THE FRISCO EMPLOYES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION
SEP 11 1928

September
1928
VOL.V NO.XII

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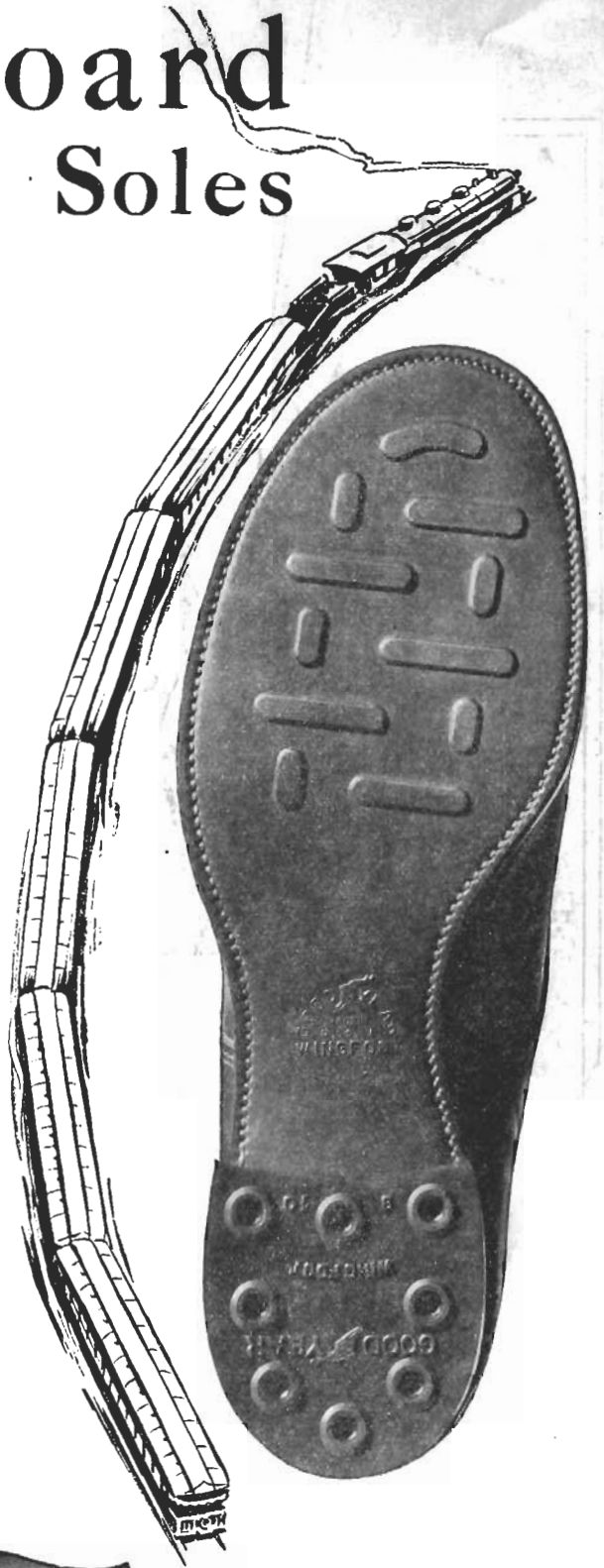

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GOODYEAR

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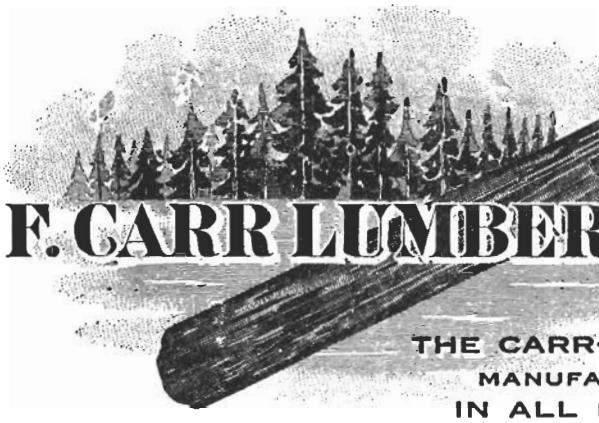

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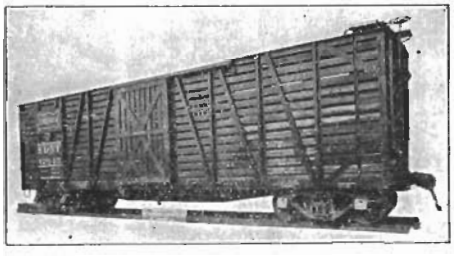

