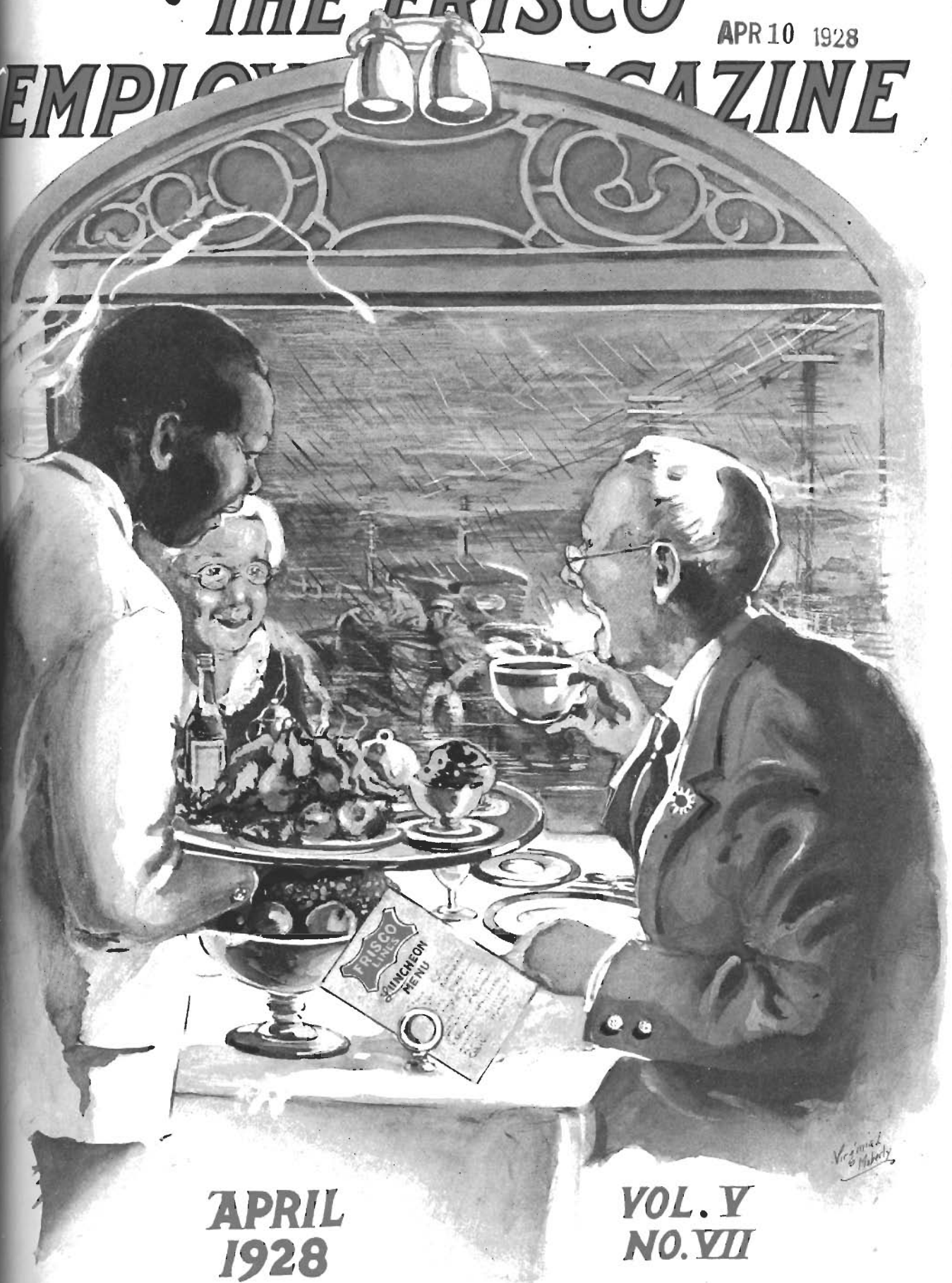
INDUSTRIAL RELATIONS
SECTION
APR 10 1928

THE FRISCO EMPLOY[illegible]AGAZINE



APRIL
1928

VOL. V
NO. VII

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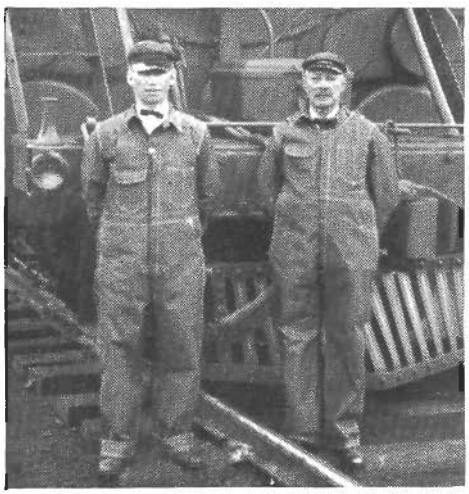

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***Come On!* You Ball Watch Boosters**

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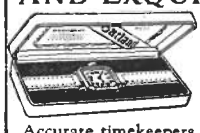

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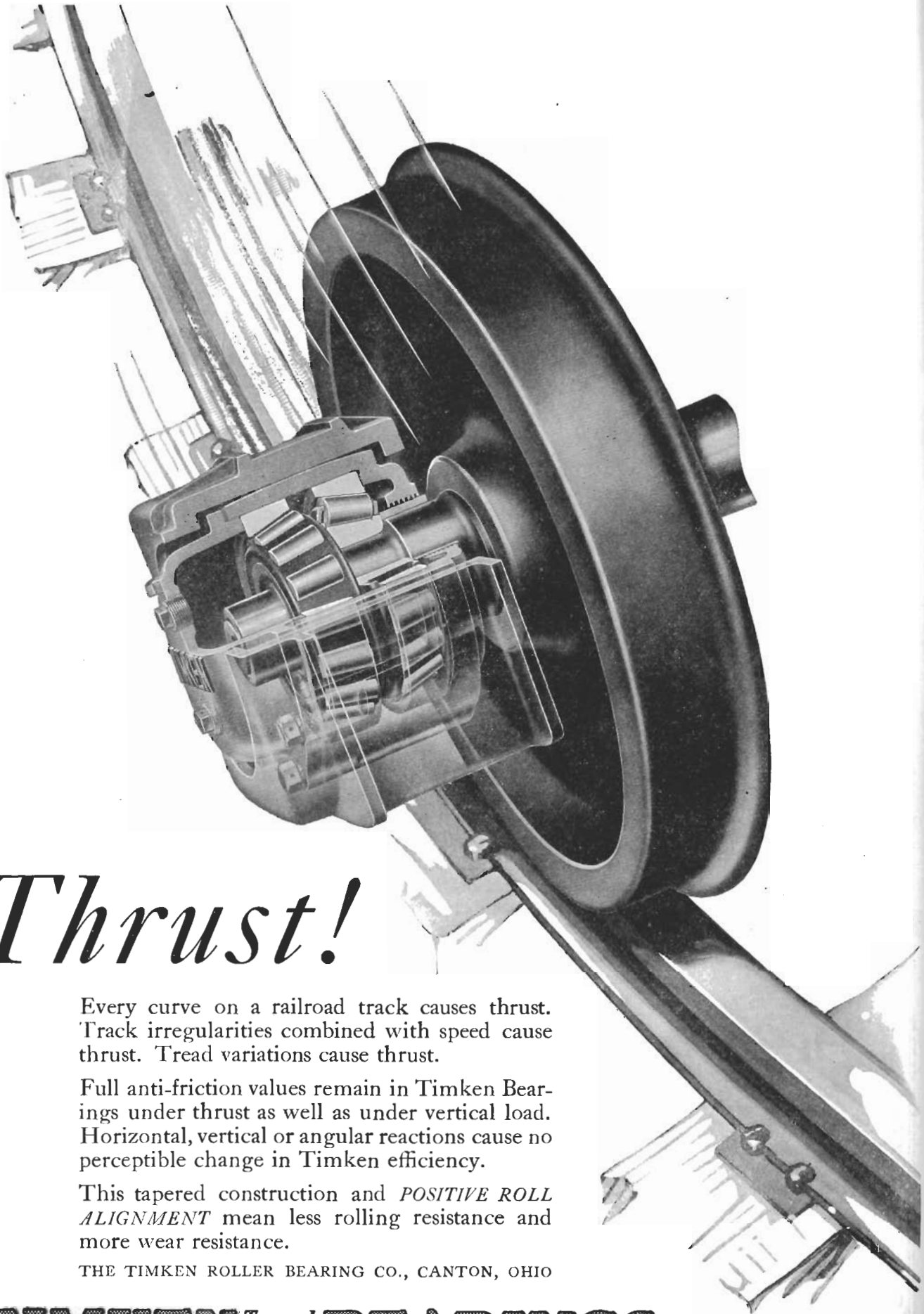

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THE FRISCO EMPLOYES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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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.

MEMBER

The KELLOGG GROUP

FRISCO OFFICERS MEET MARCH 5

Annual Claim Prevention and Better Service Conference at Springfield Attended by 225 Officials

TWO hundred and twenty five junior and senior officers of Frisco Lines assembled in the general office building at Springfield, Mo., March 5, for the annual Claim and Accident Prevention and Better Service meeting, at which problems facing this railroad are discussed and remedies sought and reports on progress since the last meeting made. During the two sessions of the annual conference, morning and afternoon, almost every phase of railroad operation was brought up, thoroughly aired and freely discussed.

The morning session was called to order promptly at 9 o'clock in the general office assembly room, with General Manager Shaffer presiding in place of Vice President Hutchison, who was unavoidably absent. The first ninety minutes of the program were devoted to short talks by various officers, in which they touched upon the activities of their departments during the twelve months since the last annual meeting. Officers who spoke were: Vice Presidents Koontz and Miller, Comptroller Bunnell, Assistant General Manager Sisson and Vice President (Texas Lines) McCarty.

The report of Mr. H. W. Hudgen, general claim agent and director of accident prevention, revealed that during 1927, the Frisco had accomplished a 12.5 per cent decrease in the number of casualties to employes compared to 1926, and had also had a reduction of 12 per cent in grade crossing accidents. Mr. Hudgen praised the co-operation of employes with his department as largely responsible for the reduction.

Understanding and co-operation by employes were also credited by Mr. J. L. McCormack, superintendent of freight loss and damage claims, as being largely responsible for the reduction in 1927 over 1926, of $22,000 decrease in the amount of claim payments. For several years the operating department has carried on a steady campaign for safer and better handling of freight in train and in terminals, and the readiness with which employes helped in the campaign made the reduction possible, Mr. McCormack emphatically stated.

In an interesting review of the agricultural activities during 1927, and a prediction of those activities in 1928, Mr. W. L. English, supervisor of agriculture and refrigeration, sounded an optimistic note.

"We are hoping to move 50,000 cars of perishables this year as compared with 40,000 in 1927," English said, "and if weather conditions hold up for the balance of the spring as they did in February, I believe we will realize this hope."

Amazing results have been obtained from the efforts of employes in the solicitation of freight, Mr. Walter B. Wells, assistant freight traffic manager in charge of on-line solicitation stated. He told the officers present that at every point on the line he found employes ready and eager to respond to the employe-solicitation campaign, and that the solicitation program as carried on as a part of the Frisco Employe Club activity indicated even greater results from this effort in 1928.

Stressing the effects of employe-solicitation even further, Mr. John W. Nourse, general passenger agent, stated that a great many passengers had been secured through the use of passenger traffic "tip-cards" mailed by employes to their nearest passenger solicitor, concerning a prospective patron. Mr. Nourse, who spoke in the absence of Passenger Traffic Manager Cornatzar, who was ill, urged careful attention to "service" as one of the most vital means of getting "repeat" business for our railroad.

The brief but remarkable history of the Frisco Employes' Clubs was stated by W. L. Huggins, Jr., editor of the *Frisco Employes' Magazine* and chairman of the central committee on Frisco clubs. Mr. Huggins said that when the employe club movement was started on a system-wide scale in November, 1927, clubs existed only at Kansas City, Fort Scott, Tulsa, St. Louis and Oklahoma City. Since that time, a total of 38 clubs have been organized, many of them around the nucleus afforded by the old greater traffic committees. During December 6,227 employes attended club meetings, and the number increased so rapidly that more than 11,500 Frisco people attended club entertainments and business sessions in February.

At 11 o'clock Mr. Shaffer turned the meeting over to Vice-President Koontz, who led a discussion on traffic solicitation and service until adjournment for lunch at 12:15 o'clock. The afternoon session was another one of strictly business nature, and included several additional reports by department heads.

Two interesting reports were those by Messrs. Geo. Moore and P. O. Wood, assistant superintendents of Motive Power. Mr. Wood reported an extensive program of rolling stock repairs and improvements during the year, including the re-equipment of 38 locomotives at the Springfield west shops.

Group picture of officers attending meeting appears below.

Thirty-six more locomotives will be equipped with boosters and syphons at the shops during 1928, he said. Mr. Moore told of the contemplated construction at Yale, Tenn. this year, of 250 flat bottom gondola cars and of the re-building of several hundred other cars of various types and classes.

Mr. C. B. Rex, assistant auditor, addressed the meeting on "Zone Accounting"; Mr. G. L. Ball, superintendent of insurance, spoke on "Tank Cars and Contents, insurance coverage and insurance generally"; Mr. G. B. Davis, special accountant, spoke on "Carload traffic to and from industries and misrouting of freight", and Mr. Robert Collett, fuel agent, spoke on "Fuel Conservation."

Mr. Koontz again led a discussion of traffic problems in the afternoon, with particular attention to the opening up this summer of the Frisco's rails into Pensacola, Florida.

The meeting adjourned promptly at five o'clock. General Manager Shaffer, announced a morning session of superintendents, assistant superintendents and master mechanics for the following morning, but the business program of the annual meeting was over.

Conventions and annual meetings may be mostly business, but the annual banquet is the "fun session" of most meetings of this kind. The annual banquet of the freight claim prevention and better service meeting was no exception.

Due to the absence of Mr. J. E. Hutchison, vice-president in charge of operation, Mr. J. L. McCormack served as toastmaster at the banquet which was held in the main dining room of the Colonial Hotel.

Declaring that salesmanship is the keynote for the success of any corporation, and that the continued success of the Frisco depended on the salesmanship and co-operation of its employes and officials, Mr. J. R. Koontz, vice-president in charge of traffic, made the keynote address of the evening to the banqueteers.

"We are short of salesmen", he said. "And before we can become salesmen, we must have a better understanding of ourselves and of each other. We must know human nature. I am sure the only problem which worries most of us is, are we arrayed now so that we can put it over and sell the commodity which we have to sell—transportation. I say we are, but the only true way salesmanship can be accomplished is in making the other fellow know that you are square.

"We on the Frisco will never expect to secure traffic for our lines over the dead bodies of our competitors, nor will we countenance the employment of cut-throat methods in securing our business.

"This is now and will continue to be a clean railroad and I know you all want to do everything in your power to make it so. I am delighted that the presidents of the various Frisco Clubs are here tonight. We of the official family are indeed earnest believers in this great personnel movement which is sweeping up and down our rails. Through the medium of these Frisco Clubs I am firmly convinced that the employes themselves and the railroad will profit a great deal. Particularly in the solicitation of traffic does this hold true and since transportation is the only thing we have for sale, it behooves each and every employe to do all in his power to increase the revenue of the Frisco through increased tonnage to the end that his job continue and the road progress.

"There is no reason why the clubs should not receive the 100 per cent support of every man and woman on the Frisco. If the clubs progress in the future as quickly, as harmoniously and as efficiently as they have in the past, I do not see why within a period of six months we should not have 30,000 solicitors working actively and successfully for the success of the Frisco's properties."

A most humorous and brilliant address was given by Mr. W. F. Lilleston, recently appointed Frisco attorney for Kansas. Mr. Lilleston aimed many of his humorous comments at Frisco officials, which relieved the tension and strain of the full day of

(Now turn to Page 26, please)

A Resolution!

The following resolution was signed by thirty-two presidents of Frisco Employes' Clubs and the original presented to President Kurn.

WHEREAS, We, the presidents of the Frisco Employes' Clubs of the St. Louis-San Francisco Railway Company, representing approximately eighty per cent of this road's employes, at the first annual meeting of Frisco Club presidents, sincerely realizing the magnitude and force of the varied traffic competition facing our road today,

And, WHEREAS, further, we realize the potential strength of our members in increasing the traffic revenues of our railroad through our constant efforts to secure passengers and freight from our personal friends and our business acquaintances;

THEN BE IT RESOLVED: That we the undersigned presidents of Frisco Employes' Clubs do hereby enthusiastically pledge our support and the support of the club members we represent to aid in every way within our power the efforts of our fellow workers in securing additional traffic for our railroad, and the chairman of the central committee is instructed to send a copy of this resolution to President Kurn and his staff officers.

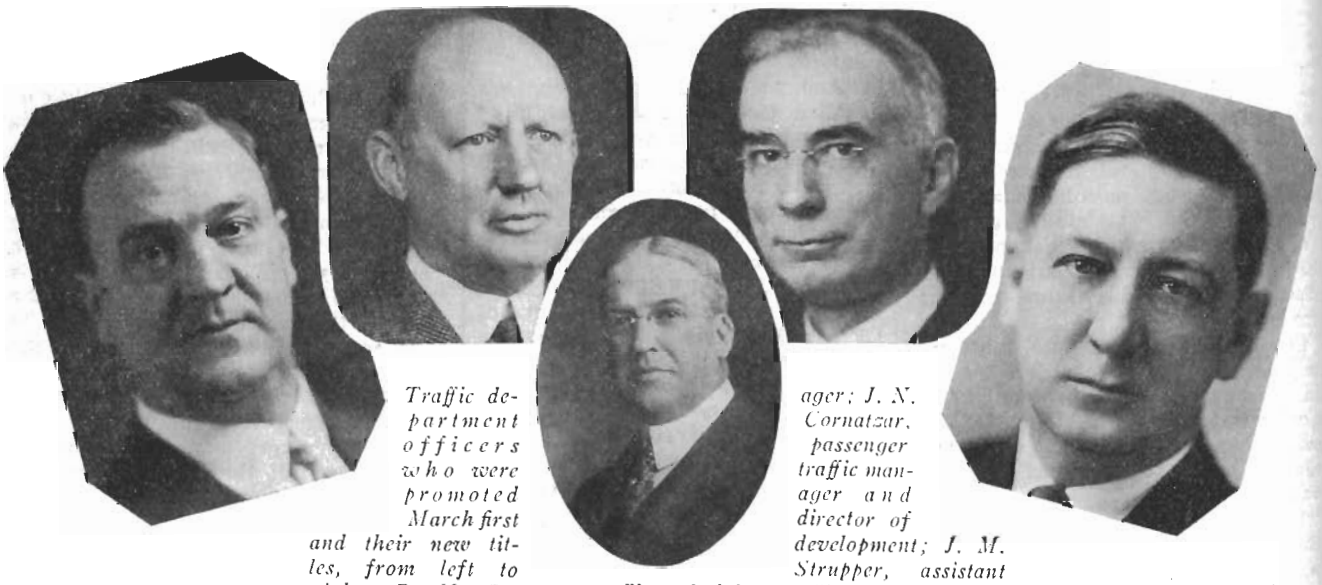
RESOLUTION PASSED BY ACCLAMATION THIS 5th DAY OF MARCH 1928 at SPRINGFIELD, MISSOURI.

FIVE TRAFFIC OFFICERS PROMOTED

Messrs. Butler, Cornatzar, Stanage, Nash and Strupper to New Positions March First

THE promotion of five officers of the traffic department of Frisco Lines was announced March first by Mr. J. R. Koontz, vice-president in charge of traffic.

Mr. S. S. Butler, freight traffic manager, was promoted to the position of general freight traffic manager. Mr. J. N. Cornatzar, passenger traffic manager, was given the additional title of director of development. Mr. B. H. Stanage, assistant freight traffic manager, was promoted to the position of traffic manager, and will have charge of all Interstate Commerce Commission work for Frisco Lines. Mr. Robt. N. Nash, who also held the title of assistant freight traffic manager, becomes freight traffic manager, the position vacated by Mr. Butler. Mr. J. M. Strupper, who has held the position of assistant general freight agent, becomes assistant freight traffic manager.



Traffic department officers who were promoted March first and their new titles, from left to right: B. H. Stanage, traffic manager; S. S. Butler, general freight traffic manager; J. N. Cornatzar, passenger traffic manager and director of development; J. M. Strupper, assistant freight traffic manager; and Robt. N. Nash, freight traffic manager.

Mr. Butler, the Frisco's new general freight traffic manager, began his railroad career with the Texas & Pacific at Dallas in 1890, as a clerk in the auditor's office. He joined the Frisco in 1900, in Dallas, and spent the next seven years in the freight department of that railroad in Texas. He has also been general eastern agent for the Frisco in New York City, traffic manager of the Gulf Coast Lines at Houston, Southwestern freight agent of the Frisco at Houston and general agent for the Frisco at Pittsburgh, Pa. He came to St. Louis in 1917, as assistant general freight agent of Frisco Lines; was made general freight agent in 1919, and freight traffic manager in 1920.

Mr. J. N. Cornatzar has been passenger traffic manager of the Frisco since 1920. He began his railroad career in 1887, as a telegraph operator at Humboldt, Tenn., for the Mobile & Ohio. In 1898, he was made southeastern passenger agent of that railroad at Montgomery, Ala., and came to the K. C. F. S. & M., as general agent, passenger department at Atlanta, Ga., in 1901. The Frisco acquired the K. C. F. S. & M., the same year, and Mr. Cornatzar was made division passenger agent of that road at Memphis, later filling the position there of assistant general passenger agent and general passenger agent. Mr. Cornatzar's work as director of development will place him in charge of all agricultural, colonization and development work for the Frisco.

Mr. B. H. Stanage, who is promoted from assistant freight traffic manager to traffic manager has been with Frisco Lines for 33 years, beginning as office boy in the general auditor's office in 1895. He entered the traffic department in 1904, as statistician, and was promoted to general freight agent in 1910. Upon the termination of Federal Control, Mr. Stanage was made assistant freight traffic manager.

Mr. Robt. N. Nash, who is promoted to the position of freight traffic manager, began railroad work with the Atlantic Coast Lines in 1897, as a messenger boy in the local freight office at Wilmington, N. C. He left that road in 1913, with the position of assistant general freight agent to come to St. Louis as assistant to the freight traffic manager. Mr. Nash was made assisant general freight agent in 1919, and general freight agent in 1923. He was again promoted in 1925 to the position of assistant freight traffic manager in charge of rate matters.

Mr. J. M. Strupper, who becomes assistant freight traffic manager, came to the Frisco in 1912, with the freight department of that railroad in Texas, after several years with the Texas Pacific and Southern Pacific Lines. He has been a resident of St. Louis since 1924, when he was promoted to the position of assistant general freight agent. Mr. Strupper will have charge of rate adjustments in the southwestern territory.

All of these officers maintain headquarters in the Frisco general offices at St. Louis, Mo.

A man with a coffin in his truck was arrested for speeding in Chicago. Well, if they're bound to do it, that's the thing to carry.

CLUB PRESIDENTS AT SYSTEM MEETING

Heads of 32 Frisco Clubs, in Conference at Springfield March 5, Discuss Club Plans and Problems

MEETING together for the first time in the history of Frisco Employe Clubs, thirty-two presidents of these organizations gathered in Springfield, Mo., March 5, for their first annual conference. Their meeting was held on the same day as the annual claim and accident prevention and better service meeting, but the presidents held a meeting all their own in the office of J. L. McCormack, freight loss and damage claim superintendent.

Before launching into the business part of their meeting, the presidents spent the morning on a tour of the Springfield shops and operating facilities, with J. W. "Doc" Seabough, president of the Frisco Men's Club of Springfield, in charge of the party. The tour gave the club presidents a close-up view of the vast mechanical organization maintained at Springfield as a "service station" for Frisco locomotives and cars.

The afternoon session began promptly at 1 o'clock in Mr. McCormack's office, with W. L. Huggins, Jr., chairman of the central committee on employe clubs, presiding.

In opening the meeting, the chairman described the new club movement as embodying two prime motives, first, the encouragement of friendship and good fellowship among employes, and second, a 100 percent cooperation upon the part of all employes for all matters that will tend to better their railroad, including employe solicitation of traffic. He also asked club presidents to name their clubs "Frisco Employes' Club", as the "Frisco Employes' Club of Fort Scott, Kansas," and not "Frisco Greater Traffic Clubs" or "Frisco Booster Clubs", in that these names limit the club's activity and do not give the full purpose of the organizations. He also conveyed to the club presidents the thanks of officers of the Frisco for the splendid activity among their members in solicitation of freight and passenger traffic.

Many important matters were brought up in the meeting, and each president left with added enthusiasm to make his or her club better and bigger.

There seemed to be a slight misunderstanding in regard to the solicitation of freight and passenger business by the employes. A great deal of time was given to the discussion of this phase, and the conclusion was reached that the employes should cooperate fully with the traffic department, in securing business which they might easily secure through friends or acquaintances. It was unanimously agreed that when the question of rates and routings were involved, it was advisable to have a trained solicitor from the traffic department accompany the Club representative.

The procedure of the Tulsa Club is unique in that the traffic department gives to the club president a list of shippers who could give the Frisco more business. The president then turns this list over to a committee, and the firms are allotted two or three men to a firm, who will make calls at set intervals. This method was unanimously agreed to be one of the best suggested.

Mr. Murl Calvert, switchman for the Frisco at Wichita, and president of the Frisco Employes Club of that city, stressed the importance which the men who are directly in touch with shipments daily, might do to get traffic. "A careless switchman can run away more business than forty men can get", he said, "and on the other hand, he can get a great deal, due to his close contact with shippers."

Mr. Fay Warren of the Tulsa Club said, "We find our social meetings of great benefit and I feel that they will benefit each and every club. We meet men in business, day after day, work with them, talk to them, but we never meet their families. Then the Frisco Clubs were organized. These men brought their families to the first party—I brought mine—my fellow workman brought his. We all met, and I got handshakes that I had been waiting ten years to get."

The presidents were in favor of each club financing its own way by parties, dances or entertainments of various kinds.

The matter of issuing club pins was brought up, but due to the great number of accident prevention pins in circulation, it was thought best to abandon that idea at this time, as the

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Presidents of Frisco Employes' Clubs and Central Committee members who attended first annual conference in Springfield, March 5, are, kneeling: Chester C. Kratky, St. Louis; J. E. King, Okmulgee; J. J. Charles, Monett; W. L. Huggins, Jr., Chairman, Central Committee; Fay Warren, Tulsa; N. R. Chamblee, Dora.

Standing, from left to right: D. L. Estes, Oklahoma City; W. Estes, Muskogee; R. J. Slagle, Jonesboro; H. L. McDuffie, Sherman; W. L. Osborne, Thomas; H. W. Miller, Thayer; J. O. Armstrong, Ft. Scott; Loretto O. Connor, St. Louis; C. F. Staton, Vernon; John Burch, Kansas City; Martha C. Moore, Associate Editor, Frisco Magazine, St. Louis; F. C. Bymaster, St. Louis; Marie Arnold, Springfield; E. L. Workman, Sapulpa; Ila Cook, Chaffee; E. E. Carlock, Ft. Smith; Murl Calvert, Wichita; D. D. Moxton, Joplin; J. C. Gravlee, Amory; H. M. Cloud, Neodesha; M. A. Jennings, Birmingham and Luther Booker, Carbon Hill.

Other presidents not appearing in the above picture include: A. G. Anderson, Blytheville; A. T. Laney, Clinton; J. J. Bernard, Enid; W. O. Moore, Ft. Worth; F. A. McClaren, Henryetta; C. E. Wright, Hobart; C. M. Sasser, Hugo; Lester Shrader, Lawton; W. M. Bernard, Salem.

COMPLETES 40 YEARS WITH FRISCO

R. L. "Rudy" Klein Presented With Watch by 7th Street Station Employes, March 7

ON March 7, 1888, R. L. "Rudy" Klein entered the employ at Seventh Street Freight Station, St. Louis, as warehouse trucker. On March 7, 1928, he celebrated his fortieth year of service with the title of general foreman with an unbroken record. During the entire time he has had but one week's vacation, (and it rained all during his stay) and he has had one foreign line pass, used for company business.

The celebration was a complete surprise to Mr. Klein. The day of his fortieth anniversary in the service of the Frisco Lines began like any other day, but his fellow employes felt some recognition should be given the man who had served so faithfully.

During the noon hour C. C. Mills and J. W. "Uncle Billy" Morrill held an accident prevention meeting. Mr. Klein stood with his men in front of the speakers' platform deeply interested in the program and the well given suggestions for the prevention of accidents. Mr. P. W. Conley, Superintendent of Terminals at Tower Grove, Mo., was asked to make an address, but instead of dealing in accident prevention, he pulled from his pocket a neatly wrapped package. The employes, rose to their feet and centered their attention on Mr. Klein.

"You have here in your midst, a man who has had forty consecutive and loyal years of service with the Frisco Railroad. He started at 1:00 o'clock March 7, 1888, and I don't mind telling you he has been tried, and he has proven true. He has been found to be an A-1 foreman, and as good an employe as you will find on the Frisco System.

"Mr. Klein, your fellow workmen have thought so much of you that they want to present you with this watch, as a token of their esteem on the day of your completion of forty years' service with the Frisco. You are on time—you started at 1:00 o'clock, forty years ago and at 1:00 o'clock today, we wish you prosperity and happiness throughout your remaining years of service.

And then he handed to Mr. Klein the box which contained a 19 Jewel Hamilton watch, with the inscription on the case reading, "Presented to R. L. Klein, Sr., by employes of freight department of the Frisco Railway as a testimonial of his forty years of faithful service, 1888-March 7,-1928."

Mr. Klein, completely surprised, stepped to the platform and opened the box. "I have always made it a practice not to accept gifts", he said, "but I will accept this one, and am deeply grateful to all of my fellow workers for the sentiments which they have expressed in their talks and in this gift."

"Rudy" Klein was born at St. Genevieve, Mo., April 10, 1867. His father was the editor of the St. Genevieve Free Press and during his early years he assisted his father in his shop. When his parents moved to Chester, Ill., Mr. Klein secured work on a Government tow boat which operated between St. Louis and Cairo, Ill. In March, 1888, he came to St. Louis and secured a position as a warehouse trucker or freight handler at the Seventh Street Station, and began his service on March 7. He has held various positions since that date, but received the title which he now holds, in 1916. During his service he has worked under seven agents, namely, F. W. Ferguson, Howard Raney, A. H. Mace, H. M. Robinson, J. W. Gantz, H. G. Snyder, and E. W. Miller. Mr. Miller, the present agent, and Mr. P. W. Conley, who presented the gift, could not speak highly enough of the loyalty which Mr. Klein has always shown.

"I don't know just why I have remained so long in one position, unless it has been that I have always worked for the man who was agent at our station, and for the welfare of the company. I would not know anything but railroading, and I don't care anything about a vacation. Just working for the good old Frisco is good enough for me. My wife does not care to travel, and outside of one fishing trip which I made, and one trip to Chicago for the company, I have not traveled.

"I like all kinds of sport and I am particularly interested in our Frisco Best Service baseball team at this station. Long ago I used to be a pretty good fisherman—but I'm fishing for freight to be shipped via Frisco Lines now."

Mr. Klein feels that the two greatest changes in railroading during his forty years' service are the campaigns launched in the interest of freight claim prevention and accident prevention. Forty years ago, two auction sales were held each year to dispose of hundreds of dead freight shipments and today the shipments are so well handled, these sales have become a

(Now turn to Page 9, please)

R. L. Klein (holding watch) surrounded by his friends at Seventh Street Station, St. Louis, following the ceremony.

WESTERN DIVISION WINS SAFETY CUP

Silver Trophy for Last Quarter, 1927, Presented Transportation Dept. February 23

By MISS GRACE CAMPBELL
Reporter, Enid, Okla.

THE transportation department of the Western division, which won for the last quarter of 1927 President Kurn's silver merit cup (transportation department), celebrated this victory February 23 in the auditorium of the new Masonic temple at Enid. S. J. Frazier, superintendent of the Western division, was master of ceremonies. Approximately 400 employes attended.

H. W. Hudgen, Springfield, Mo., director of accident prevention for the Frisco, was the first speaker. He told how President Kurn had in January, 1927, placed in competition between the divisional transportation departments, a silver merit cup to be awarded quarterly to the department having the least number of accidents per 1,000 man-hours worked, and of a similar cup for the divisional mechanical departments. Mr. Hudgen said that a year ago the Western division transportation department was in ninth place. At the close of his talk Mr. Hudgen presented the cup to Mr. Frazier.

Z. B. Claypool, assistant director of accident prevention stressed the idea of making haste with safety, taking as his theme, "Say it with safety, and save the flowers."

C. C. Mills, H. Harrison and J. W. Morrill, accident prevention agents, outlined the accident prevention work that has been done and what they hope to do.

Mr. S. J. Frazier, superintendent Western Division, his staff and guests at the celebration of the winning of the Accident Prevention Loving Cup, Enid, Oklahoma, February 23rd, 1928.

BOTTOM ROW, *left to right: W. J. Foley, A. L. Fisher, F. C. Gow, S. J. Frazier, H. W. Hudgens, Z. B. Claypool, H. V. Kengle.* MIDDLE ROW, *left to right: J. F. Ferguson, J. E. Moton, E. O. Daughtrey, W. F. Phillips, W. N. Patterson, F. E. Bates, M. T. Fullington, P. E. Giddens, P. D. Hayes, A. Schafnitt, J. A. Barkley.* TOP ROW, *left to right: C. U. Allen, J. M. Walker, S. Payson, H. F. Sinclair, H. F. Sinclair, H. Harrison, Jimmie "Oly" Douglas, R. C. Canady, H. E. Sullivan.*

"Jim" Douglas, traveling passenger agent, was a hit of the evening with his Swedish impersonations. He will probably be known on the Western division as "Oly" for a long time.

M. T. Fullington, general chairman of the Order of Railway Telegraphers; H. E. Sullivan, general chairman, Brotherhood of Railway Clerks, both of Springfield, spoke. Mr. Fullington told of co-operation that exists between the organizations and the Frisco on the accident prevention proposition. Mr. Sullivan gave a brief outline of the progress of safety devices on the railroad, mentioning a few of the early safety measures.

Dr. D. D. Roberts, Frisco physician, gave a short talk on the work of the hospital association and on the idea that it is of far greater benefit to humanity to prevent personal injury than to cure it.

A telegram was read from A. Russell, Springfield, general chairman of the Maintenance-of-Way Employes, congratulating the Western division on the winning of the cup and expressing his regret that he could not be present. A letter was read from F. H. Shaffer, Springfield, general manager, also stating that urgent business in St. Louis made it impossible for him to be present, and extending his congratulations to the Western division on the winning of the cup.

At the close of the speaking an entertaining program was presented by children of Frisco employes. Mrs. J. A. Harter and Mrs. J. J. Bernard were responsible for the program and the delicious luncheon that was served.

COMPLETES 40 YEARS WITH FRISCO

(Continued from Page 8)

matter of history.

Mr. Klein has one son, R. L. Klein, Jr., employed in the claim department at the Seventh Street Station. He has four other sons and one daughter, and the family reside at 2716 Belt Avenue.

"What I'd like to know is who started this", he repeated several times during his interview. "I was never so completely surprised in my life. Did my family know about it? Well, this certainly is a close-mouthed bunch."

When he reached his home on the evening of March 7, he found a bouquet of forty American Beauty roses, each representing a year of service with Frisco Lines and sent by the employes at Seventh Street Station.

And when he came to work on March 8, he estimates that 200 times during the day some fellow worker shouted out: "What time is it, 'Rudy?'"

DECOYS

Grocer: "Here's your fly paper. Anything else?"

Rastus: "Yassuh, Ah wants about six raisons."

Grocer: "Do you mean six pounds?"

Rastus: "Naw, suh. 'Bout six raisins—just enough for decoys."

NEWS *of the* FRISCO CLUBS

Four new Frisco Employe Clubs on the River division were added to the rapidly growing roster of employe organizations during the week of March 12 to 17, with the formation of clubs at Cape Girardeau, Poplar Bluff, Hayti and Chaffee, Missouri. Supt. J. A. Moran of the River division and W. L. Huggins, Jr., chairman of the Central Committee on club activities, were present at the organization meetings of each of these clubs.

Chaffee, Mo.

With an enthusiasm unrivalled at the organization of any of the 42 clubs on the Frisco railroad, the Frisco Employes' Club of Chaffee, Mo., was organized Thursday evening, March 15, at a meeting in the city hall, attended by 41 Frisco men of Chaffee.

J. R. Holland, operator clerk, and for 10 years a Frisco employe, was elected president of the newly organized club; H. E. Hubbard, general roundhouse foreman, was chosen vice-president; and O. P. Krueger, secretary to superintendent, was made secretary-treasurer.

"These clubs will be officered and conducted by employes and their families," Supt. Moran told the members of the Chaffee club at their organization meeting Thursday night. "They are for the purpose of better acquaintanceship among employes, a firmer basis of service, more complete understanding of the other fellow's job and problems, and in general, a complete effort toward the improvement not only of the employe body but of the railroad itself.

"Other railroads competing with us can purchase the same size and weight rail, the same big locomotives, the same ties, tieplates, angle bars and other equipment. We can surpass them only by the type of railroading performed by our employes, and I am confident that we have here on the River division, a group of employes who cannot be bettered, or even equaled, by those of any other railroad in America.

"There are many things employes can do, if organized as these clubs will organize them, toward increasing our revenues through greater traffic. Many employes can, through personal friendship, secure business in both passengers and freight, that our traffic representatives cannot get. This has been proven in several instances by other clubs on our railroads. I hope to see the time soon when more instances of this kind will come to my attention on the River division of Frisco Lines."

Editor Huggins, who is chairman of the central committee of employe club organizations, told briefly some of the history of the already existing clubs.

HONORARY MEMBERS

All civic organizations at Monett, Mo., are now eligible for honorary membership in the Frisco Employes' Club of Monett, under an amendment to that Frisco club's by-laws, unanimously carried at the business meeting of the club held February 29 at the Y. M. C. A. at Monett. This is the first Frisco club to make this particular kind of friendly gesture.

The amendment was proposed at the meeting by J. J. Charles, conductor, and president of the Frisco club. It was seconded and carried unanimously immediately.

Traffic solicitation by the Frisco club at Monett is successfully under way, reported A. T. Brown, chairman of the greater traffic committee of the club.

The club voted to sponsor the Young People's Orchestra, which always is ready to play for the Frisco club and most of whose members are of the Frisco family.

"The best proof of the success and enjoyment of these employe organizations can be secured by asking a Frisco employe who belongs to a Frisco club what he thinks of it," he said. "Seventy-five per cent of the total employes on our railroad are organized into these forty-two clubs, and they are having some splendid times. Dances and card parties, smokers for the men, socials and bridge affairs for the ladies, picnics and outings in the summer months—all these and more have come under the category of Frisco club entertainments. Chaffee, with a large number of Frisco employes, should have one of the most active clubs on the entire railroad. Chaffee is primarily a Frisco city, the biggest industry in Chaffee is the Frisco, and probably 75 per cent of Chaffee's population is made up of Frisco employes and their families. This club, if successful, will be a great factor for good in this city, and an important advertising medium."

The next meeting night of the club was set for Thursday, March 22, in the Odd Fellows Hall, and all Frisco employes were urged to attend.

In addition to the officers of the club, a board of directors representing each craft of the road in Chaffee was elected, and is as follows: W. B. McGaugh, car department; J. E. Barber, trainmen; V. D. Laval, engineers; G. W. Stone, firemen; E. C. Heard, accounting department; Henry Shores, water service department; E. L. Brand, engineering department; J. F. Enderlee, bridge and building department; O. E. Rigdon, shopmen; J. J. Wheling, dispatchers; J. H. Huber, maintenance of way; T. M. Stokley, conductors; W. C. Morris, switchman; J. G. Sarius, agents; Jno. Eledge, fuel department; Burl Thompson, clerks; V. E. Hopkins, operator.

Cape Girardeau, Mo.

John F. Neal, for twenty-five years ticket agent for Frisco Lines at Cape Girardeau, was unanimously elected president of the Frisco Employes' Club of Cape Girardeau, by the 55 employes who attended the organization meeting of that body at 7:30 o'clock, Monday evening, March 12, in the passenger station. L. E. Rice, passenger conductor, was elected vice-president, and Edgar Miller, cashier, was chosen secretary-treasurer. Beside the appointment by President Neal of J. T. Pearson, yard foreman, as president of the membership committee, no business beyond the organization of the club was transacted at the first meeting. A business meeting was held Monday evening, March 17, and the other committees were to have been appointed on that date.

Poplar Bluff, Mo.

Sixty-five employes of Poplar Bluff, Mo., unanimously voted to form the fortieth Frisco Employes' Club to be organized on the railroad, at a meeting held in the temporary circuit court rooms in that city, March 18. Cletus Price, clerk in the freight office, was elected president; Sam Newton, freight conductor, vice-president; and J. E. Robinson, operator, secretary-treasurer. Since the organization meeting followed the regular River division fuel meeting, and the hour was

late, no committees were appointed and plans for the club were discussed only in a general way. President Price called his men together for their first business meeting on March 20.

Hayti, Mo.

To H. A. Rogers, freight conductor of Hayti, Mo., went the honor of being elected the first president of the Frisco Employes' Club of that city, at the organization meeting in the high school auditorium there the evening of March 14. Sixty men, headed by agent F. X. Schumacher, attended the meeting. F. H. Blomeyer, agent at Carruthersville, J. H. Gabriel, agent at Portageville, H. W. McFarland, agent at Pascola, and Lon Richards, agent at Netherlands, attended the Hayti organization meeting and accepted an invitation to join the club.

Other officers who will serve with President Rogers are C. A. Job, operator, vice-president, and J. H. Walker, brakeman, secretary - treasurer. A second meeting for the appointment of committees and selection of a permanent meeting place, was scheduled for Monday evening, March 19, and John Alsop, brakeman, was named chairman of a committee on attendance. Visiting officers at the organization meetings held in Cape Girardeau, Poplar Bluff and Hayti included Supt. J. A. Moran of the River division; E. E. Nixon, master mechanic, Chaffee; J. E. Whalen, fuel supervisor, St. Louis; W. L. Heath, general service agent, St. Louis; and W. L. Huggins, Jr., editor *Frisco Magazine*, St. Louis.

St. Louis Terminals

Organization of the Frisco Employes' Club of the St. Louis Terminals, for all male employes of the Frisco in St. Louis exclusive of those in the general offices and at the Seventh Street Station, was effected the night of March 13 at Tower Grove station (St. Louis).

Officers were elected as follows: Wilkie W. Wier, president; Fred H. Walker, vice-president, and William O'Toole, secretary and treasurer. In addition to those present other representatives were appointed to make a thorough canvass of the terminals and get all the various employes interested to make it one of the best on the system.

Decision was reached to send application blanks to all employes of the Frisco Terminals in St. Louis not at the organization meeting in preparation for the first big meeting, which has been called for the night of April 26.

This club's motto for the present is "Just a Baby Now, But Watch Us Grow."

The Dramatic Club of the Frisco Girls' Club of St. Louis. Standing, from left to right: Gladys Marshall, Lenora Gavin, Beulah Bulger, Lydia Peterson (instructor), Agnes Wangler, Elsie Simpson and Eleanor Finn. Seated: Ruth Hallenberg, Louise Gibson, Evelyn Kiessling, Margaret Leahy and Virginia Leahy.

Sherman, Texas

"Weather conditions have no effect whatever on the activities of the Frisco Employes' Club of Sherman," said C. V. Montgomery, secretary of the club, with reference to the entertainment held by the club at Elks' Hall the night of February 21. A drizzle failed to keep the crowd away.

G. L. Oliver, Ft. Worth, traffic manager, Texas Lines, spoke of the purposes of the Frisco clubs movement. Others who spoke were: S. R. Kennedy, assistant superintendent; Elmer Jordan, district passenger agent; T. B. Cobb, roadmaster; J. E. Duran, special agent; Miss Irene Ray, club secretary, and Miss Leda Belle Durrett, treasurer of the Frisco Employes' Club of Fort Worth.

Entertainment was as follows: Selections, Pool's Orchestra, composed of employes of the Pool Manufacturing Company; vocal solos, Rosary Guevara, age five years; reading, "The Telephone Habit," written by Mrs. Lela Towers and read by Miss Beulah Word, both of Carr-Burdette College; instrumental duet, Miss Ellen Tunks and Ed Tunks; vocal solos, George Garner.

Joe Doughty, an old-time fiddler, began to tune up and soon the floor was crowded with square dancers. Frank Reece was caller. J. W. Surles, master mechanic, and his wife were the leaders of one set. Modern dancing followed with forty-two couples on the floor.

The entertainment committee is as follows: H. Reifenrath, chairman; L. J. Lawrence, Joseph Bryan, E. Inglehart, W. W. Johnson, George Murley, William Hamilton, E. L. Sweet, Clyde Ford, H. Emmerton, W. H. (Red) Johnson and John Adamson.

Memphis, Tenn.

The excellence of Frisco freight service given by the new 42-hour train, becoming known as the "Lindy Special", and operating St. Louis to Mobile, Ala., was stressed by W. H. Crow, commercial agent, Memphis, to members of the greater traffic committee of the Frisco Employes' Club of Memphis at the committee's meeting, March 14, in the local freight office. Mr. Crow requested that Frisco Memphians make every effort to keep "Lindy" going full speed.

Girls' Club of Chaffee, Mo.

Thirty-five members of the Frisco Girls' Club of Chaffee and wives of the Frisco employes held a St. Patrick's dinner, March 15, at the Byrd Hotel. Mr. and Mrs. J. A. Moran, superintendent and wife; Mr. and Mrs. R. L. Cooper, trainmaster and wife; Mr. W. L. Heath, St. Louis, general service agent, and Mr. W. L. Huggins, Jr., director of publicity, St. Louis, were guests of honor. The tables were decorated in St. Patrick style, and each guest was presented with a green shamrock.

Messrs. Moran, Huggins and Heath complimented the girls on their organization and wished them success. Miss Lizetta Wehling, daughter of J. J. Wehling, entertained with piano selections and Miss Henryetta Campbell, daughter of H. E. Campbell, engineer, entertained with violin selections.

The matter was brought up as to whether the girls should dispense with their organization and consolidate with the Frisco Employes' Club of Chaffee. They voted unanimously to continue as a Frisco Girls' club and assist in any way with the newly-organized Frisco Employes' Club of Chaffee.

Following the banquet the girls attended an after-dinner dance.

On Employe Solicitation

MANY employes, anxious to help in the employe-solicitation campaign for increased business, have asked "How can I aid in securing business, when I do not have a solicitor's knowledge of rates and routings?" The following explains how one Frisco conductor did his "bit":

On February 6, D. L. Guyton, conductor on the Southern division, sorted over his way bills back in the caboose as the train rolled down to Birmingham. Conductor Guyton was looking for business, and the way bills showed him that two cars in the train were so routed that the Frisco got only the short haul, when a long haul was possible.

Back to Amory went Conductor Guyton, and into the division offices where he persuaded Miss Violet Goldsmith, steno-clerk, to write two letters for him.

The first letter, addressed to the Quaker Oats Milling Corp. at Memphis, said: "On my train out of Memphis February 6, I had SF 145606 from your firm going to Pensacola via New Albany and the L. & N. from Mobile. We have a train, gentlemen, leaving Memphis at 4:00 a. m. each morning which carries a solid train to Mobile over the Frisco to Aliceville and A. T. & N. Aliceville to Mobile. Our train arrives at Mobile at 7:00 a. m. next morning. We want to get all of this business that we can, and if there is anything that you can give us to Mobile, let us handle it via Aliceville and I believe the service will be very gratifying to you. All of the trainmen on the Frisco will certainly appreciate any business that you can give us.

