W. F. Corkery, chairman, called the meeting to order. The next meeting was set for July 11.

### *Madill, Okla.*

Suggestions regarding obtaining more business for the Frisco, were made by members of the Frisco Employes' Club of Madill, Okla., at the meeting held June 15. Nine persons were present. The meeting was interesting, according to O. F. Nowlin, agent-yardmaster, and president of the club.

The club voted to change the business meeting dates from the second and the fourth Fridays to second Fridays.

### *Fort Smith, Ark.*

Various traffic solicitation matters were discussed June 12, by members of the Greater Traffic Committee of the Frisco Employes' Club of Fort Smith, Ark.

Nine local shipments were obtained by L. W. Blakely, claim clerk, one passenger was obtained by E. W. Smith, chief clerk to the superintendent, three passengers were obtained for the Frisco by C. P. Hensley, clerk in the division accountant's office, ten cars of potatoes were obtained by Ben Singleton, conductor, and two cars of motor trucks were obtained by Miss Pauline Smreker, steno-clerk.

The next business meeting was scheduled to be held July 10.

### *Tulsa and Sapulpa, Okla.*

The Frisco Employes' Clubs of Tulsa and Sapulpa, held a joint picnic at Crystal City Park, between Tulsa and Sapulpa, June 15. A basket supper, patronage of amusement devices of the park and a dance were the principal events of the picnic.

The miniature train created much interest, due mostly to the fact that the engine is labeled "Frisco."

### *Kansas City, Mo.*

A re-organization luncheon of the Ladies' Auxiliary to the Sunnyland Club was held at Nance's Cafe, corner 12th and Main Streets, Kansas City, on May 29. The chief purpose of the Auxiliary is to assist the Sunnyland Club of Kansas City in all its enterprises. The members voted to have a luncheon at least once a month.

The following officers were elected for a period of six months: Mrs. C. E. Finnegan, president; Mr. J. T. O'Brien, vice-president; Miss Katherine Welch, secretary, and Mrs. J. Burch, social chairman.

Mrs. Burch appointed the Misses Marion Shaw, Marjorie Craig and Frances Ladeski, of the Kansas City offices, on a social committee to arrange entertainments and programs for the organization.

## IS FRISCO DERBY WINNER

Approximately 8,000 people attended the recent race meet in Tulsa on "FRISCO DAY," and saw Mrs. Wm. D. Moore, daughter of Mr. E. N. Brown, chairman of the Board, New York City, place the wreath on "Irish Pat," the winner of the Frisco Derby.

Mrs. Moore has just recently moved from New York City to Tulsa, where she will make her future home. The photograph shows Mrs. Moore and the winner, directly following the race.

### *Ladies' Club of Tulsa*

The Frisco Ladies' Club of Tulsa gave its regular monthly luncheon at Brown-Dunkin Tea Room, Wednesday, June 13.

Following the luncheon, which was a delightful affair, a business meeting was held and many interesting topics were discussed.

A swimming party and picnic dinner is planned for July 10, the affair to be held at Mohawk Park.

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The contact girls, of the Frisco Girls' Club of St. Louis, met in the assembly room, St. Louis, on June 13, for a nomination and election of officers for the term 1928-1929. The girls voted unanimously to re-elect the present officers, as well as retaining the present chairman of the various committees.

The June luncheon, held on June 25, was in the nature of an anniversary party. A huge birthday cake, lit with one candle was on display at the speakers table, and toward the close of the meeting was cut, and distributed to the girls.

G. B. Perkins, auditor, and G. R. Woods, of the Seventh Street Station, both of St. Louis, were honor guests and each made a short address to the girls.

One of the features of the program was the marriage of Mr. Frisco and Miss Pensacola. At this writing the names of the participants could not be secured, but the young bridal couple had for attendants, nine girls representing the nine states through which the Frisco runs.

The Dramatic Club of the Girls' Club ended its first season with a dinner at the Mayfair Hotel on the evening of June 21.

