to St. Louis hospital to undergo an operation for appendicitis. Wish Mr. Rice a speedy recovery and return to work.

J. N. Brim, passenger car inspector at Tulsa, is now back to work after two weeks' illness.

Mr. A. D. Minck, chief clerk to the general foreman at Oklahoma City was in West Tulsa last week. Mr. Minck was formerly located at West Tulsa in charge of distribution for the division.

Am very glad to see that Albert Sasser is having his car repainted. It got to looking so bad that I hated to borrow it any more. Just the color I wanted, too.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

H. C. Wright, crossing flagman of Claremore, is visiting relatives in Omaha, Nebraska.

A fence gang has been added to the track forces of the 40th division. Ben English is in charge and they are located at Fairland building right of way fences in that vicinity.

J. Ambroslo of West Tulsa is spending a short vacation in Chicago, Ill.

Extra gang No. 142 has been added to the Cherokee Sub. O. F. Petect who was in charge of a fence gang has been made foreman. They are located at Claremore, engaged in general track work.

F. M. Mathews, crossing watchman of West Tulsa, is spending a vacation in Kansas City, Mo.

Luther Howell has been assigned position of foreman, in charge of Dawson section.

Miss Clara Wiles of Afton is visiting relatives in Talequah, Okla.

Mr. and Mrs. J. N. Ogg of Afton are spending a holiday in Kansas City, Mo.

MECHANICAL DEPARTMENT SAPULPA, OKLA.

L. A. MACK, O. R. TUCKER, Reporters

Southwestern Division Accident Prevention meeting was held at West Tulsa on May 10th with a good representation present. The Southwestern division mechanical department placed second in the contest for the cup presented by Mr. Kurn in the first quarter of 1927, having more injuries per man hour worked than one division only, the Central. We consider that this was exceptionally good considering the conditions that were confronting us for this period, including the movement of the terminal from Sapulpa to West Tulsa and the confusion incident thereto. We also serve notice that for the second period of the year we do not expect to allow any division to better our record.

Mr. W. E. Bunch has resigned his position as car foreman at West Tulsa and has been replaced by the promotion of Mr. E. L. Willsey, assistant foreman. We regret very much to lose Mr. Bunch although we wish Mr. Willsey all success in his new position.

Mr. R. B. Spencer, master mechanic, Claude Davis, engineer and Reuben G. Martin, fireman, were the Southwestern division's representatives at the International Fuel Convention held this week in Chicago.

Robert Webb is now roundhouse clerk at West Tulsa vice Vernie Brown who is on the 8 A. M. to 4 P. M. shift.

Raymond Holman is now roundhou clerk at West Tulsa 12 Midnight to 8 A. M. vice Robert Warfield, who has transferred to division accountant's office at Sapulpa.

Machinist P. F. Ferguson and Charl Retzlaff attended the Shrine Ceremoni at Springfield, and judging from their tal on their return it must have been a success.

Very sorry indeed to hear of the deat of machinist Douglass's brother who ha been operated on for goiter and was i hospital at Grand Junction, Colorado, an we all wish to extend our sympathy t Mr. Douglass.

Engineer E. T. Humphrey has entere his Buick in the contest at West Tuls for the oldest car still operating in an around Tulsa.

Business has again picked up on th Southwestern division and we have th following strange faces in a way but i another way they are not as they ha have been with us before. We have Fir men Hale Robbins and Taler from Spring field on our board.

The West Tulsa board of firemen ar all elated again: they have swung th layover on runs 510 and 511 back t West Tulsa from Sherman. Let's se how long they keep it this time.

Sheet metal worker Joe Ruston who ha been in hospital at St. Louis with the f has returned to work again.

Engineer Cronen has returned to wor again after being away on leave of ab sence.

Fireman Musick has left chain gan service again and is now on a switc engine at Monett.

Switch fireman C. L. Ford is off ac count of illness.

It looks as though the vacations ar here. Machinist Jack Drake has just returned from his vacation which h spent at Des Moines, Iowa where he wa visiting his folks.

Fireman R. W. Lee is now hostler for man at West Tulsa in place of L. A Davidson, resigned.

SAFETY FIRST

A BANK IS NECESSARILY CONSERVATIVE.

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"Tulsa's Oldest Bank"

TULSA FREIGHT OFFICE
TULSA, OKLA.

MARY JENKINS, Reporter

Misses Irene Doling, Marguerite Hefren, Goldie Workman, Effie Smith, Nell White, from the Freight Office, and Christene Vanderford, West Tulsa Superintendent's Office, motored to Broken Arrow, Okla., April 27, and enjoyed a fried chicken dinner.

The citizens of Tulsa are having a twenty-day race meet, and we are glad to report that the Frisco Lines received 100% transportation of the thoroughbreds.

Effie Smith, Abstract Clerk, is taking a sixty days' leave of absence. Effie has never fully recovered from a recent sick spell and is taking a much-needed rest.

Mr. L. K. Rancy, Switchman for the Missouri Pacific R. R. Company, of Ft. Scott, Kan., and who is on the sick list, having received injuries while at work, promoted a very successful benefit dance for the Frisco Baseball Team. Between 1600 and 1800 tickets were sold, and the baseball club enjoyed a nice profit of around $700.00.

Mr. Cal Crum is manager of the Frisco team this season. Mr. Crum has played with the National and American Leagues.

The following is the lineup for this season: Loren Kirkpatrick and M. D. Wade, pitchers; Joe Crabbtree, 2nd baseman; Harley Aiken, catcher; Henry Warren, right field; Bert Martin, shortstop; Wayne Hodges, 3rd baseman; Jack Marlar, center field; Lee Hampton, left field.

Miss Mary Jenkins, Bill Clerk, had her tonsils taken out, May 2nd, at the Frisco Hospital. Miss Jenkins says: "If you have to be sick go to the Frisco Hospital in St. Louis because the treatment from doctors and nurses is of the very best, and you receive not only good treatment and care, but plenty of kindness. I had as my roommate Miss Myrtle Cochran, Clerk in the Car Accounts Office, Springfield, Mo. If she be a sample of Springfield Frisco employes, bring on the rest, for I certainly appreciated her company and kindness.

Mr. Leo Brown, D. R. Clerk, has been assigned to position as Abstract Clerk, temporarily.

Mr. Paul Buck is working the D. R. desk.

Mr. George Kerns motored to Vinita, Okla., last Saturday night, to spend the week-end with his daughter, Wanda. "Frisco" handled the train carrying the Chamber of Commerce Boosters' Club and Business Men of St. Louis, to the Business Men's Convention, held at the Mayo Hotel, week of May 9 to 12.

Pensacola, Florida, Opportunity

FOR SALE: 20 acres, 5 acres cleared, stumped and plowed. New 5-room bungalow, modern, located near Pensacola a town of 40,000 people. Near the Perdido Bay, Naval Air Station and new Frisco docks and railroad. Near the finest developed groves of Satsuma oranges, sand pears, grapes, 12 months growing season. Fine for dairy and poultry. Fertile lands. Good schools and churches. Good roads. Good markets for truck. Price $3,000. ½ CASH. Bal. in 5 yrs. 6% int. payable semi-ann. GREAT OPPORTUNITY for someone.

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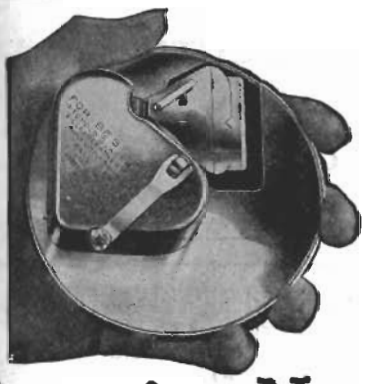

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KRISS-KROSS—the super-stropper prolongs the life of any-make blade for months and even years! Strops on diagonal. Employs barber's secret principle. Gives keenest edge that steel can take in only 11 seconds. Automatic timer signals when blade is done. You'll say this magic device is almost human!

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EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

The Western Thoroughbread Association are holding a race meet here before great crowds. They have shipped in between four and five hundred horses, all of which were handled by the Frisco, with exception of one car. So far they have had fine weather.

The Rose Carnival Derby was run on May 20, when record crowds attended.

The Clinton Building, at the corner of Fourth and Boston, is rapidly being torn down to make way for the new Exchange Trust Building, which, it is understood, will be approximately 24 stories high. The wrecking of this building will be quite a job, as it is eight stories high.

Mr. Baxter visited with his family in Sherman, Texas, recently.

Mr. and Mrs. McGlasson visited in Muskogee recently.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

ARTHUR D. MINICK, Reporter

Chas. E. Colvin, who has been off for some time account sickness, has now gone to St. Louis hospital.

James R. Pollock, coach cleaner, is also going to St. Louis hospital. Seems as though this point will be well represented; however, this is nothing to brag about, as we don't like to report news of this sort.

Geo. M. Bates, machinist first class, has been called to Springfield account sickness.

Mentioned in last issue that would give report on the meeting and entertainment of the Oklahoma City Chapter of the Frisco Club, held April 27 at the Sorosis Club. I know that all that were present will agree with me that this was one great success and that everybody certainly had a good time.

Engineer H. H. Martin has been in the hospital for some time and we all wish for him a speedy recovery and hope he will be on the job shortly. Fireman Reuben G. Martin was selected to attend the fuel convention held in Chicago the week of May 8. Rube was going to Silvis, Ill., after the convention, and I am sure all are anxious to see him when he returns to hear that line that will be heard, when he begins talking about the Windy City.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

C. P. HENSLEY, Reporter

Mr. Erwin Reimer, who until recently held the position of bill clerk in this office and now holding a similar position in the office of the auditor of disbursements, was on April 26th, united in marriage to Miss Rita Virginia Burns, one of Sapulpa's most beautiful and talented young ladies.

Mr. Victor L. Thomas, general clerk of this office has been transferred to Enid in the capacity of completion report clerk.

Robert H. Warfield has been assigned to the position vacated by Mr. Thomas. Mr. Warfield came to this department from the mechanical department at West Tulsa.

Mr. C. F. Higdon has resigned from his position of completion report clerk in this office and is going into business in Independence, Missouri. C. P. Hensley, formerly assistant bill and voucher clerk

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was assigned to position vacated by Mr. Higdon.

Mrs. E. H. Gillis, wife of Mr. E. H. Gillis, completion report clerk in this office spent last week visiting friends in Enid, Okla. We are glad to have Mrs. Gillis back in Sapulpa.

Mr. and Mrs. W. D. Jones visited the former's parents in Springfield last week-end. Mr. Jones returned to work this morning while Mrs. Jones is making an extended visit with her sister at St. Louis.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL, Reporters

We are very glad to announce that the western division is hitting on all eight.

Signs of the times! Since May 9 the western division has handled five fruit specials from Avard to Tulsa. This was written May 15, and have another special in sight for tomorrow. We are stepping right along; and must not forget to mention several special trains of oil from Covington to Tulsa.

Everybody is catching another long breath in anticipation of the wheat movement, which we hope to be larger than ever, but understand the wheat has been injured somewhat by the severe hail storms that visited this part of the country several weeks ago. However, there will probably be enough cars of wheat shipped over the western division to keep every one more than busy.

This is the time to either take vacations or think them, and this represents the state of mind of a great many of us.

Walter Kee, rodman in the division engineer's office is away on his vacation at the present writing. He will visit in Chicago and other eastern points.

Our well known ticket clerk "Bill" Manson decided that he hadn't received enough notice in the "Magazine," so on April 28 he surprised all of his friends, but they didn't know it until several days later. Bill married Miss Lorene Fay Rowland, of Enid, and his many friends extend their best wishes for a long and happy married life, and to welcome Mrs. Manson as a member of the Frisco family.

We've all heard a great deal about the good practice of saving stationery, and just noticed an envelope that has been in active circulation since June 8, 1920 on the western division alone. This envelope was received at Breckenridge July 14, 1923, again on March 11, 1925 and December 23, 1926, it is still good for a few more trips and with a few more addresses and stamps on it will look like the traveling case of one of the "round-the-world" flyers.

Mrs. E. O. Daughtrey and son, Buddy Rex, were finally able by detouring a great deal, to get back home. Mrs. Daughtrey was visiting friends and relatives in southeast Missouri and became water bound, and her two weeks' visit was stretched out to nearly five.

Margery, daughter of our chief clerk, P. D. Hayes, has also recovered from an attack of measles. She didn't mind having them so much, but objected to the way they made her look. However, the spots are all gone now, and Margery is her old self once more.

EASTERN DIVISION

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The International Railway Fuel Convention, held in Chicago, Ill., May 11, 12 and 13, was well attended by F Department employes and their famil Mr. Robt. Collett, fuel agent, made very interesting and entertaining talk fore the convention and it is the c sensus of opinion of his employes that was the very best thing they had. following from the Fuel Department w in attendance: Mr. J. E. Whalen, f supervisor, St. Louis, Mo.; Mr. John Curry, supervisor of fuel economy, Louis and Mrs. Curry; Mr. Geo. Schneider, supervisor of fuel econo Sapulpa, Okla. and Mrs. Schneider; C. J. Beshears, supervisor of fuel ec omy, Memphis, Tenn. and Mrs. Beshea Mr. W. C. Crawford, supervisor of f economy, Springfield, Mo. and Mrs. Cra ford; Mr. G. T. Allison, supervisor fuel economy, St. Louis, Mo.; Mr. D. Reed, fuel inspector, Birmingham, Al Mr. H. T. Conley, fuel inspector, Louis, Mo., Mrs. Conley, Adele, Phy and Harold, Jr.; Mr. P. V. Hammers fuel inspector, Ft. Smith, Ark., M Hammersly and Miss Jessie Hammers

Mr. M. H. Rodwig, fuel inspector, H ryetta, Okla., and Mrs. Rodwig; Mr. E. Martin, chief clerk to fuel agent, Louis, and Mr. Lewis Blevins, statisti clerk, St. Louis, Mo.