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THE FRISCO EMPLOYES' MAGAZINE

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Vol. V SEPTEMBER, 1928 No. 12

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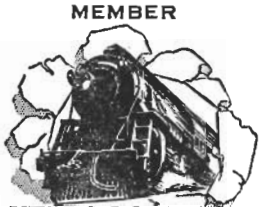
THE FRISCO EMPLOYES' MAGAZINE

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

PIONEER DAYS ON FRISCO 64 YEARS AGO

Mrs. Sue Wood of Fanning, Mo., Recalls Days of Wood-Burners and Link and Pin

SIXTY-FOUR years ago, Sue Fanning, four-year-old daughter of John Fanning, Frisco section foreman at Fanning, Mo., trailed back of her father with a lighted lantern, so that he might see to cut down small trees along the right-of-way. From the trees he made "wedges" to slip under the track to hold it steady until repairs were made.

Today, at the age of sixty-eight, Mrs. Sue Wood, (nee Fanning), sits in the front yard of the same old home at Fanning near the Frisco's main line and watches the modern motive power and equipment speed east and west. "From a mud hole to a magnificent system" is her way of describing the road's growth.

Her apprenticeship, which started when she was four years of age, began in earnest on February 6, 1900, when she was appointed agent at the little station, named for her father, a section foreman who worked for the Atlantic & Pacific for nineteen years, prior to its acquisition by Frisco Lines.

The family home where she now resides once served as an office for the engineers who surveyed the old Frisco from Pacific west. It at times served also as a government post-office, church, Frisco passenger station and at all times the Fanning family occupied a part of it.

The little station house at Fanning has not always been there. Mrs. Wood vividly recalls when she built a fire at sundown and kept it going until 3 o'clock in the morning under the old hickory tree which stands beside the track in front of the Fanning home, sold tickets, and kept the passengers warm until the train puffed up the track. Snow and ice had delayed it, but the Fanning agent was on the job and stayed in the bitter cold until the last passenger had been hustled into the little old wooden coaches and the tiny little engine had puffed on toward its destination.

In her twenty-eight years of service, she has not missed meeting a train except for several vacation periods.

Many times, although there were no passengers to load, she has stood under the old hickory tree far into the night with a lone crate of eggs that had to be placed in the baggage car for delivery to the market the next morning.

Her father was known throughout the country in the old days for having the only potato patch in that section of the country and she claims visitors came for miles to see the "Irishman's potato patch". Visitors also came and camped in the Fanning front yard to see the trains go by, for they were a curiosity then.

A stretch of track in front of the Fanning home; Mrs. Sue Wood as she looks today; and the historic station at Fanning, Mo.

The Fanning home was used also as a church. A minister came once a week to preach and Mrs. Fanning would feed all the visitors who came to the service. Mrs. Wood has seen her "bake" a whole sheep in the large oven in the Fanning home. She also helped her mother feed the men who worked on the section and the $12.00 a month which each paid, included three meals a day, bed and laundry.

When the new line was built into Indian Territory, Canadian laborers were shipped to that section. Many of them did not like the work and enroute back to Canada would stop at the Fanning home. Mrs. Woods says she had seen the front porch and yard thick with men, getting a wink of sleep before bumming or walking their way back home.

"Where have all the Irishmen gone?" she asked abruptly. "In the old days that was all there were on the section — Irishmen! They had no rail motor cars, only push trucks. The superintendent of the division did not travel in a business car and I have seen my father and the superintendent walk many a mile along the track and count the ties.

"The little engine burned wood, and wood piles were numerous along the right-of-way. It was up to the section foreman to buy wood, have it sawed and stacked, pay off the section men, and pay any other expenses which might be necessary. I have seen my father with thousands of dollars in his possession, but we never feared a robbery.

"Wood was sawed by hand with a buck saw, until a horse outfit was invented and it caused a great deal of commotion when it was first operated. Many a time I've hoisted up cord-wood onto the tender of an engine."

Fanning was then in the midst of a dense forest, and Mrs. Wood says that near the home was a lake where buffalo used to come for water. Wild game was abundant and turkey and quail and often buffalo meat was used.

Mrs. Wood recalls Price's raid and his march through Missouri and Fanning in 1864 as vividly as if it were yesterday. The night he marched through Fanning there was to be a wedding at the Fanning home. One of the neighbor boys had asked Mrs. Fanning to serve dinner for him, his bride and guests. Mr. Fanning bought a barrel of whiskey for which he paid twelve cents a gallon. The barrel was rolled under the steps of the front porch.

While the dancing was in progress Price and his men arrived.