About 15 members and guests were present.

The boat ride, the second annual one to be planned and given by the Girls' Club of St. Louis is scheduled for the night of July 11. Tickets have been printed and distributed for sale, and the affair is expected to be as successful as the one given in 1927.

The Golf, Swimming and Horseback Riding Clubs are progressing nicely and the girls are evincing much interest in the summer activities. The Hiking Club hiked to the picnic grounds in Forest Park on the night of June 12, despite inclement weather. They took refuge in the open air pavilion and enjoyed a hot picnic lunch. Miss Evelyn Keissling was chairman of the hike.

### *Chaffee, Mo.*

The Frisco Girls' Club of Chaffee, planned many outdoor activities for the month of June, such as hikes, picnics and outdoor parties, but due to the extremely rainy season, practically all the affairs had to be postponed.

As soon as the inclement weather is over, activities of the club will be resumed.

### *Carleton, Okla.*

Four Frisco employes and eight farmers, all of Carleton, Okla., attended a traffic solicitation meeting held in the waiting room of the Frisco station at Carleton, June 13. J. B. Edwards, section foreman, presided.

Mr. Edwards opened the meeting and said to the farmers that if they would bring their wheat, cream and other products to Carleton the Frisco would take care of them.

Jess Harkness, one of the farmers, said that he would give the Frisco his wheat and that if there should not be a carload he would join the other farmers and get enough for a carload. All present made short talks.

Those who attended, besides Mr. Edwards and Mr. Harkness, were: J. B. Moore, Noel Price and Willis Webber, section laborers; John Lowen, Alva Kimbol, A. Setelburger, Joseph Harkness, Walter Hagler, Harry Hagler and William Hagler, farmers. Mr. Edwards said he would try to have another meeting in about two weeks.

# *Delicious Strawberries for 2,000,000 Persons in This Frisco Train*

ENOUGH strawberries to provide a dish each for 2,169,600 persons were contained in the Frisco Lines "Strawberry Special" train of seventy-one Merchants Despatch refrigerator cars pictured above at Fort Scott, Kans., May 26, enroute from Monett, Mo., the Frisco strawberry concentration point, to Kansas City, Mo., for distribution to other lines. This was the longest train of strawberries the Frisco had ever handled.

The seventy-one cars of strawberries contained the total of 30,175 crates, or 723,200 quart boxes, an average of 425 crates to each car.

The gross ton miles of the train were 292,050 and it consumed fourteen tons of coal from Fort Scott to Kansas City, making the fuel performance of ninety-three pounds per 1,000 gross ton miles.

Cars of strawberries in the train were billed to Minneapolis; Concordia, Kans.; Milwaukee; Aurora, Ill.; Ottumwa, Iowa; Fargo, N. D.; Denver; Rock Island, Ill.; Clinton, Iowa; Chicago; Utica, N. Y.; Detroit, and Kansas City. Besides the seventy-one cars of strawberries there, were in the train one car of bananas and two cars of hogs.

The train was handled into Fort Scott by Carlos Wagoner, conductor; G. E. Vale, engineer; Bill Brewer, fireman, and Roy Reece and Frank Sherer, brakemen, all of Fort Scott. The train was handled from Fort Scott to Kansas City By George Kirk, conductor; A. Cobb, brakeman; O. R. Adams, brakeman; A. W. Branstetter, engineer; Ira Dillinger, fireman, all of Kansas City. L. B. Clary, assistant superintendent of the Northern division, Fort Scott, and G. A. Ermatinger, road foremen of equipment, Kansas City, Mo., accompanied the train from Fort Scott to Kansas City. The train left Fort Scott at 12:07 p. m., arriving at Kansas City at 3:40 p. m.

In the photograph, Engineer Branstetter and Fireman Dillinger are in the cab and on the ground, in front of the engine are Mr. Clary and Mr. Ermatinger.