Yours sincerely,

D. L. GUYTON, (conductor.)"

The second letter went to the Royal Feed Company of Memphis, calling attention to a car that firm had to Greenville, Miss., and said:

"I just wanted to write you and tell you that we now have a railroad, and a good one, to Columbus, Miss., where we connect with the Columbus & Greenville, and can handle this stuff to Columbus in mighty good shape, and the C. & G. will give it a good movement to Greenville. Our train No. 131 leaves Memphis every night at 8:30 p. m. and connection gets to Columbus the following morning at 6:00 a. m. and we deliver the stuff right to the C. & G. I just wanted to give you this information and hope that you will think of us in making future shipments wherever you can possibly do so."

Our compliments to Conductor Guyton.

He is a 100 per cent employe solicitor for his railroad.

Arkansas City, Kansas

Courteous treatment of its patrons by its employes is a large factor in obtaining more traffic for the Frisco, said H. R. Smyer, Frisco agent at Arkansas City, to members of the Arkansas City club and visitors during the club's meeting March 8.

F. C. Gow, assistant superintendent, Enid, Okla., acting chairman, stated the meeting was to increase Frisco business by solicitation, good service and personal contact. J. H. Constant, agent at Winfield, Kansas, talked on freight solicitation, stressing the necessity of giving personal attention to patrons and thanking them for business received. He said the traffic committee at Winfield is doing good work.

A. Davis, section foreman at Winfield, told of the Frisco selling eleven round-trip tickets on account of the prompt settlement of claims.

Other speakers included: L. Crouch, section laborer, Winfield; James Frost, section foreman, Arkansas City; J. B. Vasilopus, section foreman at Winfield; Fauber Howell, warehouse foreman, Arkansas City; Earl Norman, yard clerk, Arkansas City; J. H. Brigance, section foreman, Peckham, Okla.; R. B. Clark, freight clerk, Winfield; S. Payson, roadmaster; and C. C. Mills, accident prevention agent. The president of this club is H. R. Smyer and the secretary, J. H. Richardson, a clerk.

Dora, Ala.

A definition of what the public expects of a railroad was expressed by Linn Palmer, Dora business man, to the Frisco Employes' Club of Dora the night of March 10, when he was a guest of the club. The meeting was held in the banquet room of the Methodist church.

Talks were made also by R. B. Butler, superintendent and B. G. Gamble, master mechanic of the Southern division, both of Memphis. H. R. Wade, Thayer, Mo., assistant superintendent, also attended the meeting. Mr. Butler praised the Dora club as one of the best on the Frisco, although it is not the largest.

Supper was served to twenty-two members and twenty-five members attended the business session.

Frank admiration for the manner in which T. J. Connell, yardmaster, and F. M. Scott, operator, both members of the greater traffic committee of the Frisco Employes' Club of Dora, Ala., showed the Firm Ice and Fuel Company of Hattiesburg, Miss., where, by giving the Frisco a part of the haul of the coal shipped to the Hattiesburg company from the Empire, Ala., mines of the De Bardeleben Coal Corporation, the Hattiesburg company could make a saving in the freight charges, has been expressed by C. B. Stevens, president of the Hattiesburg company, in his letter of February 10 to these two Frisco traffic go-getters.

"You boys are on your job," says the letter, "and nothing but success can result from such wonderful co-operation. This will certainly cause a new era in American industry, and the result to be obtained will be beneficial to every man, woman and child in America. We have asked our coal mine to observe the routing you indicate. We thank you and wish you well."

These two Frisco men, and George L. Nerron, cashier, and V. E. Morgan, bill clerk, the latter two also members of the Dora club, were commended by Supt. Butler in a letter Mr. Butler wrote jointly to the four men February 21, and in which Mr. Butler said in part as follows: "You gentlemen are right on the job and have been successful in securing the routing of considerable business over our line."

Neodesha, Kans.

Highly systematized and very effective are the methods employed by members of the greater traffic committee of the Frisco Employes' Club of Neodesha to get new business and hold current business. Success has been the result.

A study of the sub-headings in the minutes for the business meeting of this club, held the night of March 1, will give an idea of the systematic way this club strives for the obtaining of more traffic for the Frisco. The sub-headings: "Business Secured Since Last Report"; "Prospective Business"; "Mis-Spent Efforts"; "Suggestions for Better Service"; "Miscellaneous." Under the sub-heading "Suggestions for Better Service" appears this paragraph:

"We firmly believe that courtesy pays and it is not necessary for any one to inquire about freight arriving at Neodesha. As soon as freight arrives, consignees are called on the 'phone and informed in a nice, courteous way that their freight is ready for delivery. Just to illustrate: Recently the Kansas City merchandise, arriving at 11:45 a. m., was spotted at the freight house at 1 p. m., freight unloaded, consignees notified and freight delivered by 1:25 p. m. This is our idea of service."

The Frisco Employes' Club of Neodesha entertained the families of the club members with an old-fashioned pie supper the night of February 23 at the I. O. O. F. hall, which was nearly filled. The attendance was approximately 200 persons, as compared with ninety-five at the January entertainment.

The program consisted of several instrumental numbers, novelty dances and ragtime music, furnished by Frisco daughters and sons and by some of the local high school boys; a guessing contest, in which Mrs. L. K. Spafford, wife of the roundhouse foreman, was winner; a popularity contest, won by Mrs. A. Keitzer, wife of the conductor, and a pie auction, conducted by M. H. Vanderhoff, fireman. The club made enough from this pie supper to clean up outstanding bills and leave a fund in the treasury for future entertainments.

Henryetta, Okla.

Full support in the upbuilding of the Frisco Employes' Club of Henryetta was pledged F. A. McClaren, telegrapher, president of the club, by club members attending the business meeting of the club the night of March 13, at the close of Mr. McClaren's account of the first annual meeting of presidents of Frisco Employes' Clubs, held at Springfield, Mo., March 5. Short talks were made by practically all members present, each promising to work for a better club.

A Traffic Go-Getter

Mr. A. B. Sherwood, manager and wire chief in the relay office of the Frisco's telegraph department at Springfield, Mo., and a member of the Frisco Men's Club of Springfield, is probably the most successful employe traffic solicitor of Frisco Lines.

A. B. SHERWOOD

During 1927 he has given the traffic department routing orders for 155 cars, divided by commodities as follows: 108 cars of lumber; 18 cars of shingles; 25 cars of other building material, and one car each of household goods, machinery, cement and contractors' outfitting.

He not only obtained the tips, but got the routings on every one of these cars. It was all competitive business. Ninety-four cars of the lumber came from Louisiana and Arkansas, in the "backyard" of a competing line. Before Mr. Sherwood started his campaign, this lumber was going to Springfield territory via another railroad.

Mr. Sherwood has not confined himself to freight traffic. He secured 200 delegates from Kansas City who recently attended the Parent-Teachers' Convention at Springfield, and he also solicited delegates to the recent Democratic state convention at St. Joseph, Mo., and referred the names to a traffic friend on another railroad with whom he has a reciprocal arrangement.

Last August he won a fountain pen prize for turning in the largest number of traffic tips. He gets many of his tips through watching the "23" consist report which passes through his office, and he reports to the traffic department all unfavorable routing.

He has received many letters of acknowledgment and appreciation from traffic officials as well as from Mr. J. M. Kurn, president of the Frisco, and Mr. F. H. Shaffer, general manager.

Men's Club of Springfield, Mo.

Approximately 350 members of the Frisco Men's Club of Springfield attended the club's business meeting at the Chamber of Commerce, March 12, when Col. F. G. Jonah, St. Louis, chief engineer of the Frisco, delivered an address on "The History of Transportation," illustrated with lantern slides.

Entertainment: Selections, Frisco Spanish Serenaders; selections, Blue Bonnet Quartet; trumpet selections, Raymond Moses, accompanied on the piano by Weldon King; reading, "The Shooting of Dan McGrew," Ray Soper. A social and get-togther hour closed the meeting.

Fort Smith, Ark.

The Frisco Employes' Club of Fort Smith sponsored a "round robin" for the wives of employes the afternoon of February 16, fourteen tables being required.

Men's Club of St. Louis

The Frisco Men's Club of St. Louis had, on February 23, a paid membership of 480, said F. C. Bymaster, president, at the monthly luncheon of the club held on that date at the banquet hall of the Chamber of Commerce.

Mr. Bymaster, who was vice-president until the recent transfer of the former president, R. L. Schoenberg, to Tulsa, said that he would do his best to promote the interests of the club members. He announced that the monthly luncheons would be held at noon on the fourth Thursday of each month.

The principal addresses during the meeting were by E. T. Miller, vice-president and general solicitor and E. H. Bunnell, comptroller, both with headquarters in the St. Louis general offices of the Frisco. Brief talks were made by J. R. Koontz, vice-president in charge of traffic, and L. E. Martin, assistant to the president.

Mr. Miller chose as his subject "Vision." He said that there are visionaries and visionists. The visionary, he said, sees visions only. As illustrations of visionists he cited Jules Verne, for his story of a submarine when there were no submarines, Mark Twain, for his story of Puddin'-head Wilson and the latter's experiments with finger prints before the value of finger prints for identification became known, and other instances of visionists.

In closing Mr. Miller said that by introspection some of his hearers may discover that they have ideas that may result to the benefit of themselves and Frisco Lines.

Mr. Koontz then launched into a

serious discussion of two controlling factors in railroading, costs and rates. He said that costs of operating a railroad remained high and that rates are coming down, and said the combination is a serious one. He closed his talk by urging his hearers to sell themselves for the benefit of Frisco Lines.

Mr. Bunnell spoke on "Method of Accounting for Receipts and Disbursements under Interstate Commerce Commission Classification of Accounts," and gave a comprehensive outline of the vast amount of subdivisions into which railroad accounting is divided.

Mr. Martin said that "after looking over this bunch" he was sure that the club could accomplish its purposes.

Entertainment consisted of specialty dances by Irene Nufer and Leona Jones, both of the St. Louis Seventh Street Station; piano selections by Bert Baumgartner, of the advertising department, and incidental selections by the Night Owls orchestra, which was obtained for the occasion by Ralph F. Anslyn, saxophone player, a member of the orchestra and an employe at the St. Louis general offices of the Frisco. All the entertainers donated their services, and all were enthusiastically applauded.

Fort Worth, Texas

W. O. Moore, chief clerk to the vice-president and general superintendent of Texas Lines, was elected president of the Frisco Employes' Club of Fort Worth at the annual meeting held February 10. T. E. Brooks, switchman, was re-elected vice-president; Miss Irene Ray, of the secretary-treasurer's office, was re-elected secretary, and Miss Leda Belle Durrett was elected treasurer. Mr. Moore succeeds E. F. Tuck.

The newly-elected executive comittee, together with the employe classification each represents, is as follows: Bob Beal, telegraph and stations; C. W. Courtney, car department; A. H. Cooke, switchmen; R. E. Evans, vice-president and general superintendent's office; B. J. Fitzgerald, conductors; O. K. Freeman, B. & B., Mo. of W., and engineering; H. R. Glascock, store department; S. W. Lanham, yard; E. H. Lauterbach, brakemen; Joe Moorman, local freight office; E. V. Maxfield, P. I., F. L. & D. C. and legal; Cecil McAlister, firemen; Miss Ray, secretary and treasurer's office; J. C. Tewmey, traffic department; Dr. S. A. Woodward, medical department; E. C. Wilson, accounting department; J. H. Watson, engineers; W. B. Wallis, roundhouse.

The newly elected committees, the respective chairman being mentioned first in each group, follow: Advisory, G. L. Oliver, W. S. Hutchison, L. C. Wilds, G. G. Beckley, G. E. Littlefair, E. F. Tuck; traffic, J. C. Tewmey, J. E. Steele, E. H. Jordan, J. A. Aldredge; arrangements, L. C. Wilds, W. R. Evans; entertainment, E. H. Jordan, Miss Leda Belle Durrett, Miss Ethel Freeman, C. W. Courtney; reception, E. V. Maxfield, R. L. Truitt, T. E. Bliss; membership and finance, Harry Granger, L. R. Leach, J. G. Fooshee.

Fast Frisco Freight

The first solid carload shipment for an Amory, Miss., consignee to be handled from Mobile to Amory on the Frisco—Alabama, Tennessee & Northern fast freight between St. Louis and Mobile, Ala., arrived at Amory on March 7 in record time.

The shipment, 300 bags of sugar, was consigned to Hodo Brothers at Amory and was loaded in Frisco car 126,676. Mr. Hodo placed his order by 'phone March 5, car was placed and loaded March 6, and moved out of Mobile at 5 o'clock that afternoon, arriving at Amory at 11:30 a. m. March 7. It was unloaded by 6 p. m. that date, making a twenty-four hour service between Mobile and the warehouse of Mr. Hodo at Amory.

The train in which this shipment moved is known to Frisco employes at Amory as "The Lindbergh Special" and is proving worthy of its name.

Unanimous decision to organize a baseball team among members of the Frisco Employes' Club of Fort Worth and to assist in supporting the team was reached by the club during an open meeting, March 8, in the office of the vice-president and general superintendent of Texas Lines of Frisco Lines. The team will be entered in the Twilight League at Fort Worth.

Financing will be in part by means of voluntary donations by club members and it is estimated by the club that approximately $125 will be needed to carry the team through the season. Twenty-five dollars fee is needed to enroll the team in the Twilight League. All money collected for the financing of this team will, for the present, be carried in the club treasury and a strict accounting of this money will be made. The club has fourteen baseball uniforms that were purchased for the team a season or two ago and this materially will lessen the amount needed for the team.

Girls' Club of Springfield

In order to entertain the presidents of the Girls' Club of Chaffee, Mo., and the Girls' Club of St. Louis, the Girls' Club of Springfield held its monthly luncheon on March 5, at the Ontra, Springfield, at 12:15 p. m., March 5, the day the presidents of all Frisco Girls' Clubs were in Springfield for a meeting. Miss Marie Arnold, president of the Club of Springfield, planned the luncheon.

Other guests of honor included; Mr. J. R. Koontz, vice-president in charge of traffic; Mr. S. S. Butler, general freight traffic manager; Mr. E. H. Bunnell, comptroller and Mr. J. W. Nourse, general passenger agent, all of St. Louis.

Following the luncheon, Miss Arnold introduced the presidents of the St. Louis and Chaffee clubs, who made a short address, which was followed by short talks by Messrs. Butler, Bunnell and Nourse.

Miss Marjorie Risser, of the Girls' Club of Springfield, presented a vocal and whistling solo, accompanied by her mother, Mrs. Rose Risser. Her numbers were well received.

Vernon, Texas

A roundtable discussion of traffic solicitation comprised the principal business of the meeting of the Frisco Employes' Club of Vernon, held at the roundhouse, February 7.

The meeting was called to order by J. P. Donahue, roundhouse foreman, president of the club, who turned the meeting over to R. C. Canady, Enid, assistant superintendent of the Western division.

Speakers included: M. E. Mayes, engineer; C. S. Stewart, conductor; W. P. Leslie, conductor; I. N. Webber, Enid, brakeman; V. A. Sinclair, engineer; J. W. Lancaster, train baggageman; Mr. Donahue, roundhouse foreman; C. F. Staton, agent and club secretary; Mr. Canady, who stressed courtesy over the telephone, at the ticket window and over the freight counter; Dr. E. L. Moore (visitor), who said that he did not know before the meeting that the Frisco made such an effort to give the public what it wishes.

Wichita, Kansas

The Frisco Employes' Club of Wichita held its first 1928 banquet February 20 at the Wichita Club. The attendance was large and the meeting was voted "a huge success". Traffic solicitation was the subject of the talks.

Visitors were: E. F. Tillman, Springfield, Mo., general livestock agent; E.

E. Carter, Neodesha, Kansas, assistant superintendent of the Northern division, and R. A. Mahaney, agent; T. W. Ralston, foreman, and F. S. Matlock, baggageman, all of Augusta, Kansas.

S. P. Haas, Wichita, general agent, toastmaster, suggested that each one present introduce himself, and each gave his name, occupation and at what city employed. Talks were made by Messrs. Tillman, Carter, H. E. Morris, Haas, A. Vermillion, M. Calvert, Mahaney, B. G. Morgan, H. H. Grimes, S. B. Ramsey, F. R. Walker, F. W. Archer and E. C. Fuson.

Mr. Tillman told of the care which the crew of a stock train and himself recently gave a cattle shipper who was taken ill while accompanying a shipment of cattle to market. This care resulted, said Mr. Tillman, in this shipper routing several carloads of cattle via Frisco, although the shipper's ranch is located nearer a competing line than to the Frisco.

Mr. Carter suggested that each member resolve to solicit at least one carload of freight a month. Mr. Morris told of track improvements that were being made to facilitate loading and unloading of freight. Mr. Mahaney said that Frisco service is equal to that of any other railroad. He said that traffic solicitation should be practiced in all departments of the Frisco. Mr. Grimes said that the two most important factors in obtaining and holding business are service and courtesy. Mr. Vermillion told of an incident in his department where, if quick action had not been taken, a complaint would have been made. Others told of what they were doing to help obtain more business and give better service. Employes at Wichita, it was said, are "showing a decided improvement in the interest of freight and passenger solicitation."

Muskogee, Okla.

The Frisco Employes' Club of Muskogee held a regular business meeting, February 13, at the freight house. Because of rain only sixteen members and one visitor were present. Truck competition was discussed at length.

Lawton, Okla.

Freight and passenger traffic solicitation were discussed by members of the Frisco Employes' Club of Lawton, Okla., March 9.

Speakers included: Lester Shrader, claim clerk, president; S. D. Leggett, agent; Charley Harden, of the mechanical department; T. A. Cardwell, conductor, who spoke on solicitation of less-carload freight; Harry Rooney, who spoke of what conductors can do to make friends with customers by placing freight cars at way stations where patrons want them.

1928 --- Important Conventions --- 1928

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

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

Mystic Shrine	Miami, Fla.	May 1-3
U. S. Chamber of Commerce	Washington, D. C.	May 7-10
United Confederate Veterans	Little Rock, Ark.	May 8-11
Presbyterian Ch. in the U. S. (So.)	Atlanta, Ga.	May 17
Presbyterian Ch. in the U. S. (No.)	Tulsa, Okla.	May 22-24
Natl. Editorial Association	Memphis, Tenn.	May 23-June 9
Cooperative Club, International	Memphis, Tenn.	May 23-25
Genl. Federation of Women's Clubs	San Antonio, Texas	May 29-June 6
Natl. Electric Light Ass'n.	Atlantic City N. J.	June 4-8
Loyal Order of Moose	Mooseheart, Ills.	June 4-6
Natl. Ass'n of Credit Men	Seattle, Wash.	June 10-15
Natl. Ass'n of Real Estate Boards	Louisville, Ky.	June 11-15
American Medical Association	Minneapolis, Minn.	June 11-15
Traveler's Protective Association	Oklahoma City, Ok.	June 11-16
Natl. Ass'n Retail Grocers	New Orleans, La.	June 11-14
Junior Chamber of Commerce of U. S.	San Antonio, Texa	June 13-16
Natl. Republican Convention	Kansas City, Mo.	June 12-16
Kiwanis International	Seattle, Wash.	June 17-21
Natl. Ass'n. Master Plumbers	Memphis, Tenn.	June 19-21
Rotary International	Minneapolis, Minn.	June 18-22
Natl. Democratic Convention	Houston, Texas	June 26
Disabled Amer. Vet. of World War	Denver, Colo.	June 24-30
Natl. Education Association	Minneapolis, Minn.	June 2-7
Baptist Y. P. U. of America	Kansas City, Mo. or Springfield, Ill.	July 4-8
Intl. Advertising Association	Detroit, Mich.	July 8-12
B. P. O. E. Grand Lodge	Miami, Fla.	July 9-12
Lion's International	Des Moines, Iowa	July 10-13
Knights Templar	Detroit, Mich.	July 16-19
Fraternal Order of Eagles	Los Angeles, Calif.	August
Veterans of Foreign Wars	Indianapolis, Ind.	Last of Aug. or 1st of Sept.
I. O. O. F.	Montreal, Quebec	Sept. (Tent.)
American Legion	San Antonio, Texas.	Oct. 8-12, Inc.
United Spanish War Veterans	Havana, Cuba	Oct. (Tent.)

Girls' Club of St. Louis

The Dramatic Club of the Frico Girls' Club of St. Louis gave its first public performance, February 17, in the recital hall of the Baldwin Piano Company before one hundred members of the club.

The club, consisting of twelve members, has been under the direction of Miss Lydia Peterson, secretary to C. H. Morrill, assistant to vice-president in charge of traffic, and has been organized since October 14.

"This Is So Sudden", a farce in one act, was the first number given, and the cast was as follows: Gertrude, Florence and Marie, bachelor girls, impersonated by Misses Ruth Hallenberg, Leonora Gavin and Virginia Leshy; Helen, a woman of the world, Eleanor E. Finn, and Margaret, a society girl, Margaret Leahy.

Between this play and the second Miss Evelyn Kiessling presented two charming readings, "The Shaving of Jacob" and "In the Usual Way".

"The Lamp Went Out," the second presentation, a pantomime, was highly amusing. The parts were taken as follows: the heroine, Evelyn Kiessling; the hero, Virginia Leahy; the heroine's mother, Louise S. Gibson; the villain, Beulah Bulger, and a reader, Lydia Peterson.

At this writing, the Frisco Girls' Club of St. Louis is planning a luncheon for March 30, at the American Hotel.

Guests were to be Mr. F. W. Young, paymaster, of St. Louis, who celebrated his forty-sixth year of service on March 10, and Mr. T. U. Young, of the president's office. Two special numbers by the Choral Club, and the

farce, "This Is So Sudden" will be presented. Approximately 225 tickets have already been sold for the luncheon.

Dacoma, Okla.

Employes from many points on the Avard (Okla.) sub-division of the western division discussed courtesy and traffic solicitation and held a supper in the waiting room of the depot at Dacoma, February 29. The total attendance was forty-one, of which twelve were women visitors, of Dacoma.

On request of various agents on the Avard sub, R. C. Canady, Enid, assistant superintendent of the western division, was chairman of the meeting. He spoke on traffic solicitation and accident prevention. Other speakers included: C. E. Gourley, joint Frisco-Santa Fe agent at Avard; W. R. Wilson, agent at Carmen; J. Sims, section foreman at Goltry; F. C. Les, agent at Goltry; F. K. Shrock, agent at Carrier; G. W. Lewis, lumber man of Dacoma, a strong booster for the Frisco; J. J. Hood, agent at Dacoma; W. N. Patterson, roadmaster on the Avard Sub; T. F. Jones, roadmaster on the Enid-Hobart Sub; P. G. Whitson, operator, Enid.

At 10 o'clock, the ladies, supervised by Mrs. Hood, wife of the agent at Dacoma, Mrs. R. A. Heady, wife of the section foreman at Dacoma, and Mrs. J. E. Reames, wife of the pumper at Dacoma, announced that supper was served.

Hugo, Okla.

A social meeting was held by the Frisco Employes' Club of Hugo, February 16, at the American Legion Hut. A short business meeting preceded the social program. The latter was attended by approximately 275 persons, including Friscoans from Ft. Smith.

The entertainment program was as follows: Address of welcome, X. R. Campbell, trainmaster; response, E. L. Collette, division engineer; vocal solo, Miss Alpha Walsh; reading, Miss Mary Oneil; piano solo, Miss Francile Harrison; duet, Miss Signa Reese and C. Nicholson; reading, Miss Vivian Resigner; vocal solo, J. L. Brindley; vocal quartet, Mrs. J. Sprindley, Mrs. D. Stovall, Mrs. N. Blakney and Miss Alpha Walsh. Dancing followed, to music by the Hugo Joymakers Orchestra.

Punch was served throughout the evening by the little Misses Dick and Roberts, daughters of J. O. Dick, agent, and M. K. Roberts, conductor, respectively.

Kansas City, Mo.

The Women's Auxiliary to the Sunnyland Club of Kansas City, was organized on Friday, January 27, at the home of Mrs. John Burch, 3227 Jefferson Avenue, with twenty-three ladies present at the first meeting.

Since that time this organization has given two affairs, a Valentine dance on February 14 at La Fiesta Hall, and a business meeting and card party on April 10th at the Odd Fellows Hall.

Officers of the organization are, Mrs. M. B. Scotten, president; Mrs. B. J. Gleason, vice-president; Mrs. John Burch, secretary and Mrs. Linderman, treasurer.

This organization has grown since its initial meeting and now includes practically all of the wives and daughters of the employes, who have pledged their support to secure passenger and freight routings for Frisco Lines.

Largest March Meeting

Approximately 2,500 persons attended the St. Patrick's Day celebration given at the Abou Ben Adhem Shrine Mosque, Springfield, the night of March 17 jointly by the members of that Shrine, the Frisco Men's Club of Springfield and the Frisco Girls' Club of Springfield. The Shriners were the hosts.

The address of welcome was by W. J. Craig, potentate of the Shrine. The response was made by C. J. Stephenson, assistant to the general manager, Springfield, who was also master of ceremonies. The address of the evening was by Mr. J. E. Hutchison, vice-president in charge of operation, St. Louis, who spoke on the advantages to be gained by closer co-operation between employers and employes by means of the Frisco employe's clubs.

The entertainment program was as follows:

Organ solos, Miss Nell E. Ross; piano solo, Miss Amy Marie Sivewright; dances by Margaret Jones. Annetta O'Bryant, Virginia Martin. Thelma Smith, Pauline Henry and Beatrice Brim, all pupils of Miss Anna Louise Horn-Bostel; violin solos, Joseph Coppage; dancing to music by Burch's orchestra.

Out-of-town Frisco employe visitors included: Jack Burch and H. J. Holt, Kansas City; H. W. Wilson, Miss Dorothea Working, Margaret Hendricks and Marie Hayden, Fort Scott; Fay Warren, Arrell Warren, Neva Warren, Mrs. G. R. Warren, Tulsa; Charles Cole, Sapulpa; C. H. "Uncle Charley" Baltzell. St. Louis.

Fort Smith, Ark.

The Frisco Employes' Club of Fort Smith held a business meeting and a St. Patrick's Day party the night of March 17 at the Grotto Hall.

Proposed by-laws for the club, as drawn up by J. G. Weaver, J. F. Foster and H. B. Stierwalt, were read and adopted. E. E. Carlock, president of the club, gave a brief talk of the first annual meeting of club presidents, held at Springfield, Mo., March 5. Harry Harrison, of the accident prevention department, talked on accident prevention, traffic solicitation and courtesy. S. T. Cantrell, superintendent of the Central division, addressed the club briefly on co-operation. The next meeting will be held [illegible] of doors, it was stated.

The following program was then presented:

Solo, J. Kemp Johnson; Irish folk dance, Miss Ruth Ellen Morgan; solo, Thomas N. Holcombe. Refreshments were served and the remainder of the evening was spent in dancing and card playing.

Approximately twenty-five persons from Hugo, consisting of employes and their guests, attended.

Sapulpa, Okla.

Organization of the Greater Traffic Committee of the Frisco Employes' Club of Sapulpa was effected at the club's business meeting, held March 13, at the Y. M. C. A. Charles Cole, switchman, was elected chairman; A. G. McDowell, switchman, vice-president, and the following associate members: Ed. Brodie, conductor; V. P. Couch, engineer; L. O. Thompson, electrical engineer; J. O. Thompson, engineer; F. Andre, brakeman; O. T. Hutt, brakeman; W. B. Steelman, conductor, and C. T. Wade, brakeman. The chairman was instructed to make plans for the work of the committee.

The following committee was appointed to draw up by-laws for the club: Charles Cole, J. L. Porter and J. H. Hood.

Oklahoma City, Okla.

A combined business and social meeting was held by the Frisco Employes' Club of Oklahoma City, March 8, at Bohemian Hall. Sixty-five persons were present, including families of members. D. L. Estes, president, in commenting on the first annual meeting of presidents of Frisco Employes' Clubs, held at Springfield, Mo., March 5, said he was proud of being connected with the Oklahoma City club, as this club was one of the first employes' clubs formed on the Frisco.

G. Buffington, commercial agent, Oklahoma City, in a short talk gave pointers on traffic solicitation and

after the close of the business session bridge and bunco were played. High scores went to Mrs. P. C. Crosby and Mrs. C. P. Dorris.

A business and social meeting was held by the Frisco Employes' Club of Oklahoma City, February 23, at Bohemian Hall. The weather was cold and attendance was not as large as was expected.

D. L. Estes, club president, read letters showing traffic solicitation success achieved by a number of members of the club.

A circular letter from B. W. Swain, Oklahoma City, general foreman, and addressed to "All roundhouse and car department employes and families," urging them to report all freight and passenger prospects, was read.

The entertainment program included vocal solos by Clara Fountain; a reading by Brownie Mallory, Jr.; a vocal solo by Ula Floyd, and dancing to music played by M. C. Aikens, pianist, and William Spratley, violinist.

Joplin, Mo.

All the officers of the Frisco Employes' Club of Joplin were re-elected March 15 to serve their second term of six months. Officers of this club are elected for six months. Despite a severe storm twenty-five employes attended the meeting. E. D. Moxton, chief clerk, local freight office, is president of the club.

Decision was reached at this meeting to hold a banquet April 16 at the Methodist Church, South, Seventh and Moffett. Families of members also will attend.

This club was formed February 8, 1927, and is one of the oldest of the Frisco Employes' Clubs.

Traffic solicitation was the subject of talks delivered during the meeting of the Frisco Employes' Club of Joplin, February 15, in the freight office, the two principal speakers being M. J. Conley, division freight agent, and F. R. Newman, division passenger agent, both of Joplin. The speaking followed a basket supper.

Birmingham, Ala.

Appointment of an entertainment committee, discussion of the theatre party to be held April 2 at the Ritz theatre and of the annual picnic to be held in July comprised the principal business of the meeting of the Frisco Employes' Club of Birmingham, held the morning of March 16 in the office of J. W. Skaggs, superintendent of terminals.

C. J. Thompson was appointed chairman of the entertainment committee and he selected the following assistants: Miss Mae Dudley, Miss Eunice Hagerman, Mrs. Launa M. Chew, L. T. Hatcher, W. W. Lane and Arthur Lawson.

The club voted to invite to the annual picnic the clubs at Amory, Carbon Hill and Dora, as well as all employes on the Birmingham sub.

Cape Girardeau, Mo.

Twenty-six members of the Frisco Employes' Club of Cape Girardeau attended the meeting of the club held March 19. Appointment of committees, by John F. Neal, president, and discussion of plans for a benefit picture show, to raise a club fund, was the principal business.

The committees were appointed as follows: Traffic and solicitation—A. Forman, chairman; Clay Smith, C. G. Moeder, W. G. McGraw, J. T. Pearson, Emil Sebastian and William Gregoty; entertainment — Inez Lail, chairman; D. H. Hawkins, William Rueskamp, Robert Kammer, J. N. Clark and W. C. Watkins; by-laws—E. Sebastian, J. S. Loyd and Ralph Burge. J. T. Hulehan, general agent, Cape Girardeau, a visitor, talked on traffic solicitation and this was followed by a general discussion of the subject.

Meetings will be held the first and the third Mondays of each month.

Memphis, Tenn.

A St. Patrick's Day dance and bunco party was held the night of March 16 by the Frisco Employes' Club of Memphis. Mr. M. M. Sisson, assistant general manager of the Frisco, Springfield, Mo., was the guest of honor.

Prizes were awarded as follows: Miss Doyle made the high score for

(Now turn to Page 22, please)

Frisco's Largest Yards Opened April 1 at Yale, Tennessee

Above: Roundhouse engine entrance.

Below: The machine shop.

Above: Rear view of roundhouse. At Left and Below: Two views of the Hollyford road viaduct which will span the yards, nearing completion when the pictures were taken.

THE Frisco Railway's Yale (Tenn.) Yards, one of the finest plants in the south, and the largest on Frisco Lines, costing approximately $1,450,000, under construction for a year and to employ, eventually, 2,000 men, was opened for business April 1, together with a machine shop, roundhouse, engine repair shed, car building shop, freight office building and switching humps.

This immense project marks the consolidation of three Frisco yards: the old Yale yards, the Georgia Street (Memphis) yards, and the Harvard, Ark., yards.

The new plant is in preparation for the great volume of business which will accrue to the Frisco with the opening, about June 15, of the Frisco's line to Pensacola, Fla., the first gulf outlet of the road. The yards also will facilitate freight movement at Memphis and to and from connections in the southeast.

The most modern facilities for engine servicing are included and engines can be given water and fuel and the fireboxes cleaned all from one series or pits, which does away with the necessity of moving engines about for this work.

With the exception of the engine roundhouse, all the buildings in Yale Yards are of concrete, steel and sheet metal.

The water supply for the yards is from artesian wells and is the finest obtainable in the Memphis territory.

The section served by the Hollyford Road is expected to develop rapidly, partly by the establishing of homes there by employes at the yards, now that the immense Otey avenue viaduct has been built by the Frisco across the Yale Yards.

Roundhouses and shops in the Georgia Street Yards will be dismantled, part for removal to Yale and part for salvage. Most of the Harvard trackage will be ripped up for salvage. The only switching to be done there in the future will be interchange of cars with the Rock Island.

ANOTHER FRISCO BOOSTER

Fast time made on the Frisco from St. Louis to Cape Girardeau, Mo., by a car of laundry machinery shipped by the American Laundry Machinery Company, Cincinnati, to Bryan Laundries, Inc., Cape Girardeau, is praised by George L. Westgate, of the Cincinnati concern, in a letter he wrote recently to Chester C. Kratky, St. Louis, chief clerk to President J. M. Kurn, of the Frisco. The letter:

"On February 23 we had a shipment going to the Bryan Laundries Inc., Cape Girardeau, Mo., of one carload of laundry machinery. We could not get this car loaded on Thursday in time to have this shipment moved on your night train to Cape Girardeau and you forwarded this shipment on your freight No. 835 which leaves St. Louis about noon Friday.

"I want to take this opportunity of complimenting you and the Frisco Railroad for getting this shipment through on record time. The shipment was received by our customer Friday night, our engineer arrived on the job Saturday morning and this equipment was in operation Monday morning. This is certainly wonderful service and at any time in the future I can ship machinery over the Frisco Railroad I will sure take advantage of your wonderful service and personal attention which you gave us at that time.

"Wishing you and the Frisco Railroad unbounded success, etc."

Frisco Trains Run 97.5% on Time, Report Shows

FRISCO Lines passenger train performance for February was "exceptionally good," to quote F. H. Shaffer, general manager, 5,343 of the 5,478 trains operated, or 97.5 per cent, maintaining schedule or making up time, according to the monthly comparative report issued from the office of the general manager, at Springfield, Mo. This is the highest percentage for any month since for some time prior to June, 1926.

"It is gratifying to note," said M. M. Sisson, assistant general manager, that "the Western, Central, Northern and River Divisions reached (during February, 1928) a percentage of 98 or better."

The comparative statement for February, 1928, follows:

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Feb. 1928	Feb. 1927	Feb. 1926	Feb. 1928	Feb. 1927	Feb. 1926	Feb. 1928	Feb. 1927	Feb. 1926	Feb. 1928	Feb. 1927	Feb. 1926
Western	203	196	196	202	190	191	99.5	96.9	97.4	1	4	4
Central	530	560	672	524	555	666	98.9	99.1	99.1	2	1	1
Northern	1248	1204	1372	1227	1178	1345	98.3	97.8	98.0	3	3	3
River	980	821	773	960	812	763	98.0	98.9	98.7	4	2	2
Southwestern	870	784	784	849	698	752	97.6	89.0	95.9	5	7	5
Southern	810	756	782	788	724	745	97.3	95.8	95.3	6	6	6
Eastern	605	588	720	563	566	665	93.1	96.3	92.4	7	5	7
Total Operated	5246	4909	5299	5113	4723	5127						
Per Cent Operated							97.5	96.2	96.8			
Texas Lines	232	224	168	230	176	155	99.1	80.0	92.3			
Total for System	5478	5133	5467	5343	4899	5282						
Per Cent Operated							97.5	95.4	96.6			

PRAISES A FRISCO METHOD

The Frisco car sanitation method is cited by Myron Lyman, in a letter written by him and appearing recently in the Birmingham (Ala.) News' column, "The Voice of the People," as an example that could be followed by a railroad (not named) at Birmingham.

The letter reads:

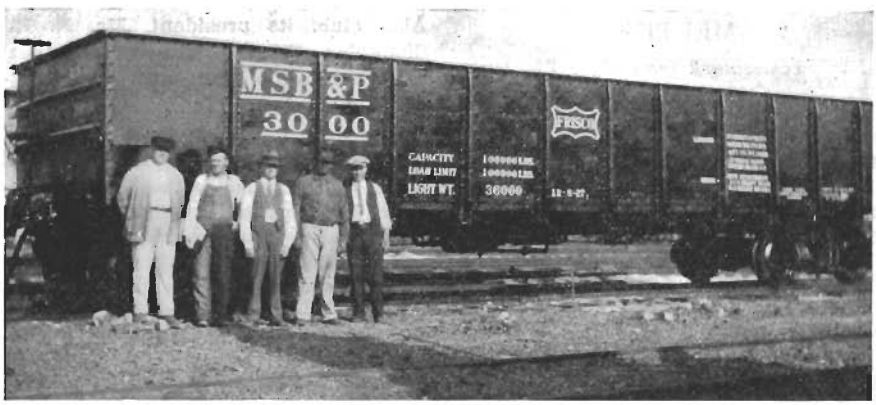
"I have passed through Birmingham a number of times and have wanted to call the attention of the station-master to the very extremely distasteful and unhealthy conditions attendant upon sweeping out the day coaches while the train is in the station. A big negro enters with a big broom and starts a young cyclone down the aisle—'swish-swish' a cloud of dust, old newspapers, remains of lunches and dry spit rush down the aisle. Very often a number of through passengers are eating a hurried breakfast, drinking a cup of coffee—the sweeper lays a pall of dust over the breakfast. As if to add insult to insanity the old woman comes along with her turkey-tail (duster) and beats 'heck' out of the cushions. So the passengers get a free distribution of germs while they wait. Why not use a push brush, like the Frisco uses? Then there will be no dust or dangerous germs served the passengers."

EASY

"Pa, what is an income tax?"

"Anything we buy at the present prices, my son."

At Bottom of Bay for Seven Years



WHILE attempting to dock during the storm of June 18, 1920, at the M. S. B. & P. Railroad Company's Pier No. 3, the Steamship John Adams plowed through the dock, dragging down the outboard part of the dock containing 13 cars of lumber and 9 cars of export coal, three parallel tracks on the outboard part of dock and 500 feet of rail on trestle part approach to the outboard dock.

This ship also sank several small vessels which happened to be in its path during the rampage and damaged Pier No. 2 and finally went ashore near Baylen Street wharf. The ship was coming to the M. S. B. & P. docks for 12,000 tons of coal and caused the damage in docking, due to there being such a hard rain that objects could not be seen but a few feet ahead. The accident occurred at 9 p. m. the night of June 18.

These cars rested at the bottom of Pensacola Bay for a period of seven years and in the month of July, 1927, they were raised, the good and useable material taken from each and six of the 22 cars were reconstructed and made fit for service. They were numbered M. S. B. & P. 3000, 3001, 4000, 4001, 5000, 5001, and were placed in service December 14, 1927.

The men standing beside one of the rebuilt coal cars are, from left to right: Mr. J. R. Hirsch, general foreman; Mr. G. Lynn, piecework checker; Mr. A. N. Beck, storekeeper; Mr. G. P. Pittman, car foreman and Mr. O. O. Oleson, chief clerk to general foreman.

Rough Handling Damage Decreases 16.3 Per Cent January and February

DURING the first two months of 1928, as compared with the first two months of 1927, there was a decrease of 16.3 per cent in the number of freight cars damaged by rough handling, but an increase of 27.7 in the amount of damage, according to the monthly comparative statement on this subject issued by the office of car accountant, Springfield, Mo., March 8.

The report further shows that the per cent increase in the number of freight cars handled per car damaged was 23.2. The report follows:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926
TERMINALS															
Springfield	....	2	4	.....	$ 725.00	$ 655.00	117,401	113,894	125,951	.....	.0018	.0032	1	1	2
Birmingham	9	6	1	$ 615.00	375.00	40.00	119,296	125,486	142,153	.0075	.0048	.0007	2	2	1
Tulsa	12	8	41	705.00	1,130.00	706.00	138,760	95,820	135,235	.0086	.0083	.0303	3	3	4
St. Louis	11	15	5	269.00	190.00	104.00	114,252	113,513	116,510	.0096	.0132	.0043	4	4	3
Kansas City	13	34	53	386.00	717.50	1,729.00	123,952	107,746	112,110	.0105	.0316	.0473	5	6	6
Memphis	21	32	74	1,284.00	1,048.00	4,142.70	153,541	146,235	219,170	.0137	.0219	.0338	6	5	5
Total	66	97	178	$ 3,259.00	$ 4,185.50	$ 7,376.70	767,202	702,694	851,129	.0086	.0138	.0209	..	..	..
DIVISIONS															
Western	....	....	....	.....	.....	.....	35,639	39,741	34,941	.....	.....	.....	1	1	1
Southwestern	3	....	51	$ 160.00	.....	$ 1,394.00	161,552	184,326	184,501	.0019	.....	.0276	2	1	7
Eastern	3	2	5	730.00	36.00	100.30	122,809	122,731	133,807	.0024	.0016	.0037	3	2	4
Central	3	3	1	65.00	135.00	15.00	62,508	64,942	67,185	.0048	.0046	.0015	4	3	2
Southern	9	8	4	203.00	82.50	75.00	145,280	152,862	168,943	.0062	.0052	.0024	5	4	3
Northern	23	25	7	1,602.00	706.00	181.50	161,247	152,400	169,442	.0143	.0164	.0041	6	6	5
River	13	11	9	583.00	640.00	266.00	65,614	67,340	74,284	.0198	.0163	.0121	7	5	6
Total	54	49	77	$ 3,343.00	$ 1,599.50	$ 2,031.80	754,649	784,342	833,103	.0072	.0062	.0092	..	..	..
Texas Lines	3	1	2	815.00	25.00	20.00	22,488	11,588	24,850	.0133	.0086	.0080	..	..	..
Total System	123	147	257	$ 7,417.00	$ 5,810.00	$ 9,428.50									

CLUB PRESIDENTS IN MEETING

(Continued from Page 7)

men agreed that accident prevention should be one of the slogans of each and every club.

Uniform membership cards were adopted for each club, patterned after the card now in use by the Amory, Miss., club, and these cards are now being printed and will be sent to each club president as a gift from the central committee.

Mr. S. S. Butler, general freight traffic manager and Mr. Chester C. Kratky both addressed the meeting. Mr. Butler spoke particularly on developing in the ranks of the Frisco Clubs salesmen who might sell Frisco transportation. He also dwelt at length on the importance of personal contact, and courtesy in dealing with the public.

"I believe we have the best morale of any railroad in the country, right here on the Frisco. I believe departmental lines have been more completely eliminated than ever before and that every man, woman and child is working in the interest of the company," he said.

Mr. Kratky, chief clerk to our president, brought the personal greetings of President Kurn, who sent word to the club presidents that he was intensely interested in their progress and no one person wished them more success than he.

Stressing the activity of the Dora, Ala., club, its president, Mr. N. R. Chamblee, Frisco engineer, said that the Dora Club had not overlooked much since its organization, although there were only about 35 employe members. "We have been getting some long hauls, where before our club was formed, we only got the short ones. We are working daily and enthusiastically. My idea of getting business is to give service."

Mr. J. O. Armstrong, president of the Fort Scott Club, received a hearty round of applause, when he mentioned that each and every one of the club presidents should stress the fact that we must be more courteous to the public and to our fellow employes. "Courtesy is not something you can buy—it comes from the inside and if we are not courteous to each other in talking over the telephone, meeting each other in the office, handling our business each day, we will never be courteous to the fellow outside. Practice courtesy. Get that family feeling. Work with each other."

Mr. J. J. Charles, conductor at Monett and president of the club of that city, reported a membership of over 1,000 in his Monett Club. "I do not believe that we have a disloyal employe in the city of Monett. We have eliminated departmental differences as far as social affairs are concerned," President Charles said.

As to the Girls' Clubs of St. Louis, Miss Loretto Connor of the St. Louis Club said: "We have a membership of 265 girls and an average attendance of not less than 225 at each meeting. Our first social affair placed over $600.00 in our treasury. We have in our club our smaller organizations and clubs such as choral, swimming, dramatic and others, with each club supporting its own organization. We have a charity committee which first functioned at Christmastime and we distributed thirty-six baskets to the poor. The welfare of our club is intimately identified with the prosperity of the Frisco, and I dare say you could not find a more loyal group of employes on the system."

Miss Marie Arnold of the Springfield Girls' Club reported a membership of about 275, with an average attendance of 135. The Springfield Club has the inter-clubs, all progressing nicely, and the finances of the club are handled by social events. A recent bridge party netted the club $125.00, which they use to defray expenses of the club.

Miss Ila Cook, of the Chaffee Girls' Club, reported that the Chaffee Club had only had one meeting, but were to have a big meeting in March. She said that there was a great deal of enthusiasm among the girls, and now that the men's clubs were being formed on the River division, there would be some friendly rivalry between the two.

AUXILIARY SECRETARY

MISS SUSIE S. FISH

Miss Susie S. Fish of St. Louis, served ably as secretary of the auxiliary to the Veteran Employes' Association during 1927. She occupies the position of secretary in the comptroller's office and has had thirty-seven years service with the Frisco Lines, having served as secretary to the late Mr. Alexander Douglas for almost twenty years.

She is a member of The Town Club, the Civic Music League, the Musicians' Guild and the League of Women Voters of St. Louis, and is an enthusiastic worker in the Frisco Girls' Club.

In the January number of this *Magazine*, President Boyd called attention to the comparatively small percentage of employes with twenty or more years' service who were actually enrolled as members of the Veteran Employes' Association.

"I am sure," Miss Fish said, "that if those who are not members would decide to join and go to the Reunion at Springfield this year, they would feel fully repaid and would realize what they had missed by not attending in previous years. I can speak from experience as a member, both of the Association and of the Auxiliary to the Association, last year being my first attendance at a Veterans' Reunion.

"We should have representatives from all parts of the system. The one half desires to meet the other half, so to speak. The members and officers of the Auxiliary are very anxious that the women of the families of all veterans get together at all points on the line and urge the veterans to join the Association so that they, in turn, may have the benefit and pleasure of meeting with the ladies in their special meetings at the reunion. Please allow me to suggest that any woman who feels the least urge, appoint herself a committee of one to see some other woman and thus spread enthusiasm through the different communities and insist on veterans attending the Springfield meeting and bringing their families with them."

Engineer J. G. Taylor Honored

When Mr. J. G. Taylor, front row, center, in overcoat, special engineer at the Reclamation Plant, Springfield, Mo., was retired January 31, he was presented at noon that day with a beautiful monogrammed leather billfold as a token of esteem from his fellow workers.

Back row, left to right: K. C. Bean, shop accountant; H. G. Woods, shop clerk and J. J. O'Brien, messenger.

Middle row: W. A. Mongold, timekeeper; H. T. Palmer, agent H. E. Brown, chief clerk; L. A. Zoller, shop checker and J. W. Adams, blacksmith foreman.

Front row: W. M. Delt, general yard foreman; C. S. Smith, dead freight agent; Miss Lena M. Schmitt, stenographer; Mr. Taylor; Mr. L. J. Leysaht, superintendent of the Reclamation Plant; J. W. Thompson, general foreman, and J. Burt, yard foreman.

LADY PASSENGERS PLEASED

"Please accept the grateful appreciation of the entire group of Congregational women, who went to Springfield on February 7", writes Mrs. John H. Kitchen of Kansas City to Mr. Giffee, city passenger agent at Kansas City, Mo.

This special party consisting of 19 people, moved in a special coach on No. 107, Kansas City to Springfield, February 7, and extra sleeper on No. 104 Springfield to Kansas City, February 9.

"We all felt we were in reality the guests of your road. Your going down with us only added to our pleasure, and it was a gracious thing for you to do. In so expressing myself, I am only voicing the opinion of every woman who was in our party," the letter said.