We were all glad to see Mr. Nachtma back in the office for a short while to after being ill for several weeks. He improving rapidly and will no doubt 100 percent again real soon.

Mr. Theodore Buerman has taken sition as fuel clerk in our departm and we are glad to welcome him as co-worker.

PASSENGER TRAFFIC DEPART. MENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

There were several changes made the office during the month of May.

Francis J. Burke succeeded Frank S and he has the wish of all for succ in his new position.

Bert W. Baumgartner succeeded Fra cis Burke and is now clerk in the adv tising department.

At last Oliver K. Coyle came to t department to be head of the mail ro Oliver for the past two years has b J. L. Holbrook's assistant.

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

May 13 — Abou Ben Adhem Fris Boosters! The annual Spring Shrine ce monial was a gala event — dedicated the Frisco System. A miniature eng was constructed at the West shops two apprentice boys under the supervisi of W. W. Shackelford. Engine 13 w decorated by Cap Wight, paint forema as only Cap could decorate. The loc motive was driven by John McGregor the McGregor Motor Company in the p rade and superintendent F. A. Beyer o cupied the position of honor.

Mr. L. E. Richardson, boilermaker fo man, attended the Master Boilermak Convention held in Chicago, Illinois, M 3 to 6.

James P. Clem and O. A. McCulloug finished their time first period of May a were retained at the West shops as fi class machinists.

Wm. F. Wood, switchman, was call East recently by the illness of his broth who, we understand, is improving.

J. M. Duncan, machinist apprenti was transferred to Enid to complete h time.

Mr. Nels Benson, foreman, has o

THE SMOKER'S TREAT
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sympathy in the recent death of his mother, Mrs. Gunelia Benson, age 76.

W. W. Shackelford, schedule supervisor, is to be one of the many June bridegrooms. Mr. Shackelford and Miss Erma Platte have our congratulations and wishes for an unusually happy life.

Fred Erke, clerk to J. T. Fite, put one over on the bunch — he and Miss Catherine Wicks were married while Fred was supposed to be enjoying a real fishin' trip.

Mr. H. A. Herzog, chief chemist, has returned from Atlanta, Ga., where he was called account of illness of his father. We are glad to hear Mr. Herzog is improving.

Mr. J. E. Roberts, foreman, West Coach, is enjoying his vacation down on the farm.

Mr. A. J. Norris, foreman, West Coach, died suddenly the night of May 9th. Mr. Norris was a member of the Frisco Veteran's Association, well liked and will be missed by all his fellow workers. Mrs. Norris has our sincere sympathy.

ST. LOUIS ZONE BUREAU

R. A. WALT, Reporter

Traveling auditors, Mr. Drebelbis, Mr. Loechner and Mr. Johnson, are engaged here in a check of the general agent's accounts.

Mr. E. W. Miller, traveling auditor, has returned to this office from detail at our sister zone at Kansas City.

R. L. Shoenberg continues his temporary assignment in this office.

Ray Donnerburg of the transfer and switching desk has recently passed the bar examination and is now a full fledged barrister.

Miss Louise Terry, formerly of the general office, has been assigned position of abstract clerk in this office.

ROLLA, MO.

BESS LEA, Reporter

Harry McDonald, clerk, Pacific, spent the week-end with home folks at Richland, Mo.

Guy Sally, 2nd trick operator, Rolla, spent few days fishing, operator Parker relieving him.

Joe R. Short, Monett, appointed cashier, Lebanon, Mo. Glad to welcome Joe back on this end of division.

Conductor Pete Myers after several months' illness in the Frisco Hospital is able to resume his run on No. 12 and No. 15.

"Minie" Murphy, station master, Tower Grove, is reported ill. His many friends wish him a speedy recovery.

Ralph Browning, Newburg, is relieving the cashier, Rolla, while on vacation.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Fred Sills, watchman at South Side Frisco shops, Springfield, was visiting his many Barry County friends recently. The Frisco was favored with the entire movement of the Monett High School musical department to Springfield, April 24, for the musical festival.

Mrs. Arch Long and children have been visiting relatives in St. Louis.

The first crate of home grown strawberries was on the market at Monett, May 2nd — they were of fine quality and retailed at $6.60.

The extension track at Railways Ice Plant has been completed and it is now possible to accommodate 85 cars at reicing dock. Mrs. W. K. Bierer and children, family of our platform foreman, were visitors in Kansas City this month.

Friday night, May 6th the regular monthly meeting of the Greater Traffic Club was held at Y. M. C. A., presided over by chairman A. T. Brown. It was a very interesting meeting, good attendance and much interest. C. H. Baltzell who is stationed at Monett during the berry movement, was present and gave a helpful and interesting talk.

G. D. Shreve, switch tender, called his "Chevrolet" into duty morning of May 13th and delivered a train order on 2-707 at Wightman switch, three miles South of Monett, to train X-1314, in twelve minutes after order complete and OK'd. By delivering this order to train, account no wire connection at Wightman switch, it released two trains and saved delay of possibly three hours. "Dick" believes in "keeping them moving."

Mrs. Carl Archdale and son, Bobby, visited relatives in Joplin recently.

A number of friends of the Bashe family at Seligman attended the funeral of Mrs. W. A. Bashe, May 2nd. The late W. A. Bashe was a veteran agent on Central Division and the two surviving sons are now connected with the Frisco—one as platform foreman at Tulsa, Okla. and one as operator at Seligman. The 1927 graduating class of Monett High School held their commencement exercises May 20th in the high school auditorium. The Frisco family was well represented by the following sons and daughters: Susie Burnside, Norma R. Boedecker, Virginia Bowman, Glenn D. Blakeslee, Marguerite F. Cullifer, Wm. E. Exposito, Rolland E. Ellis, Virginia Ferguson, George E. Logan, Elizabeth Logan, Paul Arthur Mooney, Beatrice T. McFadden, Marvin Wilbur Pace, Cecilia Smith, Arthur Jack Turner, Hershel F. Horine, Ruby McCully, and Neva Ruth Horine.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

The season's rush is upon us, as evidenced by the seething, swarming movement of power in and out of the terminal! It was necessary to issue a call for reserves in the freight yard in order to circumvent a complete deadlock, so assistance was offered in the form of a "Bum" switch engine, which has so far been able to cope with the situation to the extent of keeping an outlet and inlet open.

Mr. and Mrs. W. G. Hall attended the Railway Fuel Association Convention in Chicago. Engineer R. T. Keithley and family are also attending the Convention, Mr. Keithly representing the Central Division as delegate.

We have a new machinist apprentice, J. R. Stratton.

Also have another Springfield emigrant in our midst,—James Baron, who bid in

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Mr. and Mrs. Geo. E. Davis are proudly exultant over the arrival of their firstborn, a seven and one-half pound baby boy. The young father is employed in the roundhouse at this point. (Incidentally, we might add this has heaped a score of years on the head of T. P. Holland, road foreman,—he has become a grandfather!)

Have you ever been the sole operator and possessor of a brand new, shiny typewriter? If so you can rejoice with us in our good fortune, as that is exactly the good luck that has befallen us. It is some keen-cutter,—a 1927 Model Remington No. 12.

OFFICE, OPERATING DEPARTMENT STATISTICIAN SPRINGFIELD, MO.

MARY PROPHET, Reporter

Irma McMillan couldn't wait for a circus to come to town so she took her little daughter to St. James to see one.

Herman Plumb and family spent Easter visiting relatives in Kansas City.

Miss Ross was recently called to St. Louis because of the illness of her niece.

Miss Brooks has had her tonsils removed. She spent a week at home after their removal.

Gladys Bell spent a week recovering from the flu.

Mamie and Amy Bradley were called to Weatherford, Okla., the latter part of the month because of the death of their grandfather.

Neta Mooney has just returned from a Baptist Convention at Louisville, Ky.

Dorothy Leake had a "swell" time at the Christian Church Convention at Neosho, Mo., May 10th and 11th.

Edith Mooney spent May 8th visiting relatives in Cherryvale, Kans.

Dorothy Thoms is back to work after a week in the hospital.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. Uhr attended the National Convention of Baptists at Louisville, Ky. during the first week in May.

Mrs. Elizabeth Ball, mother of Clerk Donald A. Ball, has returned home after an extended visit with her son Fred A. Ball and family at Davenport, Iowa and sister Mrs. C. C. McCord and family at Kansas City, Mo.

Donald Ball is going into the poultry business. While visiting in Conway recently he purchased two setting hens with the regular accompaniment of eggs. He was also presented with a baby duck, which he takes for a swim at noon each day.

Mr. J. C. Anderson of the National Automatic Train Control Co. is in the city inspecting the installation of their apparatus on our line.

Signalman C. I. Garton has been promoted to the position of Assistant Inspector with headquarters at Springfield.

Messrs. Barron, Claman, Hutchison and Thompson attended the Shrine Spring Ceremonial dedicated to the Frisco, which was held in Springfield on May 13th and judging by their smiles and pleasing looks they must have had an enjoyable time.

Carl Thompson, clerk, is back at work after a bad case of tonsilitis. He has now forestalled a future attack by having his tonsils removed.

We were very worry to learn of the death of relief tower man James A. Gray in the recent cyclone at Poplar Bluff and extend our sympathy to the bereaved family.

OFFICE OF GENERAL YARDMASTER MONETT, MO.

HELEN NORTHERN, Reporter

Mr. Richard Mills, chief yard clerk, and wife, were in St. Louis for a few days recently.

Sherman Neal, switchman, Monett Yard, has gone to California account of his health. His wife and small son accompanied him. They will be gone about two months.

Mr. J. R. Short was successful applicant for position as cashier at Lebanon, Mo. Mr. and Mrs. Short will make their home at that place.

J. G. Lorton, representative of Mr. Shaffer was in Monett recently on business.

Burl Thomas, first trick bill clerk, wife and baby visited with relatives in Washington, Indiana, last month.

When passing through Monett you will doubtless see L. A. Manley, claim agent, attired in overalls working in "our" flower garden just West of the yard office. It is still in the "rough" yet but from the variety of flowers already planted I am sure it will be one of the most beautiful gardens on the Frisco.

Mr. Ralph Waltrip, train checker, at last decided to brave the sea of matrimony and ask Sophia Jeagers to be his "commander." She consented and they were married May 1st.

Report reached Monett that Raymond Kirby, who was injured at St. Louis, March 31st, is still in the hospital, but his condition is greatly improved. Mr. Kirby was formerly employed by the Frisco at Monett, and was employed as switchman for the Terminal Railway at St. Louis at the time the accident occurred.

Mr. C. H. Baltzell is stationed at Monett for the present, to supervise and assist in the handling of the strawberries. His office consists of twenty-five feet of canvas, a table and a portable telephone, stationed on top of the ice dock at the East yard and is one of the most busy places on the Frisco between 2:00 A. M. and 5:00 A. M. each morning.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

We are sorry to report that H. C. Holmes is still unable to return to work. He has been making progress but finds it advisable to remain a little longer in the Sanitarium at Van Ormy, Texas.

Our terminal inspector, J. W. Skaggs, is also away from us though we are still in constant communication. He is now at West Tulsa acting as superintendent terminals during the illness of S. R. Kennedy.

Mr. Dingler, president of the Cassville & Exeter, accompanied by C. H. Baltzell, brought to the office a box of beautiful rainbow trout from Roaring River. These were distributed to various appreciative friends. Since viewing these trout Powell and Lodge have been inquiring the best route to Roaring River.

Hobart Madison suffered the loss of his Essex for a few hours when unknown joy-riders appropriated it for their own use. It was recovered the next morning in good condition.

We are proud of Wilbur, son of C. H. Bothwell, for winning his local high sch and district oratorical championship. will be graduated, cum laude, from h school this month.

SPRINGFIELD GEN. STORE RO

BERTHA V. REED, Reporter

Mr. and Mrs. G. E. Uselton, 2219 E Avenue, have announced the marria their daughter Hazel Frances to Elmer McCrory, April 6th, at Marsh Mr. McCrory is employed at the ge store room as trucker. The store fo presented Mr. and Mrs. McCrory a be tiful bridge lamp as a wedding pre

J. H. Wilson's wife will leave Spr field soon to visit her mother, who sides at Palmer, Illinois.

O. H. Miller, stock man, made a h ried trip to Washington, Mo., May 3, attend the funeral of his grandfather, Mr. Henry Hoemann.

F. W. Pomeroy, retired stock m left Springfield May 14, for Seattle, Wa where he will make his home with son, Sidney Pomeroy, at 1222 Twe sixth Avenue, North.

Mrs. W. F. Griggs and daughters ther Louise, Eleanor Fay and Bart Jean, of Ft. Smith, Ark., are visiting the home of the former's parents, and Mrs. J. F. Nelson, at 1520 N. Bo vard. Mrs. Griggs was formerly Es Nelson, who was employed as secret to the general storekeeper.

Oscar Nelson, of the accounting partment, Ft. Smith, Ark., spent Sun May 8th with his parents Mr. and J. F. Nelson, 1520 N. Boulevard.

W. F. Griggs, chief clerk to Mr. R Manley, storekeeper, Ft. Smith, Ark., ited in Springfield, Sunday, May 8th.

Mrs. Lowell Walker, wife of chief c to storekeeper, Pensacola, Florida, is guest of her mother and father-in- Mr. and Mrs. J. W. Walker, 210 E. vision St., also her mother, Mrs. gess. Mrs. Walker will return to Pe cola Saturday, May 21st.