"I can see Price yet", Mrs. Wood said. "He had on tall red boots, trimmed in black patent leather. He strode into the room and of course wanted to dance with the girls. They

(Now turn to Page 15, please)

MELON FESTIVAL AT HOPE AUGUST 2

2,500 Watermelons Served 30,000 Guests at Famed Celebration

THE thirty thousand people from many cities and towns who attended the third Annual Watermelon Festival at Hope, Ark., on August 2, will long remember the event. The affair was a brilliant festival, and marked the attainment of a goal which was set several years ago.

The idea of a Festival originated with the officials of the Hope Chamber of Commerce three years ago, and this organization sponsored the first Watermelon Festival which has been a means of giving Hope watermelons nation-wide publicity.

The thirty thousand visitors to the Feast of the Melon began to arrive a day before the festival. Special trains brought in great numbers. A delegation from the Little Rock Chamber of Commerce attended, as well as delegations from various parts of Arkansas, Louisiana and Oklahoma, and by noon the streets of Hope were teeming with expectant, happy folk.

During the feast at noon Hope served its visitors 2,500 iced watermelons, each weighing in the neighborhood of sixty pounds.

The parade which formed at the edge of town at 1:30 p. m. was replete with floats which depicted sliced watermelons and other appropriate trimmings, elaborate and beautiful and was led by the Texarkana, Arkansas, Drum and Bugle Corps, Boy Scouts with massed flags. Senator Jos. T. Robinson, vice-presidential nominee, was the honored guest of the occasion.

The Queen, Miss Leora Martin of Spring Hill, Ark., and her attendants rode in a beautifully decorated float. Her maids of honor, selected from the different townships were; Mary Roberts, Bois d'Arc township; Thelma Robertson, Salina township; Virginia Pritchard, city of Hope; Edna Jones, Ozan township; Mabel Easterling, Noland township; Ruby Stanley, Bodcaw township; Joyce Stephens, Wallaceburg township; Lucille Barrow, Mine Creek township; Alena Wylie, Water Creek township; Sarah Gentry, Redland township; Hazel Willis, Garland township and Eva Jane Barr, DeRoan township.

Following a short way after the Queen's float was the attractive Frisco float, in colors of red and white. Made of snow white cut crepe paper, and dotted with deep red crepe paper popies, it was one of the most striking in the parade. G. W. Dodson, Frisco cashier, drove the car and Louise and Lucile, the two daughters of G. H. Turner, agent for the Frisco at Hope, together with two of their friends, Rowena Thomason and Mary Louise Keith, attired in red and white, rode with Mr. Dodson. The Frisco insignia in red and white was worked out in crepe paper on both sides of the car.

G. H. Turner and W. W. Claypool, agent at Hope and car foreman at Ft. Smith respectively, beside the Frisco float which attracted a great deal of attention in the Hope Watermelon Festival parade. G. W. Dodson, cashier for Frisco Lines at Hope, Louise Turner, Lucile Turner, Louise Keith and Loraine Thomason are seated in the automobile.

The parade proceeded to Fair Park where the coronation pageant and ceremonies took place, and where Senator Robinson presented the Queen with her diadem.

At 3:30 p. m. on the Fair Park grounds the watermelons were sliced and eaten, by the halves, quarters and by the whole. A baseball game, band concert and other forms of entertainment served to keep the crowd milling and moving until 8:00 p. m., when an old time barn dance program was presented on Main Street, and the dancers danced between Second and Third Streets. The Elks' Home on North Elm Street was opened for dancing at 10:00 p. m., and the crowd surged through, in and over the little city until a late hour.

Hope watermelons first received nation-wide publicity three years ago when a local farmer produced a melon weighing one hundred and thirty-six pounds. This melon was presented to President Coolidge and received considerable publicity in the newspapers of the United States. The watermelons have continued to improve in both size and quality and thousands of melons are shipped from Hope annually weighing more than one hundred pounds each.

Due to the prestige which the Festival has given Hope, and the large melons which have been grown, Hope claims the distinction of being the home of the world's largest watermelons. The watermelon industry has become an important factor in the economic life of southwest Arkansas.

Frisco officials and guests who attended the festivities were: S. T. Cantrell, superintendent; L. C. Beasley, assistant superintendent, E. L. Collett, division engineer; J. W. Weaver, division freight agent, and W. W. Claypool, general car foreman, all of Ft. Smith; D. D. Harsha, roadmaster at Hugo; C. C. Mills, accident prevention agent, Oklahoma City; Martha C. Moore, publicity department, and J. H. Livingston, milk traffic agent, from St. Louis.