SOUTHWESTERN WINS CUP

The mechanical department accident prevention merit cup, awarded quarterly to the divisional mechanical department having the least number of accidents for the preceding quarter year, was won for the last quarter of 1927 by the mechanical department of the southwestern division and was presented to the winner the night of March 12 at the meeting room of the West Tulsa local of the Frisco Association of Metal Crafts and Car Department Employes. This was the second consecutive time the southwestern division mechanical department has won the cup.

The presentation was made by Z. B. Claypool, assistant director of accident prevention, Springfield, Mo. Owing to the illness of R. B. Spencer, division master mechanic, Sapulpa, J. S. Jowers, general car foreman, accepted the trophy.

Speakers included: Mr. Claypool; O. L. Young, superintendent terminals, Tulsa; Harry Harrison, accident prevention agent, Sherman, Texas; Jack Gillogly, Tulsa, state supervisor of the Moose; A. L. Sasser, chairman of the West Tulsa Local; R. L. Beckwith car foreman, West Tulsa; George Tolley, federal inspector of locomotives, Oklahoma City.

Huge Shipment of Cotton Planting Seed Handled in Frisco Equipment

Perhaps the largest single shipment of pedigreed cotton planting seed ever made, was the solid train of twenty-five cars shipped via Frisco Railway from Wilson, Ark., February 4, by Lee Wilson & Company, of Wilson, one of the foremost breeders of cotton planting seed in the South. The shipment was purchased by The American National Red Cross and consigned to various Louisiana points for distribution to cotton plantations damaged by the Mississippi River flood of last spring.

In the accompanying picture of the train, taken at Wilson, Ark., just before its departure, the man in the foreground in the center of the picture is Mr. R. E. Lee Wilson, of Lee Wilson & Company. The crew in charge of this train, Extra 4005 south, was as follows: A. W. Aubuchon, engineer; T. P. Johnson, fireman; H. R. Carle, conductor, and William Spencer, H. C. Montgomery and John Alsup, brakemen.

The seed was of the Wilson Type Big Boll variety, which has been developed especially for the Lee Wilson & Company plantations. The train contained 526 tons of this seed, which was purchased after careful investigation and upon recommendation of the Louisiana State University. The entire shipment consisted of seed descended from one stalk developed in 1919. The value of the seed was $100 a ton or a total of $52,600. This seed will grow about 60,000 acres of cotton.

The cars were assembled at Wilson by the Frisco at one day's notice. All the cars were of the same size and the same series. The entire consignment was loaded by Lee Wilson & Company in one day.

NEWS OF THE FRISCO CLUBS

(Continued from Page 17)

women and received a black silk bag. H. H. Johnson made the high score for men and won a box of cigars. Agent S. L. Oliver won the booby prize.

The entertainments by this club are creating much interest among employes of that region and their friends.

Muskogee, Okla.

The Frisco Employes' Club of Muskogee held, March 16, its first social meeting, which was attended by approximately 120 persons, including relatives of members. The meeting was held in the Knights of Pythias hall.

Talks were made by Waller Estes, president of the club; J. W. James, executive general agent, Tulsa, who spoke on "Relation of the Club to the Public"; C. K. Reiff, superintendent of schools, "Things That Endure"; R. L. Schoeneberg, zone auditor, Tulsa, "Club Organization and Its Purpose"; O. P. Reid; Fay Warren, president of the Tulsa club and Mrs. J. T. May, wife of the Frisco engineer.

The entertainment program included: "Butterfly Dance," Jonita Jordan, accompanied on the piano by Miss Eudora Gage; Song, "Among My Souvenirs," Mrs. T. E. Walker, accompanied by Miss Miriam Walker; song, "You Can Smile," A. J. Hamilton, accompanied by his wife; ukulele selections, Miss Eudora Gage.

Fort Scott, Kans.

Traffic solicitation was the subject of the talk delivered by C. O. McCain, general agent, Fort Scott, at the business meeting of the Frisco Employes' Club of Fort Scott, held March 1 in the office of the superintendent of the Northern division.

Each member was then called on to express his views as to the best methods to follow to obtain traffic and all responded. Mr. McCain distributed cards which gave information as to what the Frisco railway means to Fort Scott and adjacent territory and these cards will be presented to shippers and prospective customers. A list of prominent farmers and country shippers was read for the benefit of those who have the opportunity of calling on them. Form 2058, solicitation report, was distributed among the members present.

Blytheville, Ark.

The Frisco Employes' Club of Blytheville, Ark., organized February 24, held its second meeting March 15. The principal speakers were: J. B. Hilton, industrial commissioner, St. Louis; A. P. Matthews, assistant and general passenger agent, Memphis; W. H. Brooke, a foreman of the bridge and building department, and C. K. Sims, acting assistant superintendent of the River division, Chaffee, Mo.

Plans were discussed for a picnic late in the summer, in which it is expected the several clubs in this territory will participate.

Fort Worth, Texas

The Elks Club of Fort Worth was the scene of a gala event the night of March 3, when the Frisco Employes' Club of Fort Worth held a varied program, closing with dancing. The attendance was approximately 400, including members of families of club members.

A delegation of approximately fifteen members of the Frisco Employes' Club of Sherman, Tex., including its president, H. L. McDuffie, attended. Employes and their guests attended from Cresson, Granbury and Stephenville, Tex.

The program was as follows:

Piano solo, Miss Katherine Elkins; vocal solo, Miss Elizabeth Nelson; "Sunnyland" Minstrels, Miss Frances Williams, Bob Williams and E. V. Maxfield, assistant claim agent; violin solo, Miss Gwendolyn Dyke, accompanied by her sister, Diedrada; sword dance, Frances and John Strathdee; dancing, to music by the Texas Christian University Collegiates.

A. P. RALLY AT SPRINGFIELD

The accident prevention rally and entertainment held at the Pipkin Junior High School, Springfield, Mo., the night of February 24, was distinguished by addresses by Dan M. Nee, city attorney of Springfield, and Judge E. P. Mann, of Mann & Mann, Frisco district attorneys at Springfield, and by a varied entertainment program.

Mr. Nee spoke on "Public Safety", saying, in effect, that reckless and careless automobile drivers are as dangerous as gunmen and adding that Springfield soon will launch an accident prevention program.

Mr. Mann spoke on "Safety and Cooperation from an Attorney's Viewpoint". He declared that ninety per cent of accidents are the result of carelessness. Other speakers were: H. W. Hudgen, director, accident prevention, and Z. B. Claypool, assistant director, accident prevention, of Springfield, and Harry Harrison, Sherman, Texas, and J. W. Morrill, Pacific, Mo., Frisco accident prevention agents.

The entertainment program was as follows: Vocal solo, Miss Eloise Gardner, accompanied on the piano by H. L. Hoover; vocal quartet, "Sunnyland" Edgar Barnes and his gang; reading, Miss B. Watt; first aid demonstration, Boy Scouts, led by Allen C. Foster, scout executive, Springfield Council, Boy Scouts of America; selections, String Band, composed of Mr. and Mrs. Frank Pike and Messrs. Weed and Whyte; violin solo, Thomas Fuzzell, Jr., accompanied on the piano by Paul Swineford; "Yonder Years", musical selections, Charles Goods and Company; musical surprise, Fred Thies; selections, Hula Serenaders; "Everything Is Music", Mr. and Mrs. L. J. Gibbs. Incidental music was by Jess Smith's All Star Orchestra.

The committee which arranged the program was composed of members of the Frisco Association of Metal Crafts and Car Department Employes, as follows: M. L. Ryan, accident prevention supervisor, Frisco west shops, Springfield, chairman; T. J. Reynolds, Alex Watt, William C. Bush and Virgil Johnson, secretary, all of Local No. 1, Springfield, and Charles Melton, George Harp, George Walker and Lon Van Winkle, all of Local No. 2, Springfield, and C. E. Grundburg, of Local No. 1 (Springfield), Frisco Mechanical Supervisors.

Timid Householder (resourcefully, after discovering two burglars at work)—D-don't take any notice of me—I'm only w-walking in m-my sleep.

NEGRO A HERO

When he learned from his children that the Frisco railroad "had done broke in two" at Red Banks, Miss., February 29, Edwin Daniels, negro, of that place, in the absence of any other red cloth in the house, seized the red bureau cover, raced to the tracks and flagged down a local train.

The fast Kansas City-Florida Special, behind the local, was stopped by trainmen.

The negro's children had discovered a broken rail in the track and told their father of it.

R. B. Butler, Memphis, superintendent of the Frisco's Southern division, sent Daniels a letter of thanks for his action.

The Flower Program

The Frisco's flower program, to beautify stations along the Frisco Lines, and with the slogan, "A Flower Bed at Every Station", has been launched by Mr. Don B. Fellows, Frisco florist in the way of a flower questionnaire, which he has sent to agents, section foremen and others concerned.

According to Mr. Fellows, 530 of the questionnaires have been returned, asking that he furnish that many stations with bulbs and seeds for flower gardens for 1928.

"The Texas Lines folks are going to be hard to catch up with, if the other divisions on our railroad do not watch out," he said. "Last year there were only three requests for bulbs and seeds from the Texas Lines, and this year, to date, I have 44.

"No doubt, many Frisco agents and others are unable to care for a large garden, but could take care of a half dozen Canna bulbs. I am sure, if each of you will plant a small bed and take care of it, you will be amply repaid for all your efforts."

In referring to the questionnaires which he has received, he said: "The northern division heads the list with 86 requests. I wonder if, by chance, any of our good folks have any seeds or bulbs which they will not have room to plant. If so, this surplus can be used to good advantage on other divisions, and they can be mailed direct to me, through the station agent."

Mr. Fellows issues an appeal to all those interested in planting a flower bed, to have requests reach him not later than April 8, 1928, as it is his intention to finish all shipments by April 10.

404 PENSIONERS ON ROLL

More Than $1,250,000 Paid in Pensions Since Plan Began

FRISCO LINES had 404 pensioners December 31, 1927, of which 151 were pensioned because they had reached the age of 70 and 253 because they had become totally disabled, according to the 1927 annual report of the Frisco Pension Bureau prepared under the direction of W. D. Bassett, secretary of the bureau.

At the beginning of 1927 the pensioners totaled 393. During 1927, 50 persons were pensioned and 39 pensioners died. Thus the net increase of pensioners during 1927 was eleven.

The total pension roll for 1927 was $188,874, an average of $15,739.15 a month, as compared with the total of $180,680.70 for 1926. The average paid each pensioner in 1927 was $39.55 a month.

From the time the bureau was formed, July 1, 1913, to December 31, 1927, inclusive, pension payments totaled $1,250,086.67. In that period 693 persons were pensioned and 289 pensioners died.

As of December 31, 1927, the average age of pensioners retired because of having reached the age of 70 was 74 years, 10 months, the average length of their continuous service was 27 years, six months. As of December 31, 1927, the average age of pensioners retired on account of disability was 66 years, 7 months, and the average length of their continuous service was 29 years, 8 months. As of December 31, 1927, the average age of all pensioners was 69 years, 8 months, and the average length of the continuous service of all pensioners was 28 years, 10 months. The oldest pensioner, December 31, 1927, was 86 years and the youngest, 41.

Payments by Metropolitan Life Insurance Company to insured officers and employes of Frisco Lines for the month of February, 1928, totaled $19,997.37, divided as follows; total and permanent disability, supervisory group, $1,792.00; clerks, $415.52; shop group, $1,173.92.

Health and accident, shop group, $2,960.00.

Accidental death and dismemberment, (death claim) supervisory group, $4,000.00.

Death claims, supervisory group, $4,000.00; shop group, $5,655.93.

Habit is a cable; we weave a thread of it every day, and at last we cannot break it.—Horace Mann.

IS ELECTED EDITOR

RAYMOND LOZAR

Raymond Lozar, 20, son of W. J. Lozar, a machinist at the Springfield, Mo., roundhouse, is making rapid strides in his studies at Southwest Missouri State Teachers College, Springfield. He has gained considerable prominence as a writer of educational topics and recently has been elected editor of "The Southwest Standard," a periodical published by this college. He plans to become a teacher.

FRISCO HIGHLY COMMENDED

Speeds Large Number of Cars to West Texas Points

So scientifically and rapidly did the Frisco Lines recently handle a large number of cars of pipe consigned to the Atlantic Oil Producing Company, of Dallas, for delivery at various West Texas points that the oil company was able to unload and string the pipe in about two weeks' less time than the company had figured.

This, in effect, is the substance of a letter of commendation, written on January 19 to J. H. Doggrell, Springfield, Mo., superintendent of transportation, Frisco Lines, by Van B. Myers, of the oil company's traffic department.

"We certainly appreciate," states the letter, "this splendid movement and your co-operation in keeping us informed of the exact location of each car and the information furnished your connection as to the actual time of arrival at your junction.

"At any time in the future where it is consistent with our needs, we will certainly give the Frisco the haul."

For Meritorious Service

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

F. T. Conley, Kansas City, conductor, left his train, No. 103, at Golden City, Mo., the morning of February 6, when he ascertained that Extra 4106 was caught between Trains 103 and 106 between Lockwood, Mo., and Golden City on account of having to flag block 1548, and walked about a mile until he met the flagman of the extra, who was flagging to Golden City against 103, saving considerable delay to Trains 106 and 103. Mr. Conley has been commended.

W. J. O'Neil, Monett, and O. H. Matheson, Joplin, engineers, early in February re-railed Engine 4101 so skillfully that they have been commended.

A. S. Bridwell, Monett, engineer, while on Train 316, February 9, discovered outside ball on rail on curve at Red Plant, Mo., broken, and arranged to have section men notified. Mr. Bridwell has been commended.

I. H. Lane, engineer, Fort Scott, Kansas, discovered broken arch bar on a car in his train, No. 136, near Lamar, February 29. Mr. Lane discovered the broken bar after he stopped his train when he saw a little fire flying. His personal record has been credited with ten merit marks.

Lee Nelson, conductor, Fort Scott, Kansas, when on Extra 4101, noticed his caboose run over something which gave a sound which Mr. Nelson thought might have been caused by a broken rail. He stopped his train near Anna, Kansas, and had his brakeman go back to look for a broken rail while Mr. Nelson inspected his train. A broken rail was discovered. Mr. Nelson's personal record has been credited with fifteen merit marks.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

Roy Reeves, Springfield, Mo., engineer, after he observed a front knuckle pin key fly out from Engine 36, Extra West, February 13, near Stoutland, Mo., and being unable to find a substitute, ordered a local blacksmith to make a key, which was done, and the train proceeded with the delay of but thirty-five minutes. Mr. Reeves has been commended.

J. B. Thompson, Springfield, Mo., brakeman, discovered a broken flange on a wheel in his train, Advance 35, February 23, at Logan, Mo. He has been commended.

H. Pack, operator, West Lebanon, Mo., discovered, February 27, defective brake beam on tank car in Extra 4148 West. Train crew removed the beam. The personal record of Mr. Pack has been credited with five merit marks.

O. L. Harrell, agent, Franks, Mo., discovered, March 1, defective wheel on a car in Train 1/35. His personal record has been credited with five merit marks.

SOUTHWESTERN DIVISION

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

D. Overton, switchman, Charles Funk, hostler, and F. K. Harwood, hostler helper, all of Oklahoma City, assited in extinguishing the fire at Bridge 541.6, January 29. The personal record of each of these men has been credited with ten merit marks.

G. A. Rooney and F. H. Conners, brakemen, both of Oklahoma City, recently voluntarily assisted in loading some company scrap iron into a car at Wheatland, saving a delay of several days to this car. Each of these men have been commended.

J. W. Dunn, West Tulsa, brakeman, discovered a broken flange on a freight car when he was inspecting Advance 435, February 18, at Seneca, Mo. His personal record has been credited with ten merit marks.

J. E. Johnson, agent, Catoosa, Okla., noticed, February 13, while Train 438 was passing his station, side bearings and springs gone from a freight car, and notified a member of the crew of the train. The personal record of Mr. Johnson has been credited with ten merit marks.

CENTRAL DIVISION

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

Jess Baker, section foreman, Jenson, Ark., recently detected at Rock Island, Okla., a broken flange on a wheel on a Frisco freight car. He wired

Improving the Right-of-way on the Pensacola Line at Boggy, Fla.

Above: Looking south from Boggy Bridge.

Center, at top, left to right: M. O. Anderson, rodman; V. R. Copp, instrumentman, and J. E. England, ballast inspector.

Above: Clearing timber for re-located track. Old track is in background.

Left: Driving piles for new bridge.

trainmaster so that repairs could be made and additional equipment could be furnished for service. The personal record of Mr. Baker has been credited with five merit marks.

C. L. Shipley, brakeman, recently discovered a broken flange on a foreign line freight car. The personal record of Mr. Shipley has been credited with five merit marks.

C. L. Shipley, brakeman, recently discovered a broken arch bar on a Frisco freight car at Bonanza, Ark., and also, the same day found a broken arch bar on another Frisco freight car, at Fort Smith.

Val Tustison, engine foreman, and H. P. Kelton, switchman, recently aided in loading an invalid passenger on Train 706 at Fort Smith. The personal records of Mr. Tustison and of Mr. Kelton have been credited with five merit marks each.

W. C. Shultz, conductor, found a broken bolster on a Frisco freight car, in Train 735, February 3. His personal record has been credited with five merit marks.

C. A. Moore, fireman, recently packed a hot box on a baggage car in Train 775, avoiding long delay. His personal record has been credited with five merit marks.

W. E. Sharp, brakeman, recently fired an engine hauling Train 757, Fort Gibson, Okla., to Muskogee, after fireman had become ill. The personal record of Mr. Sharp has been credited with ten merit marks.

John Graham, conductor; J. A. Campbell, engineer; Oll Stump, fireman, and H. E. Zeigler and C. M. Ellinor, brakemen, recently lifted a mule from Bridge 570.8. Train was stopped without hitting mule. These men have been commended.

D. L. Chappell, conductor, and Ralph Breese, Z. B. Johnson and J. M. Pope, brakemen, recently made delivery of fresh meat from P. H. P. cars at Garfield, Ark., when there was no one on duty at that station. These men have been commended.

RIVER DIVISION

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

E. A. Huffman, section foreman, discovered a brake beam down in Train 802 as the train was passing Portageville, Mo., February 23. He notified the crew and the condition was corrected. Mr. Huffman has been commended.

W. V. Hubbard, conductor, while inspecting Train 838 as it was pulling out of the Chaffee, Mo., yards, February 6, discovered a broken flange on a foreign line car and had the car set out. He has been commended.

WESTERN DIVISION

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

For pinching several empty box cars away from two others that were on fire at Frederick, Okla., February 8, the following men have been commended: C. L. Hord, agent; P. B. Slack, clerk; A. J. Standifer, clerk; A. S. Hammons, section foreman; A. Linderer, B. & B. foreman; and C. E. Giles, W. M. Sutton, F. F. Harris and W. A. Carnahan, B. & B. carpenters.

William Chadwick, section foreman, and Ernest Henderson, trackman, noticed a broken bottom rod dragging in Train X-1329, February 9, near Terlton, Okla. Train was stopped and rod removed before any damage had been done. The personal record of each of these men has been credited with ten merit marks.

Frank Rigg, engineer, discovered a fire in a Frisco car at Roosevelt, Okla., December 15. His personal record has been credited with five merit marks.

TULSA TERMINAL

Superintendent O. S. Young reports the following cases of meritorious service:

J. R. Neergaard, yard clerk, in checking home routes discovered a C. B. & Q. car home-routed from Denison, Texas, to St. Louis and issued another slip waybill sending car to its owner at Kansas City, a shorter line mileage. The personal record of Mr. Neergaard has been credited with five merit marks.

T. R. Been, yard clerk, discovered that a S. P. car which was home-routed as empty, auto, Okmulgee to St. Louis, was loaded with barrels. Car was returned to Okmulgee. The personal record of Mr. Been has been credited with five merit marks.

H. W. Miller, switchman, gave first aid to Owen E. Foster, fireman, when the latter was injured, February 3, while cleaning lantern globe, which broke, severing an artery. The personal record of Mr. Miller has been credited with five merit marks.

(Now turn to Page 29, please)

Frisco Clerks at Springfield, Mo., Give a Party

CELEBRATING their annual inspection trip and good will tour, about 650 members of Southwest Lodge No. 149, Brotherhood of Railway Clerks, and of Division 92, Benefit Association of Railway Employes, both at Springfield, Mo., and friends of these members, gathered for a dance, bridge party and entertainment at the Kentwood Arms Hotel, Springfield, the night of February 21.

The program included numbers by the Arion entertainers; vocal solo, LeRoy Prater, accompanied by Miss Jewell Prater; piano solo, Miss Jewell Prater; number by the Harmonica Band; numbers by the Bluebonnet Four; old and new songs by the Frisco Spanish Serenaders; numbers by the Novelty Trio and an old fiddling contest. Charles D. Love, of the Orpheum circuit, entertained with songs.

Following this program some of the crowd played bridge, and the remainder danced. Prizes were given for dances and for bridge winners.

Mr. H. E. Sullivan, Springfield, general chairman of the Brotherhood of Railway Clerks for the Frisco, was present as well as the following Frisco officials: Mr. M. M. Sisson, assistant general manager; Mr. C. J. Stephenson, assistant to the general manager; Mr. J. L. McCormack, superintendent freight loss and damage claims, and H. W. Hudgen, director accident prevention, all of Springfield.

Mr. E. R. Gibson and Mr. Walter Johnson, both of Chicago, traveling representatives of the Brotherhood of Railway Clerks, also attended.

The affair was the eighth of similar annual affairs. The officers of Southwest Lodge No. 149 are: Mr. Waldo P. Renshaw, president; Mr. J. A. Osburn, secretary-treasurer, and Mr. G. C. Donica, chairman of the executive board.

FRISCO OFFICERS MEET MARCH 5

(Continued from Page 5)

meetings which had been attended.

He spoke seriously, of the splendid work done by the Frisco Clubs and said, "The world is happy now because there is little agitation. These clubs have been a great factor in eliminating the 'knocker', and each and every employe is united in an effort to secure business for Frisco Lines."

Mr. W. L. Huggins, Jr., Director of Publicity, was called upon to make a report of the meeting of the Presidents of the various Frisco Employe Clubs, and read a resolution, signed by the Presidents, which pledged their support to "lend every effort" to secure more freight and passenger business for Frisco Lines. After reading the resolution which was signed by 32 Presidents of Frisco Clubs, Mr. Huggins introduced each President to the assembly.

Other members of the official family, who acknowledged the toastmaster's introduction were: Messrs. E. T. Miller, F. H. Shaffer, M. M. Sisson, Sam Allender, E. H. Bunnell, C. J. Stephenson, J. H. Doggrell and H. W. Hudgen.

Talent from the Frisco family at Springfield, consisted of trumpet selections by Raymond Moses, son of Arthur Moses of the transportation department, accompanied by Miss Virginia Wolfe; selections by the Springfield Girls' Choral Club under the personal direction of Prof. R. Ritchie Robertson; selections by the Paramount Quartet and a banjo and piano duet by Mr. June Sand, accompanied by Miss Flo Blevans.

FREE PRESS

A Scotchman was discovered wandering around Detroit with a pair of rumpled trousers over his arm. "Can I help you in any way?" asked a kindly citizen.

"Man," replied the Scot, who was evidently a newcomer, "I'm looking for the Detroit Free Press."

WHERE ARE OLD-TIMERS?

Following the issuance of the February *Frisco Employes' Magazine*, a letter reached the Editor from L. H. Bingham, assistant ticket agent of the Jacksonville Terminal Company of Jacksonville, Fla., which reads in part, as follows:

"While reading the current issue on page 4 of your most interesting *Magazine*, I followed Agent Hart through Clinton, Osceola and Brownington territory so dear to my heart in boyhood days, and I wondered if you would spare me a few lines in your good *Magazine* to inquire about some 'Old-Timers'.

"I was born at Lowry City, Mo., and Mr. Stickles was agent at that point about 1886 or 1890. What a fine fellow he was! He was later transferred to Deepwater, Mo., and I wonder if anybody knows where he is now? Mr. Burge, I believe, succeeded him at Lowry City, and he, too, was a good fellow.

"When I returned to Lowry City on a vacation about 1911 or 1912, I found my good friend and schoolmate, Carl Metz, agent there, and during our conversation he told me that Bob Bell was agent at East Lynn or some other place in that vicinity, so I called him on the wire and he nearly keeled over backwards when he heard my voice. Wonder why they don't write to the *Magazine*? I have watched every copy for a report from Lowry City or from Bob.

"I receive the *Magazine* through Mr. J. C. Midyette, district passenger agent at Jacksonville, and I enjoy it immensely. Speaking about Mr. Midyette, the Frisco is ably represented in the land of sunshine, as he is a worker and a hustler.

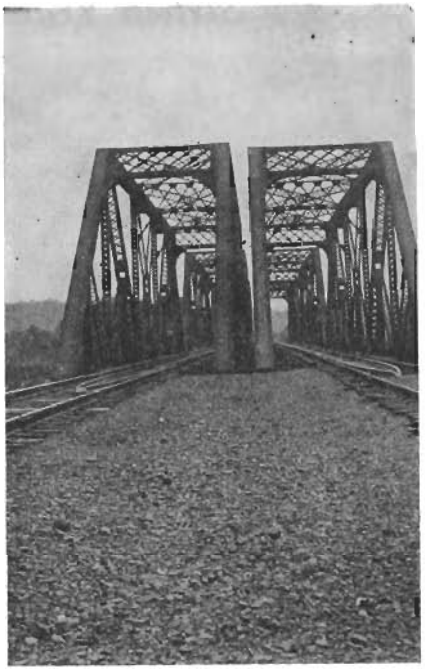
"I would like to get a line on the above-mentioned 'Old-Timers' through the columns of the *Frisco Magazine*, if any readers should know them."

WHO'LL WRITE HIM?

W. L. Butler, retired Frisco conductor, residing with his wife on R. F. D. 2, Puente, Calif., writes the *Magazine* that, although 74 years old, he takes plunges in the ocean, works in his garden and could be a conductor now as well as he ever could, but will let the "young sprouts" do it.

He says he would like to hear from all his old friends.

"I admit," he wrote, "I get a little lonesome sometimes to see or hear from the Frisco boys, so who will be the first to respond?"



Many Frisco employes and patrons will recognize the double track bridges (pictured above) over the Meramec river at Valley Park, Mo. The view is looking west.

THE "METEOR'S" BIRTHDAY

On March 18, "The Meteor" was twenty-six years old, and it was extended most cordial congratulations on March 14, by Mr. William J. Cowdrey, secretary of the Kiwanis Club, Chillicothe, Ohio.

"In the April, 1927, issue of your *Magazine*," he writes, "which you have been kind enough to send me for some time past, was an article regarding the twenty-fifth anniversary of your train, 'The Meteor.'

"The article brought to mind a pleasant trip the writer had on this train either in 1922 or 1923 from St. Louis to Oklahoma City. In fact, it was my first train ride in a Pullman.

"The connection between the two statements lies in the fact that my birthday is March 18, so now I feel more friendly toward 'The Meteor.'

"On this day, approaching our mutual birthday, may I extend greetings to 'The Meteor' through you, and wish the crew 'many happy returns' upon the train's twenty-sixth birthday.

"Just to show that 'traffic tips' may come from unexpected sources, I am at present planning a trip East for relatives in Oklahoma, and assure you that at least one way of their trip will be routed Frisco via 'The Meteor.'"

The "anniversary" crew wishes to thank Mr. Cowdrey, through the medium of the *Magazine*, for his greeting, and "The Meteor" also wishes to add its appreciation by offering its service from points in Oklahoma to St. Louis, every day in the week, 365 days a year.

AGENCY CHANGES

Stanley, Okla., station closed, all records moved to Dunbar, Okla., and latter opened as a freight and ticket agent with I. C. Lunsford as agent, all effective March 6.

B. Potts installed permanent agent Potts Camp, Miss., March 6.

G. E. Todd installed temporary agent, Hickory Flat, Miss., March 5.

E. D. Osborne installed permanent agent, Roosevelt, Okla., March 2.

C. N. Ellison installed permanent agent, West Tulsa, Okla., March 1.

Samuel Doyle has been installed permanent ticket agent, Upalika, Mo.

J. A. Graham installed permanent agent, Patterson, Kans., March 1.

A. H. Charleville installed permanent agent, Festus, Mo., February 29.

C. F. Caldwell installed temporary agent, McBride, Mo., February 28.

C. E. Wright installed permanent agent, Hobard, Okla., February 28.

D. H. Nunn installed permanent agent, Roosevelt, Okla., February 27.

L. E. Mobley installed permanent agent, Manila, Ark., February 27.

A. E. Dean installed permanent agent, Seventy-Six, Mo., February 23.

J. A. Stevens installed permanent agent, Francis, Okla., February 18.

M. B. Reynolds installed temporary agent, Roff, Okla., February 18.

R. H. Glover installed permanent agent, Bengal, Okla., February 17.

H. Henry installed permanent agent, Deepwater, Mo., February 16.

Fair Lawn, Mo., ticket agency closed, February 15.

L. Richards installed permanent agent, Netherlands, Mo., February 15.

R. M. Cardetti installed permanent agent, Knobview, Mo., February 14.

O. C. Beavers installed permanent agent, Hunter, Mo., February 10.

G. F. Sims installed temporary agent, Proctor, Okla., February 8.

E. A. Miller installed permanent agent Blackwell, Okla., February 1.

AGENT VAN LEW PRAISED

Because he "has gone considerably beyond the ordinary call of duty" to be of service to Fort Sill, Okla., patrons of the Frisco, including officers at the military post there, A. R. Van Lew, Frisco agent at Fort Sill, recently was praised highly for this service in a letter written by Lieut. Walter L. Kluss, of the Field Artillery School at Fort Sill to the general manager of the Frisco railway.

IN THE FRISCO HOSPITAL

Below is a list of names of patients confined in the Frisco Employes' Hospital, St. Louis, as of March 20. They will be glad to hear from friends.

Mrs. Sue Wood, agent, Fanning, Mo.

William Miller, section foreman, Wadena, Okla.

H. J. Manes, machinist, Kirkwood, Mo.

T. Angel, laborer, Chaffee, Mo.

E. B. Nelson, laborer, Enid, Okla.

B. J. Fitzgerald, conductor, Fort Worth, Texas.

T. Barnett, machinist, Maplewood, Mo.

G. McClusky, clerk, St. Louis, Mo.

E. Marston, foreman, (switching), Fayetteville, Ark.

T. McMillin, foreman (coach department), Monett, Mo.

W. E. Burgess, conductor, St. Louis, Mo.

A. W. Fay, chief yard clerk, Chaffee, Mo.

Miss Addie Toland, clerk, St. Louis, Mo.

Miss Elizabeth Grieshaber, Steno., Chaffee, Mo.

M. Stanch, laborer, Beaumont, Kans.

C. L. Stanch, operator, Beaumont, Kans.

B. Ballard, conductor, Memphis, Tenn.

J. M. Blankenship, store helper, Fort Smith, Ark.

W. Clingsmith, B. & B. carpenter, Cape Girardeau, Mo.

W. Baskett, operator, St. Clair, Mo.

J. T. Luttman, yard clerk, Marion, Ark.

E. Kenney, pensioned, Oklahoma City, Okla.

A. Rosenberry, conductor, Oklahoma City, Okla.

J. M. Saxton, lineman, Bennington, Okla.

F. Broadstreet, agent and yardmaster, Snyder, Okla.

R. A. Jackson, brakeman, Neodesha, Kans.

G. A. Hall, pumper, Leachville, Ark.

A. P. Roll, clerk, St. Louis, Mo.

T. J. Heath, pensioned, Webster Groves, Mo.

E. Mussler, freight handler, St. Louis, Mo.

C. R. Craig, wire clerk, Springfield, Mo.

J. R. Holman, machinist, Sapulpa, Okla.

W. Olney, signal maintainer, Webster Groves, Mo.

M. Thompson, extra laborer, Valley Park, Mo.

E. G. Swyers, machinist, St. Louis, Mo.

William G. Black, car repairer, Neodesha, Kans.

C. C. Ritter, train meeter, Ritchey, Mo.

A. Gregory, B. & B. carpenter, Zalma, Mo.

E. Massey, machinist, St. Louis, Mo.

E. E. Herman, brakeman, Poplar Bluff, Mo.

L. Timmons, switchman, Kansas City, Mo.

G. L. Howe, car inspector, Oklahoma City, Okla.

R. H. Jamison, machinist, W. Tulsa, Okla.

AN EQUIPMENT RECORD

No failure of Frisco Lines equipment occurred on February 17, which is considered by D. L. Forsythe, St. Louis, road foreman of equipment, "a very remarkable performance."

On that day the only equipment failures on Frisco Lines were to three foreign line freight cars. These failures caused a total delay of one hour and ten minutes.

Sixteen Years Ago in Kansas

Clearing main line at the Ellsworth, Kans., depot, March 15, 1912.

This picture was loaned to the Magazine by Glen E. Martin, an engineer of Wichita, who was at the throttle of engine 343 on the Burrton, Kans., sub-division, which extends from Ellsworth to Wichita, during the winter in which the picture was taken.

"As I remember," writes Mr. Martin, "the snow began falling October 15, 1911, and we had plenty of snow until March 15, 1912, the day the last snow plowing was done."

"Our worst tie up was in January, 1912. I was going west on local with a heavy train when a very severe blizzard came from the north and the cuts were all full in a few minutes. I stalled in the snow about three miles east of Lorraine, Kans. We managed to get the engine through to Ellsworth, but left the main line blocked with the train. The next morning, while going back to our train we hit a snow drift that crushed our pilot and derailed the engine."

MEETING A BIG SUCCESS

The accident prevention meeting of the Southwestern division, held at Bohemian Hall, Oklahoma City, February 21, was distinguished by the fact that a very large number of visitors—111 persons—attended, in addition to quite a number of employes who answered the roll call. The visitors were comprised of a large number of maintenance-of-way employes, switchmen, trainmen, and others, most of these visitors being from out of town.

Highlights of the program were: Demonstration of the prone pressure method of resuscitation, given by Misses Velma Babcock, Flo Wagner and Leatha Back; talk on this method by J. R. Steele, superintendent of safety for the Oklahoma Gas & Electric Company. C. T. Mason, Sapulpa, superintendent of the Southwestern division, presided. M. L. Hutchens, of the Oklahoma City Safety Council, spoke generally on accident prevention. A round-table discussion of accidents and accident prevention closed the meeting.

FOR MERITORIOUS SERVICE

(Continued from Page 25)

A. B. Coley, head yard clerk, in handling waybills, found a car of gasoline moving to Clarksville, Ark., routed Kansas City via a foreign road. Mr. Coley carded the car "hold" until routing was corrected. His personal record has been credited with five merit marks.

Mell Coley, yard clerk, in handling a train saw a slip waybill on a car home-routed to St. Louis and re-billed car to owner at Kansas City, giving a shorter line mileage. The personal record of Mr. Coley has been credited with five merit marks.

M. L. York, engine foreman, discovered that a car, moving as an empty and billed from Springfield, Ill., to Okmulgee, was loaded. He called yard clerk's attention to the car and they found it to be shipper's error and instructions were issued to return car to Springfield, Ill. The personal record of Mr. York was credited with ten merit marks.

Bernard Mulrenin and Harold Offield, yard clerks, detected a car of scrap lined up for movement, with two ties down on a coupler and ready to fall on track. The personal record of each of these men has been credited with five merit marks.

C. P. Kennedy, yard clerk, discovered that an empty tank car, billed Kansas City to Okmulgee was routed via Frisco to Baxter Springs, Kans., K. O. & G. to Henryetta, Okla., and Frisco to Okmulgee. Car moved via Frisco all the way to Tulsa, where it was held for disposition. The personal record of Mr. Kennedy was credited with five merit marks.

MEMPHIS TERMINAL

Superintendent E. E. McGuire reports the following case of meritorious service:

J. H. Martin, H. J. Rice and O. T. Gibson, switchmen, recently aided in extinguishing a fire in a car. The personal record of each of these men has been credited with five merit marks.

BIRMINGHAM TERMINAL

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

Forrest Westbrook (occupation not given) recently found a brake beam down in a cut of cars and tied the beam up with a piece of wire. The personal record of Mr. Westbrook has been credited with five merit marks.

J. O. Lindsey, engineer, while off duty was passing by the main line at the time a broken rail was discovered and he immediately proceeded to flag any approaching train. His personal record has been credited with five merit marks.

G. W. Lawrence, engineer, recently discovered a broken rail and reported the matter. His personal record has been credited with five merit marks.

Men are like trains—they are at their best when on the level.

Worman-Rhodes Marriage Solemnized Feb. 28

THE wedding of Miss Dorothy Rhodes and Mr. H. L. Worman, superintendent of motive power, Frisco Lines, both of Springfield, was solemnized at noon on February 28, at the home of Mr. and Mrs. J. D. Simmons, in Springfield.

MRS. H. L. WORMAN

H. L. WORMAN

The marriage service, performed by Dr. E. F. Leake, pastor of the South Avenue Christian Church, followed the recent announcement of the engagement. Only the relatives and close friends of the couple were present for the ceremony. Directly following the dinner, given to the couple by Mr. and Mrs. Simmons, they left on the Frisco's Sunnyland for Havana, Cuba, by way of Birmingham, Palm Beach and Miami.

Mrs. Worman, popular in social circles, is a graduate of Elfindale Academy and attended Marlborough school for girls at Los Angeles. She is a member of Lambda Theta Phi national sorority and Tau Phi Gamma local sorority. She is a devotee of outdoor sports.

Mr. Worman entered Frisco service in 1900 in the Kansas City Southern Railway shops at Kansas City, in the capacity of machinist apprentice. In 1904 he left the railway and was employed by the Kansas City Star for a year.

His first connection with the Frisco came in 1905 when he went to work for the company in Kansas City as a machinist. In 1906 he was promoted to the position of night foreman, and in 1907 was made erecting foreman at that point. In 1908 he was transferred to Fort Scott, Kansas, as machinist foreman, and in 1910 was made general foreman with headquarters at Fort Scott.

He came to Springfield in 1915 as general mechanical foreman and was transferred to Memphis as master mechanic in 1917. He returned to Springfield in 1919 as assistant superintendent of motive power, and in 1920 was promoted to his present position.

Mr. and Mrs. Worman will return to Springfield during the first of April, and will make their home at the Kentwood Arms Hotel.

FRISCO SPEEDS FREIGHT

The Frisco has been commended by Mr. O. Ewing, manager of the Davidson & Case Lumber Company, Jones, Okla., for its rapid handling from a Katy connection to Jones of a car of cement shipped from Iola, Kansas, February 4. The car was at Jones at 8:15 a. m., February 6, and left at 6:45 that night for Oklahoma City for delivery to Katy.

Good Records Made By Frisco Fuel Savers

Frisco engine and train crews continue to make good fuel performance records as will be noted by the following:

EASTERN DIVISION

Rolla Sub: Engineer J. MORRISON, fireman N. SHORT, train 36, engine 2, Newburg to St. Louis, February 23d, handled 2,953 gross tons in train and burned 10 tons of coal, performance 119 pounds per 1,000 gross ton miles.

Engineer A. R. GUNZLER, fireman J. BURGETT, train 36, engine 45, Newburg to St. Louis, February 25th, handled 2,823 gross tons in train and burned 10 tons coal, performance 123 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer WALT DOOLEY, fireman J. STOLPE, train 38, engine 43, Springfield to Newburg, February 24th, handled 2,300 gross tons in train and burned 16 tons of coal, or an average of 116 pounds per 1,000 gross ton miles.

Engineer W. H. CARTER, fireman F. DILLON, train 2d/38, engine 33, Springfield to Newburg, February 25th, handled 61 cars or 2,979 gross tons in train, burned 12 tons of coal, performance 127 pounds per 1,000 gross ton miles.

Engineer A. W. MONROE, fireman F. DILLON, train 34, engine 47, Springfield to Newburg, February 3d, handled 1,889 gross tons, burned 14 tons coal, performance 134 pounds per 1,000 gross ton miles.

Engineer R. TIERNEY, fireman C. MILLER, train 4, engine 1504, Springfield to Newburg, February 24th, 9 cars in train, burned 1,107 gallons oil, performance 1.2 gallons per passenger car mile.

Springfield Sub: Engineer J. BLACKLEDGE, fireman N. SUTTON, train Extra West, engine 4134, Springfield to Monett, February 21st, handled 67 cars or 2,416 gross tons in train, burned 5 tons coal, performance 94 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer HEGBERG, fireman HORNBEAK, train 135, engine 4138, Springfield to Thayer, February 24th, had 1,685 gross tons in train, performance 104 pounds per 1,000 gross ton miles.

Engineer TURNER, fireman MORRIS, train 131, engine 4133, Willow Springs to Thayer, February 23d, had 1,435 gross tons in train, burned 4 tons coal, performance 118 pounds.

Engineer PATE, fireman COLE, train 131, engine 4128, Springfield to Willow Springs, February 28th, 1,465 gross tons in train, burned 8 tons coal, performance 120 pounds.

Engineer HUNTRESS, fireman McBRIDE, train Extra South, engine 4126, Willow Springs to Thayer, February 22d, 1,450 gross tons in train, burned 4 tons coal, performance 117 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer DUKE, fireman SHAFFER, train 1st/131, engine 4032, Thayer to Jonesboro, February 20th, 1,850 gross tons in train, burned 6 tons coal, performance 81 pounds.

Engineer SPANGLER, fireman ROWDEN, train 107, engine 1028, Thayer to Memphis, a distance of 144 miles, February 13th, handled 5 cars, burned 5 tons coal, or an average of 13.1 pounds per passenger car mile, which is an unusually good performance considering the distance.

Tupelo Sub: Engineer TOM SMITH, fireman C. E. CONDROY, train 1st/136, engine 37, Amory to Memphis, March 7th, handled 281,941 gross ton miles, consumed 14 tons coal, or an average of 99 pounds.

Birmingham Sub: Engineer H. T. SHOOP, fireman L. JOHNSON, train 105, engine 1528, Amory to Carbon Hill, February 1st, 10 cars in train, consumed 597 gallons oil, or .93 gallons per passenger car mile.

Engineer KENDRICK, fireman HULLET, train 934, engine 10, Birmingham to Carbon Hill, February 14th, handled 1,845 gross tons, burned 8 tons coal, performance 152 pounds per 1,000 gross ton miles.

Engineer DALTON, fireman JOHNSON, train 131, engine 38, Carbon Hill to Birmingham, February 16th, 1,675 gross tons in train, burned 7 tons coal, performance 147 pounds.

Engineer SCHWEND, fireman E. THOMPSON, train 921, engine 1106, Amory to Dora, February 1st, 4 cars in train, consumed 3 tons coal, performance 15.6 pounds per passenger car mile, which is much below the average for local passenger train.

RIVER DIVISION

St. Louis Sub: Engineer LYNCH, fireman HALL, Conductor McADAMS, were in charge of Extra North, engine 4006, Chaffee to St. Louis, March 8th, called 3:45 a. m., Chaffee, departed 4:10 a. m., 44 loads, 13 empties in train, total of 2,496 gross tons, arrived at Gratiot 11:10 a. m., actual time on duty 7 hours, of which 1 hour 35 minutes were delays on line of road, 17 tons coal were consumed in making this run or an average of 95 pounds per 1,000 gross ton miles.

Conductor McADAMS was also on Extra 4023 North March 10th with Engineer EDWARDS, fireman JERRELL, called to leave Chaffee 9:00 a. m., departed 9:45 a. m., arrived Gratiot 5:10 p. m., actual time on duty 7 hours 20 minutes of which 1 hour 25 minutes were delays on line of road. This train consisted of 53 loads and 8 empties or 2,738 gross tons, 21 tons of coal were consumed on the trip, this including allowance for firing engine up at St. Louis, performance 106 pounds per 1,000 gross ton miles.

These are excellent fuel records and are an example of performance that can be made by close co-operation between engine and train crew such as MR. McADAMS displayed in making these two runs.

Chaffee Sub: Engineer BARKLAY, fireman RYKER, train 835, engine 4016, Chaffee to Hayti, February 7th, 2,300 tons in train, consumed 6 tons coal or 76 pounds per 1,000 gross ton miles.

Engineer ODUM, fireman MILLER, train 835, engine 4006, Chaffee to Hayti, February 9th, handled 2,400 gross tons, consumed 7 tons coal, performance 84 pounds per 1,000 gross ton miles.

Engineer A. W. AUBUCHON, fireman E. TALLEY, train Extra North handling Advance 832's connection, engine 4006, Harvard to Chaffee, March 2d. Made fuel performance of 65.9 pounds per 1,000 gross ton miles, run was made with only two stops, Blytheville and Rudd for water.

NORTHERN DIVISION

Kansas City Sub: Engineer O. NORRIS, fireman A. ELSBERRY, train 1st/131, engine 4151, Kansas City to Fort Scott, February 9th, handled 2,067 gross tons in train, consumed 11 tons coal, performance 112 pounds per 1,000 gross ton miles.

Engineer KIRKPATRICK, fireman GOODMAN, train 2d/131, engine 4102, Kansas City to Fort Scott, February 7th, 60 cars in train, consumed 11 tons coal, performance 110 pounds per 1,000 gross ton miles.

Engineer BUCKNER, fireman J. T. MILLER, train 2d/162, engine 4120, 73 cars in train, 2,950 gross tons, burned 8 tons coal, performance 99 pounds.

Engineer B. LIVESEY, fireman J. CASEY, train 164, engine 4131, Ft. Scott to Kansas City, February 15th, 73 cars or 3,220 gross tons in train,

burned 16 tons coal, performance 100 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer A. PHELPS, fireman E. YOUNG, train 135, engine 4100, Fort Scott to Springfield, February 15th, 2,468 gross tons in train, burned 15 tons coal, performance 117 pounds.

Afton-Parsons Sub: Engineer C. KIRKPATRICK, fireman NOBLETT, train 132, engine 4136, Afton to Ft. Scott, February 9th, 56 cars in train, burned 11 tons coal, performance 98 pounds per 1,000 gross ton miles. This train left Afton wih 1,760 gross tons, filled on line, arriving at Fort Scott with 3,445 gross tons.

Engineer J. EAVES, fireman C. CAGLE, train Extra East, engine 4002, Neodesha to Ft. Scott, February 10th, 1,673 gross tons in train, consumed 11 tons coal, performance 122 pounds.

Engineer E. DUNHAM, fireman M. WILLIE, train Extra South, engine 4113, Ft. Scott to Afton, February 9th, handled 2,223 gross tons, burned 13 tons coal, performance 132 pounds per 1,000 gross ton miles. This crew ran from Ft. Scott to Columbus for water, which is exceptional, grates were moved but once on the trip and fire on arrival at Afton was in perfect condition to be run through without any cleaning.

Engineer F. CONRAD, fireman F. LONG, train Extra South, engine 4102, handled 2,019 gross tons, burned 13 tons coal, performance 145 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. A. BEATTY, fireman W. M. BOYD, train 432, engine 4110, West Tulsa to Afton, 78 miles, handled 2,473 gross tons, burned 1,812 gallons oil, performance 9.3 gallons per 1,000 gross ton miles.

Engineer E. BRIDWELL, fireman J. ROBINSON, train 4, engine 1508, Tulsa to Afton, 8 cars in train, burned 604 gallons oil, performance .99 gallons per passenger car mile.

Engineer W. H. DODD, fireman W. A. PICKENS, train 439, engine 4139, Afton to West Tulsa, 52 cars in train, 1,881 gross tons, burned 8 tons coal, performance 109 pounds per 1,000 gross ton miles.

Engineer P. F. RUSKOSKI, fireman S. E. BAILEY, train Extra East, engine 4114, West Tulsa to Afton, 2,684 gross tons in train, burned 2,102 gallons oil, performance 10 gallons or 119 pounds per 1,000 gross ton miles.

CENTRAL DIVISION

Ft. Smith Sub: Engineer BOB HAWKINS, fireman J. C. ANDERSON, train Extra North, engine 1336, Ft. Smith to Monett, February 11th, handled 166,000 gross ton miles, burned 10 tons coal, performance 120 pounds.