Sam H. Gaston, general foreman, c brated his birthday, May 11th, at home of his father-in-law, N. C. Dr nan, at Elwood, Mo. Sam was prese with a 22-pound ham for a birthday p ent.

Mr. and Mrs. W. T. Slone will celeb their forty-third anniversary, Sun May 15th. Their children will help t celebrate, all being present with ex tion of two, Roy Slone and Mrs. C Moon of Detroit, Michigan. Mr. S is employed at the store room as truc His mother and father, Mr. and Mrs A. Slone reside near Dixon, Mo., mother being 82 years of age and father 87 years.

L. H. McGuire, crane operator, vis his mother at Thayer, Mo., recently.

Mrs. G. P. Gaston, mother of S. Gaston, general foreman, has been visitor in Springfield for the past weeks. She resides at Niangua, Mo.

Lucie, age 3 years, daughter of C. Clemens, checker, who broke her leg s eral weeks ago is getting along nic

John Williams, night watchman, s

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his daughter visited in Kentucky for a few days recently.

L. B. Pechner, general lumber foreman, and wife were called to Alma, Kansas, recently, on account of the death of Mrs. Pechner's sister, Mrs. L. T. Rice.

Dorothy J. Adamson, steno-clerk in lumber office attended the funeral of her aunt, Mrs. L. T. Rice, in Alma, Kansas, recently. Store forces extend sincere sympathy to the bereaved relatives.

Paul Brandon, foreman, in lumber yard, was called to Albion, Illinois, a few days ago, account of the death of his uncle, B. E. Harris. This department extends sincere sympathy.

On Tuesday night, May 10th, lumber office was broken into, supposedly with intent to rob. Entrance was gained by breaking the glass in one of the windows and unlocking same. Drawers and cupboards were ransacked and various articles scattered about the office and everything in general was found in confusion. Nothing was missed.

C. C. Meyer, stock man, and wife enjoyed an outing with some of their friends, Sunday, May 8th, at Bunch's Spring, one mile South of Galloway, Mo. In the party were A. J. Lyman, Miss and Mrs. B. Champion, Mr. and Mrs. F. Bunch, Mrs. Mary Booker, who is now 90 years old. They reported a most enjoyable time, especially since they had plenty to eat and good spring water.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

The Fewest Error pennant is paying us another visit due to our good record for the month of April.

H. G. Snyder, general agent, attended the Freight Station Section of the American Railway Association annual meeting in Memphis, May 17 to 20.

Our baseball team, composed of platform employes, held election of officers at its monthly meeting, with the following result: R. L. Klein, honorary president; H. G. Snyder, president; L. G. Roseman, secretary-treasurer; Arthur Boen, captain. This team knows no defeat, having won six straight games, and with its strong line of defense hope to end the season with a clean slate.

The fox terrier owned by John McCaffery and who answers to the name of "Lumber" serves as the team's mascot. "Lumber" has been provided with a blanket, which bears the Frisco emblem and also advertises Frisco service. He can be seen at all of the games, romping among the spectators.

L. G. Roseman, special officer, has been made Scoutmaster of Boy Scout Troop No. 41.

A. J. Cunningham, assistant chief bill clerk at Gratiot, has resigned from the service. Andy moved his family to Phoenix, Ariz., account his wife's ill health. We wish him luck and hope the Mrs. has a speedy recovery.

A close check of rugs received on our platform in the past two years shows a total of damaged rugs on which exceptions were given to be 678. This does not include any shipments where the connecting line had shown exceptions or any congoleum rugs. The 678 are those received from connecting line burlapped, inspected and found damaged. At the beginning of the two-year check there were as many as ten damaged rugs received in a single day, whereas now the total number per day is one or two, which shows a big improvement of rug handling by most of the connecting lines.

AURORA, MO., AND GREENFIELD BRANCH

CLAUDE E. RODERICK, Reporter

The strawberry movement for Aurora began when we shipped our first express car, May 10. There has been quite an enlargement to the sheds and ice dock here to take care of the extra amount of berries predicted for this year over what we had last. Reports for this year are around 100 cars.

We are pleased to report that Miss Patton, freight cashier, is still improving in health.

Troy Pannel, carman, is experiencing considerable difficulty in completing the foundation for his new garage. Every time concrete is put in, a hard rain washes it out before it has time to set.

Freeman Wilson, ticket clerk, visited his son in St. Louis the fifteenth.

George Thrall, brakeman, Greenfield Branch, has resumed duties after being off on a two-weeks' vacation. No record as to his whereabouts during this time. More than likely George went fishing, as he is bent on doing, and is ashamed to make known his catch.

Engineer Ridley and Fireman Woodside laid off a few days recently. We were informed that they had planned a fishing trip on this occasion, but we have no record of their success, or otherwise.

Squirrel season opens June 1, and several of the boys have been seen cleaning their rifles for this very special occasion.

S. Waite, signal maintainer's helper, and Miss Adeline Gardner, of Aurora, were married at Mount Vernon May 9. We all wish them the very best, and that their voyage over the matrimonial seas will be calm.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

The Bradley twins, Amy and Mamie, and their mother, made a sad trip to Weatherford, Okla., recently to attend the funeral of Mrs. Bradely's father.

After much discussion and exchange of many letters with his son Eugene, Mr. Lindquist, chief clerk record department, has finally decided to spend his vacation in California with his son.

Which reminds us that vacation time is here and several have already been and returned.

Ola Barnes went to Florida and returned on the Sunnyland, via St. Louis.

Eva Warren is visiting her parents in Huntington, W. Va., and Theda Pyland is touring the central southern States and visiting relatives in Washington, D. C.

When the rat situation reached such a serious point with us that we were about to appoint someone to bell a rat, Mr. King had men move the file cases in our office and fill in all holes under them with cement, and since that time not a single rat has been seen! One poor frightened mouse ventured out a few days ago, but Florence Lyons' scream promptly scared it back to shelter, and it has not ventured out again.

We feel that we lost not only one, but two, in the transfer of Ralph Bryant to St. Louis, Oswald P. Rainey having taken his place as traveling demurrage supervisor. Carl G. Casteel has taken Oswald's place, and H. P. Chranford has taken Carl's place. We have gained one new one, however, Otis Doty coming to us from Okmulgee.

On Sunday morning, May 15, four girls from this office—Helen Murray, Emily Pennington, Belle Stewart and Vera Melton, drove to the National Cemetery, abandoned their car, stepped on roller skates and started south on the highway. They say the wind was so strong that no effort was needed—all that was necessary to do was to keep upright and guide themselves; and, to stop, it was necessary to turn off the highway. So much energy exerted should have a fitting reward and we learn that it was hot biscuots and fried chicken that awaited them at Half-A-Hill T House. Coming back was the hard part, however, the wind being so strong they had to walk home, even with their roller skates along!

CLAIM DEPARTMENT DEFEATED

When Harold Wilks, representing the claim department team, challenged N. L. Lindquist, of the car accountant's office, to a baseball game with any team he would choose from the car accountant's office or office of superintendent of transportation, he was promptly accepted and Mr. Lindquist rallied together not only a mighty good-looking bunch of men, but a mighty good bunch of players.

Game was played on Teachers' College campus, on the evening of May 16. Fourteen points were scored by Lindquist's gang in the second inning, that side batting twice around and starting on the third round. Final score was 19 to 4 in favor Lindquist's gang. Game was called account darkness at the end of the fourth inning—otherwise it would have been necessary to work a comptometer operator overtime to tally scores. In fact, it was necessary to change scorekeepers during the game. Might state that the claim department furnished the umpire in the person of "Pop" Pursley.

Undaunted, the claim department has asked for another game a week from the first. Which is it—you can't keep a good man down, or they don't know when they're beaten?

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

Joe Breece, our night station master, is off from duty, due to illness. Geo. Mesick is working his position. We wish Joe a speedy recovery and hope to see him back on the job again soon.

Operator Hull, first trick SP office, has

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left for several weeks' vacation. He was relieved by Operator Stone.

We are glad to report that Operators Henson, Dixon, Mahaney and Strafford have returned to work, after being off several weeks due to sickness.

Homer Deberry, cashier telegrapher, Marshfield, spent several days on the river.

The good old Ozark strawberries are coming in now. May 11 we had a strawberry special, with twenty-three cars of berries enroute for St. Louis and beyond.

Agent Musgrave Strafford is off duty, attending the O. R. T. convention at St. Louis.

Operator Brockman, first trick, Rolla, was successful bidder on third trick MS office, Springfield.

Operator Stevens, second trick, Southeastern Junction, was successful bidder on third trick, Leasburg.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

We are glad to report that Alice Edmondson, who has been in the hospital for some time, is improving. We hope she will soon be able to be at her desk again.

The girls at the general storeroom enjoyed another spread April 21. There was only one objection to it,——they had the spread in the absence of the reporter.

A. J. Sperry has reached his second childhood, or at least we suppose he has, as he has the chickenpox and has been absent three or four days.

C. R. Meddins, clerk in this office, is on a leave of absence and is going to Colorado for his health. We hope he will come back after his leave of absence with his health greatly improved.

We are sorry to report that Maude Bedell has had to go to the hospital in St. Louis. Although Maude is in a serious condition we have hopes of her recovery. If good wishes will help her any, she should have a speedy recovery because the entire force in the general storekeper's office are wishing her the very best.

Miss Bertha Reed entertained the girls of the general store department with a progressive rook party, on Friday night the fifteenth of April. High score was won by Elizabeth Gibson and consolation prize by Henrietta Truman. Guest prize was given to Mrs. Wettman, sister of the hostess.

Along with Spring comes bugs and bees. Of the various kinds of bees, Clyde Fullerton and Clifford Kincaid have been stung by the most expensive kind. The car bug stung them and they are both riding in new cars now instead of walking.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTS DEPT. ST. LOUIS, MO.

ARTHUR STOEHR, Reporter

There is a new reporter on the job and you had better get acquainted. The pencil pushers of publications are always looking for a good story.

We regret exceedingly that our dear coworker Miss Lilly Kulage has dropped out of journalism, her timely squibs were always enjoyed by all in the agents accounts department.

Miss Blossom Christopher, ticket cashier at Caruthersville, Mo., dropped in to see us while in St. Louis.

The sensation of the season was the revelation of the evident intention of our chief clerk Mr. Gerdel to break into the select circle of 400. The fact became known by the presence of a silk sock salesman.

Charley Egli's pulse has not been normal for at least two weeks, seems to be worrying about taking on a "better half." Charley!! why not consult with your colleagues who have gone through the mill? Nevertheless, we all offer our congratulations and best wishes to Mr. and Mrs. Egli.

Traveling auditor Charley Drebelbis, dropped in for a short while the other day —says he was caught in high water at Cape Girardeau, Mo. Evidence of high water marks were apparent on his trousers.

The many friends of Miss Julia E. Hynes, formerly connected with the agents accounts department "Frisco" now located in California the "Land of the Orange and the Home of the Nut," were indeed glad to receive her message of Easter greetings.

Steve Kane is looking them over. Of course that's his job—the 391 reports, but that is not all—Steve is looking toward the bright side of life—the old bachelor will surprise us one of these days—so don't rush!

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Kathryn Hurt of the dictaphone department spent one week on her mother's farm near Greenfield, Mo. She had a fine time assisting in the strawberry picking.

Tom Quinn and Leo Barrett are vacationing in Washington, D. C., Boston, Montreal and Quebec. They have been over the same territory before, but Canada as usual, holds some sort of fascination for them.

Gertrude Fryer attended the state convention of the Knights of Columbus at Kansas City, May 17 and 18.

Claude Harris motored to Campbell, Mo., week of May 23 and enjoyed a few days of his vacation visiting with relatives in Southeast Missouri.

Angeline Golden has been spending a month in Detroit, Mich., visiting with relatives.

L. C. Cox and Earl Head are all prepared for a delightfully cool summer. They recently bade farewell to their moustaches to which they had become slaves for the last eight or ten months.

Here is a boost for the Chevrolet people! Just recently W. Shumate traded his Dodge coupe for a Chevrolet sedan and seems to be highly pleased with his new car.

Mr. Cox, chief claim clerk, has just returned from a business trip to San Francisco and Los Angeles. He visited most all of our patrons on the coast and reports a very friendly feeling on the part of shippers toward the Frisco service.

On the evening of May 16, the Bull Dog Baseball Club, composed of the crack players of the claim department, played the combined picked men of the other offices. It is rumored that Tony Gilbert, catcher, threatened to resign account Pop Pursley, umpire, being so big that he could not throw around him to second base. If interested in the outcome of the game, see Harold Wilkes, local manager.

There is not much in the news line as this goes to press. Everybody is working to make the 1927 Frisco Veterans' reunion the largest and most enjoyable in the history of the Association. Let's boost the reunion all we can. If you know of a veteran who does not belong, get after him! To date, May 16, we have over 900 men enrolled and confidently expect to have 1500 by June 6 and 7, the dates of the reunion.

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Bill Warden of the OS&D department, is spending his vacation at Graydon Springs, Mo. It was with considerable difficulty that he prepared for his vacation. It seems as if the Warden household possesses three high class house cats and it was quite a problem to Bill to make provisions for the cats while vacationing, so at the last minute he decided to make a box and take the beloved cats with him on his vacation. When the box was completed and the none-too-gentle felines were placed therein, someone said "Hokus pokus" and upon lifting the lid of the box, the cats had vanished! However, after several hours' delay, they were later found and one dutiful neighbor took pity on Mr. Warden and promised to feed them daily while he was away on his trip.