Iced watermelon was served to every train that came in or left Hope during the entire day, and J. S. Gibson of Hope, promoter of the first festival, presented the Frisco folk with home grown watermelons which were carried back to Ft. Smith, St. Louis and Oklahoma City as mementos.

NEWS *of the* FRISCO CLUBS

Oklahoma City, Okla.

SIX hundred and twenty-five happy Frisco employes and members of their families left Oklahoma City in a special train of eight coaches the morning of July 15 bound for Lawton and Medicine Park, Okla., for the joint annual picnic of Oklahoma City Chapter of the Frisco Association of Metal Crafts and Car Department Employes and Frisco Employes' Club of Oklahoma City.

On arriving at Lawton the picknickers of the special train were escorted to Union Park by Boy Scouts. At the park a basket dinner was eaten. W. S. Rosamond and twenty-five Boy Scouts were at the park to help take care of the baskets and to serve pop and ice cream.

After lunch a Frisco baseball team played a Fort Sill team, the Friscoans winning, 9-3. A crowd of approximately 300 persons, many of them Lawton fans, saw the game.

Most of the picknickers did not wait for the baseball game but entered the 125 automobiles voluntarily furnished by Lawton citizens, and were taken on a seventy-five mile tour of nearby parks and other points.

The first stop was at hangar No. 5, at Post (aviation) Field, Fort Sill, Okla., where Lieutenant Reed gave a talk on the army's latest type war plane. Following the talk he went up and put on a number of stunts much to the delight of the crowd. A talk on the history of Fort Sill was given by Lieutenant Arnold.

The next places visited were the Arkansas National Guard camp and the Reserve Officers' Training Camp.

The picknickers next were taken to the old post where they saw the old native-stone chapel that was erected in 1871. This was the first church in that region and is still in use. The old guard house that held Geronimo, famous chief of the Apache Indians, until he was released by the United States, was visited. Geronimo was hated by younger Apaches because of his cruel disposition. The murder of Geronimo's young and beautiful wife by a Mexican started his career of vengeance against the whites. His head gear consisted chiefly of human scalps and it cost the United States between four and five million dollars to capture him. The old stockade which was erected by soldiers in 1868 and was used in fighting Indians was also visited.

The picknickers then left for Medicine Park, passing Medicine Bluff, Cut Throat Gap and Baker's Peak. At Medicine Bluff according to Indian legend, two young Indian braves, who loved the same maiden, decided that the one who leaped from the highest point of the bluff into Medicine Creek below should have the maiden. One brave dashed over the cliff to his death. The other turned his horse and galloped off to the forest, despised and an outcast. At Cut Throat Gap, according to Indian legend, the Osages cut the throats of old men, women and children of the Kiowas while Kiowa warriors were off scouting. Baker's Peak bears the name of a pioneer who led a party of white settlers into that region. He and two others while sick in camp near the peak and during the absence of their companions, were attacked by Indians and fled to this peak where they fought and were killed.

On arrival at Medicine Park the picknickers were guests of the park management and went boating and bathing. Leaving Medicine Park they were driven along the scenic highway around Lake Lawtonka and viewed Mount Scott. This is said to be one of the most beautiful drives in the United States. The picnickers then went to Mountain Club, around Mount Sheridan and Mount Scott, to Buffalo Lodge, Lost Lake, and returned through the National Forest and game preserve where they saw buffalo, elk and antelope grazing. The next stop was Craterville Park, where Frank Rush, owner of the park, hitched a wild steer to a chariot of his own design. The steer bucked, kicked and bawled much to the delight of the crowd. Mr. Rush made a talk on Indian history and showed the picnickers a covenant, written on buckskin, made between him and Indians, allowing them to use Craterville Park for the annual Indian fair, the only one of its kind in the world inasmuch as everyone who has anything to do with it is an Indian.

C. C. Mills, Oklahoma City, Frisco accident prevention agent, was introduced and on behalf of Frisco employes thanked the Chamber of Commerce of Lawton for the entertainment the commerce chamber had given the Frisco employes.

On the return from Craterville Park to Lawton the picnickers passed the old home of Quanah Parker, Comanche Chief, and his burial ground.

The train and engine crew which donated their services in operating the special train for this trip were: J. N. Berry conductor; Guy L. Antle and Chris. W. Seal, brakemen; L. E. Wham, engineer, and Paul Harwood, fireman. A. K. Watters and A. C.