Engineer J. E. PAYNE, fireman A. M. BEAN, train 734, engine 1342, Ft. Smith to Monett, February 29th, handled 178,000 gross ton miles, burned 10 tons coal, performance 112 pounds.

Engineer JIM MOORE, fireman W. B. STEWART, train 705, engine 1048, Fayetteville to Ft. Smith, February 23d, 8 cars in train, burned 3½ tons coal, performance 13 pounds per passenger car mile.

Engineer H. J. BLAKESLEE, fireman J. P. WILLIS, train Extra North, engine 1318, Ft. Smith to Rogers, February 22d, handled 1,406 gross tons, burned 8 tons coal, performance 139 pounds per 1,000 gross ton miles.

GOOD RECORDS AT MONETT

The following letter was received from Mr. C. H. Garrison, general foreman at Monett, Mo., on his stationary boiler fuel performance for years 1925-26-27 inclusive:

"Am attaching hereto statement showing the amount of coal consumed by stationary boiler at Monett, Mo., for years 1925-26-27.

"In the month of February while attending fuel meeting at Newburg, Mo., I stated the stationary fuel consumption at Monett was entirely too high and that we had set a goal of 500 tons reduction for the year 1926 over 1925.

"In 1925 the stationary plant consumed 4,681 tons of coal, while in 1926 we consumed only 4,160 tons or a reduction of 521 tons. Feeling that there could be further reduction made at this plant a goal of 150 tons was set for 1927 and at the close of the year total tons saved over 1926 amounted to 170 tons.

"This saving was effected by the alertness and co-operation of the stationary engineer and firemen as well as the other employes in taking advantage of every possible means of keeping steam leaks down and avoiding the waste of steam and air. Another thing, the stationary firemen keep the boiler blown out and do not permit mud or scale to accumulate. By doing this we have been able to lengthen the washout periods, which of course saves fuel. For the year of 1928 we are going to put every effort forth to make a decrease over 1927."

These records are a fair example of what can be accomplished by combined efforts and close co-operation. Also, as will be noted, Mr. Garrison and his forces are not satisfied with the performance made in previous years but set their goal for a certain reduction each year and have in all instances exceeded the proposed saving.

Arthur Sub: Engineer W. A. DAVIS, fireman F. C. FRY, train 705, engine 1403, Ft. Smith to Talihina, 5 cars in train, burned 2½ tons coal, performance 11 pounds per passenger car mile.

Engineer P. YAW, fireman F. EDDY, Extra North, engine 714, Hugo to Ft. Smith, February 8th, handled 150,000 gross ton miles, performance 93 pounds.

Engineer JOHN LIDDELL, fireman P. M. WILBURN, train 735, engine 708 Ft. Smith to Hugo, February 9th, handled 178,000 gross ton miles, burned 10 tons coal, performance 112 pounds.

A. & A. Sub: Engineer H. H. BAIRD, fireman GUY HENDRICKS, train Extra North, engine 1257, Madill to Hugo, February 2d, handled 114,000 gross ton miles, burned 5 tons coal, performance 88 pounds.

Engineer A. ROSENBAUM, fireman C. A. MOORE, train 737, engine 1253, Hugo to Madill, February 26th, handled 118,000 gross ton miles, burned 6 tons coal, performance 102 pounds.

Engineer H. M. KEESE, fireman W. B. BUSH, train 737, engine 1248, Hugo to Madill, February 28th, burned 6 tons coal, handled 115,000 gross ton miles, performance 104 pounds.

WESTERN DIVISION

Enid Sub: Engineer W. P. GEHREAN, fireman W. A. DAVIS, train Extra North, engine 1324, Enid to West Tulsa, February 28th, handled 179,378 gross ton miles, burned 1,783 gallons oil, performance 9.9 gallons.

Engineer W. H. KEILLER, fireman W. A. DAVIS, train 634, engine 1320, Enid to West Tulsa, February 22d, handled 206,622 gross ton miles, used 1,701 gallons oil, performance 8.2 gallons.

Engineer C. A. HARLEY, fireman GEORGE BISHOP, train 2d/634, engine 113, Enid to West Tulsa, February 29th, handled 133,127 gross ton miles, burned 1,807 gallons oil, performance 9.8 gallons.

TEXAS LINES

Sherman Sub: Engineer STEPP, fireman GALBREATH, train 1st/35, engine 1240, Sherman to Ft. Worth, February 5th, on duty 7 hours 20 minutes, handled 133,636 gross ton miles, burned 1,243 gallons oil, performance 8.12 gallons per 1,000 gross ton miles.

F. W. & R. G. Sub: Engineer QUINN, fireman BACCHUS, train Extra North, engine 1261, Brownwood to Ft. Worth, February 2d, on duty 10 hours 30 minutes, handled 133,578 gross ton miles, burned 1,483 gallons oil, performance 11 gallons per 1,000 gross ton miles.

Homemakers' Page

MISS LORETTO A. CONNOR, Editor

Crystal Trees Are Newest Vogue

IN all the smart stores you will see crystal trees of glass in all sorts of attractive shapes and colors. These imported trees sell from $15.00 to $100.00 each and upwards. Because they are in line with the modern home decorative ideas now prevailing, these new crystal trees are very popular.

A great many folks will hesitate before purchasing one of these trees because of the expense involved. Anyone can duplicate practically any one of these trees from sealing wax in a few pleasant hours at a small cost.

This beautiful Wisteria tree of sealing wax can be made easily at little cost.

A very popular tree is the Wisteria Tree, which is illustrated. The only materials necessary to make this tree are: 2 spools No. 5 annealed wire; 1 spool No. 1 white wire; 1 dozen No. 10 wire; 6 pieces No. 7 wire; 2 pieces No. 15 wire; 2 sticks wax each lilac, violet, purple, and cerise wax; 8 sticks gold bronze wax; 1 fold each white and Nile green crepe paper; 1 bunch rose stamens; 1 bunch yellow crystal beads; 2 yards gold tricateen; paste.

After the materials are assembled the tree can be made by closely following these directions:

Flowers—Cut off pieces of the several shades of violet wax ¼-inch long. Heat the wax and drop on a piece of glass and when still soft, press the end of a piece of uncovered wire into it with the thumb. Shape the wax in flat cricles, trimming off the edges with the scissors if necessary. While still soft, take between the thumbs and forefingers of both hands and twist slightly, making a cup-shaped dent. Put 3 petals together in a group with a center of one yellow bead strung on a rose stamen. Wrap each blossom with gold tricateen.

Buds: make buds in the same way as the flower petals, but in flat oval shape; wrap eight to twelve buds and seven blossoms into a long spray, as illustrated, using a piece of No. 10 wire 10 inches long for the main stem, and wrapping with tricateen.

Leaves: Ten branches of No. 10 wire 8 inches long with three to six leaves are wrapped with tricateen.

Assembling: Before assembling arrange each group. Wind stem of each ¼-inch thick. Tie four groups of leaves together with spool wire; at this point add two flower branches opposite each other. Wrap down 3 inches with tricateen; add a flower branch. Wrap 2 inches down; add branch composed of three leaf and two flower branches. Add leaf branches to fill in spaces. Add two No. 15 wires at this point; wrap stem to thickness ¾-inch, using strips of white crepe. Wrap with tricateen. Each branch is twisted over a pencil to give a gnarled effect. Main trunk is effective if twisted. Make the base of gold bronze wax.

CAREFULNESS IN ADULTS

The most appalling and tragic fact about accidents is that so large a proportion of the victims are minors. The deaths of children, due to accidents in and around the home, are almost as numerous as those from all other causes.

Another sobering thought in this connection is that probably all these mishaps to children may, in the last analysis, be attributed to the parents or to some other adults. Carelessness, neglect, disorderly habits, thoughtlessness on the part of the grown-ups brings disaster to the child.

Childish curiosity leads our little ones into dangerous paths. It is nothing short of criminal negligence not to show them how to do things safely; not to teach them how to avoid danger in the home and on the street. Set them examples of carefulness and orderliness for it is a psychological fact that all of us learn better from example than from precept.

Recently we quaked inwardly when we saw a father grab his five-year-old son by the hand and make a dash to beat a racing automobile across a busy street. They made it, but we shiver at the thought of what may happen if some day the little fellow should attempt the feat alone.

Not long ago a woman was seated in her automobile at the side of one of the city's main thoroughfares. Her small daughter came out of a school located on the other side of the street. The mother honked the horn and the child, elated at the sight of her, dashed across the street to death.

Think over the list of tragedies that have befallen children of your friends and see how many of them can be attributed to the carelessness, or lack of judgment, on the part of some adult.

Styles for March Days

Marie Leinker, of the freight accounting department, St. Louis, models one of the new printed silk dresses, in a popular style. This particular dress is of red, black and white pattern and has a belt of black with rhinestone buckle.

Ensembles for spring—and Miss Helen Bell of the office of auditor of overcharge claims, St. Louis, models an attractive combination of tan and brown georgette. This style promises to be a most popular one for late spring and summer. The hat is of tan felt with rhinestone buckle effect, and matches the tan blouse.

(Fashions from B. Nugent & Bros., St. Louis)

Picnic Sandwiches

The secret of successful sandwiches is to use yesterday's bread and a sharp knife. Butter should be creamed and spread as the basis for tasty sandwiches. After they are prepared they should be wrapped in wax paper, then in cheese-cloth wet in cold water and then a thick paper outer wrapping.

Delicious combinations are: creamed cheese and chopped pineapple; cottage cheese and peanuts on wholewheat; grated cheese, chopped watercress and chili sauce; peanut butter to which chopped olives have been added. The recipe for chicken creamed sandwiches can be used for any small amount of meat which it is desired to make go as far as possible. Chop the chicken or meat, add a little chopped parsley and celery salt, add chopped olives and mix with a small amount of white sauce made of flour, milk and butter. Boil, cool and spread on buttered wholewheat bread.

SPRING FASHIONS

With nature making ready to clothe herself anew in bright and vernal splendor, every mother's daughter is on the qui vive for the newest and most alluring in the world of feminine wear.

Fashion experts tell us that the most popular colors in spring apparel are gray and green. The smart dresser is wearing gray—either such lovely hues as morning-mist with its flush of pink, or moonbeam, verging on the French gray, or cinder gray which has a decided brownish cast. The greens are all of the early spring tones, soft and tender.

As for hats—brims are irregular and instead of the turned-up-in-front or turned-down-in-front varieties to which we have become accustomed, it is quite an innovation to find all brims higher on one side than on the other. Straw promises to be more popular than it has been in recent years, although felt continues good.

One of the smartest vogues at present is to have hat, scarf and arm bag match. A dress of tan or gray just naturally presupposes a hat, bag and scarf of green. To be strictly up to the minute, a woman must plan her scarf, purse and gloves to complement her hat.

In gloves, the gauntlet type is still the preferred one, with novelties constantly appearing in the trimming of the cuff. Some gloves are strikingly painted in bright colors in all over designs.

TRY A PUDDING

Chocolate Cornstarch Pudding

1½ squares melted chocolate
½ teaspoon vanilla
¼ teaspoonful salt
Cup milk
Teaspoon cornstarch
Cup sugar

Milk dry ingredients, make into thin smooth paste with a little milk. Add to heated milk in top of double boiler. Add melted chocolate. Stir to prevent lumps. Cook twenty minutes. Add vanilla and pour into moulds rinsed in cold water. Chill, serve with cream or whipped cream.

Poor Man's Pudding

5 cups whole milk
½ cup rice
½ cup sugar
1 teaspoon salt
½ teaspoon nutmeg
½ cup raisins

Put together in a buttered pan in a moderate oven. Stir frequently at first and then occasionally. Bake two hours. Should be creamy. Better cold than hot.

The Pension Roll

Nine Frisco Lines' veteran employes with combined service of 231 years, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held February 16, at the St. Louis general offices.

JOHN GEORGE TAYLOR, special engineer, engineering department, Springfield, was retired from active service on February 1, 1928, due to total disability. He was 64 years of age, born March 2, 1864, at Cincinnati, Ohio. His father was a railroad contractor. At the age of fourteen he began his railroad service, carrying water for an extra gang for a railroad at Alton, Ill. In April, 1880, he entered the service of the Frisco as a flagman with a surveying party and served near Wichita, Kansas. He also served in the capacities of resident engineer for the system; resident engineer, Central, Southwestern and Red River division; district engineer, Eastern division; superintendent, Ozark and Western divisions; division engineer, Southern and Southwestern divisions and special engineer at Springfield. On November 30, 1892, he was married to Enra Forsythe of Peirce City, Mo. Mrs. Taylor died November 19, 1913. Mr. Taylor resides at 525 East Elm Street, Springfield. Continuous service of 47 years and 10 months entitles him to a pension allowance of $150.00 a month, effective February 1, 1928.

HERMAN FISCHINGER, locomotive engineer, Western division, was retired on August 17, 1927, due to total disability. He was 53 years of age, born July 12, 1874, at Dunningen, Germany. His father was a laborer in Germany. He attended High School for two years, and at the age of 15 years began work as a harnessmaker and upholsterer.

H. FISCHINGER

He came to the United States in July, 1892, and in July, 1896, he began his service with the Frisco as an engine wiper and hostler at Springfield. He became fireman in 1898, on the Eastern division, transferred to Enid, February, 1904, and was promoted to the position of engineer in June, 1905. In 1906 he was married to Elizabeth Julker of Johnsburg, Wis., and to them were born three sons and one daughter.

Mr. and Mrs. Fischinger reside at 217 West Pine St., Enid, Oklahoma.

Thirty-one years of continuous service entitles him to a pension allowance of $67.50 a month, effective January 1, 1928.

ARTHUR JOHNSTON, foreman switching crew, West Shops, Springfield, was retired on December 23, 1927, due to total disability. He was 52 years of age, born August 15, 1876, in Jefferson County, Mo. He was educated in the schools near his home. His first work was as a boilermaker helper for the Santa Fe. He began his Frisco service in 1897 as a switchman. He left the service in 1898, and worked for the Santa Fe and the Missouri Pacific, but returned to the Frisco as a switchman at Ft. Smith in January, 1900. He was transferred to Springfield, September 3, 1901, and after twenty years in the train yard he took charge of the West Shop switching crew. He was married to Rosa E. Linet, and they reside at 1610 Summit Avenue. Continuous service of 27 years and 9 months entitles him to a pension allowance of $41.60 a month.

A. JOHNSTON

JOHN WILLIAM JENKINS, B. & B. paint foreman, Northern division, was retired on January 10, due to total disability. He was fifty years of age, born March 18, 1878, at Ft. Scott, Kans., where he attended school. His father was a grading contractor on the old K. C. F. S. & M. At the age of 16 years, he began work in a paper mill in Ft. Scott. He entered Frisco service as a B. & B. painter in October, 1899, on the Northern division. He was promoted to foreman September, 1891, where he remained until his retirement. He did not marry and resides at 2 North Little St., Ft. Scott, Kans. Continuous service of 26 years and 10 months entitles him to a pension allowance of $32.75 a month, effective February 1, 1928.

J. W. JENKINS

JOHN MANEY, ticket clerk, Tower Grove, Mo., was retired from active service, January 7, 1928, due to his having reached the age limit. He was born January 9, 1858, at Steubenville, Ohio, and educated in the schools in Grimms, Wis. His father was a farmer. He first served the Missouri Pacific railroad as agent and operator, coming with the Frisco in November, 1889, as night operator at Jenson, Ark. He also served as agent and operator at Dixon, Valley Park, Sullivan, Pacific and Tower Grove, Mo., all on the Eastern division. On April 4, 1901, he married Susan Elder of Dixon, Mo., and to them was born one daughter. Mr. and Mrs. Maney reside at 4143 Russell Avenue, St. Louis. Continuous service of 25 years and 8 months entitles him to a pension allowance of $36.20 a month, effective February 1, 1928.

JAMES WAYNE RILEY, agent-operator, Bengal, Okla., was retired August 15, 1927, due to having reached the age limit. He was born August 15, 1857, in Jasper County, Mo., and attended school near Carthage, Mo. He began to learn telegraphy in 1880 and in 1884 began his service as operator for Frisco Lines at Sarcoxie, Mo. He served at various points until 1900, when he went with the Missouri Pacific. In 1907, he returned to the Frisco as agent at Bengal, Okla., where he remained until his retirement. On July 23, 1882, he was married to Maggie McBride of Carthage, Mo., and to them were born two boys and one girl. One son, Rome A. Riley, is now serving as telegraph operator at Ft. Smith. Mr. and Mrs. Riley reside at 1900 N. First St., Ft.

J. W. RILEY

Smith. Continuous service of 20 years and 6 months entitles him to a pension allowance of $25.20 a month, effective February 1, 1928.

THOMAS EARL HANSON, McBee operator, Memphis station, was retired on January 31, 1928, due to having reached the age limit. He was born January 7, 1858, in Edenburg, Scotland. His father was a dyer. His parents came to Memphis early in life and he attended the city schools there. His first work, at the age of 16, was as a clerk in a grocery store. He came to the Frisco, October 8, 1911, as a cotton watchman at Memphis. He also served as check clerk, report clerk, settlement clerk and claim clerk. On January 7, 1880, he married Estella D. Kerney of Evansville, Ind. They have no children. Mr. and Mrs. Hanson reside at 911 Estwal Place, Memphis. Continuous service of 16 years and 2 months entitles him to a pension allowance of $20.00 a month, effective February 1, 1928.

T. E. HANSON

JEFFERSON DAVIS FERGUSON, towerman, Vernon, Texas, was retired July, 1927, due to his having reached the age limit. He was born April 22, 1853, at Winona, Miss., and received his education in the schools of that city. In August, 1912, he began his service at Vernon, Texas, as a towerman, where he remained during his entire service. In October, 1886, he married Cora May Conaway of Eddy, Texas, and to them were born five boys and two girls. Mrs. Ferguson and one son are dead. Continuous service of 14 years and 10 months entitles him to a pension allowance of $20.00 a month, effective February 1, 1928.

J. D. FERGUSON

WILEY DOVE, (colored), laborer in the mechanical department, Oklahoma City, was retired on January 10, 1928, due to having reached the age limit. He was born January 10, 1858, at Ocean Springs, Miss. He worked for the L. & N., I. C., and the T. & P. railroads, doing roundhouse and car cleaning work before coming to the Frisco as a supplyman at Oklahoma City on August 20, 1907. He spent his entire time in the Frisco locomotive department, that city. He was married twice, the first wife, Mary Lee of New Orleans, was divorced. He then married Mathilda Scott of New Orleans. Mr. Dove has one son, Robert Dove, born April 25, 1885. Mr. and Mrs. Dove reside at 211 West Choctaw Street, Oklahoma City. Continuous service of 20 years and 5 months entitles him to a pension allowance of $20.00 a month, effective Feb. 1, 1928.

In Memoriam

RICHARD JOHN GIMSON

RICHARD JOHN GIMSON, pensioned car inspector, died at the home of his daughter in San Antonio, Texas, February 24, 1928. He was born in Canada February 3, 1853, and entered the service of the Frisco as a car repairer at Memphis in November, 1898, and served in various capacities in the car department at that point until retired on December 31, 1920, due to physical disability. He was a widower with no minor children. His pension allowance was $20.00 a month and up to the date of his death he had been paid a total of $1,660.00.

JAMES McMAHON

JAMES McMAHON, formerly employed in the mechanical department as a roundhouse laborer, died on March 1. He was born in Cavan County, Ireland, December 20, 1847. He entered the service of the Frisco as a section laborer on the Eastern division in February, 1879, transferring to the position of locomotive fireman in September of that year and working thereafter as fireman, machinist and later as truckman until the date of his retirement, which was due to total disability and which was effective on January 8, 1916. He was a widower and had two unmarried daughters, Misses Mary and Amelia. The family home was at 1540 Clay Street, Springfield, Mo. His allowance was $20.00 a month and up to the time of his death he had received a total of $2,720.00.

AUSTIN RICE

AUSTIN RICE, pensioned switchman, died at his home, 625 West Kaufman Street, Paris, Texas, on March 7. He was born March 13, 1869, at Leavenworth, Kansas, and came to Paris, Texas, as a boy. He was in Frisco service twenty-nine years up to the time of his retirement on December 18, 1926. His pension allowance was $50.00 a month and up to the time of his death he had been paid a total of $657.80.

A GENTLE MAN

From St. Louis Globe-Democrat of January 19, 1908.

He was as mild a man and kind
As in this world of ours you'd find,
So gentle he that in the night
He would not even strike a light;
When it was chill and cold about
He would not put the candle out;
So truthful he could not, he said
Endure to lie upon his bed.

To hang a picture here or there
Was something he could never bear;
And oft the beating of the rain
He knew must give the window pane;
He said it always gave him some
Regret to have a week day come;
And as the seasons passed along,
He hoped they would become quite strong.

Lest it become completely broke,
He would not even crack a joke;
Or drive a nail because he said,
'Twas better if the nail were led,
To shoe a horse he heard might give
It pain, and he so sensitive,
No matter what was his excuse,
Could never bear to shoo a goose.

To break the news he'd not agree,
No matter what the news might be,
Lest he should give it needless pain
Or could not make it whole again;
When from its high and lofty tower,
He heard he town clock strike the hour,
He shut his ears, so great his woe,
To think 'twould hurt the hour so.

On sunny days, though oft he tried,
He could not lock his doors inside,
Because when all was bright and fair,
It seemed a shame to keep it there;
And oft he left his lamp go out,
When it was pleasant all about,
Because he felt it would be sin
If he should always keep it in.

In darkness oft he sits and sings
To keep from making light of things,
He will not build, I know 'tis true,
A grate fire when a small will do;
And he spends many useful hours
In taking pistils from the flowers,
Lest from their little shoots should be
Some quite appalling tragedy.

—J. W. FOLEY.

ALWAYS AT HAND

The office manager had forgotten his penknife, and everybody else, it seemed, had forgotten theirs. He called Tommy, the office boy, who fished from his pocket the desired article.

"How is it, Tommy," asked the manager, "that you alone of my office staff seem to have your knife with you when I want one?"

"I suppose," replied the boy, "it's because I can't afford more'n one pair of trousers."—Boston Transcript.

Money talks, but most of us cannot understand the language.

The TWILIGHT HOUR

A Page Just for Children

Bobby Learns That "April Showers Bring May Flowers"

"OH Mother, why does it have to rain so much?" sighed Bobby, as he pressed his little nose flat against the window pane. "Johnny and I were going to play outdoors today."

"This is April, dear, and you have heard your teacher say, 'April showers bring May flowers', haven't you?" Mother replied.

"Oh yes, but it rains just at the wrong time. We planned to play last Saturday and it rained—'member?"

"Yes I remember, and I expect you'll be disappointed time and again this month, Bobby, but you must expect the rain at most any time, and then you won't be disappointed."

"Shoot! I wish—I wish it would never, never, rain any more!" Bobby said, vehemently.

"Why Bobby! That's very very wrong to wish that. Don't you know that the rain fills up the rivers—it makes the flowers bloom and furnishes you your drinking water?"

Bobby, still in an angry frame of mind, sauntered over to the day bed and threw himself on it. The rain pattered against the window pane. Patter, patter, patter—splash, splash!

Bobby started watching it as it trickled down the pane. He began to count the drops — to wonder if another would hit in just the particular spot that the last one did—until he was sound asleep.

Mother, coming into the room, saw that he was asleep and so she spread a light cover over him. Bobby slept on.

Then it seemed to Johnny that all at once he was out in the yard. The sun was shining down. Johnny had come over and the two of them were going to make some clay models out of mud.

"You go and get the water and I'll get the red clay", said Johnny, and Bobby started toward the hydrant with his little bucket. He turned on the faucet, but there was no water. He went to the kitchen and turned on the faucet in the kitchen sink—but there was not even a drip.

Not a drop of water to be found. Surely there was some in the deep well in Mrs. Jones' back yard, and Johnny hurried over. He let the bucket way down, and when he pulled it up again—it was not even so much as wet!

And that sun was getting hotter and hotter! All at once Johnny began to get thirsty. His little throat became dry. He sat down under a tree and began to wipe his forehead. He felt that if he had to go back to his own back yard, under that blazing sun, he would surely die.

Just as he was sitting there, he noticed a beautiful little tulip swaying in the breeze. On it was the most beautiful fairy he had ever seen. He sat upright and stared with all his might.

"Don't you see what you have done, Bobby? You wished it would never never rain again—and it hasn't rained for weeks!" said the little fairy. "We must have rain—rain makes everything bloom again, and it won't rain until you've taken back your wish!"

"Oh—I do take it back—if it would only rain again———!"

Just then a cloud came over the sun—it got cloudy, and while Bobby watched the sky, the rain drops began to patter down. Soon the grass pointed its blades toward the sky—the tulip lifted her head and drank the water which fell—all nature seemed to be stretching toward the heavens—drinking in the rain.

And when Bobby opened his eyes, mother was sitting beside him sewing, and the sun was shining through the shower. The rain had stopped pattering down the window and soon the April shower would be over.

He got up and rushed to the window. Everything was green and fresh, and the scene was lovely to behold. He went to the kitchen and turned on the faucet. Clear cold water poured out. He drank deeply and drained the glass to the bottom.

When he returned to the room mother said: "Bobby, its cleared off now—just another April shower. You can run out and play now, for I see Johnny coming across the yard."

"All right mother—gee, its nice after the rain, isn't it? April showers aren't so bad, are they?"

MOMENTS IN MAY

By PAUL ARTHUR DERINGTON

Shower bathed and splashed
Through the month of May;
Flower flecked and dashed
With songs and laughter gay;
Makes this time of flowers
Bring its memories to view,
Of lovers days and shady bowers
And the happy moments too.

Yes planting and singing
Through the month of May;
The rise of sun is bringing
Another spring blest day,
With many a bird and song
As these moments quickly go
Could we do a single wrong,
Or now an evil know?

Sunlight and many shadows
Through the month of May;
Breezes and warmth so near,
With hopes we live each day.
Fair May you are the best time
Of all the year we know;
Your moments are sublime—
We ask you not to go.

BE—YOU!

Whatever you are, be that.
Whatever you say be true,
Straightforwardly act,
Be honest in fact,
Be nobody else but you.

Carrying a rabbit's foot doesn't mean anything at a railroad crossing if you are careless.

Some Bright-Eyed Children of Frisco Folks

Top Row: Chas. Cashman, age 6, son of Mr. W. H. Cashman, telegraph operator, Tulsa; Douglas Royce Williamson, son of Mr. J. C. Williamson, agent, Cresson, Texas; Geo. Harold Boedecker, 2 year old son of J. S. Boedecker, machinist, Monett.

Second Row: L. A. Seitz, Jr., age 5, and Nina Bess and Mary Francis, twins, age 2, children of Mr. L. A. Seitz, passenger conductor, Creek and Sherman Subs.

Third Row: Donald E. Hensel, 18 month old son of student piecework checker, Chaffee; Betty Lou and Dorothy Mae, children of Mr. Richard I. Pierce, yard clerk, Rosedale; Margaret Ruth Staiger, 3 year old daughter of Mr. Jake Staiger, Bristow, Okla.

Fourth Row: Jo' Ann Lewis, 2½ years, and Jack Lewis, 5 months daughter and son of Mr. Allen Lewis, O. S. & D. clerk, Tulsa freight office; Eugene Leake Smith, son of Mr. E. W. Smith, chief clerk, Fort Smith.

Fifth Row: Sidney Joe, 6 months and Raymond, Jr., 4 years, children of Mr. Raymond F. Dees, pipefitter, Amory, Miss.; Marie Ruf, age 6, daughter of Mr. Paul Ruf, Monett; Mattie Bell, age 8 and O. B. Jr., age 12, children of Mr. O. B. Holmquest, airman, Amory.

LETTER FROM MONETT

Little seven-year-old Vivian Maurine of Monett, Mo., wrote the Twilight Lady the following letter, dated January 14:

"Dear Twilight Lady:

I am a little girl seven years old. I go to Central School. I am in the second grade. My teacher is Miss Beaulah Mooney.

I have one sister her name is Savilla. Christmas she was six years old and in the first grade. Her teacher's name is Lora Reese.

My Daddy is a car carpenter for the Frisco. I enjoy reading the Twilight page very much.

(Signed) Vivian Maurine Proctor"

SLIGHTLY MIXED!

Tommy, very sleepy, was saying his prayers.

"Now I lay me down to sleep. I pray the Lord my soul to keep—keep—

"If," his mother prompted.

"If he hollers, let him go, eeny, meeny, miney mo!"

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Good Times In Frisco Clubs

ON another page of this *Magazine* will be found the account of the first annual meeting of presidents of the Frisco Employes' Clubs at Springfield, March 5. At the time that conference was held, 38 clubs had been formed, and 32 presidents attended. As this issue of the *Magazine* goes to press the total of Frisco Employe Clubs has been increased to 44, and it is expected that a total of 50 clubs will be organized by May first.

To the employe who has not yet availed himself of the opportunity of joining the Frisco club in his community, this editorial is addressed, primarily. It will try to point out to him, or her, some of the advantages the clubs offer to this great industrial army of ours, although the writer realizes that one attendance at a club function will do more to impress the employe, than a hundred editorials of this nature.

For a good many years, Frisco employes have done their work in the prescribed hours and been paid at the prescribed time. It has been on a strictly business basis, which is proper as far as it goes. In recent months, through these Frisco clubs, employes have become acquainted with men and women in other departments, learned something of their problems and their personalities, found out that they were "folks" like themselves. Through the medium of club dances and card parties, programs in which employes and their children take part, outings, business discussions, and every phase of social get-to-gether, employes of the Frisco Lines in 44 communities, are becoming friends.

"For ten years I've worked in the Tulsa terminals as a switchman and yardmaster," Pres. Faye Warren of the Tulsa Frisco club said at the presidents' conference, "and believe me, it was good to attend a Frisco club party and get several handshakes from Frisco men I'd been waiting ten years to meet."

We know that all departments of this great industry we represent, are closely knit, dependent upon the other, and we must follow through to the understanding that a better acquaintanceship with the fellow in a neighboring department will not only make our connection with that department more pleasant, but will also make it more efficient.

They are having some rare good times at the parties and meetings of these Frisco Employe Clubs. They are getting business for Frisco Lines and by their very existence they are improving Frisco morale and efficiency.

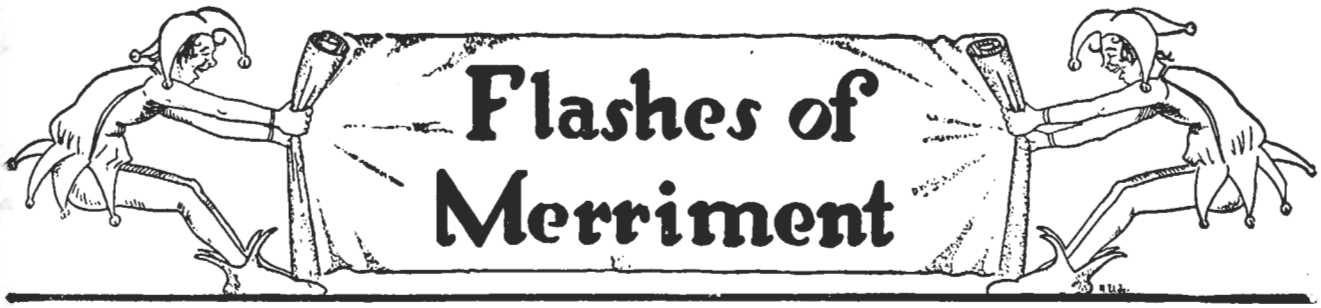
The next time a Frisco club is meeting in your town, or in a town near you, make it a point to attend. Do it from the viewpoint that you want to have a good time with your fellow-worker, and you won't be disappointed.

A Deed Well Done

HIS story appears in a small, single column box somewhere in this issue, but the heroic portent of the actions of Edwin Daniels, negro, of Red Bank, Miss., who flagged a Frisco train after finding a broken rail in front of his house, could be expanded into columns of type.

Daniels' children, playing near the tracks, rushed to him with the news that the Frisco "done broke in two." Knowing that a train was due in a few minutes, Daniels seized his wife's prized possession, a red bureau cover, dashed down the track and flagged the train in time.

Many might-have-been mishaps on American railroads have been prevented by men like Edwin Daniels, who live along the tracks. Among the valuable allies of any division superintendent can be counted the co-operation of residents near a rail line. Added to the letter of thanks sent Daniels by Superintendent R. B. Butler of the Southern division, we send through the *Magazine,* the thanks of the 30,000 Frisco employes, who are deeply grateful to the watchful Daniels for preventing a Frisco accident.



The Truth

George Washington was a big tall guy,
Who never told a wicked lie,
In fact he was the only skate,
Who never did provaricate.
The rest of us are not so tall,
And never tell the truth at all!!

A Last Appeal

A Southern darkey, condemned to die on the gallows, addressed the following letter to the Governor :

"Dear Governor:

The white folks is gwine to hang me on Monday and here it is Friday.

Yours truly———"

A Lesson

"This will certainly be a lesson to me", said the old darkey as the noose was placed around his neck.

An Old-New Song

Four and Twenty blackbirds,
Awfully dry,
Went to Canada to get some rye.
When the rye was opened,
Those birds began to sing,
Where the H—— is Volstead,
God save the King!

Questioned Veracity?

There was once a man who was such a big liar, that he had to have his neighbors call his hogs to dinner. They wouldn't believe him.

A Case?

A lawyer once told us that the most difficult case he ever tried was a case of champaigne.

What He Was Paid For

A traveling man called up the station agent, an hour before train time and asked if the train was on time. He was told it was.

Arriving at the station a few minutes before it was due to arrive, he saw it was marked up an hour late. He went into the station and to the ticket window.

"I thought you told me that train was on time?"

"I did tell you it was. What do you think the railroad is paying me for anyway—to knock their business?"

Not Desirable!

Customer: "What y'got ter eat?"

Waiter: "Mince pie, lemon pie, 'n custard pie!"

Customer: "Gimme some mince pie 'n some lemon pie."

Waiter: (with an injured air): "Wot th' hell's the matter with the custard?"

Old Fashioned

Liza and Fannie were discussing their Sunday night dates.

"Yes mum, I done had me a neckin' party last night!"

"Neckin' party? Law chile, don't you know them is out of style? They had them 4,000 years ago."

"How you done know they had them 4,000 years ago?"

"Cause my mammy done told me that the Bible says that King Solomon took the Queen of Sheba into the banquet hall and he fed her wine and nectar!"

The Newest Ford Joke

A man speeding in a Cadillac on a main highway was passed by a new Ford, and was unable to pass the Ford in turn.

His amazement was increased when the man in the new Ford called out: "Say, do you know anything about the new Fords?"

"No I don't", returned the driver of the Cadillac.

"Well, I've got to find somebody who'll show me how to shift this thing from second to high. I'm just learning to drive it."

Noah and Publicity

The railway line was flooded on account of the heavy rainstorms, and the traveler was obliged to break his journey at a village. He made his way in the pouring rain to an inn, and said to the waiter there, "It is like the Deluge."

"The what?"

"The Deluge. Haven't you read about the Deluge—Noah and the Ark and Mount Ararat?"

"No sir", said the waiter, "we ain't had no papers here for three days."

—Epworth Herald

Trigonometry

Negro Lawyer: "So this man is accused of bigotry—of having three wives."

Negro Judge: "Bigotry—that's not what I 'd call it—I'd call it trigonometry."

Leap Year!

As they sat alone in the twilight,
She said, as she smoothed his brow;
"Darling I know my life's been fast,
But I'm on my last lap now."

Its So!

All the world loves to see a hard boiled old bachelor, get hooked by a clever woman!

Economy!

"Oh papa, I saved three cents today. I ran all the way to school behind a street car."

"For shame Abbie—you should have run behind a bus and saved a dime."

Don't Be a Poor Fish

A story is going the rounds of a man who had a fish-tank divided into two sections by a glass partition. In one side he put a lively bass; in the other a number of minnows.

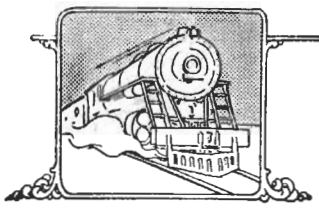
Every time a minnow came up to the glass partition the bass made a strike. Then with a bruised head, the bass got discouraged and waited patiently each day for the food dropped in from above.

The man took out the partition. The minnows swam around the bass and were not touched. The bass was thoroughly sold on the idea that business was bad.

Take another lunge at the glass partition. It isn't there.—The Churchman.

MIGHT AS WELL!

Pat was on a sinking ship and was watching with interest the frantic passengers grabbing life preservers, putting them on and jumping overboard. "Shure," said he, "if everybody is stealing, I can too." Immediately he picked up a heavy piece of iron and jumped overboard with it."



The FRISCO MECHANIC

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

RAPID WORK AT SHOPS

Springfield Men Proud of Repair Record on Cylinder Head

FRISCO passenger engine No. 1501 on train No. 9, met with a peculiar accident while in service near Chandler, Oklahoma, February 10, 1928. The right piston rod broke just ahead of the crosshead, causing the piston to knock out front cylinder head and in so doing, two-thirds of the front of the cylinder rim was broken off, valve chamber front cracked, and one of the bridges in valve chamber was broken in two places, with a horizontal crack about a foot long in the exhaust chamber.

The engine was sent to the North Springfield Roundhouse, and was turned over to Mr. W. F. Brandt, general foreman for examination and repairs.

The broken cylinder was prepared for welding or brazing and wood patterns were made for cast iron patches to replace the broken end. A small auxiliary patch was first cast and brazed in to replace the broken valve chamber bridge. Then two large castings, weighing fifty and eighty pounds each were applied and oxwelded to cylinder with brazing bronze. These castings were reinforced by being brazed to the bridges in the steam ports.

The patterns for the castings were made, the cylinder was chipped, prepared and the castings set for welding. The cylinder and valve chamber was also bored and faced after welding.

The work was finished February 24 and the engine made a doubleheader trip to Memphis that night, and on its return from Memphis went on through to Tulsa, Okla., with a large special train carrying an opera company. The repaired cylinder gave no trouble and was pronounced 100 per cent efficient.

This was probably the first job of its kind to be performed on any railroad, and caused much interest among the mechanics in the shop. It required 140 pounds of brazing metal to perform the work.

Repairs of this kind represent quite a saving, both of time and money, as the cost of this repair job was not as much as the labor alone of removing and applying a new cylinder. The cost of a new cylinder would be about $1,400.00 and its application about $600.00.

Charter Members of Auxiliary to Local No. 6

Left to right, top row: Mrs. Jessie W. Bryant, president; Mrs. James Proctor, vice-president and Mrs. D. C. Canady, secretary.

Bottom row: Mrs. Coy Wadley, treasurer; Mrs. Herman Lipe and Mrs. Elbert Haggard.

THE LADIES' AUXILIARY to Local No. 6, Monett, Mo., has been functioning during the winter months with socials and dances. At one of the meetings, Mrs. Bryant, president of the club, in an address spoke of the aims of the organization in part, as follows:

"It is not our intention to meet together just to have a happy-go-lucky time. We meet together because we are interested in our husbands and their work. We want to understand the conditions under which they work so that we, as wives, may fit ourselves to the conditions that arise in our daily lives. We want our husbands to feel that we are truly interested in them and that we appreciate their efforts as bread winners.

"Every woman in our auxiliary represents a home and most of the auxiliary members are mothers. Houses are built to live in, but it takes more than a house to make a home. There must be love, courtesy and co-operation between parents. There must be harmony in the home before we undertake any work outside our homes. Therefore, it is, or should be, our aim to take the spirit of playing the game into our homes. Then when hardships come we will be more courageous in facing them.

"We, as fellow-workers, want to meet all of our co-workers with a warm handclasp and a word of cheer and understanding. Every man's or woman's work in our organization is of importance, therefore, we want to put forth every effort to make it one of the most harmonious on the Frisco System. If we do our work well we not only work to our own interest, but to the interest of our Frisco. Therefore, let's clothe ourselves in the spirit of good fellowship and work to the interest of all concerned."

DOWN IN THE OZARKS

By ALBERT WEAVER, Blacksmith, Springfield, Mo.

Finest country in the land
is the Ozarks.
Many beauties, rich and grand,
Has the Ozarks.
Sweetest flowers ever seen
Grow, in beauty, by each stream.
And on hill and in ravine,
Down in the Ozarks.
Some are early, some are late,
Down in the Ozarks.
Peaches, apples, grapes and pears,
That take premiums at the fairs,
Grown in abundance everywhere,
Down in the Ozarks.

Prettiest girls you ever met,
Live in the Ozarks.
Never have seen their equal yet,
But in the Ozarks.
They have beauty, charm and grace,
And a rosy, smiling face,
Natural for the female race,
Down in the Ozarks.

The people all are of the best,
Down in the Ozarks.
Love and friendship stands the test,
Down in the Ozarks.
Years may come and years may go,
But you'll always find it so,
If you ever chance to go
Down in the Ozarks.
I love the hills from base to dome,
Down in the Ozarks.
To me, it's always home sweet home,
Down in the Ozarks.
There the sweetest song birds sing,
Flitting about on noiseless wing,
Make the woods with music ring,
Down in the Ozarks.

When this poem you have read,
About the Ozarks.
If you doubt what I have said,
About the Ozarks,
Just step down into our land,
And view our scenery rich and grand,
Then perhaps you'll understand,
Why I love the Ozarks.

CHAFFEE AUXILIARY GROWS

The Frisco Ladies' Auxiliary of Chaffee, Mo., to the Frisco Association of Metal Crafts and Car Department Employes is well organized and reports a membership of forty.

On March 1, Mr. Frank Junkins, Springfield, Mo., general chairman of the organization, addressed the Auxiliary and presented Mrs. Lizzie Bienert, president, with an accident prevention pin.

The last meeting of the organization was held on March 7, when eleven were initiated.

A Man's Job

Mr. W. E. Eagan, general yardmaster at West Tulsa, Okla., thought the following message, written by Senator Arthur Capper, of Kansas, of such merit and truth that he put it out in bulletin form to all his employes.

The message reads:

"A man's job is his best friend. It clothes and feeds his wife and children; pays the rent and supplies them with the wherewithal to develop and become cultivated.

"The least a man can do in return is to love his job.

"A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while, for him and his to enjoy.

"If you ask any successful man the reason for his making good he will tell you first and foremost it is because he likes his work. Indeed, he loves it; his whole heart and soul is wrapped up in it; his whole physical and mental energies are focused on it; he walks his work; he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make of his work what it should be, and makes himself what he wants to be."

INTERNALLY INJURED

"Hennery, whyfo' you staggerin' dataway?"

"Well, suh, Letty, Ah was comin' down a back street where it was kind of dark, an' I just stumbled on to an Old Crow bar."—Wisconsin Octopus.

Frisco Mechanic Family News

LOCAL No. 20—HUGO, OKLA.

ORAY N. WRIGHT, Reporter

Louis Hope, helper, is back from the hospital after having his feet overhauled. He say's he can make the mileage now.

Hugh Tinsley, machinist, has gone to the hospital on account of a very painful knee. We hope to see him back o. k.

H. L. Akridge, storekeeper, and wife, were Springfield **visitors recently.**

A. M. Patton, boilermaker, second class, has been off quite a while with a broken toe, but we hope to see him back soon and able to kick in a wall with that foot.

Charlie Potts would make a good transfer man as he is forever moving. He says if he has to live in a town he wants to live all over it.

Once a fireman always a fireman for W. D. Kimmons. He has taken the night stationary fireman's job.

We have one of our old gang back now. Tom Tinsley is now truck and spring helper, also a mainstay on our baseball team. We have Kinney Dunn back, too.

J. O. Norris, air brakeman, has been transferred from Ft. Smith here on the car department force.

Joe Hammonds, machinist, has been off several day's on account of sickness.

R. D. Walker, machinist, has gone on a tour of the south. He says he's going to make all of Texas.

F. D. Knipp, machinist, cannot make up his mind which car he wants, a Ford or a Buick. Since he has part payment on both we'll let his pocketbook be his guide.

Buster O'Neal, clerk at Fort Smith, recently was home for a few days.

One of our local boys is going to try out in the Texas baseball league, and we are afraid that two of our boys are going to do it, too. They are Sam Hollins and Kinney Dunn. They are both famous twirlers.

Warm weather is coming. John Miller, night foreman, is raring to go fishing. He's hard to beat in telling fish stories.

Jesse Streetman, car man, who has been out of service for about two months, is back on the job.

Ferd Jarrell, machinist, and Johnnie King are very anxious to go to Dallas and see the N. Y. Giants play Dallas in one of their exhibition games.

It looks as though the roundhouse crew baseball nine will have an awful line-up by the way they are tuning up.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

John Hannamon, hostler helper, has resigned to be a farmer.

We regret to announce the death of Mrs. Harvey Lynch, wife of the brakeman.

H. L. Davis, blacksmith, recently was a visitor here for a few days from Birmingham.

Fred Martin, carpenter B. & B. department, recently lost all his household goods by fire.

John Paragoue, boilermaker, Memphis, recently was visiting his many friends here.

C. A. Berry, roundhouse foreman, made a trip to West Plains, Mo., and is now a Royal Arch Mason.

Charles Cline has resigned his position of caller. Fred Station succeeds him.

A. M. Burnum, who has been on the sick list, is able to walk around again.

We regret to announce the death of Mrs. H. Allen, the mother of the night supply man.

J. A. Beck, yardmaster, is sporting a new Chevrolet.

Joe Herbold and wife, from Memphis, recently were visitors here.

H. Woolridge, yard clerk, is at the hospital at Springfield.

We were all agreeably surprised at a box of cigars being passed around, and found out that Walter Myers, night machinist, had just married a young lady from Monmouth Springs.

O. S. Hunter, brakeman, is sporting a new Whippet sedan.

Fred Hingle, yard clerk, is visiting home folks at Cabool, Mo.

BRIDGE AND BUILDING DEPT. SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Hugh Nease, and family recently spent several days visiting at Willow Springs, with his father-in-law, who is recovering from an illness.

Bill Haralson recently was off a couple of days on account of his wife being ill.

Bert Hoffman's little boy has the mumps.

John McGill recently spent several days visiting his father at Fort Gibson, Okla.

In spite of rain March 8, Charles Baron and his gang cast the slabs under the south track at the Boulevard subway in 9 hours.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Frank Rotterman, sheet metal worker, accompanied by Mrs. Rotterman, went to the Kansas City automobile show.

Albert Wilhite and Tommy Fuzzell have purchased Essex super-six sedans. We are glad to see Frisco employes prosperous and contented and satisfied with their jobs.

Mrs. Oma Daniels, wife of William Daniels, of the store department, has been visiting friends and relatives at Coffeyville, Kansas.

Leonard Keltner, mill room helper, is undergoing treatment at St. John's hospital. Earnest Noble is substituting for Mr. Keltner.

John Haines, after an illness is at work again in the angle bar yard.

Lloyd Elingsworth, who works in Mr. Pence's gang, is still unable to return to work.

Claude Brown, blacksmith, is another one of our employes who has been allured to the farm. We wish you success, Claude.

William Harris, blacksmith helper, has moved to his farm north of Springfield. We hope to visit him when the strawberries are ripe and watermelons are ready to plug.

Ralph Carr, laborer in the tin shop, has taken up his domicile near Willard, Mo. He reports the new highway to Ash Grove, over which he travels, in very fine condition.

Edward Davis, blacksmith helper, recently caught his thumb in a shear.

Mrs. Dave Craig, wife of the blacksmith, is visiting her sister at Yuma, Arizona. Mr. Craig accompanied her as far as Kansas City.

John Dennis, blacksmith helper, is ill and has secured a sixty-day leave of absence. We hope to see you back soon, John.

A fine, new, expensive, Pels punch and shear combined has been delivered to the Reclamation Plant. Every day, in every way, we are growing bigger and better.

Joe Loyd is the proud father of a young man, Donald Clinton, who arrived at his home February 25.

Brisbun Hanks, colored, car man, announces that on March 4 a fine boy weighing ten pounds came to his home. His name is Melvin Verdell.