FREIGHT ACCOUNTING DEPT. ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

We all miss Miss Louise Terry, who bid in a position at the St. Louis Zone Office. We have heard she is well satisfied with the change and that Messrs. Schoeneberg and Wentz are now closely associated with her in her new duties.

A certain party in the interline department living on Keokuk Street painted his fence the other afternoon and when another party from the office happened along he thought it was a barrel of paint moving around the yard. A report has been sent out this same party is going to use a support for his triple chin to rest upon.

Fred Knickmeyer evidently cares very little for shredded wheat and cream for breakfast, and we see he is stepping out with his last year's straw.

Bob Anslyn of the interline department and his night hawk trio of WIL were booked to appear at the Cinderella Show but being informed of the great distance from home and the show having no rear exit they decided to stay at the Maplewood, so in case the audience laid down a barrage they would not have so far to run.

Our contributor from the statistical department submits the following:

Because the men in the statsitical department were not "put on" in last month's magazine, they felt more or less slighted and of course were accused by the girls. Hope this will clear them and prove their innocence.

Can you imagine—

Mr. Schaub not tending to his business.

George Kendell not thinking he is the most important man in the office.

Frank Hambly not being our own John Gilbert.

Robert Pennycook fat, jovial and forty.

Pat Hayes keeping his feet on the floor for three successive minutes.

Bob Carr shaving every day.

Mr. Jarrell cook in a Child's restaurant.

Mr. Haley staying with us permanently (we hope so).

Mr. Williams not wearing a coat.

By the way:

Agnes King plans a trip to Louisville over Decoration Day.

Theresa Mucher would like to know who thinks she's so "darn tall."

Elsa Blitt doesn't intend to succumb to the bobbed hair craze.

Dorohty Schicht is faithfully dieting and steadily losing her avoirdupois.

Helen Auman is still being herself (hasn't told his name as yet).

Theresa Hentschel and Fanny Payne haven't displayed anything recently for their hope boxes (hope you don't feel hurt, girls).

George Kendall asked Lucille Cicotte who "It" was.

The gods were unkind to Elsie Recks the day the magazine came out. Her school girl complexion was marred by strawberry rash.

Margaret Droste wonders who dares say she is fickle when she so faithfully wears her fraternity pin.

Norine Conway agreed that for her to do the Black Bottom would be a calamity, nevertheless she says she may try and accomplish the feat.

Jule Ritchie would like to wear her dresses knee length but she's afraid she'll corrupt our morals.

Ann Silhavy has started to eat grapes, nuts and brick cheese to bring her near the 160 pound mark.

Mary Lou Carrio is still Mary Lou.

Another little daughter arrived at the home of Robert Kunstel on May 4, and has been named Eleanor Marie.

Dorothy Johnson of the key punch department has returned after an absence of six weeks due to illness. We are glad to have her back but regret losing Lwelynne Sendlein who had occupied a temporary position and was transferred back to the file room.

A. V. Foster of the revising department went to Louisville for the Derby and had an enjoyable time—his horse was second. Better luck next time.

M. N. Lallinger had a good time at the dance given recently by the B. A. R. E and seemed to enjoy blowing balloons.

D. M. Rennick of the claim department bought a new pipe to satisfy fellow workers but had very little success. It must be the tobacco!

Harold A. Doerr of the claim department recently underwent an operation on his toe. He is doing very well now.

John Geekie of the claim department says—"It's not the cough that carries you off—it's the undertaker."

Howard Goode was recently released from the hospital and reports feeling much improved—"Jerry" Davies is still at the hospital at this writing and appreciated the remembrance sent him of fruit. He is much improved, sitting up and believes he will be able to be out in the near future.

I. A. Johnson of the recheck department, called one of the four horsemen, has been putting in so much overtime the last month resulting in his money accumulating so fast he has not found time to spend it. No doubt he will soon be driving down in a new "Henry" with the idle rich.

A. H. Tichenor made a trip out of the city Sunday, May 15, and before departing sported a new straw hat for the occasion. As this was the first in our office we believe he is convinced it pays to look prosperous.

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MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

On Friday, May 13, the Frisco officials and employes were honored in that the Abou Ben Adhem Shriners of Springfield dedicated their spring ceremonial to the Frisco. Some of the out-of-town officials who attended were J. E. Hutchison and H. W. Hudgen of St. Louis; J. M. Flanigan, Kansas City; S. J. Frazier and J. F. Ferguson, Enid; John Forster, Kansas City; W. A. Morgan, Sherman; and R. G. Kaufman of Monett. One of the features of the parade was a small locomotive built on an automobile chassis and lettered "Frisco No. 13". Mr. Hutchison and several other Frisco officials rode into the Shrine Mosque in the tender of this locomotive, after which all Frisco officials present were introduced to the members of the Shrine. They were welcomed by attorney Perry T. Allen, and Mr. Hutchison responded in a very pleasing manner.

After the ceremonial, Albert Kennedy Roswell, a humorist and philosopher of Pittsburgh, Pennsylvania entertained the Shriners and ladies with a pleasing sketch, "The Joy of Living." This was followed by a grand parade and ball which was well attended by representatives of the Frisco.

June 6 and 7 will be gala days in Springfield; for it is then that the Frisco Veterans will make their annual journey here. Those in this office who are eligible to attend the old veteran's reunion are C. E. McKenzie, S. P. Tobias, F. S. Routt and F. M. Ferbrache.

D. L. Forsythe has just returned from Chicago where he attended a fuel convention. He reports a most splendid and interesting meeting and says the Frisco was well represented.

Armed with a rod, our shop supervisor, J. C. Brekenfeld, recently searched out the depths of the best fishing holes along White River for a fishing excursion.

Although he still looks rather pale, Harry Hines is back at his desk again, after an absence of two or three weeks due to illness.

J. K. Gibson has a new Peerless 6-90 —large and commodious enough for any man's private car.

Hazel Clark is minus a pair of tonsils and has great hopes that she will have a sore throat less often in future.

Herschel McNally, accompanied by George Neff, a clerk in Mr. Doggrell's office, drove a car through to Granada, Colorado for Herschel's uncle. They left Springfield at noon Saturday and arrived at Granada about nine P. M. Sunday.

Of all the odd accidents, that experienced by J. W. Seabough recently seems paramount. J. W. went out to work in the garden, took one lick with the hoe and up flew a clod and hit him in the eye. Maybe you think "Doc" didn't have one black eye.

Our office boy, Wesley J. Shane seems to be having great success with his baseball team. The "Blue's," of which "Bill" is manager expect to rival the Cardinals by the time the world series begins. Bill says they will eventually play in the world series, so why not now?

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NATIONAL BANK 1st IN ST. LOUIS

taking the first vacation this year. He spent a very restful week at home and says the privilege of turning over to three or more hours additional peaceful slumber after the alarm clock had sounded its usual morning signal, beats going fishing any time.

A new addition has been made to our office force in the person of Waller Heck. Mr. Heck, who has accepted the position of boiler inspection clerk, comes to us from Ft. Scott, where he was employed as clerk to the general roundhouse foreman.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

The first car of strawberries was shipped from this point on May 8 by the Ozark Fruits Growers Association. The price was around four dollars per crate and the present outlook is pretty good for about a forty percent crop. The disastrous frost that visited us recently, played havoc with the berry patches situated in the valley ground and damaged the hillside patches considerable. Had it not been for the frost, this section of the famous land of A Million Smiles would have shipped more berries than ever before.

An extra engine has been put on that is to take care of the surplus business brought about by the fruit movement. A. Preston Brown has been assigned as foreman with Harry Loyd and Homer Squibb as helpers. The crew goes to work at One A. M.

Laurence Planchon, a former Monett lad who has been working at Newburg, has returned to the soil of his nativity where he will assist in expediting the fruit movement, up at East Yard office.

Barney Conley has returned from the hospital at St. Louis but has not sufficiently recovered to permit his return to work on the third trick switch tender position.

The new extension to the East connection of the ice plant tracks has been coupled up and is in service. This extension increased the capacity of the plant about fifty cars.

Several new switchmen have been placed on the extra board. They are quite busy getting the hang of the lay out, and are working as an average of every day. Names as follows: Otto Boss, Wm. A. Wormington, J. A. Kissel and Fred Steele. Boss and Steele were on the board previous to this time and have been working at various points on the line, in between times.

We note that a machinist in Springfield is being boosted as having the largest family on the system. His eight children comes pretty close to being the record but down here at Monett we have two families that have him outdistanced. Mr. and Mrs. Walter M. Pitts are the parents of ten children all living, and Mr. and Mrs. W. P. Fenton have ten, Mr. and Mrs. W. L. Cannady have eight. Pitts, Fenton, and Cannady are employed as switchmen in the yard at this point.

Mrs. R. B. Kyler, together with the writer and Mrs. Frank Kyler, spent the week end visiting relatives in Joplin, recently.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

We started the month of May off right with the Red Ball Picnic Club holding its regular monthly meeting at Phelps Grove Park with the following members present: Freda House, Pauline Griesmer, Anna Sheehan, Eva Westenberger, Helen Dryden, Aneita Ball, Maude Morehouse, Della Stevenson, Louise Boren and Helen Deckert.

Miss Freda Feilden has been away from the office for some time account illness, having undergone a serious operation. She is doing nicely though, and we expect her back in a short time. The office surely did lose some of its sunshine with both Freda and Carlotta away at the same time.

Miss Mary Campbell spent her vacation in Tulsa and reports a "keen time," but knowing little Mary she could have had 'nothing else but.'

Misses Helen Deckert, Vinnie Hindman, Helen Dryden, Gertrude Sprohs and Catherine Toon spent a week-end recently in Kansas City taking in some good shows, etc.

Eva Westenberger and Pauline Griesmer spent their vacations in Kansas City—Pauline squeezed in a few days at Billings, too.

Sorry to report another cripple this month. Frances Rhodes and Helen Dryden went to St. Louis recently to meet their married sisters, and Helen came back with a lame foot.

Aneita Ball and Freda House visited in Tulsa recently.

Speaking of Tulsa—has anybody else noticed how very courteous porter Fred Bennett, on Train No. 3 is,to the passengers? Fred surely is OK.

Did everybody "get by" Friday, May 13? We did, all but Harlin Boehm—that was the day Harlin crossed the sandy desert and was made a Noble Shrine.

Will some of the other offices lend us a Romeo? We have the Juliet — little Juliet Baskets is our new office girl and indeed is as dainty as Shakespeare's "Juliet." Frances Gustafson is also another new employee in this department.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

E. E. Swafford, manager and wire chief, Ft. Scott, has resumed his duties after a week's absence account of a tonsil operation. A. P. Parks acted as manager and wire chief during Mr. Swafford's absence, and E. L. Buddy, regular operator, worked as second trick wire chief.

Miss Selma Hoffman, telephone supervisor, visited Ft. Scott P. B. X. office, May 4 and 5, and attended the Greater Traffic Meeting there on the evening of May 4.

Miss Alice Hogan, telephone operator, Ft. Scott, recently spent a week-end visiting her brother at Slater, Mo.

W. B. Parrett, chief lineman, Sapulpa, and Foreman J. F. Pharris, from Humansville, attended the Frisco Shrine Ceremonial, May 13, and while here they visited this department, renewing their acquaintance with the older employes and met a few of the newer ones.

Ray T. Soper, personal record clerk, returned from a three-weeks' vacation trip spent in California. Ray has such an unusual ability in relating his experiences and telling of the many things he enjoys on such trips that we always feel amply repaid for enduring his absence.

Goggles have recently been issued to all gang linemen. This should practically eliminate all danger of eye injury if the men will always wear them when handling rusty wires or while doing any other work where there may be the possibility of an injury.

Misses Ethel Lee Holland and Maude Gorsuch, stenographers, spent May 29 and 30 in Birmingham and Memphis. We are glad to note that they still retain their ability to sound their R's.

Messrs. Linster and Williamson were drafted into the drum corps by Mr. Kastler during the recent Frisco-Shrine parade.

OLIVER'S GANG NETTLETON, MISS.

JOHN ATKINSON, Reporter

Lineman S. M. Worthy is relieving division lineman at Puxico for a few days.

We expect to leave Nettleton for Al bama soon. We would have moved so time ago, but were delayed account mo ing about one mile of line where t passing track is being extended at Plan ersville.

Claude Denny, groundman, was tra ferred to this gang recently from Harri gang in Oklahoma.

Lineman Howard Worthy returned fro Tupelo May 12, where Mrs. Worthy w operated on for appendicitis. He repor his wife improving as rapidly as possibl We all wish her a speedy recovery.

Ben Watkins, lineman, returned to wor May 16, after having spent a two week vacation at his home.

No accidents this month.

COLEMAN'S GANG DENISON, TEXAS

EDWARD BROWN, Reporter

Lineman Wisehart is spending a shor vacation at Everton, Mo.

The gang is enjoying the entertainmen in Denison after a long siege in the cou try.

Lynn Alsip, groundman, is visiting hom folks in Cairo, Ill.

R. B. Jones, assistant foreman, w married Sunday, May 15, to Miss Winn Williams of Madill. They were marri in Denison. The gang wishes them a lon and happy life.

We will go to Kansas, when we finis here in June.

No accidents this month.

WOODALL'S GANG GARFIELD, ARK.

E. L. BRAY, Reporter

We have not been able to do much wor on the estimate for some time on accou of being away on windstorm, high wat and landslide repair work about half t time.

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We were at Springdale, Ark., April 11 and 12, where a windstorm blew 44 poles down.