AFTER THE BUSINESS

One hundred and five carloads of freight and 99 LCL shipments were obtained for the Frisco during July through tips furnished by members of the Frisco Men's Club and the Frisco Girls' Club of Springfield, Mo. During that period members of these clubs turned in 822 traffic tips, inclusive of the shipments obtained.

Those turning in tips which materialized in business, and the amount of business obtained by tips furnished by these persons, were:

A. B. Sherwood, of the telegraph department, seventy-one carloads of freight and 8 LCL shipments; A. J. Sperry, stores department, one carload; J. W. Kastler, telegraph department, fifty LCL shipments; Miss Bernice Jennings, telegraph department, thirty-seven LCL shipments; F. H. Masters, office, superintendent transportation, ten carloads; Mary Howell, car accountant's office, eight carloads; C. W. Gardner, office, superintendent transportation, one carload and one permanent Frisco routing; L. R. Langsford, office, superintendent transportation, three LCL shipments; O. W. Wise, telegraph department, three carloads; G. F. Linster, telegraph department, two carloads and one permanent routing; I. A. Uhr, signal engineer, two carloads; R. A. Pearson, two carloads; K. T. Walter and C. W. Lockwood, both of the superintendent of terminals' department, one carload each; Matilda Hoffman, signal department, one carload; Paul Lohmeyer, mail room, one LCL shipment; L. B. Hagerman and F. E. Feyen, both of the telegraph department, one carload each.

A portion of the crowd at the Lawton, Okla. picnic recently appears above.

Cooper comprised the committee which had charge of all arrangements.

In its edition of July 15, the day of the picnic, the Lawton, (Okla.) Constitution said editorially:

"Lawton extends a hearty welcome to the employes of the Frisco railroad who are our guests for today. We hope you will enjoy your few brief hours with us and will return again. Lawton is vitally interested in the great railroad which you serve and which in turn serves Lawton. This city has a friendly interest in this railroad and in the people who help in its operation. We are glad you are here and trust your visit will be pleasant."

Madill, Okla.

The Frisco Employes' Club of Madill made up a baseball nine and played a team composed of Madill business men August 2. The score was 11-2 in favor of the business men but the Friscoans had a good time, according to O. F. Nowlin, president of the club.

Following was the Frisco line-up: Chestnut, catcher; Alexander, pitcher; Turriff, 1b; Lawson, 2b; Dickinson, 3b; Roschell, ss; Baxter, rf; Hadwin, cf; and Keener, lf.

Poplar Bluff, Mo.

The Frisco Employes' Club of Poplar Bluff in session August 7, heard a talk by H. A. Rogers, president of the Frisco Employes' Club of Hayti, Mo., who invited the Poplar Bluff club to attend the Labor Day picnic which the Hayti club will hold September 3. A. E. Hirsch, of the engineering department, St. Louis, also spoke. Members of the club discussed plans for a dedication program relative to the new depot at Poplar Bluff, soon to be completed. The attendance at this meeting was fifteen.

Carmen, Okla.

The Frisco Employes' Club of Carmen, Okla., held a picnic July 29 at Fish's Park, near Helena, Okla. Swimming, games and a bounteous dinner were on the program.

Men's Club, Springfield, Mo.

Members of the Frisco Men's Club of Springfield, Mo., recently launched a vigorous campaign to canvass the merchants in that city and to try to obtain additional routings of carload and L. C. L. shipments over Frisco Lines, both to and from Springfield.

The campaign has been a most successful one to date, and daily bulletins have been issued by Mr. J. W. Seabough, president of the Springfield Club, advising those interested of the progress made.

Through the personal solicitation of Mr. L. J. Leysaht, superintendent of the Springfield reclamation plant, a great percentage of the Buick automobile business was secured, in and out of Springfield. After the matter had been handled by Mr. M. L. Cowden of the Springfield branch with Mr. G. C. Conn of the St. Louis agency, Mr. Conn advised: "We will be very glad to comply with your wishes and route future business to Springfield, Mo., in connection with the Frisco Railroad. We are only too glad to assist all our dealers in the matter of routing where a railroad has a large payroll at that particular point."

Another case which deserves mention is that of the Carr Coal Company. Mr. Harry B. Carr was solicited by Mr. Fred Masters of the office of superintendent of transportation at Springfield, and through his influence, secured the promise of 844 tons of Kansas coal and 270 tons of semi-mine run coal to be routed via Frisco Lines into Springfield.

Mr. Frank DeGroat of the same office secured the routing on 200 cars of coal to be delivered to the State Teachers' College at Springfield, and he promised the Howell Coal Company that he would give them daily tracing service on the cars, advising them a day or so before each car reached Springfield, in order to expedite the handling. The Springfield Club is determined that the hot summer months shall not interfere with their efforts to secure increased tonnage for Frisco Lines, and their splendid reports and results have and are attracting a great deal of attention.