Jack Stewart has been making sketches and handling the blue print work on changes being made on Motor Car No. 2131, which is in the shop for a complete overhauling. Jack has been making splendid grades at the mechanical night school, which is held two nights each week at the Springfield High School manual training building, and is sponsored by the Frisco.

Charles Elkins, blacksmith, and Mrs. Elkins are the proud parents of a new seven-pound baby girl, Ida May, which arrived recently.

J. C. Potts, labor gang foreman, has returned from his winter vacation spent at Dawson Springs. He says no place equals the Ozarks, even if Kentucky is famous for her race horses, blue grass and pretty women.

William A. Stewart, Johnnie O'Brien, Jack Stewart, and Henry Warren, were all in St. Louis on a week-end trip recently.

Charles Kelly has recuperated after several months' illness. His friends are glad to see him back at his old job on the drill press.

Ona Dixon, wife of Finis Dixon, of the store department, has returned from Wichita, Kansas, where she visited her brother.

Bridge and Building carpenters have installed the foundation in the south room of the power plant for a new Laidlow-Dunn-Gordon air compressor. This machine will produce 500 cubic feet per minute and is steam driven. It will replace the small motor-driven air compressor now in use, which is to be moved to the passenger depot on Mill street.

Homer Richie, machinist, and Mrs. Richie, journeyed to Pensacola, for their winter vacation. Mr. Richie reports that he foresees a bright future for that "neck of the woods".

Edward Hunter, mill room man from the West Shop, is working in place of George Ramey, who is on the sick list. He was employed in the coach department here until the shop was destroyed by fire about a year ago.

Mr. and Mrs. George Shuster and family recently visited at their former home at Thayer, Mo. George had a very highly-prized bird dog. Then came the last hunt, the day of sadness, Friday the thirteenth. While in a forest that abounded with quail this much prized dog was suddenly attacked by a monsterous "bob cat". George had the remains of the dog cremated.

Any of you fellows who are fond of opossum and have not the time or luck to go out and capture them, should see Jess Glenn, blacksmith. He is an expert when it comes to bagging them.

The reclamation plant had a number of distinguished visitors recently, among them was G. W. Luber, Superintendent of the M. K. & T. reclamation plant at Parsons, Kansas. Mr. Luber, being a friend of our superintendent, L. J. Leysaht, was here as a visitor in February and was so well impressed with the reclamation plant that he returned again, bringing with him his entire supervisory force to inspect our methods of handling and reclaiming material. He says the "Katy" has a fine plant at Parsons, and is an enthusiastic booster for his road, but willingly admits that we have them out-classed as much as fifty per cent in some departments.

Fred Nicholson, our congenial chief engineer at the power plant, has moved to 301 New Street, just 250 feet closer to his work than where he formerly resided. Mr. Nicholson has figured out that if he remains with the Frisco until he is retired, and saves the 500 feet walked to work each day, he will save himself a walk of 2,419 miles.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Mr. and Mrs. Barney Deckard are the proud parents of a fine baby girl, born March 4.

Leander Van Natta, blacksmith, is very ill. We hope he will soon be back on the job.

Hershel Thompson's little four year old daughter was struck by an automobile March 7. We hope she will soon recover. Mr. Thompson works in the Forge Shop.

George Tipton, boilermaker, recently made a week-end trip to his farm near Dixon, Mo.

J. O. Woody, boilermaker, made a week-end business trip to Dixon, Mo., March 3.

L. J. Lyons, crane operator, is sporting a new Ford.

E. H. Johnson, boilermaker, is driving a new car.

J. E. Brandon, sheet metal worker, recently made a week-end trip to St. Louis.

Louis Hoffman, boilermaker, has moved his family to his farm near Dixon, Mo.

C. W. Martin, welder, is ill. We hope he soon will be back on the job.

Homer Thomas, boilermaker, has the sympathy of the boys at the West Shop in the death of his father, which occured February 18, and his grandmother, February 24.

William Crowe's house was destroyed by fire February 27. William has the sympathy of the boys at the West Shops.

I. E. Stoops, power house fireman, is back on the job after being off sick for several weeks.

Cap Wight, painter foreman, is sporting a new Essex coach.

W. E. Stucki, machine gang foreman, is driving a new Studebaker this week.

E. C. Hogan, crane operator, was ill recently.

Buck Hughes, locomotive cab carpenter, is sporting a new car.

The Metal Crafts moved into their new meeting hall March 16. There was an entertainment and dance.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. and Mrs. Wilbur Ayers enjoyed a visit from Mr. Ayers' brother and wife of Peoria, Ill., the first of February.

The five year old son of O. T. Smith, electrician, suffered a very painful accident on the afternoon of March 14. He was playing in the yard, and in some manner fell and broke his left arm just above the elbow.

Mrs. W. J. Foley, wife of W. J. Foley, master mechanic, has been quite ill at her home on East Broadway, but is improving at this time.

Wayne Fuller, roundhouse caller, motored to Wichita, Kansas, March 11, to spend the week end visiting friends.

Born to Kirkland B. Johnson, and wife on February 17, a winsome baby girl, whom they have named Elwanda Jo. Mr. Johnson is employed as a boilermaker.

Eugene B. Allen, machinist, and his brother Gerald, sheet metal worker, pulled a surprise on the shop forces by appearing as principals in a double wedding ceremony February 16, Gene's bride being Miss Anna Sherwood, and Gerald's, Miss Mary Murray. The wedding took place at the home of Rev. Robert Hunt, pastor of the First Methodist Church. We join their host of friends in wishing them a long and happy married life.

Sam Thompson, tank-truck man and Mrs. Thompson are the proud parents of a baby boy, born February 24, weight 12 pounds. All parties doing nicely.

Born to Mr. and Mrs. Tom Venable, February 26, a baby daughter whom they have named Betty Jean.

Dutch Clark, tool room attendant, has been down with an attack of the "flu", contracted while in Mount Carmel, Ill., attending the funeral of his grandson, recently deceased.

The small daughter of T. E. Giddens, machine shop foreman, little "Miss Athalelis", while playing in the yard of her home, in some manner fell and broke her arm. She proved herself a real heroine by going to the hospital, climbing on the operating table and having the fracture reduced without even a whimper.

"Dan Cupid" and the stork have evidently been in some kind of a contest for the past several weeks among the shop employes, and to date it is tied, at three all. The latest victim of Dan's deadly aim was Wayne D. Pierce, night tank-truck man, who married Miss Myrtel Forsythe of Oklahoma City, March 4. They left immediately on a wedding tour that will take them to Denver, Salt Lake, San Francisco, Portland and Vancouver, B. C. They will be away thirty days. This splendid couple have many friends in Enid, and on the Frisco who wish them a long happy life together.

Local No. 8 held an open meeting and smoker on the evening of February 27. The supervisors were special guests. There were a number of good talks from different ones, all stressing the importance of mutual good will and cooperation in adjusting any differences that arise in our daily tasks. There is, and always has been, the most friendly spirit between the management and men at this point, and such meetings as this one serve to strengthen that feeling of mutual good will and fellowship.

Wayne Fuller, roundhouse caller, has been "down" with the "flu" several days, but is now on the job again.

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

Harry Sutter, B. & B. painter, was one of the few people of this city to celebrate February 29 as his birthday. Harry was twenty years old and has had only five birthdays.

Miss Cora Gregg of Joplin, Missouri, was a recent visitor at the home of her sister, Mrs. George Hollman of this city.

The paint gang at Newburg has now completed the painting of all the shop and office buildings at that point, and are finishing up by painting the roundhouse smoke stacks.

Mrs. Foster, wife of W. I. Foster, paint foreman, was ill the week of March 5, with acute indigestion. Glad to report she is much better at this time.

Mrs. Arnold Singer is visiting with a daughter and family in Oklahoma City.

The Springfield B. & B. paint gang are repainting all of the south shop buildings and roundhouse, the latter to be used as a storage place.

Henry Nolan, scale foreman, has built a five tube radio set which is a wonder (according to Henry). In one evening he had two Canadian stations and Havana, Cuba, and then stuck his head out the window and got "Chili" (chilly).

Bill Wadlow and Roy Chaffin are now working in the 9th and Olive Office Building, St. Louis, refinishing the furniture and fixtures on the seventh floor, which were damaged by fire.

"Shorty" Shriner, B. & B. painter, and wife recently visited with friends in Lebanon, Missouri.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Well, it looks as if spring was really making her bow and with fruit and crop prospects so encouraging, and from the great flocks of seed catalogs that are being circulated, we have every reason to swell our chests and sing with the birds. With this kind of weather holding out, it makes a fellow want to get out into the garden and delve into the freshly plowed earth and fill his finger nails full of nice black dirt.

Claude Tuck and gang have made major repairs on coal chute at Stanton, deep well at Lebanon, and pump station at Ozark, besides minor repairs at several places during the past month.

J. S. Wood, water service foreman, and Chancey Buckmaster went to Ash Grove February 13, to work on the pump station at that point.

Austin Wood and James Stephens worked at the West Shop here February 23, going out on the east end again next day.

Elliott and Billy Phillips, small sons of assistant foreman W. E. Phillips and wife, have been quite sick, but are much improved at this writing.

The writer was in Monett several days renewing the metal work on the passenger depot, baggage room and Y. M. C. A. building, and was also in Aurora, where with the assistance of D. C. Canady and William Coon, the coal elevator of the Sinclair Coal Company was put into operation.

New pumping equipment was installed by this department at Ozark recently under very adverse conditions, but by strenuous efforts on the part of all, the reputation of the department for efficient service was maintained.

Owing to strict regulation of the State game laws covering this season of the year, fishing news is very scarce, but George Hollman, correspondent from the B. & B. paint department, continues to replenish his supply of tackle and look forward to the open season. He surely is an optimistic cuss.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

Mr. Virgil Strictland, night watchman, resigned February 11. Mr. Strictland will move to his farm near Appleton City, Mo.

Mr. Ed. Mackey, who worked as a machinist in the Springfield shops for several years, has been assigned the duties of night watchman.

Mr. R. A. Watson, tool supervisor, has purchased a new Studebaker coupe.

O. J. Painter, machinist, was confined to his home the first part of March, on account of illness.

Dave Atwell, machinist, made a business trip to Crocker, Mo., recently.

J. W. Highfill, made a hurried trip to the bedside of his daughter, who was operated on in Little Rock, Ark., February 23. Mr. Highfill returned to work March 1, with the report that his daughter was recovering nicely.

Bob Stephenson, machinist, has purchased a new Essex car. Bob has promised to loan it to several of the boys during their vacations.

Argil Killingsworth, supplyman, resigned, March 3. Argil has moved his family to Marshfield, Mo., where he will operate a filling station.

Mr. John Fisk, who has been employed in the stationery department, at the storeroom, will fill the vacancy made by Mr. Killingsworth resigning.

Mr. John Dunbar, machinist, lost several days' work recently on account of an injured foot.

We notice that Curt Swineford has quit pushing his old Maxwell car home every evening now, and is riding in a Buick sedan he purchased March 11.

Everett Burks, night machinist, was absent a night recently, on account of a slight injury to his leg.

A. C. Potter, machinist, and family returned recently from a visit with relatives and friends in California.

C. W. Wilson, machinist, who has been confined to his home by illness, returned to work March 12.

Mr. A. Kerns, blacksmith, who has been away from work the past several weeks, with an injured foot, returned to work March 12.

Mr. Jesse L. Clay, power house engineer, was confined to his home several days recently, on account of illness.

CAR DEPARTMENT MONETT, MO.

D. F. TOBIAS, Reporter

Foreman L. S. Sheridan was transferred to Yale, February 16, taking with him the best wishes of the entire department at Monett and also an appreciation of his friendship and service in the form of a beautiful ring which the boys presented him. Clarence F. Davidson, who has been travelling for Mr. Spangler the past four years, takes Mr. Sheridan's place on our rip track. Mr. Davidson formerly had a position as rip track foreman here and we are glad to welcome him back to the fold.

Car repairer Delmer A. Browning left our ranks March 1 and has gone to the farm where he has a large strawberry acreage. Good luck to you, "Dinger" and remember us when they get ripe.

Air brake man H. B. Harvey was off about two weeks in February account illness.

R. L. Gravener returned to work March 5 after having lost thirty days account an injury to his left hand.

Walter A. Henson was called to Kansas City, March 3, account serious illness of a sister. He returned March 6, reporting her condition greatly improved.

Foreman T. M. McMillen was moved to our hospital at St. Louis, March 6, for treatment of a case of inflammatory rheumatism. At this writing his condition is reported slightly improved. Mrs. McMillen accompanied him on the trip.

Car repairer A. D. Scott, was absent during the month of February account illness.

Foreman L. S. Sheridan appeared in our midst March 6 and 7, gathering up his family and household effects and taking them to Memphis, where he was assigned job of rip track foreman.

Car inspector Sim P. Walker left March 13 for treatment at the hospital at St. Louis. W. J. White is filling his position.

LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

F. S. Vail, storekeeper, spent a couple of days recently in Topeka, Kansas, with his daughter who is a patient in the Benefit hospital, where she underwent an operation.

Glenn Gillett and Carl Ralson have both been on the sick list but are both able to be at work again.

William Chaney, local correspondent, spent Wednesday, February 29, sightseeing in Kansas City.

Lee Vail has been absent for several days on account of injuries received in a fall from an engine.

Engine No. 744 was brought here from Wichita to relieve engine No. 762 which has been taken to Springfield for overhauling.

MECHANICAL DEPARTMENT FORT SCOTT, KAN.

CLEIS B. HUNT, Reporter

Mrs. Lewis Ragin, wife of fireman, has returned from a lovely visit in California, visiting her mother and sister there. Mr. Ragin must have been glad that his cook returned, judging from the burns that he sustained in trying to fry meat.

Carroll Henshaw, 12 year old son of Mr. and Mrs. E. C. Henshaw, broke his arm near the shoulder on February 19 while playing around a new building. He is rejoicing because he can soon have his arm out of the cast and return home from the hospital.

Mr. and Mrs. G. A. Ermatinger spent a few days in St. Paul, Minn., visiting Mr. Ermatinger's mother, who had a stroke of paralysis, February 10.

We celebrated Washington's birthday by having Hal Dingman call on us and stay for the week end.

Wish to extend our sympathy to Frank Blankenship, locomotive carpenter, in the loss of his father who died February 23, at the home of his daughter, Mrs. Frary. He was also the grandfather of Phil Fralry, hostler helper.

John McNear returned to work after a siege of sickness.

Some don't get too big to have the mumps, Dewey D. Queen, machinist, just experienced what they were like.

Frisco Forces at West Shops, Springfield,

1.—Yard office force, 8 a. m. to 4 p. m.
2.—Flange fire force.
3.—Rod Gang.
4.—Erecting gang No. 3.
5.—Boiler shop erecting gang No. 1.
6.—Tank valve men.
7.—Yard office force 4 p. m. to midnight.

le Mo., Pose for Magazine Photographer

8.—Tank shop force.
9.—Valve motion gang.
10.—Erecting gang No. 1.
11.—Locomotive welders.
12.—Erecting gang No. 2.
13.—Erecting gang No. 4.
14.—Boiler shop erecting gang No. 2.
15.—Ash pan gang.

Macklin L. Thompson is now in the St. Louis hospital where he was operated on for appendicitis.

Ed. Pierce and Charles Dwyer were off a few days with the "flu".

Mrs. Roy Rector and son visited Mrs. Rector's parents in Joplin, Mo., recently.

Our sympathy is extended Mrs. C. Norton in her bereavement in the death of her father, Mr. John Casner, who died at Fort Scott hospital March 8.

Some of our big family are sporting new cars, namely, William Whitesitt—a Buick, Cecil Padgett— a Whippet and M. O. Calvert and Wm. Phillips, each own a Dodge.

Glad to report that Mrs. Elmer Hill is a little better after her serious illness. Mrs. Hudson, of Jenkins, Mo., Mrs. Hill's mother, is still here. While she was so ill a brother, Mr. C. J. Hudson and wife, of Jenkins, Mo., and sisters Mrs. Jordon, of Hailey, Mo., and Mrs. Loftin and husband of Jenkins, Mo., were here for three or four days.

Miss Marie Hayden substituted a day and half for the stenographer when she was apparently in style with the rest and had the "flu".

Mr. R. D. Hunt and John Gilpin have returned from a two weeks' conference of the Four Brotherhoods held in St. Louis, Mo.

The home of Mr. Cad C. Martin was entirely destroyed by fire when a gasoline stove exploded. We are very sorry that this terrible disaster happened, but glad that Mr. and Mrs. Martin and baby got out of the house without receiving bad burns.

We welcome Nate Brown and W. Lindsey back in the "working army".

George P. Johnson and the headlight platform of a locomotive collided which caused a bad cut on Johnson's head, but didn't seem to hurt the headlight platform, strange as it may seem.

We wonder if everyone noticed the advertisement of the McKey Mfg. Co. on the back of last month's magazine. If you didn't, look it up now, and there you will see engineer E. E. Hale of Fort Scott.

Miami switcher was pulled off and engineer E. W. Kells and fireman O. H. Greenwald have been assigned to Afton-Baxter turn-around local, a new job put on March 16. They have held the Miami switcher for the past several years.

Mr. and Mrs. Henry Tressel and two daughters, Helen and Martha Jane, were called to Salisbury, Mo., account of the serious illness of Mrs. Tressel's brother. We hope he shall have a speedy recovery.

Several are talking of going to Iola, Kansas, about forty miles from Fort Scott, to hear the famous "Billy" Sunday, who started meetings there March 4, to continue for five weeks.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Three new accident prevention committeemen have been appointed. They are as follows: George Ruggles, cabinet maker; M. G. Lovingood, tinner, and James Brown, carpenter.

We are sorry that two of our painters, J. C. Feezell and E. A. Derrick, are confined to their homes on account of sickness.

I. Sullivan, first-class electrician, recently spent a few days visiting in St. Louis.

Jim Williams, carpenter, is off on a sixty-day sick leave. We hope Jim comes back feeling fine.

Jack Hayes, carpenter, has purchased an Oakland car. Jack says he is fixed up now until 1938.

R. C. Munson, carpenter apprentice, has returned from a short visit at Marshfield, Mo., his old home town.

Gus Tunnell, mill machine man, received a bad scalding at his country home a few days ago.

R. E. Kellogg, carpenter apprentice, had a close call the other day when his car was badly smashed.

Bert Caffee, popular millman and fisherman, has gone in for raising game chickens. Bert has a wide reputation as an expert poultryman.

Jap Lindsey, coach truckman, is off on account of fracturing his arm while cranking his car.

Charles Dailey, coach decorator, is getting much enjoyment from his new Overland Whippet.

Andy Zay, cabinet maker, was given a surprise by his friends the other night on the occasion of his birthday. The evening was spent in dancing.

WEST SHOP — SPRINGFIELD, MO.

EDWARD KLINE, Reporter

Well, here we are, all ready to go. This spring weather has all the boys out digging for fish worms and hunting up the old hook and line.

P. O. Woods, special apprentice, was transferred to Memphis to complete his time.

Ralph Yates and Miss Bertha Monday were married March 3. Ralph is checker in the boiler shop. We wish them both many happy years.

"Cap" Wight, painter foreman, is driving a brand-new Essex coach.

Wallace Crow, machinist on the night force, has the sympathy of the boys, as his home at 2138 North Douglas burned a couple of weeks ago.

Look here, this is getting too much leap year! Another one of our boys has been taken. John McGlagon, machinist apprentice, and Miss Pauline Elison were married at Ozark, March 5. We wish you many happy years together.

Bill Lawson, apprentice instructor, says he has a wonderful police dog and he says it will do anything he says! The other morning Bill looked out and his dog had brought him a pair of hip boots. The other day the dog was hit by a car and hasn't been out, and Bill is almost barefooted.

Virgil Endicott, clerk in the office of the superintendent, has a brand-new "Chevy".

A. E. White, machinist apprentice, completed his time and is now working as a first-class man on the night force.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Hello, folks! Another new reporter from Oklahoma City will try and furnish all news of importance from the mechanical department at this point, and in case of oversight or error, please pardon.

James R. Graves, machinist first class, is now in the Springfield hospital, account of an injured foot. Best wishes for a speedy recovery.

Alex M. Darragh, box packer, rip track, is now in the St. Louis hospital, account of sickness. Hope he returns to work soon.

John Cantrell, boilermaker, is also off account of an injured foot, but understand he will be able to report for work soon.

Fireman John A. McClung is now in a local hospital account of a serious illness. We are wishing him a speedy recovery.

Engineer W. O'Hara, who has been out of the service for the past sixteen months, has been reinstated and is back on his old run on through freight on the Oklahoma sub. Glad to see you back, Andy.

Engineer C. R. Brock just returned to work after being off account of sickness. Glad he is able to be back on his run.

Harvey James, our popular night roundhouse clerk, is again back at his post after undergoing operations in the St. Louis hospital. We are glad to report that he is again feeling about normal.

Just received word that our old friend and porter, Wiley Dove, who is now in California on the pension roll, is confined to his bed account of sickness. Everyone hopes that he regains his health soon and lives for many years to come.

LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter

Several members from Local No. 7 attended the meeting of the Frisco Employes' Club of Hugo, Okla., February 16, and are very profuse in their appreciation of the many courtesies shown them. Those who made the trip were George Shields, president of Local No. 7, and Mrs. Shields; H. H. Morgan, secretary of Local No. 7, and Mrs. Morgan; Mr. and Mrs. Chas. Kline, John B. Maledon and the writer, as well as several employes from Fort Smith in other departments.

We regret very much to learn that our fellow-workman, W. L. Cordell, is compelled to be off duty for several weeks on account of sickness. Mr. Cordell will leave for Hot Springs soon in the hopes of finding a cure for rheumatism from which he has been suffering for the past several months.

Local No. 7 has voted that accident prevention will be an order of regular business.

Many of the members of Local No. 7 attended the St. Patrick's Day party at the Grotto Mosque, given by the Frisco Employes' Club of Fort Smith. A large crowd attended and a much better feeling of co-operation and good will among all employes is felt.

J. L. Eudy, division chairman, left for New York City, March 5, to supervise, for a few days, the manufacture of a pressure-regulating feed valve that he invented.

What say you, other locals? Let's have a quiz box? From time to time, questions of a nature in keeping with our department may be asked and answered by the different locals through the medium of the columns of this Magazine.

D. E. Gainer, engine inspector, is back on the job after several days' illness.

L. B. "Bobbie" Fortner is on the night coppersmith job in Mr. Cordell's place.

Our good friend, Jimmie Dyer, roundhouse foreman, is ill. P. E. Scherry is filling the vacancy.

D. W. Stanley, car department, is scouting around among the employes for another pennant-winning ball club. Here's luck, "D. W.", we're with you. Come to Fort Smith, the gateway city to the Ozarks.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Charles Dwyer was absent from work for almost a week account of suffering a severe attack of the flu. This epidemic has been quite universal here and has caused much sickness and loss of time among shop employes.

Mr. and Mrs. Robert Bradley spent a couple of days in Springfield recently and tell us that the big shops in Springfield are growing very rapidly.

Ross Bishard has been telling us some big fish stories. How about it, Ross?

Joe Anderson, Will Fundenburger and George Wilcox were visitors in Kansas City on March 11.

The Frisco baseball team has a number of new players; some of them were transferred from Neodesha shops when the facilities there were discontinued. We are anticipating some interesting games this summer.

The Safety First meeting of the

mechanical department was well attended, being held here the first of the month. There have been twelve men appointed to serve the first six months and to report all dangerous practices and conditions.

The car department here has a number of cars to dismantle. This has created more work and is giving employment to the extra men.

Miss Cleo Hunt, stenographer in the general foreman's office, has been suffering from the flu and has missed several days' work.

Casper Crats, who has been very ill for about two months, is expecting to return to work in the near future.

The home of C. C. Martin, one of our co-workers, was burned the morning of March 14. The supposition is that the fire originated from a gasoline stove in the kitchen. All the furniture, clothing and a sum of money was destroyed. Brother Martin is extended our deep sympathy in this very unfortunate occurrence.

Leslie Hill has been absent from work a few days on account of the serious illness of Mrs. Hill. Leslie is back on the job and reports her condition much improved.

Dewey Queen has been on the sick list, suffering with a severe case of mumps. However, we are glad to know he has recovered and is back at work again.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Mrs. H. C. Barnett, wife of chief clerk to superintendent of terminals at Memphis, was a caller the first of March. Mrs. Barnett was formerly Miss J. Leota Campbell, and was employed as a stenographer in this office for some time prior to her marriage.

Mrs. Geo. Lackey, formerly Miss Eleanor Forster, and pass clerk in this office, was a visitor the early part of the month.

W. S. Pollard, district claim agent, is now settled in his new quarters, and appears to enjoy his new location down here in the yards very much.

Our girls and their boy friends had quite an enjoyable time at a wienie roast at Swope park the early part of this month. We were afraid the wienies would have to be taken back to the meat market and traded off for fish, as there was some confusion about the meeting place of the crowd, and it being Thursday night, the wienie roast very nearly became a fish fry. However, by 11:30, the wienies had been eaten, so everything turned out O. K.

Marion, our roundhouse dog, and special protege of J. D. Knox, our general locomotive foreman, wandered away from the ancestral home some time ago and was run over. Marion was taken to the hospital and received medical attention, and is now back at the roundhouse. We don't believe we will have any trouble keeping her home now.

LOCAL No. 14—PENSACOLA, FLA.

R. P. CARTER, Reporter

Pierce Malone has purchased a new Whippet.

J. C. Beck, our storekeeper, has gone to Tulsa, Okla., on business.

Mollie King, of Memphis, has come to make her home with her daughter, Mrs. R. P. Carter.

M. D. Carter and little daughter, Carolyn, of Memphis, is also visiting Mr. and Mrs. R. P. Carter.

Local No. 14 planned a wiener roast recently, but the weather wouldn't permit. However, they are going to have it soon.

We all deeply regret the passing away of little Hazel Estella, daughter of A. G. Cobb. We extend our heartfelt sympathy to the family.

HAYTI MECHANICAL DEPT.

THEON STRACK, Reporter

The B&B gang has been quite busy doing some repair work on the coal chute and roundhouse, and also built a new concrete stand for the emery wheels in the machine shop.

F. C. Larson, roundhouse foreman, attended the accident prevention meeting held at Chaffee during February.

J. M. Pryor, machinist, was called to Parma, Mo., last week on account of his father's illness.

Odis L. Powell, third-class machinist, is back at work after being off for a week account of sickness.

There seemed to be a joyful expression on the face of George Glasscock as he came to work one day recently, due to the fact, we learned later, that a new boy arrived at his home, to be his guest for a number of years.

M. W. "Dusty" Rhodes, machinist, visited over a week-end recently at Chaffee, Mo., and Cape Girardeau, Mo.

L. P. Diebold, machinist from the north shops at Springfield, who was called to his home at Benton, Mo., due to the serious illness of his mother, spent a day visiting here with the boys of the shop, before returning to work.

R. W. Leonard, motor car maintainer, had the misfortune of getting his Chevrolet coach stolen from his garage. However, the car was found, with little damage done to it, but so far nothing has been discovered as to the identity of the thieves.

MECHANICAL DEPARTMENT WICHITA, KANS.

JAS. N. HARGROVE, Reporter

Mr. S. B. Ramsey, our car foreman, has been suffering with an attack of the flu, but is improving now.

Local No. 16 gave a social, March 6, for the employes and their families. An enjoyable evening was spent in dancing. Refreshments were served at a late hour.

L. M. Hitch, car inspector, was off one day with the flu, but is back again.

Mrs. Paul Hammon, daughter of S. B. Ramsey, car foreman, who is secretary of the Wichita Printing Industry, is in Cincinnati, Ohio, attending the National Convention of the printing industry, held March 16 and 17. She was accompanied by her husband.

Local No. 16 called a special meeting, March 14. Mr. Frank Junkens, general chairman of the Metal Craft Association, was present and gave a splendid talk.

NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATT, Reporter

Aaron Kurn, blacksmith, returned to work March 1, after four weeks' absence caused by an injured foot.

D. F. Callahan, rip track supply man, is leaving the Frisco, his resignation effective April 1. Mr. Callahan has bought a farm near Eldorado Springs, Mo., and is moving there in time to plant a crop this spring.

Chas. Holbert, died of heart failure while on duty. He was wood supply boss in the north car yard. He leaves a wife and one son to mourn his loss.

Hiram Brown made a trip to Chicago since our last report after his car, that had been left in storage by his daughter who was visiting friends there, and later decided to extend her visit to eastern points and make the rest of the trip by rail.

In our last report we had a notice relative to the theft and recovery of the car belonging to Cleo Floods. He had it repaired and on February 19 drove it to church and it was again stolen. Since then he has never had any trace of it.

The friends of Edgar Barnes will be glad to know that he has sufficiently recovered to be able to leave the hospital and barring accidents will be able to go to work soon.

Argil Killingsworth, special equipment supply boy, has left the Frisco to enter business for himself, having leased a filling station and tourist camp four miles southwest of Marshfield, on Highway 66, known as "Brown's Camp."

F. C. Herman of the south side reclamation plant is now grandpa. Mrs. Glen Lipscomb (his daughter) presented him with a granddaughter on February 19. They have named the young lady, Joann Elizabeth.

Harve Moore has sufficiently recovered from an attack of flu to return to work in the north car yards. He was off twelve days.

A. C. Swinford has purchased a new Buick car.

John Fisk has accepted the place on Jim Burns staff, made vacant by the resignation of Argil Killingsworth.

Carl Leonard, of the west side tin shop, and a son of Floyd Leonard of the north tin shop, is critically ill in the Frisco division of the St. John's Hospital here. There is little hope for his recovery at this writing.

On March 2, Miss Lenore Leonard, daughter of Floyd Leonard, sheet metal worker north shops, was quietly married to Mr. Burnie Smith, with Rev. Harris, pastor of Grace M. E. Church, officiating. Only immediate relatives of the young couple witnessed the ceremony. They are at home to their friends at 908 W. Walnut Street. We wish them a long and happy married life.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Mr. and Mrs. F. J. Garner were in Springfield, Mo., on February 18 to be present at the wedding of Mr. Garner's brother, Neal Garner of St. Louis, Mo., who was married to Miss Alma Hawks of Springfield, Mo.

Tom Sisk, car inspector, has returned to work after being off several weeks on account of the serious illness of his son Harold. Latest report is that he is doing nicely.

A distinguished visitor, Mr. A. R. Peterson, formerly an employe of the Frisco at this point, spent a few minutes at Amory roundhouse among old friends recently. Mr. Peterson is now connected with a broom manufacturing company of Kansas City and Jefferson City, Mo.

A good many of the boys have the garden fever and can be seen carrying home rakes, hoes and garden seed. If it keeps on raining they ought to raise a large crop of water melons.

O. B. Holmquist, M. B. Lowe and E. D. Hansen, accident prevention committee, were proud to receive their accident prevention buttons.

R. H. Cook, car man, has recently purchased a Ford car.

W. D. Tibbet, car man, made a flying trip to Water Valley, Miss., recently.

Frank Wolf, machinist, is at present ill with the flu.

O. B. Holmquist, air man, has returned to work after recovering from injuries received the first of the month.

Jake Powel, car man, has returned to work after being off with an injured foot. Understand that he hurt his foot on the accelerator of his new Nash car.

Last week we had as a business visitor, George Sprague, locomotive inspector.

We regret to report the death of the father of Homer Williams, extra man.

Jim Fears, of the store department, who has been off several months on account of sickness, has traded his country home to Ernest Long, former water service man, for a home in Amory.

Dave Patrick, switch engineer, who has been off with the flu for several days, has returned to work.

The writer of this column is glad to report that his new home, which has been under construction for the past three months, is now complete.

Steve Tunnel, third trick hostler, has recently taken out a course with the International Correspondence Schools.

We are sorry to lose our boring mill that is being moved to the new shops at Yale, Tenn.

Mr. R. H. Lamn, car foreman, who has been at Yale for the past year, has transferred back to Amory as car foreman. We are glad to have Mr. Lamn back with us.

We are looking forward to the time when the drillers will bring in our new well. From all appearances it will be a nice well, if they don't strike oil.

S. K. Lile, storeroom counter man, who has been off sick for several weeks, has returned to work.

Mrs. Dan Reece, wife of second trick hostler, who has been sick for the past two months, is again able to be up.

Mrs. G. H. Threllfall and two little sons have just returned from a short visit at Springfield, Mo.

Mrs. R. F. Dees and two small sons have been quite sick with the flue.

Duff L. Shelton, night boilermaker, and W. L. Peeler, car department air man, have recently taken out courses with the International Correspondence Schools.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

Mr. C. H. Woodall, of the storeroom, and son, Donald, spent February 11 in Springfield, visiting Mrs. Woodall's folks.

The Eudocia Sunday School Class of the M. E. Church, gave a colored "Kitchen Cabinet Orchestra" entertainment at the Lyric Theatre, to a full house, February 9. It was judged one of the best entertainments that has been put on for some time. The majority of the ladies were wives of Frisco employes.

Miss Millie Harp, daughter of conductor Harp, of St. Louis, visited at the country home of Mr. S. F. Furse of the storeroom, the week of February 11.

Mrs. Pete Guffey spent February 11 at the home of her mother, north of Newburg. Mr. Guffey is store helper at Newburg.

Fred Wilson, first class car inspector, is back on the job after a three-day leave of absence.

O. J. Painter and wife of Springfield, visited H. W. Fuller and family last week end. Mr. Painter is first class machinist on special equipment at Springfield.

Local No. 32 met in regular session February 21, 1928.

Miss Mildred Ray, daughter of engineer C. E. Ray, died in the Baptist Sanitarium at St. Louis, February 24. The remains were brought to Newburg. The funeral was held at the Methodist Church at Newburg, and interment was at Rolla cemetery. The Frisco employes unite in extending our most heartfelt sympathy to the bereaved family.

Mrs. W. M. Murrell, wife of third class boilermaker, of this point, underwent an operation in Frisco hospital last month, and is now back home and much improved.

General Motors has achieved another staunch adherent in one "Nig" McNerney, who is driving a new Oakland. Mr. McNerney is one of our switchmen.

W. T. Root, who has been doing extra calling and emergency switching, has been promoted to permanent switching, with a regular job.

Orville C. Fite, third class machinist, is off on a twenty-day leave of absence. He is visiting on his father's farm, which is not in Rome, but near Conway, Missouri.

Grover Helms, third class machinist, has returned to work after an absence due to illness of his baby. The child is much improved.

W. H. Gower, car repairer, is a very earnest political worker these days. We have been informed that he is pulling the guy wires for Mr. Hoover, in the present campaign.

Born to Mr. and Mrs. D. B. Ege at the St. John's hospital in Springfield, an eight and one-half pound baby boy. He bears the name of Robert William. Congratulations to both the mother and the father!

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Local No. 1 held its final meeting at 214½ Commercial street, March 9. The next meeting will be at Harmony Hall on Boonville avenue. The three years spent at our old hall has seen great strides in our association and now that we are moving into larger quarters we expect to have more entertainments and invite other locals to visit us and keep up the good work. We look forward to even greater things in the next three years—Let's go!

Wm. Langston, machinist, has suffered the loss of his father, whose death occurred at the family home in Mountain Grove, Mo., and resulted from injuries received when he was run over by an automobile.

Edgar Jackson, machinist, had the misfortune of losing his Hupmobile car by fire several days ago. He is sitting "jake" though now, with a Chevrolet coupe.

Walter Lozar, is another one of our machinists, who is sporting a new car—an Essex super six. Lozar is also wearing a new granddaddy smile and still another smile because he will not have to get the youngster a birthday present only every four years—the young man having arrived February 29.

Roy Williamson, extra machinist, since finishing his apprenticeship some time ago, has been assigned to a permanent position at Clinton, Mo.

Gordon "Jasper" Yowell, boilermaker apprentice and popular secretary of Local No. 1, is all smiles now and all because his mother is at home again after a four months' visit with a son in Arizona. "Jasper" says it sure is good to have home cooking again.

Arthur Smith, tank man, is off at present suffering from an infection of his gums resulting from a recent extraction of some teeth.

Dan Gorman, machinist, who recently finished his apprenticeship, has been assigned to extra work in the roundhouse.

Jess Newton, sheet metal worker, was off several days the past month on account of the death of a niece and before he could report back to work was called to Freeburg, Illinois, account of the death of a brother-in-law.

Mrs. Clarence Gott, also has the sympathy of the roundhouse employes on account of the death of her father. Mr. Gott is a machinist on the first shift.

Paul Willis, vice-president of the J. S. Coffin Company, manufacturers of feed water attachments, made us a visit during the past month—the first in eight years. Mr. Willis was formerly with the Franklin Railway Supply Company and enjoys a wide acquaintance and many friends here who were glad to see him again.

LOCAL No. 1—SPRINGFIELD, MO.

(In the Heart of the Ozarks)

JACK STEWART, Reporter

The South Shop announces several new arrivals this month. Chas. Okins and wife were the first—a girl, Ida Mae, born February 4. J. L. Loyd and wife were next, their's being a big boy.

A. Wilhite of the south forge shop is driving a new Essex now.

John O'Brien of the south office, recently spent a week end in St. Louis.

Frank Rotterman of the south tin shop, went to Kansas City to see the automobile show.

Mr. and Mrs. Earl Gooch have moved from North Campbell to 516 South Newton.

Homer Ritchie of the south machine shop, recently spent a vacation in Florida. Mrs. Ritchie accompanied him.

Harold and Ray Woods recently spent a week end in St. Louis.

Gene Harkness says he has had several lessons in horseshoe pitching, E. E. McMahan being the teacher.

Mrs. O. O. Craig, wife of the blacksmith, is visiting her sister in Yuma, Arizona. After visiting there she will go to California.

J. Adams bought a new Chevrolet coach.

Henry Warren of the valve repair department, spent a recent Sunday in St. Louis, riding the Bluebonnet both ways.

Jess Glen purchased "The Old Yellow Dodge" from Charles Elkins recently.

Hazel Fitzpatrick, of the south motor car shop, has moved from West College to West Nichols.

The F. A. of M. C. and C. D. E. met at the association hall, 214½ Commercial street, March 9. This being the last night to meet at this place there were some two hundred members present to give three rousing cheers for a forever farewell to the barn. The next meeting will be held in the association's new hall, Harmon Hall, 1126 Boonville avenue.

Frank Junkins, general chairman, was present at the last meeting and gave a very interesting talk.

Charles Kelly, of the reclamation plant, has returned to work after several weeks of absence account of sickness. Hope you can stay with us, Mr. Kelly.

Alfred Drenem recently was off from work on account of sickness.

The lightning burned out the big electric motor at the reclamation plant blacksmith shop, February 12. Some damage was done to the laundry.

WEST SHOP—SPRINGFIELD, MO.

A. C. SMITH and A. H. BISHOP, Reporters

Claud Stinson has the new Ford fever and has traded his Dort on a new Ford.

L. L. Harless rapidly is improving since his operation for appendicitis.

Captain Wight, painter foreman, has purchased an Essex.

Quite a few joined the association March 6, including John Mangan and Chubby Cowan.

H. C. Bird is the proud father of a nine-pound girl, Norma Deane, born March 6.

Ira Cantrell, machinist, has a new Studebaker sedan.

Bill Stucki, gang foreman, purchased a Studebaker car.

Mr. and Mrs. Phillip J. Buehler are the proud parents of an eight and three-quarter pound boy, Robert Eugene, born March 6.

Hillie Davis is the proud father of a nine and one-half pound boy, William Charles, born March 12.

Leo F. Busch, machinist, has taken a leave of absence on account of ill health.

Homer Wainman, assistant machine foreman, motored to Eureka Springs recently and spent the week end.

The shoe and wedge gang lost their mascot when "Goldie" Grisham was transferred to George Harris' gang.

Floyd Ramsey, machinist, is driving a Dodge sedan.

According to the last year's fishing tales told by Lester Murrell, Theodore Newton and Ira Cantrell, there will be very few fish in the Ozarks' streams this year.

Leslie Plank has been transferred to a day job.

Dewey Hulse, who allowed the radiator of his car to freeze and burst during the cold weather, succeeded in getting it too warm on a recent Sunday motor trip and considerable damage was done before the fire was extinguished.

Harry Smart, tool dresser in the machine shop, has taken up dancing.

Howard Hulse, machinist apprentice, wishes to announce that he and Tom Hasler have closed their chinese laundry.

Doc Evans, machinist, is saving Spearmint chewing gum wrappers to get him a new Ford. Let's all help Doc realize his dream.

Poncho Bell, machinist, has gone into the chicken business and will soon be a big butter and egg man.

Harry Grebs, drill press operator, is spending his week ends in Kansas City. Be careful of the bright lights, Harry.

MECHANICAL DEPARTMENT TULSA, OKLA.

HENRY PHILLIPS, Reporter

Local No. 17 is a live wire. We have a nice little bank account and claim a membership of 204. We hope to have a 100 per cent membership soon. We have an assessment of fifty cents a quarter, to buy flowers for the sick and help families of members not able to perform their duties. It is also used for anything the lodge may wish.

The officers of Local No. 17 have received buttons and we wish to say that we certainly do appreciate them. You will always be able to find them on our dress coats when we are on the streets.

We are glad to announce that the water service gang has come into the Frisco Association one hundred per cent strong. We are very glad to have them with us, as they are a lively bunch.

Lee Stroud, boilermaker, West Tulsa, is the proud father of a five-and-one-half-pound girl, Dora Bell. She may live a long time but she won't have many birthdays, as she was born February 29.

S. P. Agee, water service, has been appointed committeeman for the water service department. Brother Agee is a very fair man and we are going to help him with his new duties as much as we can, for we sure want him to make good.

Lonnis A. Davis, machinist, West Tulsa, has been brought home from the Morningside Hospital, Tulsa, where he underwent an operation for appendicitis. We understand that he is getting along nicely.

V. I. Douglass, machinist, recently was visited by his uncle, Roy Brintlinger. Vic was very glad to have him, as it had been over four years since he had seen him. Mr. Brintlinger is on his way, via Frisco, to California, where he intends to spend the rest of the year. Luck to Mr. Brintlinger.

We are very glad to hear that our blacksmith, Bill Hatfield, is improving in health and will be back to work soon. Mr. Hatfield mashed his thumb about two weeks ago, while on duty.

The Frisco was chosen to furnish the equipment for the funeral train which carried the body of Mr. McGraw, who died recently at Hot Springs, Ark., to Ponca City, Okla., for burial. Mr. McGraw was one of the leading bankers of Tulsa and one who deserves a lot of credit for the building of Tulsa from a western village to the oil capital it now is.

We are very glad to have W. H. Jones back on the job again. He had been in the hospital for some time.

LOCAL No. 19—MEMPHIS, TENN.

(Down in Dixie)

OTTO KETTMANN, Reporter

Leo Steinburg, who was a locomotive inspector at the roundhouse, died recently at Rochester, Minn. He was buried at Springfield, Mo., February 19. The members of this local extend their heartfelt sympathies to his friends. Charles J. Dailey and John Holt were among those from here who attended the funeral.

Joe Vaughan, machinist, died recently at St. Joseph's Hospital here and was buried at Sanger, Tex. The members of this local and supervisors extend heartfelt sympathy to the family.

Sympathies were extended recently to Robert Manual, machinist, and his wife in the loss of their eighteen-months-old baby.

"Pee Wee," the nickname that the boys gave John Holt, apprentice, is now of the past. He has completed his apprenticeship and is now "Mr. Holt, of the rod bench."

V. O. Carlton, who was night roundhouse machinist, is on the day shift.

William Bell, machinist, who was at the Frisco Hospital, St. Louis, recently, went to Birmingham, Ala., for a week's rest.

Carter Keel, carman at Yale, Tenn., was ill recently.

Pierce O. Wood, special apprentice, is with us again. It was several years since he worked at the Memphis shops.

Frank Junkins, general chairman, Springfield, Mo., paid us a visit during the last part of February. Mr. Junkins and the shop committee met with W. H. Gimson, general foreman.

Joe Herbolt, blacksmith, had his tonsils removed recently, at the Frisco Hospital, St. Louis.

Sympathies were extended to M. E. Moore and wife in the loss, recently, of their infant son.

Joe C. Osteen, engine inspector, recently spent a few weeks at Hot Springs, Ark., for his health.

Virgil E. Fauver, former machinist, is a locomotive inspector.

R. L. Stone, who was at the St. Louis Hospital for an operation, has recovered.

E. C. Kummerle, power plant engineer, is very proud of the new power plant at Yale. The modern plant has three air compressors, one driven by steam and the others driven by electricity. The exhaust steam from the compressor will heat the boiler washer's boiler. When the air falls below 100 pounds the others will start automatically.

The Frisco Employes' Club is very active and giving quite a few dances and bunco games. Let us work hard and solicit as much business as we can, for vacation time is almost here again. We know that you don't want your friends to put one over on you by traveling on a foreign road.

Boys, you are missing something when you don't attend the meetings of the local. Don't forget the times of the meetings, the first and fourth Friday nights in each month.

Urban Billings, boilermaker, and his wife, are receiving congratulations from the shopmen on the arrival of a baby girl.

A man shouldn't work for a railroad to which he cannot give his complete loyalty. For his own sake he should seek another job. There is something wrong, either with him or the railroad, if he cannot be loyal to it. He belongs somewhere else.

LOCAL No. 18—BIRMINGHAM, ALA.

JOHN M. TILLERY, Reporter

Baaaa! Horsefeathers! The Frisco Lines "Spark Plug" sub-chapter of the Secret and Mysterious Order of the Brotherhood of Billy Goats is now a reality, and William C. Barr, organizer of the local, is in receipt of the following telegram from the honorable Bernard Google, exalted angora: "Congratulations. Appreciate your good work organizing Frisco Billy Goat chapter. OKMNX. May hold convention there."

Mr. H. E. Sullivan, general chairman of the B. of R. C., while in the city to attend a recent general meeting of the clerks, paid us a very pleasant visit.

Mr. Thomas E. Kelly, night boilermaker, is still laid up on account of a broken leg sustained when struck by a hit-and-run driver some time ago. Mr. Kelly expects to be able to return to work in the near future.

Mr. M. L. Guinney, traveling inspector, was a recent welcome visitor to our shops.

We are happy to report that the children of machinist Walter Kraft, Betty and Elizabeth, are getting along nicely since having their tonsils removed at a local hospital.

Congratulations are now being received by our steno-clerk Ralph L. Evans, who announced his marriage this month. These congratulations were in order last December, but Ralph succeeded in keeping this a secret from us all until he brought his wife home from Chattanooga, Tenn., this month. We wish them much happiness.

Mr. Edgar Barker, fuel foreman, has been called to Palos, Alabama, on account of the death of his mother.

We are indeed sorry to hear of the serious illness of the father of Mr. J. E. Rucks, our divislon chairman. Latest report is that Mr. Rucks is improving nicely.

Machine shop and deadwork foreman Tracy H. Miller and his force of mechanics recently turned out engine 30, which has undergone Class 5 repairs. Engine 30 has made several very successful trips to Memphis and return, and, as one of the boys remarked, "She brings home the bacon," meaning that engine 30 came in on the fast freight run which brings the meat from Kansas City to Birmingham and other southern points.

Mrs. Westbrook, mother of storekeeper G. E. Westbrook, is a patient at one of the local hospitals, undergoing treatment.

Mr. C. G. LeFevre, electrical supervisor, recently paid a visit to our shop.