On April 18 we were called out at 2 A. M. to make repairs on the line caused by landslides near Winslow, Ark., and by high water between Wister and Bengal, Okla. We were on this trip until April 29.

May 6, lightning hit the cable box at Jenson, Ark., and completely destroyed it. Jenson being a test station this caused considerable trouble.

James Warthen, storekeeper at Jenson and J. H. Hodnett, the operator there, deserve much credit for their work in making temporary repair to the office and line damaged by lightning. Their work was performed during a heavy rain and while quite an electrical storm was in progress.

Lineman James Poole is assisting division lineman Wolfe a few days this month.

Lineman Bob Bumgarner reported to this gang May 9. This brings an end to a ten months' absence from the telegraph department. We are glad to have him with us again.

We have a regular sick list this month—none serious, we hope. They are assistant foreman Rancier, Clarence Coleman and George Denny. We wish them an early recovery.

Charley Malone is working as assistant foreman during the absence of Ross Rancier.

Mr. and Mrs. J. A. Bruce, Central Boarding and Supply Co., cooks, relieved Mr. and Mrs. A. Newberry at this camp April 21.

No accidents this month.

PHARRIS' GANG HUMANSVILLE, MO.

E. C. DAILY, Reporter

On account of absence of B. W. Elliott this gang has not reported to the magazine for last two issues.

Our camp boss, E. E. Gilmore, is on a two weeks' vacation.

Assistant foreman Everett Taylor spends most of his spare time at night fishing. Where are the fish?

This gang unloaded poles last week between LaCygne and Ft. Scott.

This gang has one of the best equipped outfits in the telegraph department. We have hot and cold water and will soon have electric lights. We divided the expense between us.

Foreman J. F. Pharris attended the Frisco Shrine Ceremonial at Springfield, May 13.

DONAHUE'S GANG—HOXIE, ARK.

J. E. NUSSBAUM, Reporter

This gang is having plenty of wire trouble to look after on account of high water.

April 19, ye reporter hied off to Illinois to visit home folks. After the cyclone this gang received a call from Imboden, Ark., to repair breaks in the line. We also did repair work at Pauls where twelve poles were down and all wires broken.

Our outfit was moved to Hoxie April 20. The boys are always glad to put up in the larger towns.

Jim Reed of Mammoth Spring started working in this gang April 27.

Lineman E. C. Tucker and wife visited relatives in Carthage recently.

We not only have high water and hail storms to contend with, but on May 9 at about 3 P. M. a tornado struck this city causing considerable damage, turning over a passenger train, wrecking a large school building and killing several of the students. The telegraph line was wrecked in several locations.

After so much high water in this country the boys in the gang were afraid of typhoid fever and the most of them were inoculated with typhoid serum.

HARRIS' GANG—RAVIA, OKLA.

MARSHALL WILSON, Reporter

This gang has been acting as floating gang during the recent floods and cyclones. We left Troy April 18 for Bengal, Okla., where we put out about six thousand feet of cable. We next moved to Arthur City, Texas on cyclone repair work. We reset 20 poles there. From Arthur City we moved to Ft. Towson where several poles were blown down. We stopped at Bengal, Okla., and made permanent repairs at a wash-out. We are now back on our regular work, and while we are much behind our schedule, all we need is a little time. We will soon come to the front again.

Martin McGuire, camp boss, is spending a few days' vacation with relatives and friends in Thayer. O. E. Hudson is relieving McGuire.

Sam Lurvey, groundman, spent a few days with home folks in Northview, Mo., the first of May.

D. A. Standridge drove his Whippet coupe from Springfield to Troy, May 8. He reports his wife is coming here soon.

Our foreman, E. S. Harris has purchased a new suit of clothes. We are all wondering if he is going to bring on the cigars.

We are glad to report Allie Donaghe back on the job again.

Our cook is feeding us plenty of strawberry short cake now.

No serious accidents this month.

SOUTHERN DIVISION

PENSACOLA FREIGHT AND PORT AGENCY

LORETTA D. TODD, Reporter

Here goes our first efforts from the Pensacola Line Freight Office and Terminal.

Last week was a busy time for our export and dock office, two large cargo vessels and a barge for Cuba taking cargo at the same time at our docks. This rush marks the opening of our Pier No. 2, but the more business the more our Dockmaster Epples smiles.

S/S Frento cleared for Buenos Aires, being the first vessel the Pensacola Maritime Corporation has favored us with, taking cargo of 855,000 feet of lumber.

Our export clerk, W. D. Pouncey, has been transferred to Kimbrough, Ala., to take over that agency. All wish him success.

The Red Cross appealed to our employes for aid to the destitutes of the flood area. Everyone responded wonderfully.

We see a new face in Pensacola, and we hope he will like Pensacola as well as the rest of us. Mr. A. N. Beck is our new storekeeper, and we wish to extend to him a hearty welcome. Mr. O. O. Olsen, former storekeeper, is now chief clerk in master mechanic's office, Mr. Hirsch.

L. M. Creel, rate clerk, is looking forward to an increase in the fish and oyster business. It seems that an occasional personal call helps wonderfully.

Herbert, beware of rumble seats on speedy roadsters, especially when bound to and from Floridatown. Herbert, did you ever see anyone faint?

We have been making efforts to increase our traffic, and so far Herbert L. D'Alemberte and Miller Christie seem to be leading, but just wait!

STORE DEPARTMENT NEWS SOUTHERN DIVISION

WARREN PUCKETT, Reporter

Eleanor Patten, who for about three years has been stenographer in this office, resigned recently to accept a position as stenographer to general car foreman of the Illinois Central Railroad, Memphis. We hate to lose Eleanor but hope that she will profit by the change.

Ruby Pearl Patten has accepted the position of stenographer in this office which place was made vacant by the resignation of Eleanor Patten. Ruby Pearl is a sister to Eleanor, but you would never know unless she told you so. Ruby Pearl comes to us from the King-Haase Furniture Company, this city, where she was also a stenographer. We welcome her to our force.

The employes of the mechanical department and the store department at Memphis shops donated something over two hundred dollars recently to the Red Cross for the benefit of the flood sufferers in the Mississippi Valley. This amount is something to feel good over as this money is going to a most worthy cause.

The high water in and around Memphis is slowly receding and pretty soon things will be normal provided it

Cedar Gap, Mo., is "on top of the world" for altitude. A. P. Matthews of Memphis sent the Magazine this picture.

will stop raining. The Mississippi River at Memphis has been something over three miles out of its bank, for the past two months.

Everett Hansen, shop checker in the mechanical department, Memphis, announces the arrival of a bouncing baby girl. Everett, better known as "Red," says the little girl has been named "Jeane Hansen."

THAYER, MO., NEWS

Monard V. Edwards, son of Mr. and Mrs. Lon Edwards, section foreman at Thayer, passed away Saturday night, April 9, in the government hospital in Kentucky. Monard was a world-war veteran and was employed by this road at the time of his death as freight clerk. The mechanical, store, transportation and track departments at Thayer extend our deepest sympathy to the family of the bereaved.

The Thayer shops and store department went away over the top recently in donating to the "Flood Relief Fund." Each and every man donated a day's pay to the cause, it ran anywhere from $2.56 to $10.00 per man. The quota for this county was $200.00 and our forces ran away over this amount alone, when the totals were all assembled Thayer had donated over $500.00 to the cause, not including the other points in the county. We are proud of the showing that Thayer made as this cause is a worthy one.

Eddie Banks, switchman at Thayer, just recently purchased a brand new "Whippet Six Coach."

Walter Meyers, machinist in the Thayer shops, recently purchased a new Hudson Super-Six Sedan.

On Tuesday night, May 10, Zack Roberts, John Roberts and Olan Lee were given their third degree in Masonry. All of the above men are train men operating in and out of Thayer. Zack could not be found the next day until late in the afternoon, and we were all worrying about him as we were beginning to think he had run away. Say, Zack, wait till you come to Memphis and take the Grotto and you will run away sure nuff.

Hoxie, Ark., was visited by a little tornado recently and in the damage several were killed as well as a score of people and children hurt. During the storm three passenger coaches were blown from the Frisco rails, several buildings in the city were demolished, and two children were crushed in the school buliding as well as a number hurt.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

It is nearing good ole watermelon time, two carloads from Florida having already arrived over the Frisco.

J. F. Walsh, carload bill clerk, was permitted to be off April 20 account being best man in the wedding of his cousin, Edward Shumard.

T. E. Hanson returned to work April 25, after a leave of absence, much improved in health.

Louis Alessio is back on the messenger desk as Mr. Hanson bumped on binding machine job, which was being held by Louis.

W. A. Hamilton, abstract clerk, spent weed-end of April 23 in Hoxie, Ark., with relatives.

T. P. Lockhart was unable to work several days recently account having a severe cold.

Following in this office are taking their vacations a day or two at a time. Mrs. L. Lenihan, stenographer; Elma Wrlght, comptometer operator; Mrs. Clara Speer, stenographer; F. L. Aikin, cashier clerk; Jimmie Carrigan, clerk; W. W. Humphrey, switch clerk; J. A. Ladd, uncollected clerk B. C. Scruggs, assistant cashier; Faye Barbee, stenographer; G. R. Humphrey, station accountant.

F. L. Aikin is now enjoying a new Ford sedan and as soon as the teaching of his wife to drive is over, everything will be pretty.

We have added another veteran to our list, H. Q. Flanigan, OS&D clerk, only 34 years of age, having been with the Frisco 20 years this past April. "Boots" is planning on attending the Veterans' Reunion and as he isn't so old we are in hopes he will be the youngest Vet there.

J. F. Wright, rate clerk, used a few days of his vacation recently to paint his car. It certainly does shine now.

Mrs. W. A. Hamilton and child, family of abstract clerk, have returned after a six weeks' visit with her sister in St. Louis.

H. S. Crothers, expense clerk, spent week-end of May 7 in Nashville, Tenn., going there to attend the wedding of his wife's niece.

W. A. Hamilton and wife were called to Hoxie, Ark., morning of May 9 account Mrs. Hamilton's father being injured in the tornado there on May 9. Glad to report Mr. Scott isn't seriously hurt.

T. E. Bryant, cashier clerk, leaves on his vacation May 15, which he will spend fishing up around Thayer, if the weather permits.

S. L. Oliver has been one busy man the last couple of weeks preparing for the American Railway Association meeting, Freight Station Section, held here May 17-20 inclusive; he being chairman of the entertainment committee.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Quite a nice little group of Frisco people enjoyed a picnic-supper at Riverside Park Saturday evening, May 7. After supper we had music and dancing. Jean Wingo Pegues, formerly one of us, and the writer, were guests of Bertha Harris from Superintendent Butler's office.

Have discovered that Frank, the office boy, is quite an artist, and have to have some pictures from him soon.

Lloyd Scales still insists Blythe is a better town than Memphis. Can you beat it?

Saw Whiskery win the Derby at Louisville on May 14.

Commercial Agent Imboden is a candidate on the Blue Ticket for director of the Glenview Improvement Club. We hope he wins.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

First picnic of the season was held at Riverside Park Saturday, May 7. Members of the dispatching force, superintendent's office and accounting department were present. Miss Katie Massie of the traffic department, and Mrs. Hill Pegues, a former member of the Frisco force, were picnic visitors. A lot of good eats, a dance in the pavilion and a general good time was enjoyed. Everyone voted to have another one real soon.

Chief Clerk M. F. Shannahan has

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just returned from a vacation spent with Mrs. Shannahan in Denver.

Miss Ruth Douglas of Springfield is a new member of our office force, working in the capacity of comptometer operator.

M. J. O'Donnell, trainmen's timekeeper, is planning a vacation beginning Saturday.

Mary Buhler, pass clerk, spent Mother's Day in Thayer with her parents.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Friends of Dr. W. H. Wilder, company surgeon, are pleased to learn he is improving from recent illness which has confined him to his home for over a week.

We are very glad to report Mrs. R. C. Woodson, wife of company oculist, has recovered from recent operation at St. Vincent's Hospital.

Mrs. B. F. Thompson, wife of our soliciting freight agent, motored to Jasper last week with a party of friends to attend a school entertainment at that point.

We had the pleasure of a short visit from Dispatcher Charley Gentry, who was visiting his mother and sister in Birmingham last week. Mr. Gentry recently moved to Memphis, to the deep regret of several fair maidens.

Edwin Chenoweth has joined the Frisco family in the capacity of office boy in Division Freight Agent McDonough's office.

Miss Ethel Copeland, assistant cashier in local agent's office, will be joining the great number of June brides, according to recent announcement in the papers. Congratulations, Ethel.

B. F. Thompson, soliciting freight agent, had R. M. Pierpont of Atlanta as his house-guest recently. Understand Tommy had to pass around sweaters after a delicious dessert of ice cream was served.

Birmingham's first municipal golf links are now open, formerly the beautiful old Country Club. Between having to prove alibi's for baseball, and an afternoon golf game, we fear the old story of "Grandma's death" will be worked overtime. The second municipal links will be located at North Birmingham. First thing Atlanta knows, Birmingham will have its own "Bobby Jones."

We had a most delightful visit from Mr. and Mrs. J. L. McCormack, who were on their way to Savannah, Ga., to attend meeting of the American Railroad Association. Hope they will come back again soon.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

NO ROUGH HANDLING MONTH which was in April on the system created so much interest in Memphis terminal that the terminal has adopted the idea and also have an interesting campaign on, NO ROUGH HANDLING MONTH during May. Everybody is very much interested, even to the extent that each supervisory force in each yard, that is, Memphis, Harvard and Yale have pledged that there would be no rough handling in their yard and they have agreed that in the early part of June, a banquet will be given. The forces in the yard that damage cars by rough handling are to banquet those in yards that do not damage cars by rough handling. E. E. McGuire, superintendent terminals and Mr. Nichols, general yardmaster have agreed that if there are no cars damaged by rough handling in the terminal during the month, they will banquet the forces in all the yards. Of course, everybody at this writing is wondering who is going to have to pay for the banquet. So far, there hasn't been a single car damaged this month account of rough handling.