## PROMPT RELIEF ACTION

A call for help reached the Frisco offices at Snyder, Okla., after a severe tornado had struck the towns of Blair and Headrick, Okla., on Saturday, June 18.

A relief train was immediately organized and movement authorized by E. L. Hill, assistant superintendent. The volunteer crew consisted of M. Chesnut, conductor; G. E. Anderson and J. A. Dillon, brakemen; B. G. Binkley, engineer, and H. Peterson, fireman. W. J. Loveall, agent, O. L. Hadden, operator, G. J. Leak, bridge inspector, Bob Howard, yard clerk, and several other Frisco employes accompanied the special.

The Western Construction Company's camp, at the North Fork River, was completely demolished, four members of the Wheeler family residing in the camp were seriously injured, and two of them later died. They were all taken to Snyder for medical treatment. Not a farm house was left standing in the eight miles of land from Snyder to the North Fork River.

"I believe our employes should be commended for action taken in this matter," writes D. L. Estes, president of the Oklahoma City Frisco Club, "and it was a fine thing for Mr. Hill to authorize the movement of this relief train."

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Mr. J. E. Henderson, general agent for Frisco Lines at Detroit, Mich., was recently elected president of the Detroit Traffic Club's Bowling League for the years 1928-1929.

# Passenger Trains 97.4% On Time During May

FRISCO Lines operated 5,805 passenger trains during May, 1928, of which 5,656, or 97.4 per cent maintained their schedules or made up time, states the monthly report issued by the office of General Manager Shaffer, Springfield, Mo. This compares with 94.6 per cent for May, 1927, and 96.6 per cent for May, 1926.

For May, 1928, the Western and the River divisions were tied for first place, with the percentage of 99.5 per cent, and other divisions were strong contenders for first place.

The report:

| DIVISION | Total Trains Operated | | | Total Trains Maintained Schedule or Made Up Time | | | Per Cent Trains Maintained Schedule or Made Up Time | | | Standing of Divisions | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | May 1928 | May 1927 | May 1926 | May 1928 | May 1927 | May 1926 | May 1928 | May 1927 | May 1926 | May 1928 | May 1927 | May 1926 |
| Western | 216 | 213 | 217 | 215 | 209 | 214 | 99.5 | 98.1 | 98.6 | 1 | 1 | 2 |
| River | 1052 | 848 | 826 | 1047 | 813 | 817 | 99.5 | 95.9 | 98.7 | 1 | 4 | 1 |
| Northern | 1333 | 1333 | 1487 | 1313 | 1288 | 1462 | 98.5 | 96.6 | 98.3 | 2 | 2 | 3 |
| Central | 620 | 620 | 680 | 605 | 588 | 668 | 97.6 | 94.8 | 98.2 | 3 | 5 | 4 |
| Southwestern | 910 | 869 | 868 | 886 | 836 | 838 | 97.4 | 96.2 | 96.5 | 4 | 3 | 5 |
| Southern | 806 | 837 | 836 | 780 | 787 | 797 | 96.8 | 94.0 | 95.3 | 5 | 6 | 6 |
| Eastern | 620 | 651 | 796 | 566 | 555 | 719 | 91.3 | 85.3 | 90.3 | 6 | 7 | 7 |
| Total Operated | 5557 | 5371 | 5710 | 5412 | 5076 | 5515 | 97.4 | 94.5 | 96.6 | | | |
| Texas Lines | 248 | 248 | 186 | 244 | 238 | 181 | 98.3 | 96.0 | 97.3 | | | |
| Total for System | 5805 | 5619 | 5896 | 5656 | 5314 | 5696 | 97.4 | 94.6 | 96.6 | | | |

## REUNION SIDELIGHTS

*(Continued From Page 10)*

Sh!—No, Mrs. Dickey doesn't object to telling—62.

W. L. Lane (new vice-president) and J. E. Woodward were the judges in the dancing contests, making good decisions as to winners.