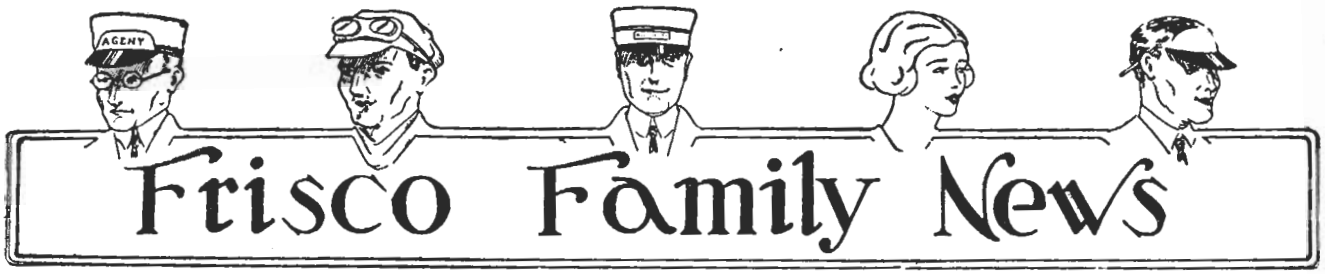
Mr. R. B. Butler, superintendent, and Mr. D. L. Forsythe, general road foreman, paid us a visit a few days ago.

Looks mighty like a boom of prosperity has hit some of our boys here. Have just learned that Julius Robbe, machinist, has purchased one of the new model Fords.

Our junior air man, Talmadge Purdy, has recently purchased one of the latest model radio sets and he tells the boys he can hear the music from all the principal stations in the United States and some of the foreign countries.

Mr. James B. Butner, car inspector, who has been off sick since early January, is again in the hospital, suffering with an attack of indigestion.

Our local reporter, John M. Tillery, has been absent several days on account of the serious illness of his little daughter. John says the little girl was suffering with a complication of scarlet fever and diphtheria, but is now getting along nicely.



Frisco Family News

SOUTHWESTERN DIVISION

GENERAL YARDMASTER'S OFFICE OKLAHOMA CITY, OKLA.

G. K. HORNUNG, Reporter

L. B. Carter, engine foreman, was off two days recently on account of sickness.

A good attendance was on hand at the accident prevention meeting at Bohemian Hall, February 21. The east yard office was especially well represented.

O. E. Guiney, engine foreman, has been recommended as an expert in handling steers. A few weeks ago Mr. Guiney, with the aid of a few sunflower stalks, succeeded in getting a large steer to its feet in a carload, after the entire force had given it up, and the car had been switched from the outbound train and started to the stock pens to unload.

Donations are being accepted by certain members of this department toward a fund to purchase Mr. Buffington, of the assistant general freight agent's office, a non-skidable chair. This is occasioned on account of what happened to Mr. Buffington at the Frisco Club meeting recently, "Buffs" chair started slipping backwards with him and before he could bring it under control the chair completely folded up, much to Mr. Buffington's surprise.

John Ryan, caller, is back to work after an absence of thirty days. Mr. Ryan was working in Harvey James' place while Mr. James was in the St. Louis hospital.

The Frisco Lines have a team entered in the city league this year.

41st and 42nd TRACK DIVISIONS OKLAHOMA CITY, OKLA.

OMA F. ADAMS, Reporter

I've attended some "High Hat" dances,
And there are some I can't forget,
But get me straight, there was none
so great,
As when the "Boosters" met.

The writer attended the opening dance given by the Sapulpa Boosters Club at Sapulpa, night of February 27, and that's the way I feel about it. We hope they will soon give another dance and invite us over.

We regret to report the serious illness of Mrs. Charles Ball's mother at Seminole, Oklahoma. Mrs. Ball is the wife of the section foreman at Jones, Okla.

A. P. Goad, foreman, Kellyville, has returned to work after an attack of pneumonia.

Amos Butler has been assigned to Section G-62, Norge, Okla.

Frank Russell, former foreman on Section G-75, Snyder, has been assigned to the foremanship of Extra Gang No. 143, Chickasha Sub.

Will Brown has been assigned to Section G-81, Olustee, Okla.

C. L. Smith, recently employed on this division, is filling a temporary vacancy in Section G-52, Oklahoma City. Vice W. O. Hyler, foreman, who is on a sixty-day leave of absence.

Mrs. W. A. Schubert and young son, Billy, were Bristow visitors last week.

OFFICE SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Feirba Jean Justice spent a few days in St. Louis and at Lebanon, Ill., where she was a guest at McKendree College.

Miss Lois Flanagan gave a house party at her home at Vinita in honor of the girls of the superintendent's office. They were entertained at a bridge party Saturday night, and each received a guest prize. On Sunday, they visited the various places of interest in and around Vinita.

Lynn B. Hamilton, chairman, is confined to his home at Afton with a broken ankle and will not be able to get about for five or six weeks. Mr. Hamilton met with an accident while out on a curve party on the Cherokee sub.

Encouraged by the success of the first Frisco Employes' Club and the pleasure derived from this social, everyone turned out to a bridge party and dance which made the second event a huge success. These affairs are enjoyed and tend to bring those of us together who would otherwise not have occasion to meet, although we know one another through correspondence, also advertises the fact that there is a Frisco spirit in our town, which has been proven by the interest shown in our socials by outsiders. Several of the clerks are members of the various committees; however each clerk feels himself a committee of one to help out and co-operate with other employes to put the club over.

Miss Nancy Kengle, stenographer to the agent at Oklahoma City and formerly of the superintendent's office, was the week-end guest of Miss Ella Thrasher recently.

FREIGHT AND PASSENGER DEPARTMENT OKLAHOMA CITY

VICTORIA WALKER, Reporter

Miss Phil Vorderlandwehr spent February 16 at her home in Kingfisher, to attend wedding of her sister.

A special car of Burroughs Adding Machine representatives was handled to St. Louis, en route Detroit, February 18.

Tom Underwood, ticket agent, spent the week-end of February 18 at Springfield visiting relatives.

Mr. and Mrs. J. D. Rogers are the proud parents of a fine baby girl. The little "Miss" has been named Jo Ann.

Two special cars of school superintendents were handled to St. Louis, enroute to Boston, February 22. Mr. L. W. Price accompanied these cars to St. Louis.

Mrs. R. O. Hopkins has been on the sick list for past few weeks but is improving. We all hope she will very soon be able to be up again.

CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

During the last month at Tulsa, we have had one special movement after another. Below is a list of the more important ones.

On February 17 we secured a party of twenty six passengers from Tulsa to Kansas City and return. This party made the trip to Kansas City to attend the Motor Transport Convention which was being held at that point during that week. Mr. J. W. Payne, passenger agent accompanied the party to Kansas City and reported that everyone expressed themselves as being very well pleased with the service rendered by the Frisco.

Tulsa, the convention city of the southwest, lived up to its name and was host to the Supreme Kingdom during the days of February 22, 23, 24 and 25. For this convention, a special train was operated from Atlanta, Georgia to St. Louis and thence to Tulsa via the Frisco Lines. The special consisted of one chair car and six Pullman cars and was operated as a second section of Train No. 9 from St. Louis to Tulsa. Mr. P. E. Buesse, city passenger agent at St. Louis, Mo. accompanied the train from St. Louis to Tulsa. This was especially pleasing to the boys in this office, for we were glad to see our old friend Paul.

The Frisco also handled the Chicago Civic Opera Company from Memphis to Tulsa and thence from Tulsa to Ft. Worth, Texas. This party was handled by special train in two sections each consisting of eleven cars. These trains arrived in Tulsa the morning of February 27 and departed for Fort Worth, at 2:00 a. m. February 29. Approximately two hundred twenty-five people were on the two trains and the management expressed themselves as pleased with Frisco service.

On the evening of March 3, all Tulsa was saddened by news of the death of Mr. J. J. McGraw, president of The Exchange National Bank. Mr. McGraw had been one of Tulsa's most prominent business men for several years and was a leader in social and civic affairs. That he was loved and respected by the citizens of Tulsa was clearly shown by the number of Tulsa people who made the trip by special train from Tulsa to Ponca City. Mr. McGraw's former home, where burial was made. This special train consisted of five all-steel first class Pullman cars, one Frisco diner and two baggage cars. Approximately two hundred twenty five persons used the train from Tulsa to Ponca City to attend the services there. The train left Tulsa at 11:30 a. m., March 6th, arriving Ponca City shortly before 3:00 p. m. and returned to Tulsa on time at 11:15 p. m.

Old King Baseball has begun to limber up his muscles, preparatory to the opening of the 1928 season. This office placed transportation for a large number of aspirants of the Tulsa Oilers, at various points in the United States. Last year, the Oilers were Western league champions and here's hoping

they will be up there in the thick of the fight again this year. The recruits as well as the veterans are working out daily at McNulty Park and before many weeks have passed we will hear the umpire say those welcome words "Play Ball" and the race will be on.

We had the pleasure of a visit from Mrs. J. E. Payne, the wife of our new passenger agent. Mrs. Payne has a very pleasing personality and we welcome her to Tulsa and trust that she will soon look upon it as her home.

The writer visited friends and relatives in Pittsburg and Cherokee, Kansas on February 22. The old home town is small, but there is still some attraction there.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

February 27, Mr. and Mrs. Nester Isenheart, entertained the crowd from the freight office with a buffet luncheon and from there the crowd drove to Sapulpa and attended the dance given by the Sapulpa Frisco Employe Club.

Norma Jean Chase, the small daughter of Darrel Chase, bookkeeper, is greatly improved. Norma Jean has been seriously ill with pneumonia but we rejoice with her parents in her recovery.

C. C. Mills, superintendent safety, held a thirty minute meeting in the warehouse last week which was attended by the entire warehouse force. Mr. Mills' meetings are always very enjoyable and we hope to have him with us again soon.

Fannie Turley, utility clerk, is in Morningside hospital, recovering from an appendix operation.

The warehouse boys think they should have a new pennant. This makes their third month, this year, retaining the pennant so they feel that if a new one was purchased for them there would not be many nail holes in it from rehanging.

Clyde Burd, check clerk, has been home two weeks on the sick list.

Mrs. A. C. Carl and son Leslie, wife and son of A. C. Carl, block clerk, are the guests of Mrs. Madge Chubb, Joplin, Mo.

Mrs. Earl Brown, wife of Earl Brown chief bill clerk, has just returned home from a two weeks' visit with relatives in Clinton, Mo.

TULSA ZONE OFFICE

ELIZABETH L. ARENZ, Reporter

Stop, look and listen! The Tulsa Zone Office has come unto its own! With R. L. Schoeneberg as zone auditor, and seventeen coils of dynamic energy, to assist him in carrying on the work, you can expect to read great and mighty things from this branch of the service.

We started the first of the year with just the Tulsa station. On March 1 we added Bristow, Okmulgee, Oklahoma City and Sapulpa to our accounts. Before taking over these stations J. L. Kiburz spent several days rearranging the office, and making everything handy and convenient for us. Then Daniel M. Rennick, from the St. Louis office joined our force as revising clerk, also Berry F. Rea. We are also glad to welcome Marie Kleyer as balance clerk. She, too, has the Spirit of St. Louis. We adopted Marguerite Hefrin from the agent's office, and we hope she will like us. We also want to welcome to our midst Lois Allison, as our new card clerk typist, and Gertrude Smith as keypunch operator.

The majority of the zone employes are newcomers in Tulsa. Realizing this, the boys and girls from the other Frisco offices, have resolved not to allow any of us to become homesick. Weiner roasts, steak fries, dances, skating parties, and all sorts of jolly affairs are planned. We haven't disappointed them, either. We show them that in play as well as in work, we are chuck full and brimming over with pep! We surely want to thank them, too, as we think they've been mighty fine to us.

Arthur Leo Brown has been absent from his duties account of sickness. We wish him a speedy recovery, as we certainly miss him.

We secretly harbor a hope that Charlie Parker and Nelle White will not have to "perspire" alone, when balancing the March accounts.

Can you imagine George E. Pipes treating our zone auditor to Black Jack gum, since R. L. S. put the ban on smoking during office hours?

MECHANICAL DEPARTMENT WEST TULSA

L. A. MACK and J. N. PAISLEY, Reporters

A smoker was held in the K. P. hall in West Tulsa, Tuesday, March 13, at which time the merit cup for accident prevention was presented to the Southwestern division by Mr. Z. B. Claypool, assistant director of accident prevention. Attendance at this smoker numbered nearly 170 and speeches were made by Messrs. Claypool, Young, Harrison, Tolly, Beckwith and Sasser, with Mr. J. S. Jowers, general car foreman acting as chairman. Southwestern division is very proud of the fact that it has won the cup twice in succession, and if, as predicted by Mr. Harrison, we lose it the first quarter of 1928, the spirit of those present reflects that of the rest of the division, we will win it again in the near future.

Mr. John Hurley, who presides over the destiny of the Springfield West Shop power plant was a visitor at West Tulsa on February 18, for the express purpose of looking over our new modern power house. After seeing all there was to see, Mr. Hurley said it was better than his own, which is about the biggest compliment he could pay us.

We are afraid that our column this issue reads like a daily crime sheet from the police blotter. The home of George Harrison, chief clerk to the superintendent of terminals, was entered by three bandits on February 28, and approximately $200.00 worth of jewelry and other valuables stolen.

While they were attending the Frisco Employes' Club dance February 18, thieves broke the window of the car owned by R. W. Harper, chief clerk to master mechanic and stole his overcoat. It's a good thing spring is here.

O. L. Martin and John Stroud, engineers, have been selected as delegates of the Southwestern division to attend the International Fuel Convention to be held in Chicago some time in May.

Engineer H. E. Cole of Kansas City, has traded seniority rights with engineer Willard W. Moore of Okmulgee, and is now back with home folk, as we understand Mr. Cole was reared near Okmulgee.

The Frisco Employes' Club met on Friday night, March 9, for the purpose of forming a Frisco Girls' Club, this to act as an auxiliary to the Frisco Employes' Club. From all accounts the meeting was eminently successful. Mrs. Geo. Harrison was elected president, Miss Mary Jenkins of Tulsa freight office was elected vice-president and Miss Edna Wooden of the transportation department was elected secretary. Many good times seem to be in store for Frisco folk in Tulsa this year through the activities of these two organizations.

Mr. R. B. Spencer, master mechanic, has been confined to his home the past few days, due to illness, but we are glad to see him back on the job again.

Miss Inda Jenkins, comptometer operator in the master mechanic's office was a week-end visitor at Springfield recently.

O. R. Tucker, chief clerk to general car foreman was called to San Angelo,

Where the Trained Man Wins

Whether you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for *you* to decide.

If you really want a better job and are willing to devote a little of your spare time to getting ready, the ***International Correspondence Schools*** can help you. More than three hundred railroads of the United States and Canada have adopted the ***I. C. S.*** method of instruction and recommended it to their employees.

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☐ Roundhouse Foreman	☐ Cost Accountant
☐ Trainman and Carman	☐ Industrial Management
☐ Electric Locomotive and Train Operator	☐ Executive Training
☐ Conductor	☐ Stenographer and Typist
☐ Machinist	☐ Secretarial Work
☐ Boilermaker	☐ Good English
☐ Pipefitter	☐ Telegraph Engineer
☐ Blacksmith	☐ Practical Telephony
☐ Tinsmith	☐ Diesel Engines
☐ Coppersmith	☐ Gas Engines
☐ Electrician	☐ Airplane Engines
☐ Toolmaker	☐ Plumber
☐ Painter	☐ Roundhouse Machinist
☐ Carpenter	☐ Common School Branches
☐ Apprentice Training	☐ High School Subjects
☐ Railroad Construction	☐ Car Repairer
☐ Civil Engineer	☐ Car Inspector
☐ Bridge Building	☐ Mechanical Drawing
☐ Concrete Work	☐ Surveyor ☐ Chemistry
☐ Architects' Blueprints	☐ Business Correspondence
☐ Structural Engineer	☐ Personnel Management

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City ..... State .....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Employees of this Road will receive a Special Discount

Texas, due to the serious illness of his sister.

Arch Crume, timekeeper, was heard to remark "that it won't be long now before we can go fishin'". Yea! brother!

Engineer J. A. Counts, who has been away from duty for some time account of illness, is reported improving at his home at Monett.

We wish to extend our sympathy to boiler inspector Joe Kay in the loss of his sister, who died at her home March 16.

Fireman Harley Sawyer, who has been away on leave of absence visiting his home in the south, has returned to work.

Engineer Dred Wall has returned to work and his smiling face is seen on the south end in pool 33 again.

Engineer C. C. Prescott is away from duty account illness. We hope for his speedy return.

Engineer J. M. Cheek, who has been in Sherman hospital account of illness, has returned to his home in Sapulpa and is reported improving.

We wish to extend our sympathy to Newton Atterberry, in the death of his son from lockjaw, contracted through an injury.

Foreman R. E. Bohon, one of the first to order a new Ford, is still patiently waiting for the shipment which has his four-door sedan in it.

Fireman C. L. Ford is away from duty account of illness.

Mr. Clayton Gillispie, machinist at this point, has ordered a new Whippet sedan, which will be delivered within a short time.

Fireman J. E. Ice, who has been away from duty account of illness has returned to work.

Mr. Vernie Brown, roundhouse clerk, has purchased a new portable victrola and is getting ready for a spring vacation.

Mr. J. C. Thomas has decided that he has furnished enough raincoats to unknown parties, and has had his initials painted on the back of his latest purchase, which provides a good way to identify the night foreman on rainy nights.

Machinist helper, Raymond Holman is in St. Louis hospital undergoing treatment.

Engineer Beeler, who has been in California on leave of absence, has returned to work.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

C. P. HENSLEY, Reporter

Mr. and Mrs. L. W. Beivley were week-end guests of Mr. and Mrs. R. H. Warfield, March 3.

Mr. and Mrs. W. E. Gorham were week-end guests of Mr. and Mrs. G. D. Gorham, March 3.

Mr. V. L. Thomas has been assigned to position of completion report clerk in this office. Mr. Thomas comes to this office from the office of division accountant, Enid, Oklahoma.

Miss Maurine Mahan spent the week-end of March 10 visiting in Vinita, Oklahoma.

Mr. H. E. Fariss, who has been employed in this office for the past ten months, is leaving us to take the position of completion report clerk at Fort Scott, Kansas. The office force joins in wishing him lots of luck, which is sure to come to anyone of his ability.

Mr. G. D. Gorham is sporting a new Chevrolet coach, which explains his "high hatting" his old friends.

W. D. Jones, shop accountant at Fort Scott, Kansas, was in Sapulpa Sunday, March 18.

CAR DEPARTMENT NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Mr. Robert Hollingsworth, rip track foreman, who has never lost a day since coming to Tulsa, ruined his record the other day when he was compelled to lay off on account of a slight attack of the "flu".

John Lear, coach carpenter, has been transferred from night to day shift. It will probably be some little time before John can see well on his new job and most all of his blunders will be overlooked until then.

The Frisco Metal Crafts Association gave a dance the night of Monday, March 19, at the Louvre Ballroom in Tulsa. Over fourteen hundred tickets were sold.

A smoker was given the other night by Local No. 17 in honor of the Safety Cup presented by President J. M. Kurn and which is so proudly held by the Southwestern division. Among those present were two of our own safety men, Mr. Z. B. Claypool and Mr. Harrison who gave very interesting talks on the subject of safety. Other speakers were: Mr. J. S. Jowers, general car foreman and Mr. R. L. Beckwith, chief inspector who brought to the attention of those present the absolute necessity of close co-operation between the shop men and supervision, not alone for the pleasure derived from having the cup in our possession but also to maintain the high standard of safety first work as outlined by our directors.

OFFICE GENERAL AGENT OKMULGEE, OKLA.

D. B. McCAIN, Reporter

Mr. Lester Rikard, cashier, Depew, has displaced Mr. Chas. B. Hensey as cashier, Okmulgee, account his position at Depew being abolished. Mr. Hensey has displaced Mr. Leo Freeman as cashier at Wetumka, Okla.

Messrs. V. W. Rikard and K. F. Wilhelm are the fishermen of the season, they went out last Sunday and brought in seven members of the finny tribe, however, as usual the "big one" got away.

Mr. F. J. King, yardmaster, attended the annual employes' meeting held in Springfield in March, and reports a fine time and that the meeting was a grand success.

Mr. H. T. Wood's children will soon be out again after having had scarlet fever and measles.

Mr. G. A. Brundidge, general agent, made a trip recently with Mr. J. W. James, executive general agent, over the south end of his territory, and reports business booming in the new Sasakwa oil field.

Mr. J. L. Hodsdon, watchman, is suffering from an attack of the "flu". Hope to see him out again soon.

WEST TULSA STORES DEPT.

OTIS R. RULE, Reporter

A. N. Beck, storekeeper, at Pensacola, Florida visited with friends at West Tulsa, Saturday March 10.

T. H. Woolsey, storehelper, was off from work with a severe attack of "flu" March 6 to 11 inclusive.

J. M. Walker, DSK, of the Western division visited with us February 27.

G. V. Stone, chief clerk, spent the week end March 11, visiting with friends at Claremore, Oklahoma.

Chas. R. Millard visited with friends and relatives at Springfield March 3 to 6 inclusive.

J. F. Bradley, foreman, was absent from duty March 5 and 6 account illness.

Mr. K. J. Wert, of Parsons, Kansas spent the week-end of March 18, visiting at the home of Mr. and Mrs. G. V. Stone.

Wish to announce the birth of a daughter to Mr. and Mrs. Charles Warren March 16. Mr. Warren is storehelper at West Tulsa. (Congratulations from all store employes).

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Mr. George Moore, assistant superintendent motive power spent a few days in Tulsa preparing for the Southwestern Master Car Builders' Associa-

THE SMOKER'S TREAT
WM. FREDRICK'S HAND MADE
5c — NOW — 5c
Monett, Mo.

Main 7223 Res. Walnut 606
Nicely Furnished Rooms—Hot & Cold Baths
Louis Koleas & Co.
FIRST CLASS RESTAURANT
FOR LADIES AND GENTLEMEN
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OFFICIAL FRISCO WATCH INSPECTORS
Dilworth Jewelry Co.....Jasper, Ala.
Graves, A., Co.....Memphis, Tenn.
Gahlenbeck Jewelry Co.....Pensacola, Fla.
Haltom, G. W.....Ft. Worth, Texas
Mack Company.....Tulsa, Okla.
Standard Jewelry Co.....Muskogee, Okla.

tion meeting which was held here March 16 and 17.

Sapulpa Greater Traffic Club gave their opening dance at the Elks Club, on February 27, which was attended by large number of Tulsa Terminal employes. All report a very pleasant evening.

Messrs. Fay Warren, Wm. Rust, R. L. Schoenberg, and O. P. Reid attended a meeting at Muskogee of the Greater Traffic Club March 16.

Mr. B. Springer, caller, and Miss Pauline Naake were married at Drumright, Oklahoma February 15, 1928. We all wish them much happiness.

Mr. W. E. Eagan, our general yardmaster, has purchased a brand new Oakland coupe, however, he failed to purchase new license at the time and as result had to say "good morning, Judge."

We are glad to have Mr. C. J. Quin, operator back with us again after having worked as agent West Tulsa until position was permanently assigned. Mr. C. N. Ellison has been assigned to this position.

Mr. S. A. Crawford has returned to his duties after being absent account illness.

Mr. E. Moore, traveling car inspector, was a Tulsa visitor recently.

The Ladies' Greater Traffic Club of Tulsa was organized at business meeting, which was held March 9. At this meeting there were sixty-two present. The officers appointed were Mrs. George Harrison, president; Miss Mary Jenkins, vice-president; Miss Irene Doling, treasurer and Miss Edna Wooden, secretary. We hope to have one of the best Ladies' Greater Traffic Clubs on the railroad.

We were sorry to hear of the death of depot ticket agent Mr. W. P. Kent's father and extend our most heartfelt sympathy.

Mr. Charles Bonner, yard section foreman, is confined to his home with influenza.

Mr. J. L. Neergaard, yard clerk has returned to his duties after an absence account illness.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

Mr. O. H. Reid, F. A. Connell, W. L. Pendleton and W. B. Baxter disguised as Scotchmen, quietly folded their tents and stole away to the Kennedy golf course in quest of the elusive pill last Saturday.

The largest funeral perhaps that has ever been held in Tulsa was that of Mr. James J. McGraw who died at Hot Springs, Arkansas on March 6. The Frisco furnished the special train to Ponca City. The Frisco also furnished the special train for the funeral of Mr. J. C. Monforte who died at Tulsa on March 14.

Mr. Bedford of the general offices at St. Louis was a Tulsa visitor on business this week.

We learned with sorrow of the death of the mother of Mr. W. A. Bryan of the local freight agents office, and extend to Mr. Bryan our heartfelt sympathy.

The Frisco Employes Club at Muskogee is making noteworthy progress, their recent gathering was an entertainment which was given on March 16, at which time they had with them Mr. J. W. James, executive general agent Mr. O. H. Reid, commercial agent and Mr. F. A. Connell, traveling freight agent.

With such beautiful weather as we have been having, it won't be long now until they begin parading the ponies around the circle track. Some horses are being shipped in now and we are expecting some great times this spring and summer at the races.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

The new work of laying 110 lb. rail from Tulsa to Afton is being performed by two extra gangs. The rail laying gang is in charge of Garritt Honey, Emmett Campbell, assistant foreman, and L. N. Jay, rail laying machine operator. The surfacing gang is in charge of J. B. Key. Since starting, the rail gang has been averaging about one half a track mile a day, which under the heavy traffic between Tulsa and Afton, and other conditions is an excellent showing.

John Green is in charge of the Fairland section, temporarily.

Glad to report A. S. Walker, foreman at Dawson is back on the job after having a minor operation performed, at the St. Louis hospital.

Two new storage tracks are to be constructed in the Tulsa Terminals in the near future. One 1200 foot track to serve the Mid-Co. Pet. Corp., and one to serve the Ozark Chemical Co. on the AVW.

H. L. Griffith has been assigned to the timekeeper job with the surfacing gang.

Robt. Morgan is in charge of Chelsea section G-18, while regular foreman is with the extra gang.

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. G. LANGSTON, Reporter

Mr. S. L. Williams, formerly timekeeper in the superintendent's office, spent a few minutes with us February 25. Steve is looking good and gave us the impression that everything was O. K.

Joe Connelly spent Thursday, February 23, in Ft. Scott, Kans.

H. H. McGarvey of Chaffee, Mo., was a visitor in Memphis, February 22. Mrs. McGarvey had been visiting in Springfield account the illness of her brother and as he had improved to the extent that she could return home, Mac decided to spend the day with the writer and accompany his wife back to Chaffee.

We were agreeably surprised by a visit from Mrs. R. D. Williams, wife of Ralph Williams, who is now located in Ft. Smith, Ark., as bill and voucher clerk. Mrs. Williams only stopped in Memphis a short while as she was on her way to Birmingham to visit with home folks.

Our stenographer, Dolyne Scott, spent Sunday, February 26, at home in Mt. Grove, Mo.

Work started during the first part of March on the southern division laying new one hundred and ten pound steel. In the near future the entire south end from Memphis to Birmingham will probably be equipped with one hundred and one hundred and ten pound rail.

Mr. C. M. Scott, assistant engineer, has been confined at home for a few days account illness. At this writing am glad to note that he is able to resume his duties, looking none the worse from the confinement.

TULSA DEPOT—TULSA, OKLA.

E. W. SHANNAHAN, Reporter

Mr. W. P. Kent and wife have returned from Pittsburg, Kansas. They were called to Pittsburg account death of his father. Our sympathy is extended to the Kent family.

L. B. Remey has been on sick list a few days, but is now back on the job, and hopes that the highjackers will leave him alone.

A. L. West, night agent, is feeling O. K., now that spring is near and

Pipe Smoker Finds Pep-Producer and Solace All in One

When a man has a good pipe and the right tobacco, he has a true and helpful friend. Never was there a more convincing illustration of this fact than the following letter from Mr. Arbogast. Here is a gentleman whose work makes a constant drain upon his nervous energy, and all day long his faithful pipe and favorite tobacco help him produce pep.

Then, at the day's end, the soothing fragrance of his favorite pipe-smoke wipes all cares away. Here's what he says:

Cincinnati, Ohio
June 1, 1927

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

My good old pipe has just reminded me of a dozen promises to write a bit of appreciation of its affinity—Edgeworth.

Fate, kind or otherwise, has drawn me into a line of work that calls for the very utmost expenditure of nervous energy, tact, and perseverance. I can think of many more pleasant things than conducting fund-raising campaigns for hospitals, churches, etc.

When you are up against a barrage of questions by excitable women, doubtful men, and self-confident millionaires, trying to harmonize the whole in an effort to raise thousands of dollars where none grew before—well, you need a Pep-Producer—that's all.

And when the day's work is done, along toward midnight, what a blessed solace comes with the first draw of Edgeworth. Then my pipe and I hold a real conference, and the obstacles fade away with the smoke. Then we wonder why they should have bothered us at all.

I feel qualified to speak because a can a day is my measure of appreciation. The old pipe O. K.'s this letter and insists that without Edgeworth we could not have raised the thousands of dollars we did.

Good old Hod! Good old Edgeworth!

Sincerely yours,
William H. Arbogast.

As a pipe "affinity" (which Mr. Arbogast so aptly calls it) Edgeworth has brought many a man and pipe together for a grand and glorious lifetime friendship.

To those who have never tried Edgeworth, we make this offer:

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever you buy it, for it never changes in quality.

Write your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidors holding a pound, and also in several handy in-between sizes.

On your Radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 254.1 meters. Frequency 1180 kilocycles

baseball time will soon give all some good dope to argue about.

Pike Hailey is planning on visiting his home town, Hailey, Mo.

J. E. Manning spent a few days in Kansas City, Mo., to visit with Mr. Roundtree, who is a Frisco conductor.

Mr. H. H. Holmes, baggage agent, has been transferred to freight agent's office account abolishing position of agent.

Hugh Potts has taken leave of absence account ill health. Hope Hugh will return soon.

RELAY OFFICE—SAPULPA, OKLA.

E. F. OAKES, Reporter

Bulletin now up for bids on position as telegrapher, this office, account R. A. Miller resigning.

Chief Lineman Parrett just returned from Paris, Texas, where he had been supervising installation of a new underground cable.

Geo. W. Dale, former third trick operator Francis, recently bid in agency at Roff. Extra operator C. T. Fine, working extra on third trick, Francis.

W. C. Moore, second trick operator, Fairland Tower, has been assigned agency at Ritchey, Mo.

W. G. Mullens, agent Neosho, just returned to work after having been off several days account illness. Glad to see him back with us.

F. Vanpelt, former agent, Verdigris, has been assigned third trick, Afton.

H. J. Houghland, third trick Afton, has bid in second trick at East Tulsa. Homer says he wants to get back to the bright lights.

R. P. Herron, agent, Headrick, has resigned. Leaves a good job "out where the west begins," up for bids.

P. H. Fisk, agent, Troy, has been assigned third trick, Francis.

Chief Messenger, James Kitchen, is trying to organize a club for messengers of the different relay and yard offices, which will include eight messengers at Springfield, four at St. Louis, one at Ft. Scott, one at Ft. Smith, one at "YD" Oklahoma City, one at Hugo, two at Memphis, one at Amory and two from this office, also any other offices where they have a messenger. Hope he will make a complete success of it and feel sure it will be. Understand he has received letters from the above named offices, signifying their willingness to do all they can toward organizing this club. James would appreciate hearing from any other messengers interested in joining.

TRAINMASTER'S OFFICE SAPULPA, OKLA.

R. E. LEACH, Reporter

Conductor J. M. Watterson of Sherman, has returned to work after having been absent for some time, due to illness.

Mr. J. M. West, father of M. E. West visited a day or two last week on his way back home, to Missouri. Mr. West spent the winter in California and is quite enthused with the climate there, but he still maintains that Missouri is the only state in the Union. Incidentally he had some pretty good fish stories to tell.

Understand Jim Long and Chester Hyde got the fishing fever and went fishing. Jim also took an unexpected swim when he fell in about 20 feet of water.

Miss Irma Browne and Lois Morris motored to Afton, March 10.

Conductor Pete Lamm has returned to work after having been off for some time.

Assistant Superintendent J. A. Hutchison, visited his father, J. E. Hutchison, in St. Louis last week.

Miss Gertrude Pierson, is reported quite ill in the Sapulpa hospital.

SOUTHERN DIVISION

HARVARD, ARK.

GERTRUDE WILLIS, Reporter

"Hello Folks!"

The employes of Harvard extend sympathy to Mr. and Mrs. J. W. Ray, whose little girl recently was burned to death. Mr. Ray is a car carpenter.

H. G. Krone, car inspector, has been transferred back to Harvard from Aliceville, Ala. We are glad to have you back with us, Mr. Krone.

Wm. F. Billings, yardmaster, has a new Dodge car, some class.

Jack Foster, chief clerk to the yardmaster, who has been off account of illness, has returned to work. We are glad to see you back, Mr. Foster.

Robert Hinkle, yard clerk, has a new Chevrolet sedan.

Allan Seavey, machinist, has a new Buick car. Some class to Mr. Seavey.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

J. W. Skaggs, operator, this office, has the distinction of being the first one of us to get away for a day's fishing. Nothing has been said about the catch.

J. L. Scales visited his home, Wardell, Mo., the week end of March 3.

Mrs. M. W. Dunkin recently was at Greenwood, Miss.

Miss Allie May Speight was called to Dyersburg, Tenn., March 11 account the death of her grandmother. We extend our sympathy to the family.

BIRMINGHAM TERMINAL

MRS. NELLIE McGOWEN, Reporter

Now that spring is coming, every one around the office has the "fishing fever," and are beginning to plan several trips. They are also framing up to see which one can tell the biggest fish story when they return.

J. A. Whitten, chief clerk, came in Monday morning with his hand badly burned. He says it was caused by acid which he was using while spraying his fruit trees.

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Kansas City, Mo.
WHOLESALE—RETAIL
"Year 'Round Service"

FILL YOUR HOSPITAL PRESCRIPTIONS
The PRICHARD-BLATCHLEY DRUG COMPANY
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FT. SCOTT, KANS.

Out of the night comes dawn,
Out of sympathy comes service.
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G. R. HUGHES
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CLOTHING AND SHOES
Your Charge Account
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The Carbon Coal Co.
PITTSBURG, KANS.
MINES ON THE FRISCO AT
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Crowe Coal Company
General Office: Dwight Building
KANSAS CITY, MISSOURI
MINERS AND SHIPPERS
Mines Located at Mulberry and Scammon, Kansas, and Henryetta, Oklahoma, on the line of the St. Louis-San Francisco Ry. Co.

Mr. J. W. Skaggs has returned from Charlotte, N. C., where he went to attend meeting of the southeastern advisory board.

M. A. Jennings, new President of the Frisco Employes' Club, has returned from Springfield where he went to attend a meeting of all the Club Presidents. Mr. Jennings states that they had a splendid meeting and are planning great things for the next six months.

Tom Mealey, record clerk, has purchased a sporty Oakland roadster. Notice he comes out with the "Rumble Seat" open every morning. Evidently Tom doesn't pass up any one standing on the corner waiting for street cars.

Mrs. A. P. Carden, wife of record clerk, is in Griffin, Ga., where she was called account serious illness of her father.

Wm. Fowler, warehouse clerk at Ensley station, has returned from Benson, Ariz., where he went to visit his father who is ill in a hospital at that point.

Mr. and Mrs. C. J. Thompson have returned form a short visit to Washington, D. C.

Mrs. J. B. Tyler, wife of our roadmaster, who has been very ill, is rapidly improving.

R. F. Smith and L. H. Freeze, train clerks, have returned from a ten days' vacation. They attended the Mardi Gras in New Orleans while away.

The marriage of Miss Buel Barnes and R. E. Black was quietly solemnized at the home of the bride's parents, Mr. and Mrs. M. Barnes, at East Thomas Monday, March 5. Mr. Barnes is brakeman on the Birmingham-sub. Best wishes of all employes are extended to the happy couple.

Mrs. N. J. Anderson, wife of crossing flagman, is in Akron, Ohio, where she was called account illness of a relative.

Mr. and Mrs. M. A. Jennings were called to York, Ala., recently account of illness.

FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

Mr. J. J. Cummins, agent, made a business trip to Springfield recently and after a few hours in the old home town, returned to his post of duty again.

Mr. and Mrs. F. M. Packard spent a week end in their home town, Memphis, Tenn.

Miss Cammie Adkins, expense clerk, spent a few days with her chum, Miss Goldberg, in Amory, Miss., recently. She reported a wonderful time, and is now ready for more new business for S. L. & S. F.

A very enthusiastic accident prevention meeting was held in Superintendent J. W. Skaggs' office recently. A much larger attendance than usual is reported, and much interest is being manifested in the prevention of accidents in the future for all Frisco branches of the terminals.

A call meeting of the Frisco Employes' Club was held at superintendent's office recently, to arrange for another entertainment for the Frisco employes in the near future. The dance recently held at West Park was better attended than any held since the club made its debut.

Mr. Harry Brown of general agent's office, paid the freight office a visit recently, and organized the entire office force into the "Animated Order of Billy Goats". The Imperial Angora was in his prime and made himself noteworthy by the encore of BAA'S that silenced lips that have never been known to keep silent.

We are very sorry to hear of the continued illness of Mr. J. F. Hill, check clerk, who was forced to visit the west for his health. We all hope to learn of his speedy recovery.

We are very glad to note the new business that is coming our way, from the Frisco's new possession into Pensacola. We are daily handling cars both to and from this new addition.

Local officials are very proud of the automobile business that we are now handling from the northern manufacturers. This is almost a new line of business for the Frisco at this station, and while we are now handling as many as five cars of automobiles in one day, we hope to see a steady increase, and are all working with service to that end.

Mr. J. J. Peregoy, rate clerk, says that talking to your (own) wife is a costly undertaking. He called his wife over long distance at New York City. He did not have much trouble getting her to talk, but it cost him almost $15.00 to stop her.

Mr. Chas. Welsh, file clerk, has been on the sick list for some few days, but is again on the job in the office.

Mr. J. H. Sherman, night clerk, says that there is one place in town that really gives too much show for a dime. He fell asleep in the show one afternoon, and was one hour late for work when he waked from his slumber, at 5 p. m.

DORA, ALABAMA

F. M. SCOTT, Reporter

Oscar Clay, Dix Lowery and W. V. Earl bid in jobs on main line.

Claude Patrick, fireman, bumped on

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"Safety First Operation"

Save by Mail
No Matter Where You Live, We Are as Near to You as Your Postoffice

6% Thrift Deposits

Your Thrift Deposits, regardless of amount, enable you to earn 6%. We furnish small savings banks which should help you save systematically. No service charge on Thrift deposits. In case a depositor desires, all or portion of savings can be withdrawn.

CASH INVESTMENT DEPOSITS

Under this plan we accept limited amounts —in cash—of sums of $500.00 and up in multiplies of $100. There is no service charge attached to this plan. We have never paid less than 8% dividends.

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Is a plan whereby you can save as little as $5.00 each month. It participates in regular dividends as declared, and has never paid less than 8% dividends.

8%

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Under Supervision State Insurance Dept.

Cordova run off the Columbus sub.

Mrs. C. M. Hunt is in the Woodlawn hospital, Birmingham, with heart trouble.

N. R. Chamblee, president Dora Frisco Employes' Club, attended meeting of the Club Presidents at Springfield, March 5.

Dan Cupid has been at work among the Dora boys. W. R. Lillich was married to Miss Stella Catha and J. I. Price to Miss Pauline Ward. Both couples now live in Birmingham. We wish you both happiness.

Position occupied by V. E. Morgan, bill clerk, was cut off and the billing is now being done by the cashier and operators. Morgan bumped Delmar Jones at warehouse, Jones going to Amory, Miss.

T. W. Barker visited his mother in Selma, Ala., March 4.

The second Dora job pulled off March 9.

Will Goshay, porter, was called to Hannon, Ala., February 23, account death of his mother.

L. S. Shiflett has bought the Scogin home in East Dora, better known as Bergens.

The Dora employes attended the safety meeting held at Carbon Hill, March 13, 100 per cent strong. There were about 50 from the Dora district, who attended this meeting.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Mr. Sam J. Allen, clerk in this office, has made several hasty visits to Amory, Miss., during the past month, due to his mother's illness.

Mr. H. C. Barnett and wife spent the week-end of March 3, in Kansas City, Mo.

Mr. Clinton McClure, yard clerk, is the father of a ten-pound boy born on March 11. Memphis terminal force take this opportunity to extend their congratulations to the parents and best wishes to little John McClure.

Mr. John Brady, train clerk has been on the sick list off and on recently. We hope John will soon be his old self again, full of vim, vigor and vitality.

Mr. Roy Farrar, yard clerk is a patient at the U. S. Veteran's hospital, Memphis. We are happy to report that Mr. Farrar's condition shows a marked improvement.

The latest entry on the sick list is Mr. H. A. Markham, interchange clerk,

VISIT
"THE WONDERFUL CITY OF ADVANTAGES"
PENSACOLA

SAN CARLOS HOTEL
Pensacola, Florida
ABSOLUTELY FIREPROOF
Headquarters for Frisco Visitors

The Citizens & Peoples National Bank
PENSACOLA, FLORIDA
Earnestly Solicits Your Patronage
Safe Deposit Boxes For Rent

FRISCO AMBULANCE SERVICE
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PROMPT—EFFICIENT—COURTEOUS
PHONE 31
27 E. Wright St., Pensacola, Fla.

YOUR BANK

Provides a safe place for your money.

Supplies a receipt for every payment made, (your cancelled check).

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American National Bank
Pensacola, Florida
U. S. A.
CAPITAL AND SURPLUS $1,000,000

who has been absent for several days. We hope it's nothing serious and that he'll be back with us very shortly.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Miss Catherine Wall has been appointed secretary and assistant to Drs. R. C. and L. G. Woodson, company oculist and physician, succeeding Mrs. Margaret Hummer, who has moved to Washington, D. C.

Edwin Chenoweth, office boy, is back on the job after a few days absence account the old enemy "flu". We are all glad to see Edwin back.

Mr. W. F. Smith, commercial agent, T. & N. R. R., has moved his family to Birmingham from Mobile, Ala. Mr. and Mrs. Smith and their sons, Wm. F. Jr., and Robert are at home in Central Park. We welcome them to the Frisco family.

The various committees of the Birmingham Employes' Club held their first meeting March 16 and formulated plans for the workings of the Club for the year.

The Frisco Employes of Birmingham were the first of the railroad circles to organize a "Billy Goat" Chapter which will be known as the "Spark Plug Chapter". The Frisco Club is 140 strong with 10 "Nanny Goats." Mr. J. R. McGregor was appointed Great Angora. Although there has been quite a number of "Billy Goat" Chapters organized, the Frisco "Nanny Goats" are the first to organize. We hope to increase our number—OKMNX.

D. F. McDonough, division freight agent, J. W. Skaggs, superintendent terminals, and presidents of the different Booster Clubs attended the meeting held in Springfield March 5.

C. Cunningham, cashier, Jasper, Ala., and Gray Richardson, agent, DeBardeleben, Ala., are to be congratulated on the large increase in business they have secured for the Frisco Lines. These two employes are certainly right on the job and never fail to go after any prospective business they think can be secured.

OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

Effective March 1, assistant superintendents, Messrs. H. R. Wade and E. A. Teed exchanged territories. Mr. Teed taking over territory of Willow Spring and Memphis Sub-divisions and Mr. Wade going to the Birmingham Sub-division.

Miss Katherine Surles, comptometer operator, spent February 22 and 23, visiting friends in Chicago.

Mr. W. A. Allen, timekeeper, was absent from the office on February 25, account illness.

Mr. M. J. O'Donnell, timekeeper, was the only person in this department, who was lucky enough to get to hear Will Rogers, cowboy humorist, at the auditorium, February 29. Mr. O'Donnell says it was well worth the price, even though it did cost him $11.00.

Miss Katherine Surles made good her word, and on the afternoon of March 2, purchased a Chevrolet coupe. The entire office force stand in line, awaiting turns for a ride.

Miss Creatie Sickles, stenographer in the engineering department was absent from the office two weeks this month account illness of her father.

Mr. S. L. Williams, formerly employed as M. of W. timekeeper, was a visitor in the office February 25.

Mr. R. E. Fleming, O. S. & D. clerk, was absent from office March 8, account sickness.

Curtis Blackwell, assistant file clerk, and wife, spent March 4 and 5, visiting in Birmingham.

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EIGHTH AND LOCUST —TO ST. CHARLES

SAINT LOUIS

Otis Hamon, of the engineering department, spent March 4, visiting with friends in St. Louis.

Miss Mary Sickles of Willow Springs, spent week of February 20, visiting with her sister, Miss Creatie Sickles of the engineering department.

Mrs. Grayce Hughes, stenographer to chief clerk, was absent March 6 and 7, account illness of her small son.

Mr. H. F. Hastings, timekeeper, was absent March 6, account sickness.

TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

We congratulate Mr. and Mrs. L. E. Sheridan on the little daughter, Juanita Lea, born March 10.

Mr. and Mrs. J. A. May have taken their young son, who has been quite ill, to the hospital in Memphis. We hope he will soon be fully recovered.

Mr. H. R. Wade is our new assistant superintendent on the Birmingham subdivision headquarters at Amory, having come from Thayer, Willow-Springs subdivision and Mr. E. A. Teed has been transferred from Birmingham subdivision to the Willow Springs sub. Mrs. Teed and daughter Lenore will remain in Amory until about the first of June.

Train No. 921 on February 29 was stopped at MP 521 by an old negro man, Erwin Daniels, who used a red scarf he was wearing to flag the train. He said his children on their way to school found a broken rail and came back and told him "the railroad done broke in two." The rail was in a location that could have caused a serious accident and would have if trains 921 or 105 had struck it.

JONESBORO, ARK. TICKET OFFICE

CARL YARBROUGH, Reporter

J. A. Blalock has been assigned the third trick yard clerk job and Walter Houston has been assigned the night clerk job vacated by Mr. Blalock.

L. S. Brophy, extra dispatcher, now agent Williford, Ark., has bid in position relay of operator, Amory, Miss.

L. A. Jacobs, engineer, has returned to work on the night yard engine after being off a few days account illness.

John Sanders, hostler, is firing on the B. & S. W. branch local for a few days, having swapped with John Coleman who is protecting the hostling job.

Martin Holmes, switchman, has been reinstated as switchman in Jonesboro yard, after being out of service for about one year.

W. T. Martin, fireman, has been reinstated and is now working his regular job on the Kansas City Florida Special, after being out of service three months account wreck at Portia, Ark., last November.

STORE ROOM—PENSACOLA, FLA.

R. C. ROZIER, Reporter

This is our first time to be represented in the Magazine. But we think ourselves worthy and well qualified to have a few notes about our store room and wonderful city of advantages published in each of the coming issues of the Magazine.

It won't be long now, especially as long as it has been, before we will have through freight and passenger service into Pensacola over the Frisco. Plans are being made by the Chamber of Commerce in conjunction with Frisco officials for a monster celebration on or about June 15, when the first passenger train will be operated over the Frisco lines into Pensacola.

Mr. L. E. Walker, our price clerk, resigned February 15, and went back to Springfield. We regret very much to lose the services of Mr. Walker and feel that he had made an unwise move by leaving such nice warm weather just now. Mr. R. C. Rozier, our steno-clerk, has taken over the duties of Mr. Walker.

Mr. A. N. Beck, our storekeeper, has gone to Tulsa, Oklahoma, his former home, for a few days. Mr. Beck was storekeeper at Tulsa before coming to Pensacola. He says he is coming back through Missouri and buy a farm. We hope he doesn't decide to go back on the farm.

We are about to lose one of our counter boys, "Red" Franklin. He is planning on becoming a daredevil rider

provided he can raise the price of a motorcycle.

We, members of the Pensacola storeroom, take this opportunity to express our deepest sympathy to Mr. and Mrs. A. G. Cobb and family in the death of their little daughter, Hazel Estella Cobb.

From Pensacola News—"As many as 200,000 potential Escambia County residents are expected to be impressed with the advantages of this section by a poster to be placed in 1,000 stations of the Frisco railroad, it was learned.

"The poster, in colors, has been prepared by the Frisco at the direction of John N. Cornatzar, general passenger agent with headquarters in St. Louis.

"Under the flaming red caption: 'Pensacola—where the Frisco meets the Gulf,' are several pictures taken in and around Pensacola. There is a large cut showing an airplane view of the waterfront, and underneath a series of photographs covering most of the important agricultural industries which thrive in West Florida.