We offer our heartiest congratulations to Mr. and Mrs. F. L. Oliver on the birth of a son on May 7. Mr. Oliver is a yard clerk in Memphis terminal.

E. E. McGuire, superintendent terminals spent May 8 in Thayer, Mo., his "old home town," where he attended Mothers' Day exercises.

Construction of our new Yale yards and facilities is progressing rapidly. At the rate we're going, we'll be in our new home by October 1.

John Brady, train clerk, has learned his lesson, but, dearly. After confidently driving around the town in his car one night recently, he was stopped very suddenly, being run into by another car which resulted in considerable damage to both cars. Mr. Brady was highly indignant until he investigated and found he'd been driving without his back light on.

Miss Rogena Lewis, the young daughter of J. J. Lewis, location clerk, after touring the eastern states quite extensively in the company of her aunt, Mrs. R. Dorr, is now the guest of Mrs. Dorr at Long Island, N. Y. Miss Lewis expects to leave there very shortly for Camp Sunset, Plattekill, N. Y. to spend a month.

BIRMINGHAM TERMINALS

MRS. NELLIE McGOWEN, Reporter

At last summer time is here and vacation is the topic of conversation, each one wondering whether it shall be the seashore or the mountains.

Mrs. O. L. Young, wife of superintendent terminals, is now at home after being confined to St. Vincent hospital account of illness. We trust that she will soon be able to be out again.

Mrs. J. A. Whitten, wife of chief clerk to superintendent terminals, has returned from Louisville, Ky., where she went to attend the Baptist Convention.

Miss Autie Cranford, stenographer in chief car inspector's office, is spending a few days in Charleston, S. C.

Conductor and Mrs. Dan Kleckley have returned from a visit in Arkansas where they went to visit relatives who were among the flood sufferers.

Charles and Mary McGowen, children of Mrs. Nellie McGowen, spent the week end with Dr. and Mrs. G. H. Moore in Opelika recently.

Cashier H. J. Green of Bessemer made a trip to Jasper on May 5th to take part in the Bessemer Shrine Club Minstrel which was put on at that point at the request of the Jasper Shrine.

Agent J. H. D. Smith at Bessemer reports that business at his station is good, with heavy increase over last year for March and April.

Bill Clerk J. E. Sexton of Bessemer says he does not believe there are any fish in Warrior River, or at least he cannot find where they hang out, as he has been fishing a number of times recently with no luck at all.

Mr. and Mrs. J. F. Hardegree who were married recently have returned from a visit to Chattanooga and other points and are now "housekeeping" in Bush Hills.

Trainmaster J. J. Connolly and Mrs. Connolly are improving after several weeks' illness. We always miss "Uncle John" when he is away from the office and trust he will soon be back with us again.

Mrs. W. M. Reese, wife of conductor, was called to San Antonio, Texas, recently account of serious illness of Mr. Reese who is in that city account of his health.

W. A. Keith, fireman, was called to Knoxville a few days ago account of death of his father. We extend our sympathy to Mr. Keith and family.

Miss Gaynell Overby, daughter of yardmaster, has returned from a visit to Montgomery.

Miss Jennie Slaughter, of Montgomery, Ala., has accepted position of O. S. & D. clerk in the office of our local agent.

The Frisco Ball Club won its first game on its home diamond on Saturday, May 7, playing against the Progressive Farmer. The score was 17 to 18. Manager J. H. Johnson is very proud of his boys and feels sure that he is going to make a fine record.

Timekeeper and Mrs. J. L. Godsey have returned from a visit to Mr. Godsey's parents in Tupelo, Miss.

Birmingham was visited by a terrible storm on May 6 in which quite a lot of damage was done and several persons injured. Fraser Nurseries was badly damaged, several buildings being blown down and other damage done.

C. C. Mills, safety supervisor, is in the city, having arrived to attend the accident prevention meeting which was held on May 11.

Chief Caller H. H. Jones has gone to Hot Springs, Ark., where he will spend several weeks on account of his health.

Switchman T. R. Monk has been confined to his home for some time account of illness. We trust he will soon be out again.

DORA, ALABAMA

F. M. SCOTT, Reporter

Mr. and Mrs. Clyde Perkins announce the birth of a baby boy March 17, 1927.

G. L. Nerren off few days account sickness.

F. M. Scott and family spent a week visiting relatives at Florence, Ala.

R. Connell conductor assigned Empire Run made vacant by T. J. McCabe.

W. V. Earle assigned Sipsey Run made vacant by R. Connell.

C. G. Wright and Miss Thelma Tribble were married April 27, 1927 and honeymooned to LaGrange, Ga., visiting relatives of Mr. Wright. We wish them best of luck.

E. L. Nerren engine watchman returned to work after having been off several weeks.

S. R. Utler check clerk transferred to Jasper, Ala.

Delmar Jones assigned to check clerk at Dora, Ala.

W. M. Houston, night ticket agent at Amory in Dora recently was to finish up his Masonic degrees, and visit friends.

We, of Dora, oversubscribed our quota for the relief of the flood victims. The quota was more than doubled.

The new Methodist church is now finished and the first sermon was preached Sunday, May 8, by Rev. O. K. Lamb, of Leighton, Ala., formerly of Dora.

M. S. B. & P. GENERAL OFFICES PENSACOLA, FLORIDA

F. AMBROSE, Reporter

Messrs. G. L. Ball, Mr. Williams and Mr. Gaines, of the insurance department; J. E. Turner, H. C. Henry, of the land and tax department; A. W. Blume, general storekeeper; Chas. Wright, traveling storekeeper; Frank Baker, F. E. Eagleburger and Mr. Redyard of mechanical department and H. W. Johnson, car accountant, have all been welcome callers during the last month.

H. W. Hudgen and wife, of St. Louis, visited here with their son-in-law and daughter, Mr. and Mrs. H. L. Joyce. Mr. Hudgen and Mr. Joyce attended the National Convention of Claim Agents at New Orleans.

We have had a few changes in the personnel on this line. O. O. Olsen has been transferred from division storekeeper to chief clerk to J. R. Hirsch, general foreman; Lucius S. Campbell who was clerk to Mr. Hirsch has taken position as clerk in car department; A. N. Beck, of Sapulpa, Oklahoma, is our new division storekeeper. We welcome you to our line, Mr. Beck.

Gilbert M. Smith, rodman, resigned

April 15 and went back to his home in Chicago. Maurice T. Swift, "Speedy," took Gilbert's place and E. F. Cruitt was awarded position as rodman here, Walter Rasasco being hired as chainman.

Frank Baker was out on Pier No. 2 and saw, what appeared to be, a log floating around near the drifts in the pier. But on closer examination he found it to be a huge fish, of some kind. He called one of the fellows to him and showed it to him and was informed that it was an alligator gar. Frank wanted to gig the gar and drag him out, but there wasn't a gig large enough to hold this one. However, Frank got a small gig and gouged the gar a good one and he said that the fish sure did move out. Frank was quite excited about it. He even drew a picture of the fish on the pier. The fish was over six feet long, at least that is what Frank says!

BIRMINGHAM FREIGHT HOUSE

ETHEL COPELAND, Reporter

Rate Clerk Jones is now in very good spirits, since he heard that he would get a brand new tariff case.

Our friend Ray Allen is "kinda" laying off sick. Next time you go out to East Lake Allen, don't ride the "Merry-Go-Round" so much.

The employees of this office have made a very good showing in their effort to obtain freight and passengers via the Frisco. Below is a list of the names and number of cars obtained:

Miss Cammie Adkins, abstract clerk, 11 cars; C. E. Silliman, platform foreman, 12 cars; A. C. Hansom, demurrage clerk, 3 cars; W. W. Johnson, station accountant, 1 passenger.

The office force extends to you, Mrs. Burt, their heartfelt sympathy in the recent death of your brother.

Our bill clerk, Burk Kennedy, is trying to solve human nature. He says no matter what he has, the other fellow wants it. Since he has purchased himself an automobile, he claims that he never gets to use it, and if he had gotten same from Jaffe's Junk Yard, it would still be better than any other. The only pleasure he derives from it, is buying gasoline for the other fellow to use. He seems to be having the same trouble with his girl, the other fellow wants her and he says that he is getting tired of selecting for the other fellow.

TICKET OFFICE JONESBORO, ARK.

CARL YARBROUGH, Reporter

L. E. Maddox, formerly first trick operator here, died in the employes hospital St. Louis recently of brights disease, Mr. Maddox is survived by a wife and one son, age six. He had been in the service of the Frisco seventeen years and was a very loyal and faithful employe. He was working as agent at Clarkdale, Ark., when taken ill.

The southern division has been menaced by floods but everybody has been right on the job, and under the able leadership of our superintendent R. B. Butler and staff, have kept the angry waters from tearing up our railroad. We are proud of our division and the Frisco system which was the only trunk line in the affected area that maintained regular service during the recent torrental rains that swelled every stream, washing dumps and weakening bridges, but the Kansas City Memphis main line withstood it and kept the cars moving.

The radish movement is on again in the famous Buffalo Island territory along the Jonesboro Sub of the river division which was formerly the old J. L. C. & E. Railroad. W. T. Lane, Jr., who is handling the crop has already shipped several car loads from Monett, Ark., Black Oak, and Lake City, to northern markets via Frisco Lines. Later the farmers will gather a big cantaloupe and tomato crop off the same land, which is the most fertile land to be found anywhere in the United States.

CENTRAL DIVISION

Car Painter A. W. Reese of Ft. Smith believes in advertising his company. This tire cover on his automobile tells an accident prevention story. He is an ardent accident prevention worker.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

The employes of the superintendent's office wish to extend to the mechanical department our congratulations on winning the Loving Cup.

A. M. Leitzell, general freight agent, attended the freight station section of American Railway Association Convention at Memphis, Tenn., May 17, 18, 19 and 20.

The following letter was received from W. H. Vaughn, Commissioner No. 2 of Ft. Smith:

"The press of many new and unusual duties has prevented me from making earlier acknowledgment of thanks for the spirit of co-operation and support which this department received from various individuals connected with the Frisco Railroad during the flood period. This spirit is to me the factor which more than any other one element will surely bring on a new and more progressive era to Ft. Smith. We are all interested in this development and will all share in the real achievements which always follow such developments.

"Wish to again thank you for your kind offers of assistance, and request that you will see that the 'Frisco Bunch' are made aware of our appreciation."

Miss Ardell Fraser, clerk to assistant superintendent L. C. Beazley, Hugo, Okla., who was Maid of Honor of Choctaw Brigade of Oklahoma, of which General T. C. Humphry is Commander, attended the Old Veterans' Re-union which was held in Tampa, Fla. Although re-unions are all very much alike, Miss Fraser says she heard a great many say that this was one enjoyed most and was the prettiest and grandest of all ever held, which was due largely to where it was held.

The Maids of Honor, Sponsors and their Chaperons were highly entertained, teas, receptions and dances being given in their honor.

After the re-union, which lasted four days, Miss Fraser with a party of friends took a boat to Cuba. They only had a short time in Cuba but made use of it, especially visiting all historical and the most noted places.

On June the 9, 10 and 11 Miss Fraser will go to Oklahoma City as Maid of Honor to the State Convention.

Engineer R. T. Keithley and Fi man William Watson attended the F Convention in Chicago.

Mrs. W. H. Bevans of Fort Sc Kan., and daughter, Mrs. Willi Rogers of Muskogee, Okla., visited number of friends in Ft. Smith, cently.

Miss Nancy Jane Carlock appea in a Butterfly dance at the Joi T atre May 18, when Miss Beckman p sented her pupils in the Fourth nual Dance Revue.

Charles A. Eason, secretary to perintendent Cantrell, underwent major operation in the St. Louis h pital. Word has been received t he is improving and expects to back soon. Cecil A. Jones of Spri field has been relieving Mr. Eason.

The citizens of Northwest Arkan donated a car load of canned tomat to the American Red Cross for fl sufferers. This car was moved de head from Springdale to Van Bu by the Frisco and from Van Buren Memphis by the Missouri Pacific.

During the recent flood Willi Alexander, better known as "Fri Slim" was compelled to vacate little hut which is located on the ri front.

June 16 is the date set for the w ding of Miss Willa K. Davis and Ja A. Weaver, announcement being m at an afternoon bridge given by M Mary Frances Walter. At tea t places were marked with small bl prints showing the plans of a ho which designated Cupid as the Arc tect, Weaver-Davis Contractors, June 16 as the date of occupance.

Miss Davis has been a member the faculty of the Fort Smith h school for three years. J. G. Wea is division freight agent at Ft. Sm

Our best wishes are extended their happiness.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Anton Scherrey, who has injur some time ago in motor car accid has again resumed the duties of ro master at Fayetteville, Ark. E. Ayles, acting roadmaster during Scherrey's illness, has returned to section.

Miss Madge Granthem of Wal Grove, Mo., who is visiting her sis Mrs. H. A. Likins and Mr. Likins confined to her home with the mum

The accounting department congr ulates the mechanical department the winning of the Loving Cup gi by President Kurn for the fewest cidents on the entire Frisco Syst We are very proud to have this on the central division and hope t it stays with us.