Kansas City, Mo.

Two hundred members of the Frisco Sunnyland Club of Kansas City, with their wives and families enjoyed a basket dinner at Fairyland Park, Kansas City, the evening of July 16. Ice cream, lemonade and coffee were furnished by the club.

Following the dinner a fat men's race was staged, and Nick Fracul was declared the winner. There was, however, some good-natured dissatisfaction about the result of the race and so it was decided to have the participants run backwards. Mr. Fracul won the second time. Miss Harris was the winner in the women's free-for-all race, and the fat women's race was won by Mrs. Medlock.

Fairyland Park has many amusement concessions and when darkness halted the races and the merrymakers took advantage of the half rate given the club members for all of the concessions.

Mr. and Mrs. J. Burch, W. H. Moore and daughter, Jim Harris, Nick Fracul and E. C. Lindeman had charge of the picnic.

Girls' Club, St. Louis, Mo.

One hundred and seventy-five members and guests of the Frisco Girls' Club of St. Louis attended the monthly luncheon held at the American Annex Hotel at noon, July 30.

The tables were decorated with flowers and due to the presence of Col. F. G. Jonah, chief engineer for Frisco Lines, who also served abroad in the World War, and Clerk Hudson, commander of the Jackson-Johnson Post of the American Legion, numerous American flags were displayed.

Three members of the Frisco Night Owls, Bob Anslyn, saxophone; Ed. Volkert, drums, and Bert Baumgartner at the piano, furnished music during the luncheon. The motion picture of the Pensacola celebration was next shown and was applauded enthusiastically as the girls recognized officials and scenes.

Colonel Jonah spoke on construction of the new line and also spoke highly of the modern girl and her business ability.

Harrison Will, St. Louis, division passenger agent urged members to turn in traffic tips. S. S. Butler, St. Louis, general freight traffic manager,

and F. H. Hamilton, St. Louis, vice-president, secretary and treasurer, made a few brief remarks.

Clark Hudson asked the support of the members in the air port bond issue, and was assured that many members of the club would vote for the bond issue.

Thayer, Mo.

Twenty-one members of the Frisco Employes' Club of Thayer, Mo., met in the assembly room, Thayer Y. M. C. A., July 25.

C. P. Countryman, brakeman, suggested that an orchestra be organized among the employes and he and S. G. Skaggs, roundhouse clerk, were appointed to organize the orchestra.

It was unanimously voted that the business men of Thayer be invited to attend the next Frisco meeting, August 20, and that light refreshments be served. It was thought that a personal invitation would be better than a written one and the following were appointed personally to invite the business men to the meeting: F. C. Lark, P. A. F. Ingle, C. P. Countryman, E. H. Trussell, J. E. Haynes, V. Huddleston and D. J. Anderson.

The Frisco Employes' Club of Thayer held a dance July 9 at Safety First Hall.

Sherman, Texas

All the officers of the Frisco Employes' Club of Sherman, Texas, were re-elected for the ensuing year at the annual business meeting held July 30. The attendance at this meeting was forty persons.

The officers of this club are: H. L. McDuffie, stationary engineer, president; J. L. Way, blacksmith, vice-president, and C. V. Montgomery, general foreman, stores department, secretary and treasurer.

Memphis, Tenn.

A joint meeting of the greater traffic committees of the division superintendent's and of the local freight office at Memphis was held in the local freight office July 11.

Miss Elma Wright, comptometer operator, reported that at a recent service at the First Methodist Church she heard the Rev. John E. Brown, an evangelist of Sulphur Springs, Ark., urge the entire congregation to visit Sulphur Springs and to travel there via Frisco Lines.

S. L. Oliver, agent at Memphis, in a letter to E. E. McGuire, superintendent of terminals at Memphis, commented on the new arrangement of having train 15 arrive in Memphis with team track, house merchandise and other Memphis proper, cars placed in the train in such manner that they can be taken off on Kansas Avenue and placed promptly, and stated that he had received favorable comment on this line-up from Memphis shippers of perishables.

Mr. F. B. Downing, agent at Boligee, Ala., sent a report of 4,942 pounds of merchandise shipped from Columbus on July 2, and stated that the consignees were pleased with the service and rates. He also advised he had received some LCL shipments from Memphis and feels that the business on the new line is going to be good.

T. H. Bannister, commercial agent, Memphis, reported that arrangements had been made for the C&EI and the Lindbergh Special to connect at Chaffee, making second morning delivery in both Chicago and Memphis.