"It has been conservatively estimated that the posters will remain in each Frisco station at least 60 days, and that in that period at least 200,000 persons will see them."

Vacation time will soon be here and we extend to every one a hearty welcome to visit us.

OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

How George Dunlap gets to the office so early in the mornings is somewhat of a mystery. Get down to the office what time you will, he is generally ahead of you. Even if he is on your car, he will get off a stop before you do, then beat you to work.

This department was well represented at the banquet of the Frisco Employes' Club, held at Highland Park Club, February 16.

We have always been of the opinion that the superintendent's office should consider itself very fortunate in having an artist such as J. L. Godsey. However, we know now that they are doubly blessed. Just take a good look at Bill McCaffrey's Studebaker, which he says he decorated himself.

Sorry to report that Russell James has been called to St. Louis on account of the illness of his aunt.

One of the most discussed questions in Birmingham at the present time is whether we shall have Sunday shows.

STORES DEPARTMENT—MEMPHIS

HELEN GRIFFIN, Reporter

As you will note, you have a new reporter. I am mighty glad to be reporter for the Frisco Employes' Magazine, and will appreciate very much any news items you can give me.

Warren Puckett, reporter, and price clerk store department resigned to accept position as storekeeper in the Union Station. Understand that he is well pleased with his work. We wish him much success in his new place.

Hyman Kapell has been assigned Puckett's position as price clerk.

Millard Rhodes, former piece work checker at Yale, has been given position of section stock clerk, left vacant by Kapell.

Mr. John Harold, store department carpenter, is still with us working on the shelving for the new storeroom at Yale.

J. A. Blankinship, storekeeper, and George Morris, chief clerk, attended a meeting of storekeepers in Springfield recently.

Viola and Mary Lee, children of D. A. Riddle, store foreman, are recovering from the measles. Ray, two months old twin, has also been sick.

Billy Riddle, young son of Cartha Riddle, storekeeper Yale, has also had the measles.

Mr. John Drashman, coach foreman, recently purchased a Flint sedan.

We are sorry to hear of the illness of J. A. Fears, store helper at Birmingham, and wish for him a speedy recovery.

Everybody turned out to the Frisco dance March 16 and report it the best yet.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

T. E. Bryant, cashier's clerk, was off February 17 and 18 attending the funeral of his sister-in-law, in Thayer, Missouri.

Chester Tapley, machine operator in the zone, visited friends in Kansas City week-end of February 18.

Billy Corkery, young son of our chief clerk, has been very sick. He is now able to go back to school.

J. F. Wright, formerly rate clerk, has been assigned position of chief bill clerk, taking B. C. Johnson's place, who was transferred to the zone office.

Louis Hanover has been assigned Wright's former position. "Gillix" was cotton foreman.

H. S. Crothers, expense clerk, was off sick with tonsilitis February 23 and 24, and on March 4 entered the Methodist hospital to have them removed, returning to work March 6.

R. L. Mackey, zone auditor, spent day of February 24 in Birmingham.

L. P. Alessio has been assigned the McBee Binder position. Louis was formerly messenger.

T. E. Hanson, who was placed on a pension February 1, was down to see us a few days ago, and we were all glad to see him. He is looking fine.

Miss Rose Matoske, key punch operator in the zone, enjoyed a visit with home folks in St. Louis March 3 and 4.

A. V. Garrett, O. S. & D. clerk, and T. E. Bryant, cashier's clerk, have been on the sick list recently.

Miss Mildred Estes, waybill checker, spent Sunday, March 4, in Birmingham with her sister.

S. L. Oliver, agent, attended a claim, accident prevention and better service meeting in Springfield, March 5.

Miss Dorothy Johnson, key punch operator, visited relatives in St. Louis March 10 and 11.

Frank Miles Hamilton arrived March 10 to live with his dad and mother, Mr. and Mrs. W. A. Hamilton, in Memphis.

We are glad to have Miss Louise Burns with us. She started to work in the zone March 15 as comptometer operator.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

We are going to start optimistically this time.

Western division handled 113 cars of green fruit during February of 1928, as compared with 20 cars handled during February, 1927. So far this month, the first 14 days of March, we have handled 78 cars of green fruit, as compared with 69 cars for the entire month of March, 1927.

Mr. J. W. Maring, agent, reports our inbound carload shipments increased 15, outbound shipments 67, for the month of February. Freight revenues increased $18,976.79, passenger revenue decreased $712.99, making a net increase for February of $18,263.80.

We extend our deep sympathy to Mr. and Mrs. M. J. Connelley, on the death of their little son, Matt, Jr., who passed away March 10. Mr. Connelley is Mr. Frazier's secretary.

Introducing in this issue the new Reporter Miss Blanche K. Hicks, labor distribution clerk. Holland G. Campbell has resigned, Blanche is taking over the work and the Western division news will undoubtedly pep up.

Old man "Flu" is still holding his own. E. O. (Doc.) Daughtrey, trainmaster, has been in bed a week, feeling much better now, but very wobbly in the knees. "Doc" Jr., and "Jeff", Jr., Mr. Frazier's sons, have been putting in good time trying to get over mumps, chicken pox and what have you.

Mrs. R. C. Canady, wife of assistant superintendent, has been bedfast several days with a severe attack of bronchitis, Mrs. H. J. Harriss, wife of dispatcher, is slowly recovering from an attack of the flu, and Mr. W. J. Foley, master mechanic reports that Mrs. Foley is well on the road to recovery.

Mr. C. T. Mason, superintendent at Sapulpa, was anxious to get some information about the date the Frisco line was constructed into Beggs and Bristow, Oklahoma. He wrote Mr. F. C. Gow, assistant superintendent, Western division, and Mr. Gow rummaged around and found copy of time card covering this period. It was Supplement No. 5 to Time Table No. 14, effective Monday, January 28, 1901. Mr. H. H. Brown was trainmaster of the Red River Division (St. Louis, Okla-

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homa & Southern Railway). Mr. Gow seems to have quite a collection of souvenirs concerning the early history of the Frisco in Oklahoma.

Another large industry will be partly served by our rails in Enid in the very near future. The Pillsbury Mill people are making preparations to erect one of their largest mills and elevators here. At this writing it had not been decided which one of the three railroads in Enid would handle the switching, but we are hoping the Frisco will be the favored road.

Miss Alice J. Dicks, general clerk, is certainly enjoying her trip to Europe. She sailed from New York February 7, and we have received many interesting letters from her. Hope to prevail upon her to write a story or two for the magazine when she returns, which will be some time in May.

A sure sign that spring is here, in spite of the blizzard that we have enjoyed (?) the past 24 hours, is the evidence on every hand that the Frisco right-of-way in Enid is to be made very beautiful this year with huge flower beds. We also plan to have a flower bed of the Frisco symbol and will probably have a picture taken of it this summer, and will send it to the magazine for publication so all can see it.

EASTERN DIVISION

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Neal Garner, mechanic, and Miss Alma Hawks of Springfield, were married in Springfield, February 18. All the details of the wedding ceremony were in a Springfield paper, so there is no reason to relate them here. Mr. and Mrs. Garner made a trip to California and are now residing in St. Louis. This is supposed to be a secret and that is why no one knows about it.

Lloyd Waller, welder, resigned to go back to the farm and the Ozark sunshine. George Condon of Springfield has succeeded him.

You hear a lot about co-operation, but we believe that Messrs. Murney and Claypool have demonstrated this word to us in capital letters. Mr. Claypool formerly lived in Springfield, as did Mr. Murney. Mr. Claypool has been transferred back to the old home town and traded his home in Webster Groves for Mr. Murney's former home in Springfield.

Why must there be mustache epidemics? Bert Carlisle, clerk, has finally accumulated a mustache, at least, he claims it is one. This would be bearable if it weren't for the large following he has in the roundhouse. Everybody with a mustache!

Mr. and Mrs. M. T. Smith were the guests of Mr. and Mrs. Louis Buchert recently. "M. T." is still enthused over the chicken dinner.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

Our Frisco Best Service base ball team, at its recent meeting, held an election of officers for the coming season. E. W. Miller, general agent, was elected president; R. L. Klein, vice-president; Arthur Boen, manager, and L. G. Roseman, secretary-treasurer. Mr. Roseman is a busy man these days, booking games with various teams and is exceedingly anxious to hear from some of the out-of-town teams on the Frisco Lines. Address him in care of this station.

The monthly accident prevention meeting was held on the outbound platform, March 7, with about 200 in attendance. The speeches were made by Messrs. Mills, Morrill and Conley.

R. L. Klein, general foreman, celebrated his fortieth consecutive year with the Frisco on March 7th. A Hamilton watch and chain were purchased by the employes and presented to Mr. Klein by P. W. Conley, superintendent of terminals. Upon arriving at his home that evening, "Rudy" found forty American beauty roses awaiting him, also a gift from the gang. It is going to take our general foreman a long time to get over these surprises.

Ted Yeager, second baseman on our baseball team, was married on March 10 to Miss Minnie Beyer of Staunton, Illinois. The couple will reside in Granite City, Illinois.

Jule Stark is back on the bill desk after several weeks' absence due to sickness. The outdoor exercise which Jule indulged in has certainly given him that school girl complexion.

George Schraudenbach, receiving clerk, is confined to the Frisco Hospital; however, the doctor advises he will be back with us soon.

R. L. Klein, Jr., has been absent from the claim department for the past month, due to illness. Too bad, Bud missed his Dad's surprise party.

Edw. Wiseman is back with the boys on the platform after two week's absence, due to a carbuncle.

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Old Man LaGrippe certainly had a firm hold on the passenger traffic department during the latter part of February. The following were ill for a few days: H. C. James, Katherine Riley, Frank McDonald, Frank Zoellner, Harrison Will, Oliver Coyle, Wm. Lanham, Bert Baumgartner, Frank McEneny, Richard Knoll, Melvin Iten, Roy Horkenbach and Vernon DuPree. The following had very bad colds, but did not have to stay home: W. G. Rodenroth, Ernie Kubitz, O. D. Chalmers, Eddie Grobb, Mary Ansbro. All are feeling much better and it is the hope of the department that Old Man LaGrippe misses the department in the future.

Miss Addie Toland is ill at the Frisco hospital with pleurisy. At this writing, Miss Toland is improving very nicely and we hope to see her back at the office in a few days.

The industrial commissioner's office was moved into our office the first of March. We all welcome Messrs. Hilton, Miles Austin, Edward (Jack) Kinworthy and Miss Jernigan, and hope they will find their new home pleasant.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

John C. Starkey, auditor of passenger accounts, and Mrs. Starkey made a trip to New Orleans the latter part of February. Mr. Starkey was quite ill for a few days after his return.

James R. Murray is convalescing at his home after an operation which he underwent at the Frisco Hospital on February 21.

Estelle Hilton spent Sunday, February 26, in Memphis, Tenn.

Evelyn Castles spent a few days the week of February 26 in Chicago.

Quite a few of the young folks in this department drove out to the river at Glencoe, Mo., on Washington's birthday.

M. S. Schulter, chief clerk of this department, attended a meeting of all the Frisco Clubs held at Springfield, Mo., on March 5.

Piles Cured

Without Surgery

THE old theory that piles could be healed only by surgery has been wholly disproved. This treacherous affliction which slowly but surely undermines the health of its victims *can* be healed—totally and successfully —without recourse to surgical aid.

Hundreds of Railroad Men Cured

In our list of over 13,000 cures effected here (including people from every section of the United States, Canada and foreign countries) are the names of hundreds of railroad men, railroad officials and members of their families. Possibly some of these are well known to you.

Absolute Relief or No Pay.

No matter how long you have been troubled—
No matter how distressing your case may be—
No matter how many treatments you have had without avail, if your case has not been neglected so long as to be incurable, we can promise you absolute relief or no *pay*

ONE YEAR TO PAY—We are glad to make special terms with easy payments to railroad men and members of their families. Take a whole year to pay if you wish.

If you or any of your relatives or friends are interested, we will gladly mail you our free book, "Piles Cured Without Surgery", and our reference list of cured patients. This book fully describes the McCleary methods of diagnosis and treatment, and tells you exactly what is offered here *at a very nominal cost.* Write for it today.

THE McCLEARY SANITARIUM
163 Elms Blvd., EXCELSIOR SPRINGS, MO.

Joe Peyton motored to Wright City, Mo., Saturday, March 10. He was accompanied by L. H. Butts, whose guest he was for two days.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

After a few rare "springy" days this month, we began to plan our Easter wardrobes, and then—ten inches of snow! Old Sol soon disposed of that, however, and now spring is with us to stay.

Frances Coffman was off several days the first of the month, account of illness and is now off again account of having been "bumped". We wished and wish again for her speedy return.

Our "Ukelele Boy", June Sand, accompanied on the piano by Miss Flo Blevans of the mechanical department, gave several peppy numbers at the banquet of the Annual Better Service and Claim Prevention meeting, March 5, at the Colonial Hotel.

Mr. Johnson's office has recently been decorated with a rejuvenated rug and new paint on the floor, and the windows have been freshly washed.

Clara Alderfer and Theda Pyland returned safely from Havana with thrilling tales of dark-eyed beauties, moonlight on the ocean, etc.

Helen Murray leaves in a few days for New Orleans to accompany her sister-in-law and children home.

Vera Erke and Aileen and Marjorie Renshaw spent an exciting week-end in Kansas City recently.

Mrs. G. J. Williams has been called

to Cleveland, Ohio, by the serious illness of her sister.

Eleanor Buchanan spent a Sunday and Monday in St. Louis recently visiting Mabel Jernigan, formerly of this office, now in the industrial commissioner's office.

Mrs. Annie E. George has been forced to renew her leave of absence, having contracted a serious case of lagrippe.

Gloom descended like a cloud on our First National Bank depositors when that bank closed on the 17th. However, the good word has been received that everyone will be paid in full.

Ye reporter, in company with Grace Jochum, of the general manager's office, attended the mid-winter conference of the Y. W. C. A. Business and Professional Women in Kansas City on March 11, also visiting Mabel Hunt, formerly of the demurrage department of this office.

Mr. H. W. Johnson, car accountant, attended the Fourth Joint Conference of Car Service Associations in Louisville, Ky., on March 22 and 23, serving on the Interchange and Per Diem Committee of this conference.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Please excuse me, but this is one reporter who is being forced to "toot his own horn" just a little. You wonder why. Well, here is the reason: According to Krazy Kat's version: "Old Joe Stork, who dwells in mystery upon the plains of the enchanted mesa, who is, likewise, purveyor of progeny to Prince and Proletariat", has called at the home of Sandy McGinnis. It's a boy and weighs 11 pounds and who ta'ell wouldn't "toot his own hooter?"

James Griffith, engine foreman of the 8 a. m. crew, has been laying off sick for several days, but at this time is reported as much improved.

Switchmen Ernest Mitchell and Jesse Newberry have been returned to service and everyone is glad to see them back at work.

Harmon Gray, switchman on the 11:30 p. m. middle yard crew, who was quite painfully injured recently when a brake club broke while setting a brake, is back working again.

Sam P. Jolley, switchman on the 6:30 a. m. passenger engine, has returned from the general committee meeting of the B. R. T., held at St. Louis.

Monett Yard is now working three engines each trick, the newest crew being the 8:00 a. m. hill crew.

Earl B. Spain, night yardmaster, has returned from a business trip in Kansas City. We trust he came back with his wallet intact.

Wilson Gates, first trick yard checker, is laying off account of an infected foot.

"Uncle Charley" and Mrs. Whitlach paid us a flying visit recently. The day they arrived and the day they left, upon their return to California, it was snowing hard. "Uncle Charley", otherwise C. E. Whitlach, is a retired switchman from this yard.

Brakeman J. M. Pope, of the central division, is nursing a badly mashed finger, received while assisting in rerailing an engine at Rogers, Ark.

Tom McMillan, day coach yard car foreman, is in the St. Louis hospital, suffering with inflammatory rheumatism. Recent reports are that he is gradually improving. His many friends will be glad to welcome him back upon his recovery.

Local baseball fans are discussing plans for re-organization of the ball team. We have some good material to work on, right here in the yard and it would look good to see them out in the game again.

We are waiting patiently for the arrival of the camera man with all good intentions of presenting to readers of the Magazine the best-looking bunch of folks you ever saw, that ain't related to you. Barney Conley says he hasn't a chance to get into the picture, though, as he goes to work after dark and quits before daylight. We'll have to take a flashlight of Barney. Now, listen, Mr. Camera Man, when you come to this place, make arrangements not to include feet in the picture, judging from my own (they are all better, I mean), feet won't be so good for the pictures.

Harry Smith, who has been located at Elsworth, Kansas, where he served as brakeman on the motor car between that place and Wichita, has taken a run out of Monett, running to Wichita.

TRANSPORTATION DEPARTMENT NEWBURG, MO.

LILLIAN M. SICKLES, Reporter

This is Newburg, on Little Piney River, transportation department, Frisco Lines. Enjoying wonderful weather and along with this, we are expecting a record-breaking business for the year 1928. Fishing season is not far off, as we notice there are quite a few game books and pamphlets strewn around the offices. Messrs. Donaldson and Stoll are having quite a time getting the different fish lined up, so they can call them by their correct names. The fish grow large in Little Piney. Ask some of the boys that have caught them.

Mr. F. M. Peterson recently resumed his duty as agent at St. Clair, after spending several months in a sanitarium in Colorado. We are glad to have him back again.

Little John Williams, son of Switchman L. H. Williams, was taken to St. Louis recently where he underwent an operation for appendicitis. He was accompanied by his mother, Mrs. L. H. Williams, and at this writing is doing nicely.

H. R. Daugherty, brakeman from St. Louis, is filling a temporary vacancy as switchman, Newburg yards. He says he likes the work pretty well, but gets homesick for the bright lights of St. Louis.

Mrs. R. Vandivort, wife of our former agent, was in Newburg last week. They are moving to Crocker. Mr. Vandivort was agent at Newburg for a number of years and was a friend to everybody. He bid in the agency at Crocker and Homer DeBerry, Camden County, succeeded him at Newburg.

T. J. Arnold has been appointed division special agent at Chaffee, Mo. We are glad to hear of his promotion, but regret very much to lose Mr. Arnold, as well as his father and mother, Mr. and Mrs. S. C. Arnold, who have many friends here.

Dispatcher Geo. Cromer, who drives to and from Rolla to work in his Pontiac, says old man winter has been pretty good to him, but he checks off the days, one by one, hoping that spring will soon be here.

The Frisco was well represented by the ladies in the all-star cast play, "Kitchen Kabinet Orchestra", put on at the Lyric Theatre, March 9. The Frisco officials showed their appreciation by presenting Mrs. F. H. Donaldson, the pianist, with a nice bunch of radishes and celery. The Chamber of Commerce presented Mrs. S. E. Fellows with a lovely cabbage head and the Lyric Theatre presented Mrs. J. H. Davis, their spokeswoman, with a nice bunch of green onions. General Foreman Hughes claims it is the worst he ever saw of its kind. As everyone knows, he isn't much of a judge of real talented people.

Engineer J. R. Beshears and wife were Springfield visitors recently. Mr. Beshears is in the hill service out of Newburg.

Misses Mary Sickles of Willow Springs and Creatie Sickles of Memphis, Tenn., were in Newburg last week, visiting their sister, Lillian, who was on the sick list for a couple of weeks. J. H. Goodrich of Springfield took care of the work in the assistant superintendent's office while she was absent.

There is a great deal of news around Newburg, but some of it is too good to tell and the rest will keep until next month.

CLINTON AND OSCEOLA SUBS CLINTON, MO.

JOHN R. PECKENPAUGH, Reporter

B. E. Hord, car inspector, has returned to work after being off for sixty days account of an operation in the Frisco Hospital at St. Louis.

We are glad to have Roy G. Williams with us as first-class machinist.

Dan Gillis, "The Duke", recently was off his passenger run for several days account of sickness. Peck Wirth took his place.

George Petrey, brakeman, who was taken sick on his run the other day, had to be relieved by G. P. Crawford.

"Uncle" Tom Laney has been off his run for several weeks account of sickness. Glad he is better.

John Trushall, brakeman, was reinstated recently and went to work on Trains 20 and 21.

H. Russell, car repairer, was injured recently while repairing a brake hanger.

L. Crotty, engineer, and wife are enjoying a vacation at Hot Springs, Ark.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

April is the month of peeping jonquils, house cleaning, spring clothes, marbles, "hop scotch" and also "barnyard golf", in which J. S. Breckenridge, passenger car distributor, excels. John threw five horseshoe ringers in one day recently. Some record!

Angeline Danzero and Della Stevenson journeyed southward to Birmingham last month, while the rest of us enjoyed the worst snow storm of the season.

Aneita Ball visited in Tulsa last month and had a splendid time.

Merle Platte and "Little Campbell" —Mary—were both quite ill with the flu, but are back at work now and feeling much improved.

Good news! Just heard that Pauline Greismer-French, formerly a clerk in this office, is the proud mother of Jack

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Eugene, born March 9. We welcome Jack Eugene to our Frisco family.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

The Chamber of Commerce made a successful drive for a larger and better Springfield.

They have installed a new recording time clock at the south side inspector's office, effective March 16, 1928.

The rain and snow of the last of February stopped the work on the Grant Avenue viaduct, which crosses the Frisco property near the new Frisco station.

Jesse L. Brandon made a trip to the Sunny South recently, stopping at Poteau, Okla., and at Hatfield, Ark. While he was on his trip, he saw peach trees in full bloom.

W. E. Bunch, extra inspector at the south side, worked in Jesse L. Brandon's place while he was off.

Louis Bunch, inspector, is off on account of trouble with his eyes.

Fred Cunningham, seal clerk, has now taken a job as check clerk, and Glenn Cox, delivery clerk, has now taken the job of seal clerk.

N. A. McLean and wife, city auditor for the western weighing and inspection bureau, were called to Cotter, Ark., account of the serious illness of Mrs. McLean's mother.

Western weighing and inspection bureau employes are doing good business in Sprinfield, making a gain of more than $800.00 for the Frisco for the month of February.

NEWBURG, MO. YARDS

MACK J. COTHAM, Reporter

"Hello, World." This is Newburg, back on the air again.

On account of the freight house being abolished at Monett, Joseph R. Short, Edward Planchon and Mack J. Cotham are working here.

T. J. Arnold, special officer, has been transferred to Chaffee, Mo., as special agent. Mr. Arnold will be sadly missed by his many friends here. He was relieved by Joe Austin, night special officer. Mr. Austin was relieved by J. O. Grove of Springfield, Mo., as night special officer.

Miss Lillie Sickle, clerk for the assistant superintendent, is quite ill at her home here. Joe Goodrich is working in her absence.

Edward Planchon, former messenger boy at Monett freight house, is now working here as helper at the station. Our agent, Homer DeBerry, cannot tell the Planchon twins apart so he calls them "Pete" and "Re-Pete".

J. Lawrence Planchon spent one day this week visiting friends and relatives in Monett.

Mr. and Mrs. Frank A. Moore and small daughter left March 15 for a month's visit in the West. They will visit Mr. Moore's parents at Phoenix, Arizona. From there they will go to Los Angeles, Calif. Mr. Moore is a clerk in the yards here.

Ernest Courson, caller, and Earl Carter, car inspector, spent a few days visiting in St. Louis recently.

Mrs. J. R. Short and Mrs. Mack J. Cotham spent a few days visiting friends and relatives in Monett.

Mr. O. N. Watts, assistant superintendent, spent a few days attending a fuel meeting in Springfield.

Miss Almeta Watts, daughter of Assistant Superintendent Watts, who is attending the Teachers' College, Cape Girardeau, Mo., spent Sunday recently with her family here.

Station Agent DeBerry has gone in the cattle business. He was seen the other day coming down the tracks, leading a month-old calf, with a two-inch rope.

OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

Mr. J. M. Sills, division engineer, accompanied by Mrs. Sills, attended the A. R. E. A. meeting recently held in Chicago.

Mr. E. L. Anderson, assistant engineer, took a half day off recently to plant his garden. When Andy begins to plant potatoes, we know spring is here.

Homer Woldridge is going to play "Safety First". When asked what he was going to do towards promoting safety, he replied: "Not hit anybody bigger than I am".

The boys had a very enjoyable evening at the last meeting of the Frisco Men's Club held at the Chamber of Commerce. A very interesting and beneficial talk was given by Colonel Jonah on "The History of Transportation", illustrated by slides.

Mr. Guido Moss is considered quite witty. Guido was singing a song, and we, of course, wanted to know the name of it. He informed us that he was singing "The Flour Song from Pillsbury".

Frank Hicks is busy studying booklets and pamphlets covering different steamship routes. We wonder if Frank is contemplating a trip to Paris?

Mr. C. E. Teeter, B&B foreman, is very dubious about making a weather forecast since placing concrete slabs at the Boulevard. He picked the 8th for a fair day, but it rained constantly all that day.

Miss Julia Engleking, steno in the B&B department, is taking physical training with the Frisco Girls' Club at the Y. W. C. A. We wonder if Julia is getting in shape for some of the long-distance swimming contests this summer.

OFFICE SUPERINTENDENT TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

We are very sorry to report that Bob Blansett was the unfortunate victim of an accident. Mr. Blansett, while engaged in his occupation of switchman, caught his left hand between car couplers, severely crushing it.

A. J. Johnson, switchman, has been retired after twenty-seven years' service. Mr. Johnston's fellow-employes regret losing him, but wish him good luck in his future endeavors.

W. P. Gustin, general yardmaster, has returned to his duties after having been confined to his home for several days on account of illness.

Maurice Wilson has been off duty a fortnight, touring the state with the Drury College Glee Club of which he is a member.

W. H. Ritter, switchman, is confined to his home on account of illness.

Bob Motz, fireman, has purchased a new automobile. Bob must be getting ready for the summer campaign.

Guy Strong, engineer, is seriously ill at his home. His many friends hope to see him back on the job soon.

Walter Hunt has returned home after having spent considerable time in St. Louis, where he attended the funeral of his sister-in-law.

B. W. Gaffga, switchman, has returned home after a business trip to St. Louis.

Oscar Bass, messenger, is recovering from a severe case of mumps and is expected to be back on the job soon.

Howard, the young son of L. E. Sullivan, is ill with the mumps. A quick recovery is expected.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

The change in passenger runs on the Kansas division, effective with the new time card of February 26, caused quite an upheaval in the arrangement and placing of engine crews. Engineer Bridwell, the senior man, who for many years has held a short run between Monett and Joplin, found himself forced by circumstances to take one of the through runs to Neodesha, while Engineer Kyler reverted back to the newly established short run between Monett and Joplin, Trains 305-316.

W. A. Tollison, locomotive inspector, was called to Pelzer, South Carolina, on March 10, account of the serious illness of his mother. We hope he found her condition improved upon arrival there.

Engineer D. C. Blakeslee succeeded H. E. Davies as local chairman of the engineers, Division 507, for the unexpired term of office, when Mr. Davies was transferred to the Southern division. We are sincere in stating that the organization has a zealous, prudent representative in Mr. Blakeslee, and that the company can be assured of fair and honest dealings.

Hark! Hear the wedding bells! Announcing the glad tidings that D. K. Blankenship, boilermaker, has taken unto himself a wife. We have not learned the fair lady's name, but offer our heartiest good wishes for a long and happy wedded life.

Monett roundhouse established rather an enviable record during the month of February, in not having a single personal injury the entire month. This is the state of perfection we have been trying to attain for four years,—don't know whether the ultimate attainment was due to its being Leap Year, or

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the desire to make a good showing for our new claim agent, Mr. Westbay.

J. C. Burdick, machinist at Wichita, was a visitor at Monett Shops on March 3.

The re-establishment of the 8 a. m. switch engine job the latter part of February, brought smiles of relief to the faces of several of the enginemen who had been manning the bleak night shifts since the job was pulled off several months ago. Now, after the expiration of numerous bulletins, they have all landed back in their accustomed places, and are once more feeling serene and jovial.

Alas! The "golf bug" has us in an unrelenting grip! Some local enthusiasts are sponsoring the construction of a nine hole course at Monett, and one of the first to succumb to the fatal charm and mystery of the sport was C. H. Garrison, general foreman. He has come into fluent use of such heretofore meaningless words as "driver", "brassie", and "putter", and a golf bag has become part of his regular impedimenta, while almost any morning at the initial break of dawn you may find him assuming a professional stance, preparing to "tee off" the first mound.

We are sorry to report the rather sudden passing of C. S. Armstrong, a Central division fireman, with residence at Monett, whose death occurred on March 13, caused from inflammatory rheumatism and other complications. Mr. Armstrong has been an employee of the Frisco for about eleven years. Our sympathy is extended the bereaved family.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

M. K. Pace, R. G. Kaufman, A. T. Brown and H. H. Westbay attended the Claim Prevention meeting held in Springfield, March 5.

Mr. and Mrs. George Long visited relatives in Dallas, Texas, this month.

The Kelly Underwood Construction Company are receiving a number of car loads of material at Monett, where they are now located, making a short cut on highway 37.

Harmon Gray, switchman, who was injured in February, has returned to work.

Miss Ethel Livesay, telephone operator has returned to work after a two weeks' vacation. Miss Ruby Dickerson protected her hours.

Mr. and Mrs. Lindsey Lloyd have returned from a trip to Union City, Tenn.

H. H. Westbay, claim agent, was in St. Louis, March 6, as a representative from the First Presbyterian Church, Monett to the Mid-west Convention of Presbyterian Men. The day session was held at the Statler Hotel and evening session at the City Club. There were 355 men present, consisting of ministers and laymen.

Mrs. M. K. Pace visited relatives in St. Louis a few days this month.

Tom McMillen, day foreman is confined in the Frisco hospital, St. Louis suffering with inflammatory rheumatism. This is the first lay off Mr. McMillen has had on account illness in a number of years.

Arch Long, station master went to St. Joseph, Mo., latter part of February as a delegate to the Democratic State Convention.

J. H. Shockley, ticket clerk, has been confined to his home on account of illness.

The flower garden along the side of the general office building is being placed in readiness for spring planting. This spot adds greatly to the appearance of the station at Monett when the flowers begin to make their appearance in the spring.

Our fellow reporter, Frank L. Kyler has been known by several titles since his entry into the journalistic world—remember Sandy McGinnis? Well, he has a later and more important one—"Dad" and it happened by the arrival of an eleven pound son born March 8, who has been given the name of George Rainey, in honor of his two grandfathers. As soon as "DAD" can arrange for a "pose" we will have an addition to the baby page.

C. E. Whitlatch, pensioned switchman, and wife who have spent three weeks in Monett visiting friends, have returned to Monteray Park, Calif.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mr. J. W. Baty, crossing flagman at Tulsa and formerly employed as signalman in this department, was fatally injured on March 1 when struck by an automobile while in the performance of his duties. Mr. Baty had just gone to work and was trying to stop an automobile while switch engine was making a move. The driver of automobile ran around end of car and struck Mr. Baty, injuring him fatally. We extend our heartfelt sympathy to the bereaved family.

We are glad to learn that little Kathleen Uhr, who has been quite ill, is rapidly improving.

Little Jimmie Ball is very happy since Elizabeth Jane has come to play with him, as a little sister is just what he wanted. Congratulations to the parents, Mr. and Mrs. D. A. Ball.

Mr. W. M. Young and son, Clarence, are visiting in Toledo and other eastern points.

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AURORA–GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

Bert Larrimer, yard clerk, also our official baseball "doper" has begun to broadcast his predictions on the outcome of the teams during this coming season. Bert's "dope" is most generally pretty straight.

Conductor E. B. Miller, Greenfield branch, was off duty a few days to attend the Democratic convention held in St. Joseph, Mo.

Dan Collins of Fort Scott, has been relieving George Thrall as brakeman on the branch. Mr. Thrall took Mr. Miller's place as conductor.

Engineer T. A. Ridley was off duty a few days recently visiting with his little granddaughter who came all the way from Akron, Ohio, to see him.

W. C. Howerton, section laborer is confined to his home account a severe case of rheumatism.

Paul Taylor, helper this station, has displaced Jake Riddle at Marionville. Mr. Taylor's position was abolished March 16.

Mrs. J. L. Mace and two daughters, wife and daughters of Operator Mace, are visiting relatives in Memphis, Tenn.

The mines in Aurora have started operations and are turning out ten to twelve tons of ore a day, with good prospects of doubling this quantity in the near future.

Prospects of a big fruit crop in this locality look good. Here's hoping old Jack Frost pays us an early visit. He held out on us last year and almost ruined our crops.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

ZETA M. SIMPSON, Reporter

The mechanical department, Lindenwood, was pleased to hear of the testimonial tendered to Mr. Rudy Kline, freight house foreman, Seventh street on rounding out his forty years of service for the railroad, and wish him the best of success and a long continuation of his services.

Mr. G. W. Moore, assistant superintendent, motive power, with the assistance of Mr. W. P. Elliott, general foreman car department, T. R. R. A. and others, was successful in having the Railway Car Department Officers' Association select the Chase Hotel in St. Louis for their 1928 convention.

You can hear the noise of the saws and hammers in the activities of the half-million dollar Arsenal Street viaduct which is to span the Lindenwood yards. Quite a bit of material is now on the grounds and a suspension bridge has been constructed across the River Des Peres.

At the annual election of the Interchange Committee, St. Louis and E. St. Louis Terminals, Mr. P. W. Conley, superintendent of terminals, was re-elected chairman; Mr. W. J. Gillespie, general foreman car department was re-elected as one of the members of the sub committee.

Herbert Schutte, car inspector, was in New Orleans for the Mardi Gras festivities.

Understand that Gus Stein, piece work checker, has ordered a new Ford coupe.

"Sunny Jim" Cunningham is laying claim to a new profession; to wit, that of fish vender.

Frank Lampton, formerly of the Springfield Shops, and well known at this point, gave us a brief call recently. Mr. Lampton is now representing the Hunt-Spiller Packing Ring Company.

The forces in the general Foreman's offices, Lindenwood, are green with envy. We attribute it to the color of the new mural decorations in the storekeeper's office.

A recent wedding of interest was that of engineer A. H. Knelle and Miss Edna Bevan of Toronto, Ont., Canada. The marriage took place on February 28, and the bride and groom are now at home to their friends in their cozy five room bungalow at 6546 Fyler avenue. We wish them the greatest of happiness.

R. A. Medley, of the store department, was presented a light tan pigskin billfold on February 29 in remembrance of his years of service with the Frisco. Although retired account of the seventy year age limit, Mr. Medley is still very active, and he has accepted a position in Fort Worth, Tex. His many friends will miss his jovial and kindly spirit.

On March 15, machinist C. H. Deskin presented his wife with a truly worthwhile birthday present—a Graham-Paige Light Six sedan.

Our blacksmith from Amory, Miss., Chas. A. Gateley, who is taking Mr. Evans' place, has proved to be a weighty opponent when it comes to playing checkers. He has defeated our former champion, Charlie Boggs, car department.

And speaking of champions at the Lindenwood shops, Mr. W. P. O'Gorman, chief clerk to the general foreman, locomotive department, is par excellence when it comes to flyin' kites. At least that's one place where the supervisors can't strut their stuff.

Mrs. F. J. Gibbons' father, Mr. Lister, has returned to Monett after being in St. Louis to recuperate from a spell of sickness. Mrs. Gibbons was just recently down in Barry county.

Carman J. M. Jenkins and machinist A. J. Perkins have been in Pensacola, Fla., seeing the sights.

Miss Celestine Devereaux is sporting a permanent wave.

The "flu" has been prevalent in the Lindenwood shops. D. A. Normington was off nearly a week with it. Ted Barnett and Edward Massey have been in the hospital with "flu" and pneumonia.

Mr. and Mrs. Claude Neely were Chicago visitors in February. Claude says it's a fine city, but he wouldn't care to pitch hay in the top stories of some of those buildings.

There have been a number of changes in the Lindenwood shops. J. W. Rubin and Geo. H. Lutzenberger, who served their apprenticeship in the Springfield north shops, are now at Lindenwood. Mr. Lutzenberger is on the night inspection job, while Sidney Williamson is taking the daylight machinist floor job in place of locomotive inspecting. Mr. Rubin is working as machinist, first class, on the day shift. H. Plummer has been promoted from third to second class machinist. Carl J. Myrick was placed as machinist, first class. We are glad to note that the former Springfieldians are both young and handsome.

Leo M. Riley, machinist, second class, is still off, due to an accident which occurred February 2.

E. R. McNabb, boiler inspector, has purchased and moved out on a little farm in Kirkwood. We are glad to hear the news, as we are hoping he will raise plenty of watermelons this summer. The office force is deeply appreciative of the treat of homemade sausage he gave us. Talk about sausage, the only trouble was that it was so meltingly good that it didn't last long enough. Mac said he just had to live up to his reputation in the "sassiety column."

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Miss Mary Murphy spent the week end visiting her sisters in Kansas City recently.

We are glad to report that Mr. John Kerr, traveling storekeeper, is able to be at the office after having been away two weeks account of illness.

Our nice spring weather has gone, as this day, March 15, brought a heavy snow.

L. A. Utley reported that when returning home about 9:30 one night recently he was caught in a rain. There were several of us who were out later that same night and we could see no indications of it having rained. Come on Utley, give us another alibi!

Mr. U. K. Hall, general superintendent of stores; Mr. O. Nelson, general storekeeper, and Mr. E. R. Casey, superintendent of reclamation plant of

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BROADWAY
OLIVE TO PINE

Union Pacific; and Mr. G. H. Greer of the purchasing department of Mobile & Ohio R. R. visited the general store March 15.

We now have a detective in our office; Paul Gaylor having recently frustrated the attempt of a man to steal a car parked in the street near the storehouse. Anyone wishing to obtain protection for their car may find Mr. Gaylor in this office.

Mr. L. W. Kistler's headquarters has been changed from Springfield to St. Louis. Mr. Kistler is superintendent of treating plant.

The Frisco Girls' Club luncheon March 5, at the Ontra Cafeteria was enjoyed by every girl in this office. This is the second time our office has been 100% in attendance at the club luncheon.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

About 6:50 p. m. March 2, De Groat, Call, and Gustin dropped in on J. G. Taylor.

"Boys, what are you doing here?" asked Taylor.

DeGroat answered, "Oh, just driving around and got to kill a little time. Can't we sit down and visit a few minutes?"

"Well, you can stay just ten minutes for my daughter has the table set for her bridge club and they'll be here for dinner at seven."

At seven the three guests made no move to depart. Jack said, "Time to go now, boys," and started to the door as a hint for them to follow. At the door he found W. F. Baker.

"Daughter" called the unwilling host, "Do you need a claim agent at your club meeting?"

"I guess the girls aren't coming, daddy," was the reply, "So we'll just make it a birthday party for you."

It was a real surprise! that dinner party of old friends in honor of Mr. Taylor's sixty-fourth birthday and his retirement from active service after forty-eight years with the Frisco. A gold watch and chain was presented him from his many friends over the system.

The guests were W. F. Baker, claim agent, O. L. Call, dispatcher, J. M. Connelly, chief maintenance clerk, F. L. DeGroat, car service agent, and W. P. Gustin, general yardmaster.

H. G. Snyder moved his family to Springfield from St. Louis last week. Mr. Snyder joined the general manager's staff the first of the year, as station inspector.

Olive Bernett also moved during the month. She may move back however, for the first Sunday in the new home, the roast was stolen from the ice box while the family was at church.

At a chess tourney held this month at the Y. M. C. A., Will English, son of W. L. English, tied with Allen Anderson for first place. It was agreed in playing off the tie that the one who first won four games should be the winner. At the end of the seventh game each had won three with one game a draw, but on the eighth, Anderson gained the championship. Young English has been playing but a short time and is showing an excellent grasp of the game. It is hoped we can organize a chess club in Springfield Frisco circles as interest in the game is growing.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

We all unite in extending congratulations to our "boss", H. L. Worman, who recently married Miss Dorothy Rhodes. Mr. Worman and his bride are spending their honeymoon in Havana, Cuba, and at several fashionable resorts in Florida. Upon their return to Springfield they will be at home to their many friends at "Kentwood Arms."

Springfield was honored with a visit from Clarence M. Dunbar of Providence, Rhode Island, Imperial Potentate of the Mystic Shrine, and other notables and nobles in Shrinedom on February 20. Mr. Dunbar came here direct from St. Louis, accompanied by J. K. Gibson, and by W. J. Craig, potentate of Abou Ben Adhem Shrine here. Mr. Gibson and Mr. Craig met Mr. Dunbar in St. Louis.

Our assistant test engineer, S. H. Acker, is the proud father of a brand new baby girl. They call her Jean and we hope to introduce her to the "Frisco' "Tiny Tot's" circle in due course of time.

The employes of this office recently donated a very valuable member to Springfield's Chamber of Commerce in the person of J. C. Brekenfeld, who has been delegated to represent this office at their meetings. Of course, Mr. Gibson, and others in the mechanical department, hold a membership in the Chamber of Commerce, but this office decided to take out a membership all its own and selected Mr. Brekenfeld to cast its vote at the regular meetings of the Chamber of Commerce.

Thanks are due Marie Arnold and J. W. Seabough, presidents of the Frisco girls' club and of the Frisco men's club, respectively for securing the special dance numbers and splendid musical talent which was the feature attraction of the St. Patrick's Day Dance at the Shrine mosque. At this gala event the Frisco club members were honor guest of the shriners.

Among the youthful Springfieldians who won first prize on amateur's night at the Jefferson recently was Joe Reese McKenna, son of J. E. McKenna, private secretary to F. G. Baker. Joe Reese, who is only three years of age, sang "My Blue Heaven" in a tiny baby's treble and completely captured the audience.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Mrs. H. D. Fielden, mother of Alma Fielden in the O. S. & D. department, has just received news of the death of a cousin in the St. Francis River flood near Los Angeles, Calif. The body as yet has not been recovered from the debris which covers the little valley.

Mary Adams, file clerk, is enjoying a two weeks' vacation in Kansas City, visiting with friends and relatives.

Bob Gilbert and Tubby Doss, claim investigators, were the two employes in this office who suffered by reason of the failure of the First National Bank of Springfield.

Angeline Golden, file clerk, is spending a few weeks in Detroit, Mich., and is expecting to return to work on April 15.

W. Shumate and family have just returned from Big Wells, Texas, where they attended the funeral of Mr. Shumate's uncle, who passed away March 8

Gertrude Fryer, dictaphone operator, is vacationing in New Orleans, La., and Pensacola, Fla.

March 15 will not be forgotten very soon, for that was the day of the biggest snow of the winter and we all were given a treat by seeing Pop Pursley, chief clerk, come to work wearing big boots and bloused trousers so that he looked like pictures of Captain Kidd.

Cleo Pierce, dictaphone operator, has returned to work after an illness of approximately two weeks.

The 1928 membership campaign of the Frisco Veteran Employes' Association is in full swing. To date approximately 750 have enrolled as new mem- The goal set is 1,500 members and this year promises to be a bigger and better reunion than ever held—more fun and entertainment is promised everyone! If you have not already enrolled, please get into communication with the secretary, Mr. J. L. McCormack, Room 400 Frisco Building, Springfield, Mo.

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TULSA

One of the most enthusiastic and loyal veterans on the railroad today is Sam Manlove, road foreman of equipment at Fort Scott, Kans. To date he has sent in over 100 applications which he has been able to secure in the Ft. Scott district. Why can't someone else show the same fine spirit of co-operation and help the officers and directors of the association put over the 1928 reunion with a huge success?

On the evening of March 12, Mrs. Ralph Lewis, dictaphone operator, entertained at bridge the following claim department girls; Dazel Lewis, Angeline Golden, Carrie Livingston, Mabelle O'Brien, Betty Adams, Ruby Northcutt and Sylvia Martin. High score was awarded to Sylvia Martin, low to Ruby Northcutt and Carrie Livingston received the cut prize.

The Frisco general office horse shoe pitching league, which officially opened its 1928 season the week of March 19, had a temporary set-back on account of the big snow storm. However, their activities are being renewed this week and those who expect to enter the Ozark horse shoe pitching tournament, to be held by the Springfield Daily News on April 7 will be given an opportunity to get in good practice.

Just because the big fat robins have made their appearance, don't think that it is spring, but just tune in and listen to the excited whisperings being broadcasted by that old gang around the desk of L. C. Cox, chief claim clerk. The hit of the season is the song of the "Fish-Worm Blues" as sung by the "Senator" (Ray Lodge, O. S. & D. investigator).

Mrs. Harold Randall, formerly Mary Loymeyer of the O. S. & D. department visited the office the latter part of March while en route to New York City where she and Mr. Randall will make their new home.

PASSENGER STATION SPRINGFIELD, MO.

W. S. WOOD, Reporter

Bob Holman, formerly of this office and now city ticket agent at Kansas City, came down for the week end recently and dropped in to see us for a few minutes. We understand that Bob is very popular in Kansas City and are glad to hear that he is doing so well in his new position.

Overproduction has caused the oil industry a great deal of trouble in the last few months. Ralph Mills, cream clerk, has bought a Ford touring car and hopes that this will relieve the situation.

TOUGHEST QUESTION THIS MONTH

Lady, over the telephone, shortly after snow started falling heavily: "Is there much snow on the Northern Pacific track today between St. Paul and Brainerd, Minnesota?"

TELEGRAPH DEPARTMENT

DONAHUE'S GANG—TYRONZA, ARKANSAS

J. E. NUSSBAUM, Reporter

Foreman W. F. Donahue was called home recently on account of the death of his nephew.

Lineman George Griffin was granted a leave of absence account of sickness. George returned to his home in Pierce City, Missouri.

Ye reporter was forced to go home on account of a slight attack of flu.

Lineman Frank Schill was granted a 60 day leave of absence. Alvis Cruise was promoted to the position of lineman.

McKinly Prater of Mansfield, Missouri, reported to this gang as lineman February 20, transferring then to the signal department.

S. H. Bolt of Norwood, Missouri, reported to this gang February 27, as an extra groundman.

Lineman Lynn McKinney transferred to this gang from Woodall's gang on February 28.

Groundman Ed Baertels is again at work with this gang.

Groundman Jim Reed was called to his home at Blytheville, Arkansas, account of the sickness of his son.

We have nine miles to go on the present estimate, and the men are wondering "where do we go from here?"

Groundman Arthur Reed was absent for a week account of illness.

Lynn McKinney, Robert Moore, Charles Robinson, and Jack Nussbaum made a trip to Turrell, to visit the men of Woodall's gang.

P. B. X. OFFICE, FT. SCOTT, KANS.

MISS ALICE HOGAN, Reporter

Ralph Searcy, night operator at Hammond, and family, are enjoying a few days' visit with relatives at Ash Grove.

H. M. Marshall, who was confined to his home with an attack of influenza, several days the latter part of February, has resumed his duties as dispatcher.

F. C. Schmidt, operator at "S" office, was called to Pittsburg February 25, by the death of a relative. Mr. Schmidt paid a call at "F. D." office enroute.

E. W. Dalrymple, agent at Lacygne, and Mrs. Dalrymple have returned from a pleasant sojourn in the southland. They visited in Jacksonville and Pensacola, Florida, also in New Orleans where they attended the Mardi Gras.

SAFETY FIRST

ONLY about 30 per cent of accidents can be prevented by mechanical safeguarding; the other 70 per cent must come through Human Engineering—(Fellowship). Our slogan should be "NO ACCIDENTS!" Wouldn't you rather know that every man who comes to work is going home safe and sound to his little family? Of course, you would!

Accidents have no necessary part in the conduct of successful business; they are unnecessary inefficiencies. Accidents were once considered inevitable, but out of the nightmare of the past has emerged a safe, practical and orderly condition in industry.

The safety movement is one of the great constructive conservation movements that has come among men. The economic losses in the country through accidents have been almost beyond belief. There is nothing more useless than an accident. The victim, his family, his employer and his community are the losers.

Safety work is found to be the scientific study of the right and orderly way of doing things. Good safety work makes even the humblest workman in any plant a safety-man. The safety movement has proven to be one of the great agencies toward a realization of the Brotherhood of Man.

Safety First — Safety Always

Operator Fred Sweep acted as relief agent during Mr. Dalrymple's absence.