S. W. Booth and C. R. Bratton sp several days in Ft. Smith during past month preparatory to revis forms in connection with A&B wor

We have a fish story to offer t L. B. Reed, division accountant, Opie Little of the trainmaster's off went fishing and they really cau one, however, there is some argum as to whether it was one or two inc long.

O. F. Nelson, completion report cle visited in Springfield Mother's Da

The B&B and track departments to convert the lawn around the commissary building at Ft. Smith i a park. This historical and pict esque old building is located next the Frisco offices and we are hop to make it one of the beauty sp of the city.

Mrs. M. W. Abernathy and childr of Springfield, Mo., were guests at t home of Mr. and Mrs. L. C. Mou during the Strawberry Festival. more and Norman Abernathy are me bers of the Boy Scout Band, wh was brought to Van Buren as a sp cial courtesy of the Frisco.

Mr. and Mrs. E. A. Bartlesmeyer of Springfield visited Mr. and Mrs. H. A. Likins recently. Mr. Bartlesmeyer is crane operator at the West Shops, Springfield.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Conditions around the shops and storehouse were gradually getting back to normalcy when it was decided that everyone should be inoculated for typhoid. Three shots were given on three successive Tuesdays and on three successive Wednesdays sore arms were in evidence.

Pat Reilly, who was retired in March, will leave soon for Denver, where he will visit his daughter, Gertrude Reilly. Mr. Reilly says he may make Denver his future home.

Dewey M. Windes has left the store department and is now working in the mechanical department.

Earl Johnson and wife spent the Decoration day holiday in Hugo as the guests of Mrs. and Mr. Henry Johnson, Mr. Johnson's parents.

Mrs. W. F. Griggs and children have been in Springfield, Mo., visiting relatives, while their house, which was damaged by the cyclone, is being rebuilt.

Mrs. Hawkins, of Kansas City, has been a guest at the R. P. Manley home. Mrs. Hawkins is Mrs. Manley's sister.

It took a long time for most of us to find out that we had a Caruso in the store department, but since Tom Holcomb sang a solo at the banquet, which was given in honor of Mr. Reilly, and at the celebration of the winning of the silver loving cup, he will be kept busy singing for all other affairs which we will have. Mr. Holcomb has a beautiful tenor voice and we all enjoyed his selections very much.

W. F. Griggs, chief clerk, will spend a week of his vacation the last of this month doing Guard Duty around the house. His house is nearing completion, after having been hit by the cyclone. Mr. Griggs will spend a few days in Springfield and accompany his family home.

Pauline Smreker and Flora Bollinger spent Decoration Day in St. Louis.

Mrs. R. P. Manley spent a few days during May at Cassville, Mo. During her visit she qualified as a berry-picker and brought back a lot of nice strawberries from her father's farm.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

We are very glad to report that A. Scherry, roadmaster on the 71st track division, returned to work on May 1. Mr. Sherry has been absent from duty several months due to an injury received when his motor car jumped the track.

C. R. Lakin, chainman in this office, is another victim of the cyclone which occurred recently. His home in Kingston, Ark., having been entirely blown away.

The float entered by the Frisco at the strawberry festival at Van Buren was conceded by the newspapers, as well as others, to have far outclassed any other float in the parade.

Joe Ford, section foreman, who was injured during the recent high water trouble, was able to return to work on May 14. Mr. Ford has been in the service of the company for 35 years.

A total of 1,197,056 quart boxes of strawberries have been moved out of the Arkansas-Missouri berry fields during the 1927 growing season by the Frisco Railway. The figures indicate that 668 cars or 299,264 crates is the total movement of berries up to May 14.

Mr. and Mrs. E. L. Collette attended the Shrine Ceremonial held at Springfield on May 13.

In Little River bottom during the flood stage several alligators were seen, causing a great deal of excitement. Incidentally, at Foreman, Ark., there is a cotton gin pond in which an alligator lives. This alligator was brought to Foreman when very young and kept in a drug store window until it grew to such size that it had to be disposed of, and was then placed in this gin pond, where it has grown to be nine or ten feet long. During the recent heavy rains water got so deep that the alligator crawled through a 24-inch pipe up onto the streets of Foreman.

Shirley and Marylyn Booth, little daughters of Mr. and Mrs. H. M. Booth, are convalescing from an attack of measles.

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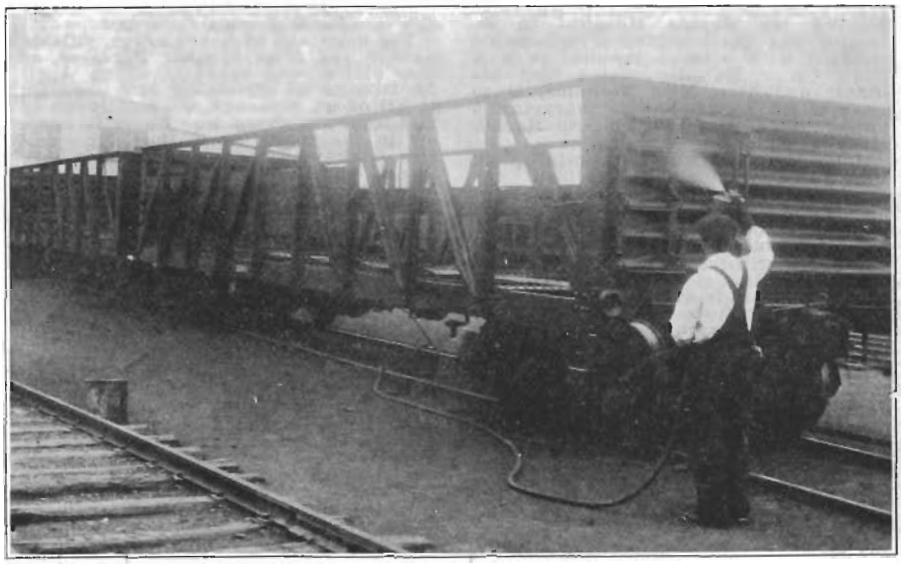

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NORTHERN DIVISION

MECHANICAL DEPARTMENT FORT SCOTT, KANSAS

WALLER R. HECK, Reporter

Harold King, who is spending a thirty-day vacation at Hot Springs, has written to some of the boys stating that he is having a splendid time and will be home soon.

Geo. Ermatinger, road foreman, was

telling us that his daughter Lucile is leaving the Barnes Hospital in St. Louis. She has accepted a responsible position with a large hospital in New York City. He also states that his oldest daughter, Miss Veronica, is to be married soon. She is marrying a young doctor now working in Barnes Hospital.

John McPeters was the victim of an unfortunate automobile accident recently. He was driving to Pittsburg and while passing a team and wagon collided with another car. His car was damaged considerably and he sustained a few minor injuries.

Mr. William Whitesitt, assistant night foreman, is driving a new Dodge sedan.

Mrs. J. A. Morton, wife of Engineer Morton, is seriously ill at the Fort Scott Hospital.

There have been quite a few changes in the office force of the mechanical department at Ft. Scott. The reporter of these items transferred to Mr. Worman's office at Springfield. Mr. J. A. Henshaw, car clerk at Ft. Scott, succeeded him.

Mr. Conrad Blevins, car oiler, accepted the car clerk job vacated by Mr. Henshaw.

The writer of these notes wishes to thank the employes of the Ft. Scott Roundhouse for the nice present that was given him on the eve of his departure for Springfield. About 50 employes came into the roundhouse office and much to the embarrassment of the reporter was presented with a fine Shaffer Fountain pen by Mr. P. J. Moore who made quite a lengthy presentation speech. The recipient of this gift was unprepared to make a speech of acceptance, but thanked them the best he could and wishes to say that the present is very much appreciated.

Mr. R. E. Willer, Mr. Berry's chief clerk, spent a day in Ft. Scott recently calling on the employes of the roundhouse and car deartment.

Mr. Elliott and Mr. I. C. Brown of the Water Engineering Department spent two days in Ft. Scott taking samples of water from our locomotives and testing same. Mr. Elliott attended the Frisco Club dance and said he had a splendid time. Mr. Moore said that he did not miss a dance so he must have enjoyed himself.

Mrs. John McPeters is ill in the Ft. Scott Hospital. Mr. McPeters was going after her sister when he had his automobile accident.

ZONE AUDITOR'S OFFICE KANSAS CITY, MO.

NELLIE J. SCHAFER, Reporter

Mr. Saugrain moved his family up here recently. We hope they will like the hills.

Harry Bower's wife, who has been in the hospital for three weeks, is home again, and Harry is all smiles.

Ed Miller, of the St. Lous Zone Office has been with us again the past week.

A few kittenish remarks about the office force. Can you imagine?

Mr. Saugrain not hungry.
Harry Bowers, 5 ft. 2.
Herman Wilson weighing 200 lbs.
John Ronne out of humor.
Harold Batchelder without work.
Buddy McCready not whistling.
Tom Doherty with his desk cleared.
Fenton Benson not a sheik.
Gus Gabauer a Swede.
Roland Woods not abstracting.
Marguerite Earp weighing 150.
Ruth Shaffer not reading a story.
Lylia Toogood in a hurry.
Nellie Schafer a perfect 36.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Geo. H. Stanley, Inspector 19th Street train yards, bought himself a brand new automobile some time ago.

The marriage of Geo. Lackey, outside hostler and Miss Eleanor Forester, of this office, was consumated on April 24. It came as somewhat of a surprise to all of us, although we mentioned in last issue the event was likely to come off in the near future. Both Mr. and Mrs. Lackey have a host of friends both in and out of railroad circles who join in wishing them a long and happy wedded life.

Miss Fay Alltop, who has been employed as stenographer in division storekeeper's office, has left our service. Mrs. Daisy Stannard has accepted position made vacant by Miss Alltop's resignation.

A. K. Watters, air brake man from West Tulsa, spent a couple of days in Kansas City the first of May taking a post graduate course under Chas. Hines in the correct method of operating a journal truing machine.

We got a faint idea of what the folks down south are having to contend with in the way of high water when one of the city water mains gave way near the coach yard resulting in the coach yard tracks and buildings being flooded to a depth of several feet.

Wm. Edwards, roundhouse clerk, has returned from San Francisco, going that far with his mother and two younger brothers who sailed on May 12 for Australia where they will make their future home.

Geo. Dwyer, car clerk, at the north yard, has returned to work after having been confined in the hospital at Springfield.

C. O. Edmisson, coach foreman, started home some time ago with four dozen eggs calmly reposing on the back seat. On the way home he hit a democratic chug hole in the street, resulting in eggs and basket taking a heavenly start. It took Edmisson some thing like a week to clean up the wreckage. We suggest in the future he order his eggs hard boiled.

W. B. Berry, master mechanic, attended the fuel convention, held in Chicago May 10 to 13.

W. J. Hardenstine, car foreman, at the north yard cancelled his vacation plans due to so much rain. He received a report that all the fish in Bean lake had drowned.

Antonio Garcia, painter at the south repair yard, has sufficiently recovered from injury he sustained sometime ago to get around on crutches.

H. G. Joynt, tool room man at the north yard, has returned from Haworth, Okla., where he went to attend his daughter's graduation exercises.

Mrs. L. J. Leigh, wife of assistant car foreman, has returned from an extended visit with frlends and relatives in Sherman, Texas.

N. A. Rickman, traveling car inspector, wishes us to correct an erroneous report which has gained extensive circulation over the system to the effect that he is a married man.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

John Califlower, sheet metal worker, is the proud possessor of a run-like-new Chevrolet coach, and is progressing very nicely in learning to drive.

Jas. Bruce, boilermaker foreman, attended the annual meeting of the Master Boilermakers' Convention held in Chicago recently.

Mr. and Mrs. Zora Sillyman are the proud parents of a fine baby boy, born May 3, who has been given the name of Lloyd Wayne.

Joe Schwartz, dead work foreman, has had a number of teeth pulled recently, and has also been sporting a black eye, which he claims to have gotten when he collided with the door jamb. We thought that old story was out of date.

Mr. and Mrs. Albert McFarland have returned from an enjoyable visit wit Mr. McFarland's parents in Oregon Illinois.

The entire mechanical force wishe to extend to Mr. and Mrs. Geo. Lacke congratulations and best wishes for safe and happy voyage on the turbul ent sea of matrimony.

It is reported that R. E. Willer, chie clerk to the master mechanic is th champion pinochle player of Kansa City. He held the same table one whol evening at a party sometime ago, an after the game was over he was pre ented with two skunks, together wit the booby prize. After the presentatio was made Mr. Willer made a speech o acceptance in which he remarked sinc he had done so well, he contemplate on starting up a school for beginner and extended an invitation to all to en roll, thereby getting the benefit of hi expert instructions.

We are glad to report the conditio of Mrs. Frank Ford, wife of night cel er packer, Ford, is much improved a thls writing.

J. D. Knox, our general foreman, ha recently completed the task of movin his household effects and family fro Springfield to this point.

ROADMASTER'S OFFICE WICHITA, KANS.

HELEN SHEEHAN, Reporter

A. O. Hamilton, chief clerk in th freight office, resigned May 1, and wa succeeded by J. A. Miller, formerl cashier and operator at Webb City. W were all very sorry to see Mr. Hamil ton leave but we are glad to have M Miller with us.

Mrs. Chas. Coleman, of Bellaire, Ohio is the guest of her parents, roadmaste and Mrs. A. Vermillion. Mrs. Colema was formerly clerk to the assistan superintendent at Neodesha and has a host of friends on the Frisco who are glad to see her again. She is accompanied by her small son, Charles Junior, and of course Mr. Vermillion thinks he has the finest grandson ever.