TRAFFIC TIPS BY RADIO

Radiogram was the unusual way which G. W. Jessup, agent at Comanche, Texas, used to advise M. D. Riggs, Frisco district passenger agent at Chicago, of a fare which he might secure for Frisco Lines.

The radiogram was broadcast from Comanche at 7:00 p. m. to Mr. Riggs at the Frisco's headquarters in Chicago, 112 West Adams St., and read as follows: "Miss Cora Wilkerson, student Bush Conservatory, Chicago, returning to Texas August 1. Secure via Frisco." The radiogram was received by amateur radio at Station 9ML, 649 Berkley Avenue, Elmhurst, Ill., and was followed by confirmation by mail from Mr. Jessup.

The Chicago office immediately got in touch with Miss Wilkerson and secured the routing of her ticket from St. Louis to Dallas via Frisco Lines.

As a result of Mr. Jessup's advices, and with the assistance of his daughter, Miss Nathalie Jessup, who is a student at the Moody Bible Institute, the Chicago office has secured five competitive tickets recently to Texas points of students at the Moody Bible Institute, who were returning to their homes.

Hayti, Mo., Auxiliary

An auxiliary to the Frisco Employes' Club of Hayti, Mo., was formed August 3.

Mrs. F. C. Larson was elected president, Mrs. Jack Teaster, vice-president, and Mrs. Barber, secretary and treasurer.

Ladies' Club, Tulsa, Okla.

A swimming party and picnic lunch at Newblock Park, near Tulsa, was held July 11 by members of the Frisco Ladies' Club of Tulsa. Thirty-two were present. Each member has pledged her aid toward the solicitation of more business for Frisco Lines.

Wichita, Kan.

Twelve enthusiastic members of the Frisco Employes' Club, of Wichita, Kans., held a business meeting July 25.

The new auto dock, second-day delivery of LCL shipments from St. Louis to Wichita and other topics were discussed.

The members were urged to patronize those merchants who shipped their goods via Frisco Lines, having particular reference to several large grocery stores in Wichita.

Clinton, Okla.

Sixteen employes were present at the meeting of the Frisco Employes Club of Clinton, Okla., held June 26.

J. E. Kerr, agent at Clinton, presided. Each of the members attending, made recommendations relative to furthering Frisco Interests at Clinton. Wallace Cook, trucker, said that courtesy to the public could not be stressed enough and told of his efforts in attempting to keep the good will of the dray and transfer men. R. C. Jones, cashier, Clinton, and C. H. Wilson, agent at Arapaho, Okla., spoke of the many favors which might be extended to patrons of the Frisco which would show them the Frisco's interest in their welfare.

L. K. Hines, conductor, and A. F. Ogle, engineer, in Clinton for a few minutes, made a few remarks.

Drummond, Okla.

Four members of the Frisco Employes' Club of Drummond, Okla., met July 14 in the office of J. T. Howell, agent.

Tom Cowley presided.

For more than an hour LCL business out of Oklahoma City and business given the Frisco by Drummond's local concerns were discussed. Each man made a report of his traffic solicitations since the previous meeting and it was agreed that this committee had a good line on Frisco business to and from Drummond.

Mountain Park, Okla.

Three non-Frisco employes — the postmaster, a miller and an oil station man—were principal speakers at the business meeting of the Frisco Employes' Club of Mountain Park, Okla., held in the agent's office August 9.

The meeting was called to order by J. C. Clevenger, section foreman, president of the club. William Barnes, manager of Barnes' Mill and Elevator, talked on co-operation of himself and train crews in spotting cars. Ira Delaney, an oil station man, said he was getting good results from Frisco service. He said this was the first Frisco employes' meeting he had ever attended, but that it gave him and Frisco employes present an opportunity to get better acquainted and to do away with misunderstandings. Mr. Delaney said he was glad to see this spirit of get together among railroad men and their patrons.

Otis Dale, postmaster, spoke briefly. B. W. Carley, Frisco agent at Mountain Park, and secretary of the club, spoke of recently-improved freight handling facilities at Mountain Park. Ead Tyler, section laborer, spoke of his success in inducing owners of cows to stop pasturing them on the Frisco right-of-way.

Girls' Club and Men's Club of St. Louis

Train No. 3 left the Union Station, St. Louis, early Sunday, August 5, with more than 425 members of the Frisco Girls' Club and the Frisco Men's Club of St. Louis, and members of their families for the Pevely Farm at Crescent, Mo., where they held an all-day picnic. The balance of the crowd, which later was increased to 1,000, went in automobiles.