D. L. Forsythe, as chief of police, was cock of the walk at the park Monday, according to the decorations he wore, but sad to relate, while this officer of the law was doing his best to enforce it, somebody made a bet that he could be relieved of his pocketbook. He missed it soon afterwards, and had no idea where it had disappeared until it was returned to him late in the evening. The veterans have asked for a competent officer for the 1928 reunion!!

J. P. Herd of Carl Junction, completed 51 years of service on June 1st of this year, celebrating his birthday on Monday also.

M. L. Atkinson, Agent-Operator of Chadwick, can be found each year at the reunion. He completed 39 years of service during this year.

A. W. Bell began work for the Frisco way back in '97, and last year was pensioned as engineer Enid-Tuisa. Mr. Bell now resides in Nevada, but made a special trip to Springfield for the reunion.

C. E. Wright cast his lot with the Frisco on February 28, 1887, in the Store Department, and is still in that department, now occupying the position of Traveling Storekeeper, an enthusiastic Frisco Booster.

## MORE OZARK BERRIES

*Who said the Frisco didn't haul strawberries during the 1928 season? The accompanying picture, taken by Mr. Fred Marrett, towerman, Rosedale, Kan., shows part of a two-train movement consisting of 110 cars headed for the Kansas City market.*

W. B. Wells was found near the front of the bread line, in too much of a hurry to talk, but he did admit that he started with the road in 1891 at St. Louis, going from there to Texas, thence to Chicago and back again in St. Louis at the present time, with 37 years service.

Pat Larkin of Kansas City confessed to 36 years service—all in the yards at that point.

Jas. E. Harris, Yardmaster at Rosedale, Kans., claims to be the youngest man in the service in point of years, oldest man in point of service, being 54 years of age, with 40 years of service.

J. J. Grueninger, Sheet Metal Worker Foreman, started in the department in which he now is foreman on September 9, 1881!

S. E. Baer, recently pensioned A. R. A. Clerk, Springfield, who worked his 29 years on the same desk, enjoyed the entire reunion.

Another 51 year service man was B. F. McEuen, Tool Room, St. Louis.

John Weckerly, pensioned engineer of 31 years service, of Newburg, brought his daughter as guest, and renewed old acquaintances made at past reunions.

Section Foremen were well represented with long service men: E. J. Ward, Barnhart, Mo., 23 years, J. N. Goolsby, Jasper, Ala., 41 years, Hans Mikkelson, Kirkwood, Mo., pensioned, 38 years, Mike Eagan, Galloway, Mo., 35 years, and D. L. Wilson, Baldwin, Ark., 40 years. They're proud that one of their number is the new vice-president—W. L. Lane of Eldorado, Okla., with 25 years service, and not a single payday missed during that time.

W. D. Bassett, Superintendent of Board of Pensions, and wife enjoyed the barbecue, contests, and everything.

Superintendents Teminals O. L. Young, J. W. Skaggs and O. W. Bruton were seen on the grounds Monday.

Invitation is extended by Frisco employes at Elkins, Ark., to all other employes of the Frisco to attend a picnic to be held at Elkins, July 21.

# Freight Car Damage Decreases 2.6%, But Amount Increases

THE number of freight cars damaged on Frisco Lines during the first five months of 1928 decreased 2.6 per cent but the amount of damage increased 54.1 per cent, as compared with the corresponding period last year, according to the comparative monthly report issued by the office of car accountant, Springfield, Mo., June 7, 1928.

The report shows that during the first five months of 1928 there was an increase of 3.7 in the number of cars handled per car damaged and that there was an increase of 52.23 per cent in the amount of damage per car handled, as compared with the corresponding period in 1927.

For the 1928 five-month period Western division had a perfect score, no cars damaged. Among the terminals Springfield held first place, having damaged only three cars, and the damage having totaled only $135.