We wish to extend our sincerest sympathy to W. F. Curtis, car clerk, in the loss of his brother, William Curtis, who passed away a short time ago.

Howard Goodwin, son of conductor M. C. Goodwin, and who was formerly relief clerk in this office, left several weeks ago for an indefinite stay in California. We don't know if Howard intends entering the movies or if he is merely seeking his fortune, but whichever it is, we wish him good luck.

Miss Lenna V. Wilson, stenographer in the freight office, recently spent several days visiting with friends in Topeka.

Warren Haas, son of general agent S. P. Haas, is recovering at his home in Wichita from a serious attack of the "flu." Warren is a student at Kansas University.

Miss Leila Fredericks, bill clerk, has recently purchased a new Chevrolet coupe.

E. J. Immele, rate clerk in the freight office, spent a week in the St. Louis Hospital during the latter part of April, where he had his tonsils removed.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

John T. McCormick, formerly employed at this station as receiving clerk, passed away at the home of his mother, April 20. He had been employed in various capacities here for the past ten years. Our sympathy is extended to the family.

Bernard M. Pierce was quietly married to Marguerite Klein, April 30. We extend them our good wishes.

The new Underwood Fan Fold Billing Machines were installed May 1, enabling us to employ the unit system

of waybilling—namely a separate waybill for each shipment. The chief clerk "stayed up" till midnight May 7 watching them. Clarence Cowden is endeavoring to learn how to avoid being hit in the nose by the paper gauges.

Harry McCarthy was advanced from waybill checker to rate clerk due to the vacancy caused by Frank Welsh leaving the service of this company.

Clay Degraw intends taking unto himself a June bride. Don't forget the smokes Clay.

Our agent attended the Annual Freight Agents' Convention held in Memphis, May 17 to 20.

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Messrs. J. M. Flanigan, superintendent terminals; J. Burch, general yardmaster; J. E. Harris, assistant yardmaster; Earl Leonard, revising clerk; and H. W. Douglas, switchman, were in Springfield the Thirteenth attending the Abou Ben Adhem Shrine Ceremonial at that point.

J. G. Lorton, special representative of the general manager, has been in Kansas City for the past ten days looking after the strawberry movement.

Some fifteen employees from Kansas City went down to the Fort Scott Sunnyland Club dance the night of the Fourth. They went down, danced, and back the following morning.

Somebody carded Jack Burch's car "To Be Cleaned." When Jack showed up the next morning it was cleaned, too.

Berkeley Benneson, timekeeper in this office, is sporting an Oakland Six.

The Sunnyland Club dance given the night of May Ninth was well attended, having as honorary visitors, Messrs. H. F. Sanborn, and J. L. McCormack. It was intended that that be the last dance of the season, but the Red Cross called on the Club to solicit funds for the Flood relief, and they gave a dance Monday night, May 16th, the entire proceeds from which were turned over to the Red Cross. The campaign on selling tickets was a huge success, and several hundred dollars was given to the Red Cross.

We have a new face in the office. Miss Frances Ladeski, working as file clerk in Miss Irene Flegler's place, who has been off for several months on account of illness.

COMMERCIAL OFFICE CHATTER KANSAS CITY, MO.

IRENE MORRISON, Reporter

Born to Mr. and Mrs. G. F. Kleinhoffer, May 6, a daughter. She was answering to the name of Mary Katharine.

V. L. Stocker has succeeded G. W. Story as operator-clerk in this office.

Andy returned to work May Sixteenth after two weeks' vacation. He spent a wonderful time at home digging the garden, painting, etc. Said the hail storm ruined his strawberry patch.

George Kleinhoffer subbed for Andy. Said he would like to know the party who called and asked him for a rate on mousetraps and cat fur, L. C. L. and if there was a commodity rate on them. He also would like to know the party who called and asked him if he shipped a washing machine could he accompany it. Such is the life of a rate clerk!

Bills starts his vacation May 16th. He will spend his vacation at home, also, painting his own and the neighbors' houses. Steve will sub for Bill the first week, and Lee the second week.

TRANSPORTATION DEPARTMENT FORT SCOTT, KANSAS

LEO D. CHUMLEA, Reporter

On May 14 Mr. Bevans held a meeting to study new book of rules. Those present were L. B. Clary, C. L. Payne, E. E. Carter, H. B. Wilson assistant superintendents, W. I. Elliott, T. Hall, H. W. Cooper, G. C. Harris, R. Holland, A. Vermillion, P. Herd, road masters, and W. B. Berry, master mechanic.

Miss Blanch Bicknell steno to R. Darling transportation clerk has ordered passes to various points in the west and left the first of June to be gone about six weeks..

With baseball season on, E. R. Schumaker is spending most of his Sundays in Kansas City watching the Blues in action.

(Cupid at it again) Claude Reeder timekeeper took the fatal step Sunday, May 8. Miss McDonald and Mr. Reeder were married at the bride's home. With transportation to Los Angeles they started their honeymoon off with the good wish of the entire office force. They were presented with a set of silverware by Frisco employes.

Chas. Hanes is working in the place of C. T. Reeder as timekeeper.

Wm. Hughes has been added to the timekeeper's roll as clerk and steno.

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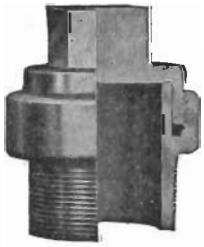

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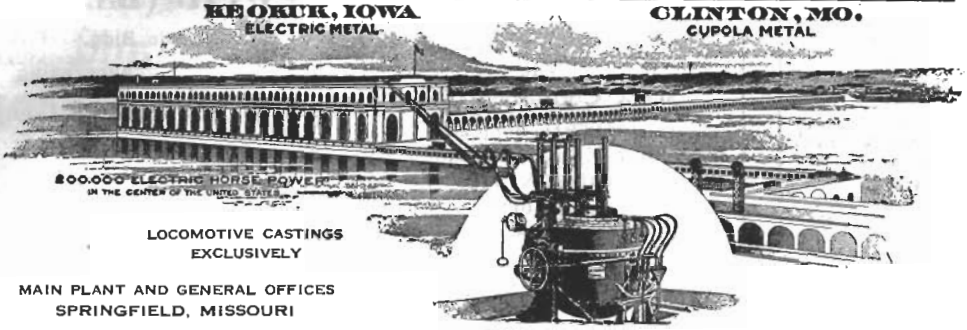

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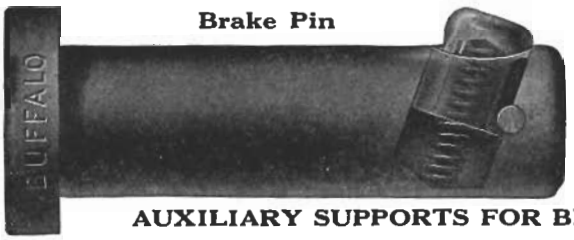

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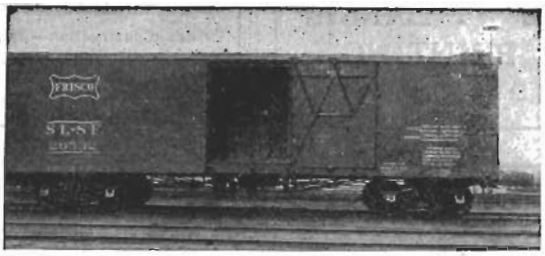

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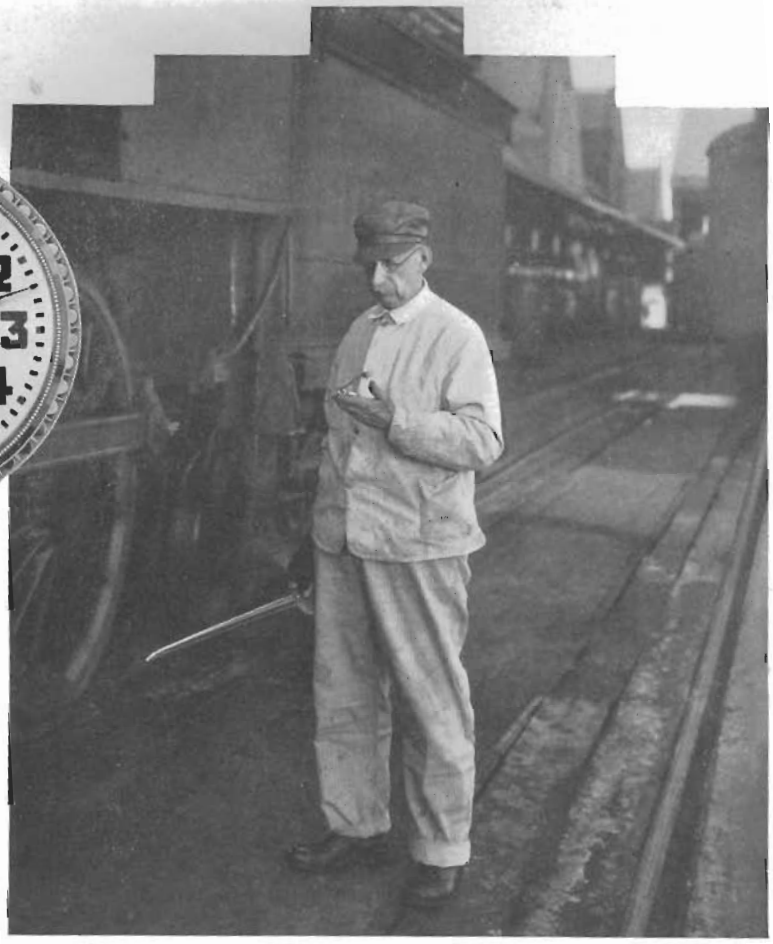

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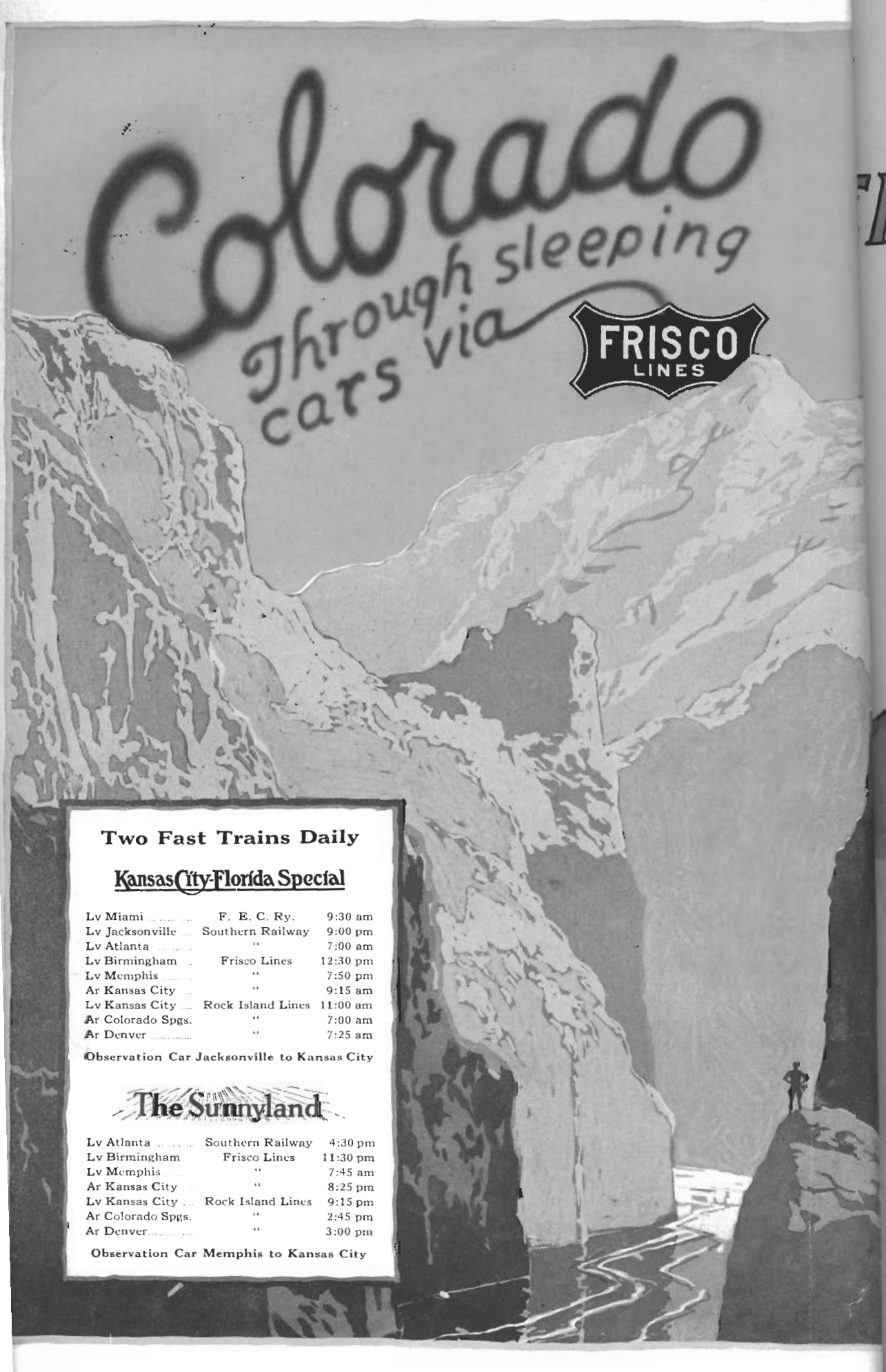

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Lv Kansas City	Rock Island Lines	9:15 pm
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