Mrs. W. O. Long, wife of night wire chief, recently enjoyed a visit from her mother from Carruthersville, Mo.

Mrs. Rose Blair, relief P. B. X. operator, is recovering nicely from a tonsil operation.

Mrs. Dorothea Paige, evening operator at Kansas City, has resigned since her marriage on March 10, to Mr. Gordon Jones of the Burlington. Congratulations are extended.

P. L. Marksbury, messenger, spent Sunday, March 4, in Kansas City, and reports having had a wonderful time.

Since Mr. Fellows called on us last month we are feeling the call of spring and flowers. Mrs. Edith Austin, chief operator, is beautifying our office with potted plants, while "Pat" Parks says they are to have a rose garden.

WOODALL'S GANG—TURRELL, ARKANSAS

E. L. BRAY, Reporter

This gang has changed location again, having moved from Van Buren, Arkansas, to Turrell, Arkansas, February 17. Our new location is just 21 miles from Memphis.

Mr. Bert Sawyer has been pretty liberal with his visits lately, having visited us on February 23 and 24, and again March 1. Messrs. H. McCann, division supervisor of lines, and Mr. J. H. Daugherty, chief inspector, and Bert Sawyer of the Western Union, were with us in March.

We are very sorry to have to report an accident from this gang, but such has happened and all we can do is to try to prevent accidents in the future. George Denney was injured February 28. The reports are that George is getting along nicely and will be with us again soon.

Lynn McKinney, lineman, was transferred to Foreman Donahue's gang March 1. McKinney has been filling a vacancy in this gang made while R. C. Yancey is relieving Ernest Wolf, division lineman at Talihina, Oklahoma, who is on the sick list.

P. W. Mead, lineman, relieved W. E. Cave, division lineman at Memphis, a few days the first of March.

Ross Rancier, assistant foreman, spent a few days at home the first of March. A. R. Speegle, lineman, handled the duties of assistant foreman while Mr. Rancier was away.

We received our new sleeping car

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February 25 and are all well pleased and feel very grateful to the officials of this department for securing this type of equipment for us. We have not received the kitchen and dining car yet, but expect it in the very near future.

A. R. Speegle, lineman, assisted Fred Clugey, division lineman at Jonesboro, February 21 to 24, and again February 27.

We have two men working extra in this gang this month. They are Orville Mayfield of Springfield, Missouri, and T. A. Owens of Turrell, Arkansas. They are both groundmen.

We have some pretty heavy cable jobs on this estimate, there being a 76 conductor cable to go in at Turrell, and a 76 conductor underground cable at Harvard.

Sorry we can't report the usual "no accidents this month."

OLIVER'S GANG—FULTON, KANS.

EDWARD BROWN, Reporter

This gang is progressing nicely since we have gotten out of the water and rocks.

Seems as if all the boys have turned to playing pool since we have moved to Fulton. This is quite a treat for us, as it is our first town where we could play. George Beatty and Chaney Deskin are the champs.

We have been trading cooks lately. Mr. and Mrs. Newberry went to Alabama and Mr. and Mrs. Harry Eherman are here. They drove from Alabama, here in their new car.

We are sorry to announce the death of Mr. Brown's son, Alfonse, who passed away at the St. John's Hospital at Red Bud, Ill., February 16.

Our Foreman A. Oliver, has traded his home in Springfield for one on the north side there. He says he likes it much better.

This gang will move to Hammond, Kansas, soon and from there to Ft. Scott. Everyone is anxiously looking forward to our move to Ft. Scott.

We have about 15 miles more to reconstruct on this estimate.

No accidents this year.

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

This department extends sympathy to Miss Mildred Lebolt, secretary, in the loss of her grandfather, Mr. M. Levy, who died February 19.

Miss Marcella Walterhouse, stenographer, spent several days with friends in Columbia, Mo., last month.

Operator B. L. Kennedy and wife spent a few days in St. Louis recently.

Operator Foster B. Freeman worked in Sapulpa relay office two days this month.

Miss Maude Gorsuch has been unable to use her typewriter since March 13, when she broke a finger by closing a sedan door against it.

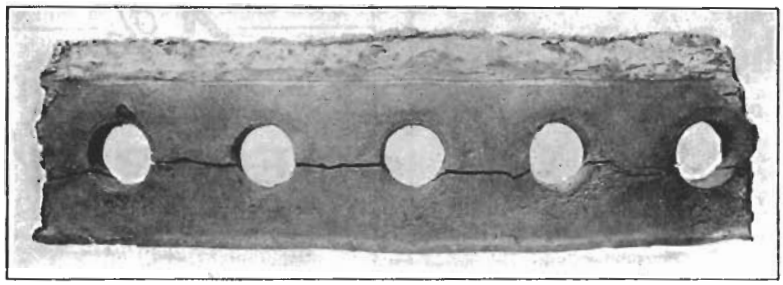
Miss Alice Mae Mills secured a two-days' leave of absence and had her tonsils removed March 14. She is getting along nicely, but has decided to remain off duty longer than originally planned.

Miss Bernice Jennings, telegrapher, went to Kansas City, February 24, to meet her sister from California, who is visiting here. They both spent March 11 and 12 with their grandmother in Carrollton, Ill.

C. E. Wood, messenger, was off sick for about two weeks, but is back with us again.

Miss Marcella Porter returned to work February 28, after having been at home for more than a week account sickness.

C. A. Craig, night chief operator, was transferred from the St. John's hospital here, to the Frisco hospital in St. Louis, March 3. Operators J. A. Anderson and R. A. Pearson accompanied Mr. Craig to St. Louis. His condition is improving and we hope that he will soon be able to return to work.



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RUSSELL'S GANG—BOSWELL, OKLAHOMA

MARSHALL WILSON, Reporter

Lineman E. C. Holt is relieving Division Lineman B. W. Elliott at Quanah, Texas.

Sorry to report Lineman J. M. Saxton still in the hospital. We are hoping for his speedy recovery.

Division Lineman H. E. Jordan visited this gang March 7, and he and General Foreman Musgrave proceeded to Madill. Jordan was all dressed up in a new suit of overalls.

Walter Wilson, groundman, was called to Ada, Okla., March 3, on account of sickness of his wife. She underwent an operation for appendicitis, Sunday, March 4. Walter reports she is doing fine.

This gang is working three miles per week and have nineteen more miles to finish, so it won't be long now!

We have been having quite a chicken tournament here lately, between Lineman C. L. Coleman, Groundmen O. E. Hudson, and Lynn Alsip, Coleman holding the championship at present.

We are all glad to see the railroad doing such a good business on the A. & A. The farmers in this vicinity are giving the company tonnage handling potatoes. It has been predicted that approximately 1,000 cars will be shipped this season from Boswell alone.

"Red" Coats of this gang has transferred to the floating gang, exchanging jobs with "Cotton" Copeland, who will be married soon and the floating

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OPPOSITE TULSA

gang is no place for a married man. We are glad to have "Cotton" back with us again.

PHARRIS' GANG—DENNIS, KANS.

PAUL R. BURTON, Reporter

Work is progressing nicely on this estimate and it will be completed by April.

Most all of this gang have had a light attack of the flu, but glad to report all are getting better.

Robert Mitchell was off a few days of last week with a bad cold. He returned to the gang Monday and reported the arrival of a big boy at his home, February 27.

William "Red" Drummond is spending a short vacation in Wichita, Kansas, with his grandparents.

All the gang went home Washington's birthday and reported a good time.

Mr. A. Hull, cook, became ill March 8, and was rushed to the hospital at Parsons, Kansas. He is reported to be in a critical condition.

E. D. Tucker has been off the past few days suffering with an attack of the flu.

CENTRAL DIVISION

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

Mr. E. L. Collette, division engineer, in company with Mr. E. L. Ayles, roadmaster on the 73rd track division, attended the American Railway Engineering Association Convention at Chicago on March 6, 7, and 8.

A Better Service Meeting was held in the Superintendent's office on March 8, which was a very interesting and beneficial meeting. All phases of the transportation question came in for discussion.

Plans are now underway for beautifying the park adjacent to the general office building.

Considerable enthusiasm is being manifested in connection with the forming of a Tennis Club by the boys in the transportation and accounting departments. Efforts are being made to procure tennis courts conveniently located, so that as soon as the spring rainy weather is over, tennis balls may be whizzing back and forth to add up scores for those interested in "love" games.

Sympathy is extended to Mr. and Mrs. Johnson Ehing in the death of Mrs. Ehing's brother which occurred at his home in Los Angeles, California, on March 15.

All reports and indications are that Northwestern Arkansas will produce a bumper crop of strawberries and other fruits this year, and this division is contemplating improvements at Springdale, Rogers, Exeter and Van Buren for taking care of the movements.

In continuation of a past custom, it is expected to hold the Strawberry Carnival at Van Buren at an early date. This carnival has always been a howling success, and we feel sure that this district and its associates will carry on the good work.

Southeastern Oklahoma is developing into quite a potato shipping territory. The failure of cotton in previous years has largely increased the growth and market of potatoes and peanuts. Improvements for handling this business are contemplated at Ord, Antlers, and Neff.

DIVISION SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

PAULINE SMREKER, Reporter

S. T. Cantrell, superintendent, and Mrs. Cantrell have as their guests, their daughter, Mrs. Leo Heartt Bryant, and grandson, of Winston-Salem, N. C.

Miss Tera Lester, who was transferred to Springfield recently, visited relatives and friends in Ft. Smith.

Mrs. F. E. Brannaman, wife of assistant superintendent, attended the Mardi Gras celebration in New Orleans and reports a wonderful time.

Mrs. B. F. Little was called to Los Angeles account the illness of her daughter. Mr. Little, delivery clerk at the local freight office, will join Mrs. Little the latter part of this month.

Mr. A. T. Thorson, manager and wire chief, and Mrs. Thorson went to St. Louis a Sunday recently, to spend the day with Mr. C. A. Craig, who is in the Frisco hospital there.

Millard Jaques, conductor, was called to Lakeview, Oregon, account the illness of his son, Harold. Mr. Jacques will return as soon as his son is able to accompany him.

Mr. Frank Singleton, conductor, celebrated his fourteenth birthday February 29. We all hope he will have many more of them.

Miss Helen Williams, assistant bill clerk, has been visiting her brother in Tulsa, Oklahoma.

Robert McCullough, extra gang timekeeper, and his mother, are visiting relatives in Los Angeles, Calif.

Mrs. C. A. Eason, wife of secretary to superintendent, spent the past week with Mr. Eason's mother in Cape Girardeau, Mo.

Miss Johana Ruge, stenographer in division freight agent's office, was the guest of Miss Tera Lester in Springfield recently.

Mr. J. D. Parsons has resumed his duties as agent at Tahlequah, Oklahoma, after a six weeks' leave of absence recuperating from injuries received in an automobile accident.

Mr. C. F. Stauffer, operator at Winslow, Arkansas, has sufficiently recovered from an attack of rheumatism to be back on the job.

A special train was run from Ft. Smith to Mansfield, Ark., March 16, and return, occupied by the Amrita Grotto of Ft. Smith, enroute to Plainview, Arkansas, where a ceremonial was staged.

The Frisco Employes' Club of Ft. Smith had another big party the night of March 17. Will tell you all about it in next month's magazine.

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STORE DEPARTMENT
FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Joe M. Blankinship, storehelper at this point, who has been off duty on a leave of absence for the past sixty days has entered the Frisco hospital at St. Louis for treatment. Mr. Blankinship will visit his son, J. A. Blankinship, division storekeeper at Memphis, before his return to Fort Smith.

Elton Sprouse, his wife and son, Jack, spent a few days in Hugo, Oklahoma, during March.

Tom Holcomb, yard foreman, is going to "say it with flowers" from now on. He is planting a very beautiful flower bed in the lumber yard which will do much towards beautifying our yards.

Mr. and Mrs. Amos Vickery, of Hugo, Okla., were the guests of Mr. and Mrs. Earl Johnson on March 17. Mr. and Mrs. Vickery came to Fort Smith to attend the party given by the Frisco Employes' Club.

Mr. and Mrs. T. F. Shannahan, of Hugo, Okla., were guests of Mr. and Mrs. Elton Sprouse when they came to Fort Smith to attend the party given by the Frisco Employes' Club.

Mr. and Mrs. Hulin L. Akridge, storekeeper at Hugo, and his wife, attended the Frisco Employes' Party, also. Some of the other people from Hugo who attended were Mr. and Mrs. Grover C. Garrison; Mr. and Mrs. Chester Curley (who drove up in their new Erskine car); Mr. Frank Knipp; Mr. and Mrs. Clyde Knight; Mr. and Mrs. P. I. Holloway and twin daughters. Mr. and Mrs. Akridge were the guests of Mr. and Mrs. R. P. Manley.

MECHANICAL DEPARTMENT
FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Misses Kathryne McMahon and Grayce Heyburn made a hurried trip to St. Louis to do some spring shopping and to see "Hit the Deck."

Quite a daring holdup was staged in Fort Smith on the evening of March 4 in which Lawrence Dyer, son of Mr. J. H. Dyer, assistant foreman, was the victim. After covering him with guns in the filling station where he is employed, and having him face the wall, they beat him severely about the head with their guns and then robbed him. Though his injuries were painful, they were not serious, and he is rapidly recovering. The bandits were captured several hours after the robbery, and the stolen money recovered.

It is with sorrow that we report the death of Mrs. Mayme Cottingham, sister of Mr. D. E. Garner, locomotive inspector at Fort Smith. We wish to extend to the bereaved, our sincere sympathy.

Mr. J. L. Eudy is in New York demonstrating his latest patent to the New York Air Brake Company, and from reports he, no doubt, has a very good invention.

Miss Adeline Patrick, daughter of our chief clerk C. U. Patrick, is a talented dancer, and was one of the performers in a specialty act in the show "Her Song," which was recently staged in the High School auditorium.

Mr. W. W. Claypool attended the Southwestern Master Car Builders' Association meeting in Tulsa, March 16 and 17.

The Central division has suffered the loss of one of its most valuable firemen, namely Mr. C. S. Armstrong, who died after a brief illness at his home in Monett. His body was brought to Fort Smith and interment was in the National Cemetery, with members and the chaplain of the Brotherhood of Locomotive Firemen in charge of the ceremonies. Mr. Armstrong is survived by his wife and four-year-old son, and to them we wish to extend our sympathy in their great misfortune.

Mr. E. F. Critchell, foreman at Fayette Junction, is on a sixty day leave of absence due to ill health, and Mr. F. C. Mayers has been appointed acting working roundhouse foreman in his place. We trust that the rest will prove very beneficial to Mr. Critchell and he will be able to resume his duties at the expiration of this leave, and that Mr. Mayers will like his new position.

ACCOUNTING DEPARTMENT
FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

The Frisco Employes' Club entertained members and their friends at the Grotto Hall on St. Patrick's night. A very enjoyable program was given, followed by dancing and cards.

Mrs. O. W. Russ and son have returned from Oklahoma City where they visited at the home of Mrs. C. D. Gentry.

Miss Dorothy Oldham, comptometer operator, spent her birthday on March 13, in peace and quiet, despite previous threats made by various members of the office force.

Mrs. R. D. Williams is visiting friends and relatives in Memphis, Tenn., and Birmingham, Alabama.

We regret to report that it has been necessary for L. O. Mouser, former bill and voucher clerk in this office, to return to the Frisco hospital in St. Louis for further treatment.

Mr. H. L. Bird of the St. Louis office is in Ft. Smith checking various joint facilities.

With the addition of two new trains on the Central division, the Frisco is prepared to give first class service in the handling of both freight and passengers.

TEXAS LINES

STORES DEPARTMENT
SHERMAN, TEXAS

IVA SEWELL, Reporter

J. J. Thurston, car foreman, has purchased a lovely home on Gribble avenue. Some of his friends surprised the family with a party just after they had moved in.

Mrs. True W. Adams of Bonham paid us a visit the latter part of February. We were glad to see her as she formerly worked in this office as accountant. She will be remembered as Miss Ethel Davis.

Misses Irene Ray and Leda Belle Durrett of Fort Worth general office were guests of the Sherman Frisco social club at the entertainment on February 21.

Several of the men met and organized a glee club on Monday night, March 12. The following were elected officers: C. V. Montgomery, foreman stores department, president; Luther Lawrence, painter, vice-president; and Jimmie Honaker, accountant stores department, secretary-treasurer. George Garner, prominent in musical circles in Sherman, is coaching the club.

Several employes of the Sherman shops attended the Fort Worth Employes' Club meeting held there on the night of March 10. Among them were: J. W. Surles, master mechanic, and family; K. P. Guin, storekeeper, and daughter, Gerthal; W. A. Morgan, car foreman; L. T. Jones, agent; P. L. Stenger, machine shop foreman; and Harve McDuffie, president of the Sherman Frisco Employes' Club.

Luther Pitts, colored employe in this department, was going to make a trip to Okmulgee, Oklahoma, the night of March 9 but went to sleep after he got to the depot, and when he awoke the train had been gone about two hours, which made it necessary for him to go on a later train.

C. C. Jordan, chief clerk to master mechanic, is on the sick list at this time. We wish for him a speedy recovery.

Mrs. A. T. Todd and children of Ft. Worth are here visiting relatives.

FORT WORTH GENERAL OFFICES

IRENE RAY, Reporter

The Frisco Baseball Club, with Marshall Evans as manager, is blooming into existence again and promises to be bigger and better than ever before. Our boys made a mark in the league last year and we will see them strong

The Frisco Policy to guarantee the safety of their employes is further carried out by their purchase of

Marathon Brand Sterilized Wiping Rags

G. MATHES COMPANY

St. Louis, U. S. A.

again this year. The boys are elated over the way the officials and employes have co-operated with them in putting it over. Let's stand by our one hundred per cent hitters and watch them put the Frisco baseball team on the map.

Our Frisco Employes' Club has come into its own and is being loyally supported by every official and employe, and our social gatherings are bringing all the big happy Frisco family closer together. Our traffic committee is far from being asleep at the switch from the returns they are receiving.

We have a new comptometer operator in our accounting department—Miss Viola Persons who says that she feels like she is at home already.

Our freight agent at Brownwood, Texas, Mr. George Gardenhire, is in the hospital here. We hope that he will have a speedy recovery.

Mr. Chas. H. Summers, president of the Q. A. & P. Ry. Co., was in the city on February 13.

We are just wondering if Lotta Moore and Pauline McMahan, accounting department, are trying to look like Absolum did in Biblical days as they have a hair growing marathon on. It looks perfectly wonderful in front.

Early one morning about a month ago as the sun was just peeping into the windows in the accounting department and all the clerks were filing to their respective desks, there flashed around the room a brilliant light and all turned to see where this wonderful ray of light originated and there on the finger of J. P. Lyles was this wonderful sparkler and some faint voices were afloat in the air that "it would not be long now" and to our surprise within a few days he was minus the ring and plus a wife.

Miss Leda Belle Durrett, treasurer, and Irene Ray, secretary of the Frisco Employes' Club at this point, went to Sherman on February 21 to the entertainment there. Mr. G. L. Oliver, traffic manager, gave a talk on the purpose of the club and the support it would take to make it successful. Mr. Elmer Jordan, D. P. A.; W. R. Kennedy, assistant superintendent, and J. E. Duran, special officer were also present.

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Mr. J. Burch, general yardmaster, attended the Frisco Employes' Club dances at Ft. Scott and Tulsa on February 17 and 18. Mr. Burch and Mr. H. J. Hoke, chief clerk to superintendent terminals also attended the club dance at Springfield, Saturday, March 17.

Messrs. J. M. Flanigan, superintendent terminals; B. J. Gleason, general agent, and J. Burch, general yardmaster, attended the freight claim and accident prevention and better service meeting held at Springfield, Monday, March 5. Mr. Burch's presence was also desired due to his being president of the Sunnyland Club of Kansas City.

Louis Poncik bumped Nick Frame off his job as assistant chief yard clerk, and Nick took the job as Mr. Burch's stenographer. Chief Yard Clerk, A. W. Meyers, bid off his job, Louis Poncik bid it in and Nick got his old job back. Mr. Meyers bid in the third trick night job at 19th street.

Mr. H. E. Sullivan, general chairman, of the Clerks' Organization, was in Kansas City Friday, March 16. Understand he was here in connection with a meeting which was held at the Hotel Baltimore the evening of March 16 for the purpose of electing local officers of the organization.

Louis Poncik is sporting a new Essex Landau sedan.

We wish to extend our sympathy to Mr. B. H. Crosland, roadmaster, in the death of his mother, who passed away at Rochester, N. Y., March 1.

We were all very sorry upon coming to work the morning of March 17, to learn that Switchman George York had gotten his left foot run over the night previous. The doctor says he will probably have to amputate same.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

John Swanson, night watchman, is off on account illness.

We wish to express our deepest sympathy to John Siebolt and family in the loss of their son and brother, who was fatally injured recently in an automobile accident.

John Renz, who was injured some time ago, has returned from St. Louis, where he underwent a major operation. He is reported to be doing as well as can be expected.

Edward Chafin, now staying in southern Missouri, account of his health, is getting along fine, and is much stronger at this writing.

Mr. J. H. Dingman, traveling engine inspector, paid us a visit this month.

Lem Bell, sheet metal worker on nights, has taken the day shift with John Calaflower.

George Stroble is thinking very seriously of purchasing a new Ford.

Virgil Dellinger, test out helper, is the proud owner of a "runs like new" Chevrolet coupe.

John Purtle spent a number of days visiting home folks in and around Monego Springs, Mo., recently.

Bill Edwards, roundhouse clerk, and Roy Salsman, are the champion bowlers of the roundhouse, but we wish that we could arrange to have them play Messrs. Knox and Medlock on some other day than Wednesday.

Joseph Plourd, supplyman, has returned, after being off with an attack of bronchitis.

Walter Medlock, roundhouse foreman, won a prize of two tickets to the Championship Wrestling Match, and also two tickets to the Midland Theatre, given by the Kansas City Journal-Post in their "CAREFUL DRIVING" contest. Mr. Medlock tells us he certainly was surprised at being awarded these tickets but enjoyed the use of them.

We wish to extend our deepest sympathy to Roy Sivey in the loss of his father, who passed away at his home in Ft. Scott, recently.

Clarence Ehni, machinist at Kansas City, is the inventor of a new idea in lock nuts, which he has developed in his spare time. These new lock nuts are now being tested out on locomotives and automobiles, and are proving to be all that he says they are. The principal feature of the nut is the eccentric, which will lock in reverse as well as in a forward position, and is proof against vibration, and may be applied and adjusted without distorting or rupturing the threads of the nut or bolt. This nut, which he calls the "Universal Nut Lock" is composed of two parts combined and applied as a single nut. We hope for him all the success possible with this invention.

OFFICE ASSISTANT GENERAL PASSENGER AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

Do you know?

That our office force is just a "solid ten?"

That Mr. E. G. Baker, assistant general passenger agent, is an enthusiastic bowler, and desires to meet the man who states it is possible to bowl 300?

That City Passenger Agent Werner rolled out of a lower berth and suffered no injuries?

That City Ticket Agent Holman and Chief Clerk Wilson will take on any comers in a three-legged race, provided they are not over five feet tall?

That City Passenger Agent Giffee, still parts his hair in the middle?

That Depot Passenger Agent Maring's Nash, on two occasions, has come in contact with a truck, much to the Nash's discomfiture?

That Assistant Ticket Agent Glover and Chief Clerk Wilson are neighbors and still friends?

That Depot Passenger Agent Finnegan is a radio fan and gets static out of the air nearly every evening?

That we have several singers in the office and when they finally agree on the same key, will render "ad-a-line" to all those who do not care to listen?

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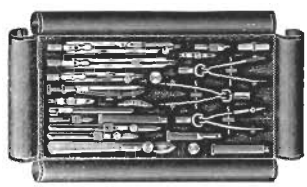

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TRANSPORTATION DEPARTMENT
FT. SCOTT, KANS.

LEO D. CHUMLEA, Reporter

No doubt, spring brings the desire for new automobiles, but if it brings the wherewithal, we certainly were slighted. Be that as it may, two new machines made their appearance on the job during the last two weeks or so: Erle Shumaker, 691 clerk and the office oracle, has a new Nash; and George Scott, the lad from whom we get our office supplies, if the argument is strong enough, is so much the proud owner of a Chevrolet that it is useless to try to tell you just how proud he is.

Al Davidson, traveling timekeeper, Springfield, has been here for several days, and we are just wondering what became of Al Lampkin, who used to come up here and tell us all the "big town" stories?

Jim Longworth, son of the car foreman, worked in the place of our office boy, Wilson Robinson, for a few days while Wilson was at home battling the flu.

E. P. "Hippo" Knox, ex-yard clerk, is now holding down the most difficult job in this office—file clerk. He was warned, all right, but dashed right in. He seems to be making the grade, however, even if he does have to put in a lot of extra time doing it.

Miss Ruth Douglas, Springfield, worked in this office for a few days in the position of comptometer operator.

Miss Blanche Bicknell, chief clerk's stenographer, went to Tulsa, recently, to see some of the ex-employes of the Frisco who are now working for an oil company at that place.

Leon Huff, our former file clerk, has gone to an oil company at Independence, Kansas. More power to you, Mr. Huff. Bill Hughes worked that job for a while before the bids were up and then he had to take a vacation when the regular man came on. If that doesn't prove that it is a hard job, we have nothing more to say.

Had a number of new faces around here lately. Jim Chesney worked for Bill Hughes while he was taking his vacation; Miss Marie Hayden worked for Miss Laura Clark, when the latter was sick, last week; and then we've already mentioned Miss Douglas and Jim Longworth.

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THE LEADING HOTEL SPRINGFIELD, MO.

STORE DEPARTMENT—FT. SCOTT

MAURICE CRANE, Reporter

Earl Kennedy who was on the sick list for a few days, is again back on the job.

Henry Cox, store helper, also had the flu a couple of days last week.

Mr. and Mrs. Minor Amey visited Kansas City on March 3.

Mr. Cotterman, the Frisco photographer, visited us on March 12, and the store department had a 100% picture. Also, had with us for the picture Miss Beulah Agnes Hare, daughter of Arthur Hare, storehelper. We were very glad to have her with us as she made fourteen in place of thirteen for the picture.

Mr. Arthur Carlton, formerly employed in this department and who has been on the sick list since October, has regained his health, and has bumped in at Kansas City.

The writer and wife made their usual two week trip to McCune recently, to visit the latter's parents.

Mr. Sisk, storekeeper, says the big snow which came recently, reminds him of two years ago, when he was transferred from Amory to Fort Scott.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

Earnest (Tennessee) Tapley, formerly of this office, and now located in the Zone Auditor's office at Memphis, paid us a short visit recently.

Anyone desirous of obtaining full information in regard to filing system, address our Chief Clerk F. H. Fenner, Kansas City, Mo. All communications will be treated confidentially, and handled personally.

B. J. Gleason, our general agent, attended the Frisco's Annual Claim Prevention and Better Service Meeting held at Springfield recently.

Abe Gastman was quietly married to Miss Ida Levine of New York, at the home of the bride's aunt in this city March 11. The office wishes to extend its congratulations to this happy pair.

Ethel Martin came sprouting out in a St. Patrick's smock the other day. (Yes, it's green all right)—also two of our claim department men are wearing "barber" coats. The occupants of the "Girls' Hotel" certainly are having their effect on this office.

The Ladies' Auxiliary of the Veterans' Association, which was recently organized at Kansas City, entertained Friday evening, March 9, at the Woman's Benefit Association Hall, 3212 Main Street, with a box lunch, old-time square dancing and cards. Mrs. Richard O'Connor, who is the wife of our chief car record clerk, was voted the most popular lady and was presented with a beautiful necklace. Wade Peppard, our jovial rate clerk, acted as caller for the square dances and furnished a number of thrills. The veterans being out of practice did not respond to the call "Squirrel chases the Rabbit", but everyone understood what to do when the caller shouted—"Promenade."

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. H. A. Mitchell, general clerk, was absent from the office for a few days on account of illness. We're glad to report he is back again.

Mrs. L. W. Pipkin spent a few days visiting relatives and friends in Kansas City.

Mrs. A. E. Davidson and son, Douglas, spent a few days visiting Mr. Davidson, who is now checking on the Northern division office.

Mr. J. A. Saunders, more familiarly known to us as "Katy" is back again with us for a while.

Mr. G. B. Jennings, completion report clerk, is spending a belated vacation with his daughter in Florida.

Mr. Harold E. Fariss is relieving Mr. Jennings. We hope Harold will enjoy his sojourn with us.

Mr. William Jones, shop accountant, was ill for a week with the flu. Glad to say he is able to return to the office.

Miss Margaret Hendrick and ye scribe spent St. Patrick's Day in Springfield.

A few of the members of the Frisco Club of Fort Scott attended the dance given by the Shriners for the Frisco Clubs at Springfield.

COMMERCIAL OFFICE CHATTER KANSAS CITY, MO.

IRENE MORRISON, Reporter

Mr. Geo. Macgregor, executive general agent, is taking a much needed rest in Florida. We hope to have him back with us April 1, feeling "never better."

Effective March 15, J. R. Coulter was appointed assistant executive general agent at Kansas City.

John Sachen, Allen Goble and Wayne Young of this office are students in the Frisco traffic school under Melvin Anderson, teacher. Teacher says they are model pupils. Just one word from him and they do as they please. Their yell?

Hurrah for good old Drury,
Hurrah for Georgia Tech,
It takes a lot of worry,
But we get our lessons, BY HECK!
Rah! Rah! Rah!
TRAFFIC SCHOOL

Voice (over the telephone): "What's the fare to Memphis?"

John: "Don't you want the passenger department?"

Voice: "Course I do. Think I want to ride a freight train?"

Mr. W. B. Wells of St. Louis, who is taking Mr. Macgregor's place has made many friends during his short stay at Kansas City, and we have enjoyed his visit.

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RIVER DIVISION

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

EVA WRAY, Reporter

E. W. Segraves with Pile Driver 99063, just finished driving piling on the Hoxie subdivision, which finishes all the driving on last year's bridge program.

W. J. Alsobrook and gang, are now giving the freight house at Hayti a general overhauling.

The new concrete sewer at Poplar Bluff, which is 6x8 ft., inside, and 6 blocks long, should be finished by May. This will certainly improve the appearance of Poplar Bluff along the Frisco tracks.

The Frisco is also figuring on building a combination freight and passenger station at Poplar Bluff this coming season which will add greatly to the appearance of the city on the West side.

Mr. Brooke, general B. & B. foreman, attended the Frisco Employes' Club meeting at Blytheville, Ark., on March 15th, and reports a very active club at that point.

The B. & B. Department are very busy on the south end of the division making preparations to handle the spring radish crop. It is conservatively estimated there are 3,000 acres of radishes now planted on the Frisco, Missouri Pacific, and Cotton Belt railroads in the vicinity of Pigott, Jonesboro, Monett and Blytheville, Ark.

At Poplar Bluff, grading is being done with a view to erecting a $250,000 court house this year. The Frisco railroad is arranging for track room to handle the inbound material for this structure.

A 128 ft. track extension has been constructed at Blytheville, Ark., to serve the Standard Oil Company.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Mr. and Mrs. W. C. Smith motored to St. Louis for the week end of March 3.

Mrs. W. R. McDonough has been confined to her home with a slight case of the flu.

Mrs. H. H. McGarvey is home again after visiting her parents in Springfield, Mo.

Mrs. T. J. Sweeney and daughter, Patsy, have returned from a two weeks' visit in St. Louis.

PILES

Soothed, healed without operation

Unguentine Pile Cones soothe the pain, stop itching, bleeding. Approved by physicians. Same healing powers as Unguentine, standard dressing for burns. At your druggist's, 75c. Or send for trial FREE. Write today!

The Norwich Pharmacal Co., Norwich, N.Y.

Ye scribe had the pleasure of attending the meeting of the Club Presidents of the Frisco Clubs, which was held in Springfield on March 5. Also was very pleased to have been able to attend the Springfield Girls' Club Luncheon. They are surely to be congratulated for having such wonderful talent in their Club. And last, but not least, for having Miss Marie Arnold as their president, as she has proven a very capable one.

Miss Esther Rigdon entertained the Frisco Girls' Club with a bridge party at her home on South Third Street, March 14. Miss Leota Friend won the first prize and Miss Malissa Smith, the consolation. A very delicious lunch was served.

Trainmaster's Office

Mrs. R. J. Robinson and daughter, Ethel Mae, Mrs. F. H. Dierssen and Mrs. Burl Thompson are among those who have visited and shopped in St. Louis recently.

Chaffee school children were fortunate to have had Mr. C. C. Mills here on March 1, to speak to them on safety and accident prevention.

Mrs. J. L. Mumma returned recently from Joplin where she has been receiving treatments from a local physician.

After wondering why Preston Howell was so "chesty", we have just discovered that he is "Uncle Preston" to the son of Mr. and Mrs. Ray Howell, born on February 9.

Mrs. Roy Abernathy and Mrs. Herman Martinie entertained with a George Washington luncheon on February 17. Sixteen ladies were present.

Misses Leota Friend and Mary Daily report that New Orleans and the Mardi Gras is all that the papers say that it is.

Mrs. D. B. Hayes has returned to her home in Hayti after a short visit with her daughter, Mrs. V. E. Hopkins.

J. S. Barron spent a few days recently with his mother in De Soto.

Mrs. Charles Edwards is visiting relatives in Texarkana, Ark. After a short visit, she will go to Washington, D. C., to make her home with her daughter, Mrs. H. F. McGarland. Chaffee people will be sorry to lose Mrs. Edwards as she was one of the first inhabitants of our little city.

Among those who have been in the Frisco hospital this month from the River division are Messrs. Odom, Harrell and Stump.

We are very sorry to hear of the serious illness of Clarence Craig from the relay office, Springfield and hope for a speedy recovery.

Mrs. W. O. Long of Fort Scott, Kansas, was the guest of Mrs. F. H. Dierssen recently, as she was enroute to her home from Caruthersville where she visited home folks.

Freight House

Our deepest sympathy is extended to W. H. Williams, yardmaster, in the recent loss of his father.

A. W. Fay has been in the Frisco hospital for two weeks, but we are glad to say that he is back on the job at this time.

The Frisco Girls' Club had a very enjoyable St. Patricks' dinner on March 15, at the Hotel Byrd. There being among the guests, Mr. W. L. Huggins, Jr., Editor Frisco Employes' Magazine; Mr. J. A. Moran, superintendent; and Mr. W. L. Heath, representative of Mr. J. E. Hutchison.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

B. H. Betts of the Springfield office spent several days last month in Chaffee checking the timekeeping forces. Mr. Betts was formerly head timekeeper in transportation department at this point.

Miss Mary Dailey made a trip to New Orleans during the Mardi-Gras festivities and reports having a fine visit.

Misses Elizabeth Grieshaber, Ila Cook and Eva Wray spent Washington's birthday shopping in St. Louis. Our postmaster had to put on an additional force to handle the bundles the next few days. Prospects look very favorable for a good Easter parade this year.

C. G. Roland has been made manager of our local ball club for the coming season, and as there are several numbers of the Frisco family on the team, promises some interesting games.

"Buddie" McBride has again joined the division engineer's force, after spending about a year in Texas.

Mrs. Paul Krueger has returned from a three weeks' visit with relatives and friends in Joplin and Tulsa. "Togo" has been taking his meals with the neighbors.

Looks like Spring is here. Bob Giesike and Chick McDonough are putting in their evenings raking their lawn and Harold Hopkins has started his usual good work, cleaning up the tennis court.

Mrs. M. E. Gesi and two little daughters visited with relatives in Ste. Genevieve last month.

Miss Elizabeth Grieshaber has returned to her desk after having to spend about two weeks in the hospital at St. Louis. Miss Mary Farrell, of

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Sikeston, took care of her work during her absence.

Miss Belle Kenne spent week end at her home in Poplar Bluff, recently.

Ray Fatchett, assistant timekeeper, had to be absent from his desk for a day or so account sickness.

AGENT'S OFFICE BLYTHEVILLE, ARK.

LORENA BOLLINGER, Reporter

The voice of "The Wonder City" will now do some broadcasting. Everyone tune in on Blytheville each issue.

With a great deal of enthusiasm a Frisco Employes' Club was organized February 24. It was decided to have a meeting the third Thursday of each month for both busines and social affairs.

Mr. Jesse Wiggins, formerly assistant cashier at Blytheville, now cashier at Osceola, visited the "ole" gang March 11.

Miss Ila Cook, comptometer operator from Chaffee, spent the week end here, enroute to Springfield to attend the Better Service meeting, March 5.

The usual radish culture is in progress and the crop will be shipped to eastern markets. This is the third season radishes have been extensively grown in this community.

The farm agent, Mr. Critz, is prepared to assist the farmers with their problems at any time, and welcomes their inquiries.

The J. L. C. & E. line will be improved this year with the application of about twelve miles of crushed stone ballast, from Cape Girardeau, beginning at TJ-240.0, or three miles west of the Chaffee sub crossing. Roadmaster Lowry will supervise the project.

AGENT'S OFFICE CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Mr. J. T. Hulehan, general agent, spent the week end in St. Louis transacting business and receiving treatment at the Frisco hospital.

Robert Kammer, clerk, spent Sunday in St. Louis seeing some shows.

Don Parr, switchman, has been confined to his home for the past few days with a severe cold.

R. E. Meadows, platform foreman, attended court at Kennett, Mo., on February 27. Mr. Meadows was a witness for the railroad in a case that came to trial in that city.

W. J. Alsobrook and his gang have been in Cape for the past week repairing the freight house roof and plastering the freight office. Also doing some repair work at the passenger station.

Mrs. Robert Kammer, wife of yard clerk, spent the week end in Chaffee, visiting her mother.

The work on the traffic bridge across the river at this point is progressing very nicely and it is now thought that this work will be completed by the latter part of August or the first of September.

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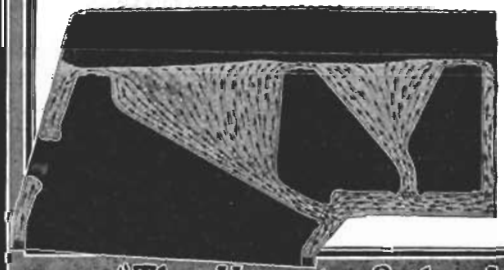

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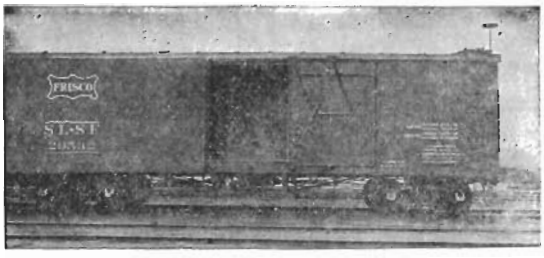
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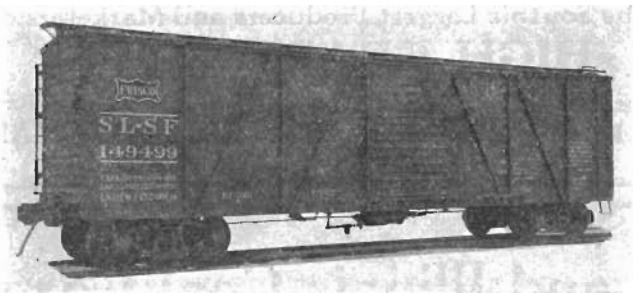

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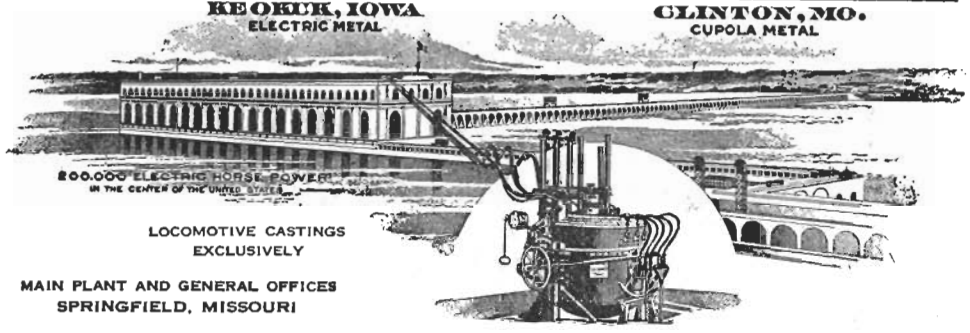

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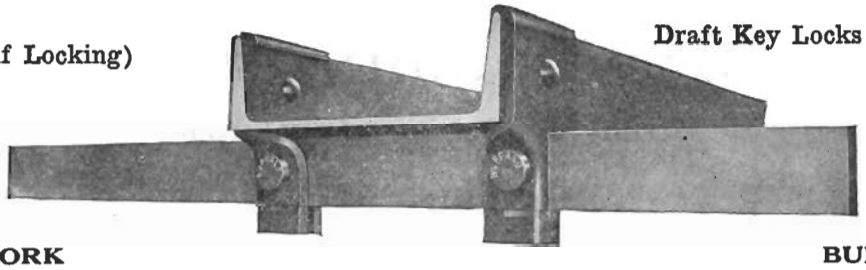

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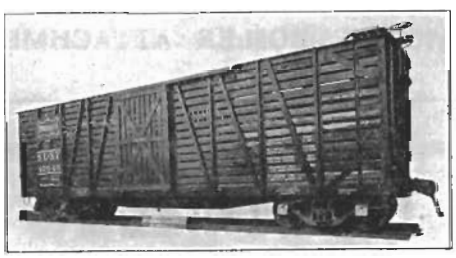

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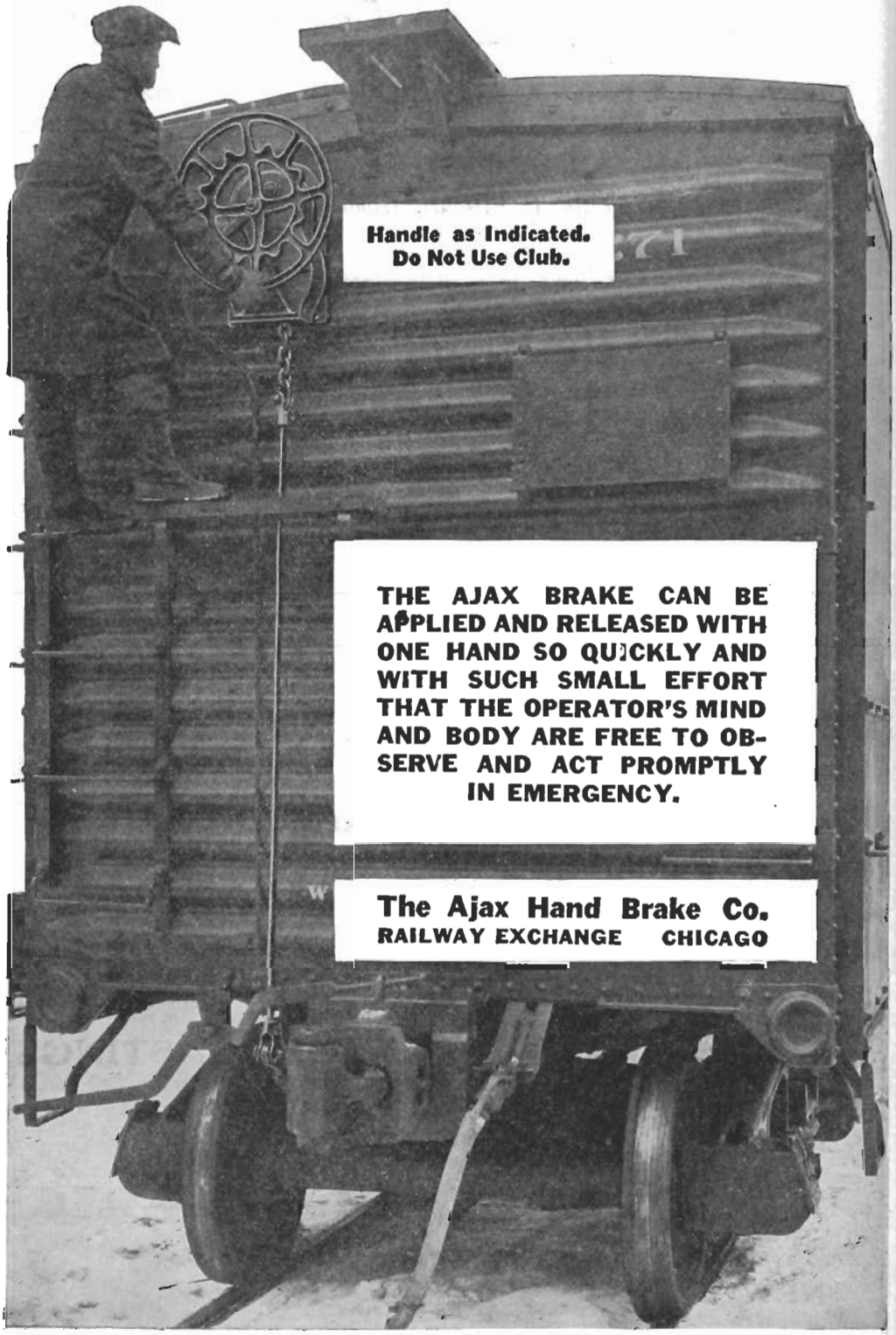

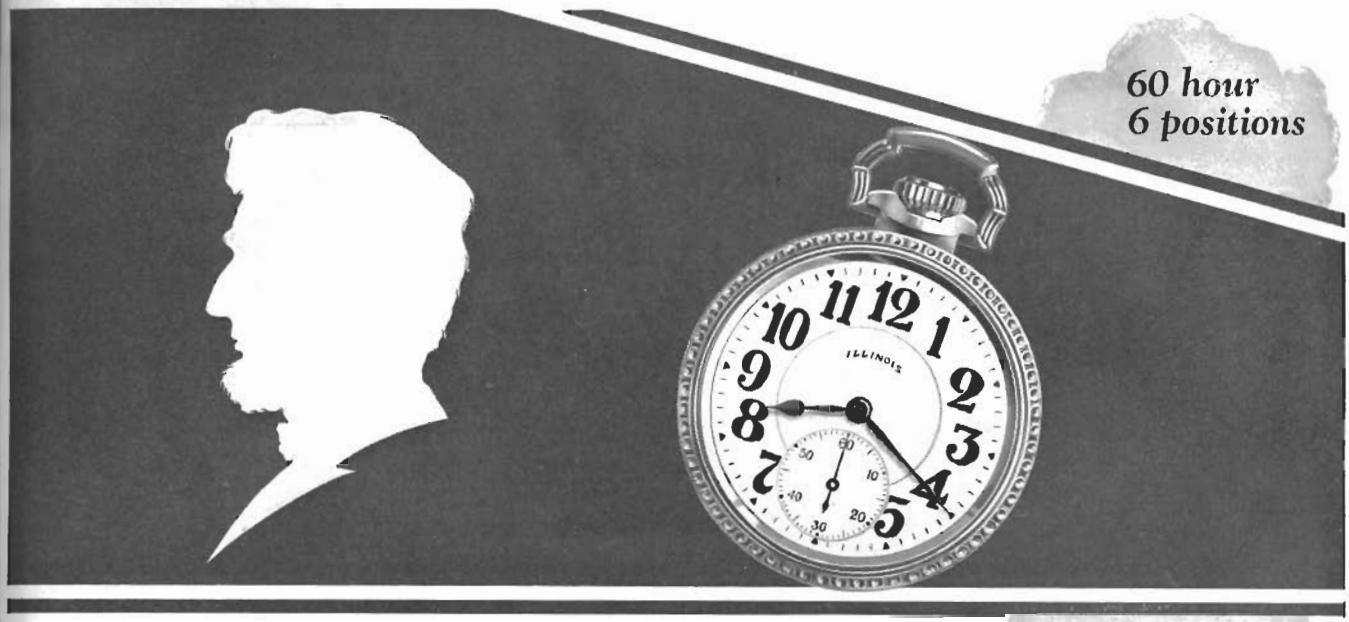

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