The report:

| 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 | 3 | 7 | 7 | $ 135.00 | $ 865.00 | $ 895.00 | 328,670 | 315,705 | 328,222 | .0009 | .0022 | .0021 | 1 | 1 | 1 |
| Tulsa | 18 | 47 | 100 | 1,585.00 | 3,197.50 | 1,894.00 | 370,977 | 338,989 | 359,342 | .0049 | .0139 | .0278 | 2 | 4 | 4 |
| Birmingham | 17 | 11 | 20 | 1,080.00 | 698.50 | 2,732.00 | 306,280 | 315,630 | 365,046 | .0056 | .0035 | .0055 | 3 | 2 | 2 |
| Memphis | 44 | 55 | 142 | 2,471.50 | 1,563.00 | 5,562.70 | 381,657 | 373,348 | 487,673 | .0115 | .0147 | .0291 | 4 | 5 | 5 |
| St. Louis | 41 | 30 | 25 | 992.50 | 486.00 | 744.00 | 313,889 | 308,077 | 316,121 | .0131 | .0097 | .0079 | 5 | 3 | 3 |
| Kansas City | 46 | 66 | 89 | 1,751.00 | 1,489.50 | 2,687.00 | 314,811 | 284,135 | 284,510 | .0146 | .0232 | .0313 | 6 | 6 | 6 |
| Total | 169 | 216 | 383 | $ 8,015.00 | $ 8,299.50 | $14,514.70 | 2,016,284 | 1,935,884 | 2,140,914 | .0084 | .0112 | .0179 | | | |
| **DIVISIONS** | | | | | | | | | | | | | | | |
| Western | .... | 1 | 10 | ..... | $ 5.00 | $ 127.00 | 93,430 | 102,473 | 98,238 | ..... | .0010 | .0102 | 1 | 1 | 6 |
| Southwestern | 15 | 6 | 97 | $ 560.00 | 170.00 | 2,255.25 | 421,439 | 457,456 | 462,040 | .0036 | .0013 | .0210 | 2 | 2 | 7 |
| Southern | 21 | 19 | 23 | 3,495.00 | 879.00 | 1,441.00 | 379,046 | 385,438 | 420,429 | .0055 | .0049 | .0055 | 3 | 5 | 3 |
| Central | 13 | 8 | 1 | 310.00 | 695.00 | 15.00 | 161,553 | 166,629 | 170,407 | .0080 | .0048 | .0006 | 4 | 4 | 1 |
| Eastern | 31 | 8 | 17 | 2,757.50 | 556.00 | 319.78 | 342,938 | 347,708 | 363,078 | .0090 | .0023 | .0047 | 5 | 3 | 2 |
| River | 20 | 27 | 19 | 1,201.00 | 926.00 | 483.50 | 167,598 | 166,979 | 193,423 | .0119 | .0162 | .0098 | 6 | 7 | 5 |
| Northern | 55 | 61 | 33 | 3,409.50 | 1,919.00 | 739.00 | 416,112 | 403,646 | 449,527 | .0132 | .0151 | .0073 | 7 | 6 | 4 |
| Total | 155 | 130 | 200 | $11,733.00 | $ 5,150.00 | $ 5,380.53 | 1,982,116 | 2,030,329 | 2,157,142 | .0078 | .0064 | .0093 | | | |
| Texas Lines | 15 | 2 | 12 | 1,087.00 | 75.00 | 183.00 | 61,719 | 52,813 | 62,418 | .0243 | .0038 | .0192 | | | |
| Total System | 339 | 348 | 595 | $20,835.00 | $13,524.50 | $20,078.23 | | | | | | | | | |

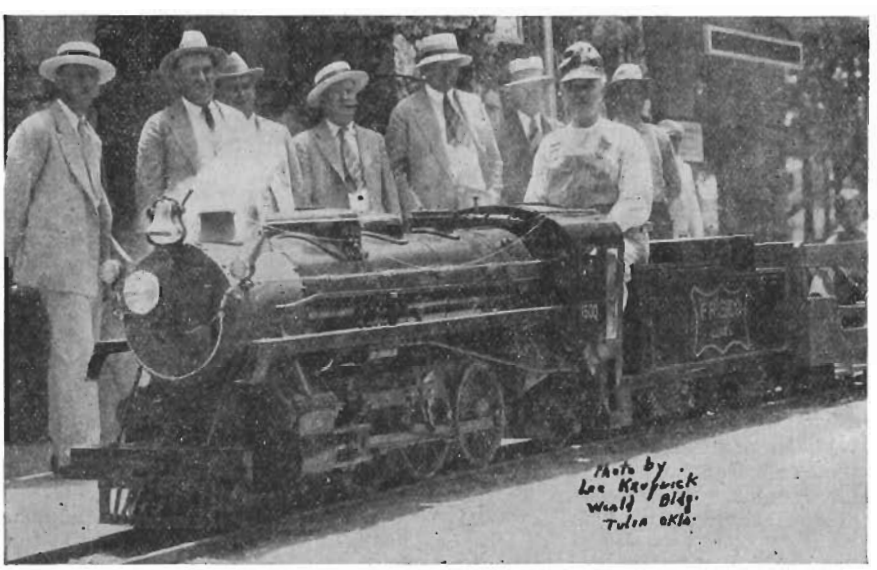
## RAPID BRIDGE BUILDING

The construction of the Warrior River bridge at Demopolis, according to Col. F. G. Jonah, chief engineer for Frisco Lines, was one of the fastest records of important bridge construction on record to date in the United States.

A second interesting feature about the building of the bridge was the fact that the structure was built before the rails reached it. The steel was fabricated at Birmingham and floated to the bridge site on barges.

According to Col. Jonah the bill for the construction of the bridge was introduced in Congress on December 13, 1926, and the act was approved by the President on January 21, 1927. Application for approval of the plans was made to the War Department on February 9, and a hearing on the application was held March 15. The plans were approved March 28, and contract for the foundations let with the W. Horace Williams Company on May 9. The foundations were finished on September 24, and contract for the steel work was let to the Virginia Bridge & Iron Company on September 28. A contract for erection was let to the Kansas City Bridge Company on September 28, and the first shipment of steel by barge was received on December 5. The first lift span operated on May 3, 1928, and on May 8, the first engine was run over the bridge.

# Former Frisco Engineer Drives Again




The kiddies who visit the Crystal City Park at Tulsa get a real thrill when they ride behind a miniature engine, decorated and painted to represent the big oil burners that connect Tulsa with the east, west and south.

A group of Frisco officials recently visited the park and the accompanying picture was taken with Mr. F. R. Halliburton seated in the cab. Mr. Halliburton, president of the Halliburton-Abbott Company of Tulsa, is a former Frisco engineer. Standing on the right side of the engine and reading from left to right are, Messrs. R. C. Culter, soliciting freight agent; O. L. Young, superintendent terminals; F. H. Shaffer, general manager; O. H. Reid, commercial agent; Mr. Frederick, park manager, and J. E. Payne, passenger agent.

# Forty Carloads of Cattle From Texas Recall Old Days

*Left: The forty-car train of cattle, first of a 200-car movement, leaving Mercury, Texas, via Frisco Lines. Middle: The cattle waiting to be loaded into stock cars. Right: Mr. G. R. White, of Brady, Tex., owner of the herd.*

WHEN forty car loads of two and three years' old steers were loaded at Mercury, Tex., April 29, for shipment to Vine Creek, Kan., it was reminiscent of the old days when long-horned cattle were driven from the Panhandle district to Red Fork, where the Frisco would load them, 16 to a car.

The large picture shows 1,421 head, or forty car loads of the cattle, which was part of a 200-carload movement, owned by Mr. G. R. White, of Brady, Tex., and shipped to Mr. Fred Bowen, of Vine Creek, Kan. The cattle were handled via Frisco Lines from Mercury to Ft. Worth. The cattle were loaded thirty-three to a car.

Mr. White is one of the largest cattle breeders in the entire Southwest, is owner of the Bank of Brady, and yearly handles and ships from 500 to 1,000 car loads of steers from his pastures in McCullough, Mason, Kerr, Pecos and other counties in southwest Texas.

The cattle were driven up to the chute by cowboys employed by Mr. White and the loading into the cars was taken care of by the Frisco section men.

# Employes in Frisco Hospital

THE following list contains the names and occupations of patients confined in the Frisco Employes' Hospital in St. Louis as of June 13. They will be glad to hear from their friends:

Allen, B., yard clerk, Hayti, Mo.

Anchors, F. D., painter, Memphis, Tenn.

Blue, R., section laborer, Leeds, Mo.

Boone, Wm., engineer, Enid, Okla.

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

Christianson, S., pensioned, Kansas City, Mo.

Crane, J., store trucker, Ft. Scott, Kan.

Cambron, S. E., pensioned, St. Louis, Mo.

Cochran, C. D., special officer, St. Louis, Mo.

Craig, C. A., wire chief, Springfield, Mo.

Cooper, R. L., section laborer, Big Hill, Kan.

Coody, E. P., car inspector, Harvard, Ark.

Cordell, Wm. J., Jr., 2C sheet metal worker, Ft. Smith, Ark.

Cheek, J. M., engineer, Sapulpa, Okla.

Clay, O., brakeman, Birmingham, Ala.

Dexter, M., agent, Merrian, Kan.

Deese, O., B&B helper, Tasskee, Mo.

Farmer, J. O., section foreman, Arcadia, Kan.

Frenida, P., laborer, Depew, Okla.

Feldott, H. S., pensioned, Clinton, Mo.

Freeman, J. C., X-flagman, Tupelo, Miss.

Gibbons, H. O., 2C air man, Kansas City, Mo.

Gomez, J., engine inspector, W. Tulsa, Okla.

Hopper, T. F., hostler, Birmingham, Ala.

Horrocks, J., switchman, Wichita, Kan.

Hammer, P. N., engineer, Ft. Scott, Kan.

Jones, D. H., brakeman, Snyder, Okla.

Keith, A. H., pumper, Neelys Landing, Mo.

Kenney, W. H., brakeman, Monett, Mo.

Kennedy, C. J., sheet metal worker, Birmingham, Ala.

Knox, N. G., engineer, Hugo, Okla.

Ketchum, F. J., foreman, steel bridge, Potosi, Mo.

Lightfoot, Wm., B&B carpenter, Hugo, Okla.

Lane, R. W., piece work checker, Memphis, Tenn.

McEwen, L., section laborer, Hamden, Okla.

McMurran, Wm. J., brakeman, Dora, Ala.

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

McGill, J., B&B carpenter, Springfield, Mo.

Pack, V. L., piece work checker, Kansas City, Kan.

Phelps, E. L., car foreman, Oklahoma City, Okla.

Purcell, C., laborer, Enid, Okla.

Rosback, G., pensioned, Hugo, Okla.

Roth, G., engineer, Chaffee, Mo.

Roberts, Z., engineer, Thayer, Mo.

Stratton, R. H., boilermaker, St. Louis, Mo.

Souder, W. T., clerk, Birmingham, Ala.

Smith, R. W., track laborer, Chickasha, Okla.

Scholze, F. W., 3 C. machinist, Ft. Smith, Ark.

Spencer, Miss Sadie, operator, St. Louis, Mo.

Spratley, Wm., lineman, Oklahoma City, Okla.

Sasser, Edw., car oiler, W. Tulsa, Okla.

Thompson, L. E., B&B carpenter, Birmingham, Ala.

Tapscott, C. S., clerk, St. Louis, Mo.

Wissbaum, C. J., machinist, Newburg, Mo.

Woods, R., B&B carpenter, Wentworth, Mo.

Workman, J., Jr., lineman, Wichita, Kan.

Wilson, H., fireman, Newburg, Mo.