The Pevely Farm is located on Frisco Lines, twenty-four miles from St. Louis, and although not generally open on Sunday, was thrown open for this picnic.

When the train arrived at Crescent, the coffee pot was boiling, lemonade barrels were ready and chefs of Frisco business cars were beginning to prepare the noon meal.

Athletic contests took up practically the entire morning. Dinner was served at noon, cafeteria style, and there was an abundance for everyone: sweet milk, butter milk, coffee, 150 gallons of ice cream, 4,000 ice cream cones, 35 hams, 4,000 rolls, 300 pounds of frankfurters and 50 loaves of rye bread.

Narco, lotto and a drawing drew large crowds, and more than 30 attendance prizes were given. A bean-guessing contest proved popular, and Madame Dale, expert card reader told fifty fortunes during the day. The Frisco Night Owls furnished music for dancing during the afternoon, and a prize fox trot and a prize waltz were on the program.

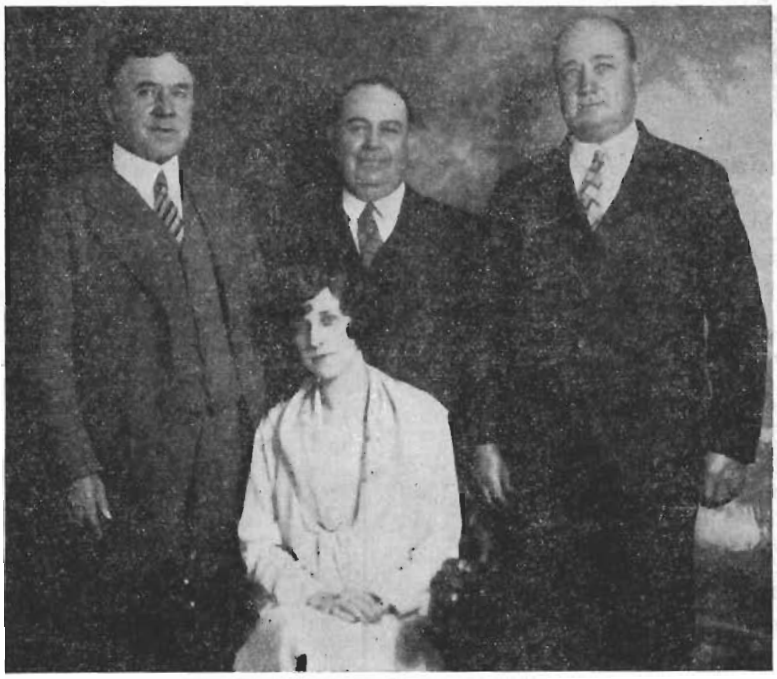
More than $135 in money was donated by various firms for the picnic, together with about $300 worth of prizes.

Members of the Girls' Club assisted in serving the meal, and members of the Men's Club presided at the prize booth, the athletic contests and the games.

Members of the Girls' Club who served on committees were: Loretto Connor, Agnes Cowan, Dorothy Schicht, Katherine Martin, Lilly Kulage, Ada Husbands, Julia Kitts, Kate Ratchford, Sylvia Rachota, Alice Cooke, Estelle Hilton, Ella Ecklekamp, Lydia Peterson, Mary Ansbro, Katherine LeHoullier, Katherine Tiffin, Lucille Kerr, Ida May Cooney, Martha Moore, Agnes Larkin, Katherine Barrett, Roxie Woods, Katherine Kenny and Agnes King.

About Our "Off-Line" Agencies

— LOS ANGELES, CALIF. —



The office force of Mr. C. J. Letts, general agent for Frisco Lines at Los Angeles, Calif., appears above.
Standing, left to right: C. J. Letts, W. F. Blanchfield and J. R. Stein. Miss Irene A. Meyer, seated.

IN keeping with the presentation in the *Magazine* of "off-line" agencies, the agency at Los Angeles, Calif., with Mr. C. J. Letts, agent in charge, takes its place in this column.

The personnel of this office consists of C. J. Letts, general agent; W. F. Blanchfield, chief clerk; J. R. Stein, traveling freight and passenger agent, and Miss Irene A. Meyer, stenographer.

Mr. Letts began his service with the Frisco when Mr. Charlie Hall opened the Pacific Coast Agency.

Mr. Blanchfield began his service as a stenographer in the office of the auditor of freight accounts, and in 1927 came to the Pacific Coast office as chief clerk.

Mr. Stein was formerly with the Frisco in the general freight office at St. Louis, was later district freight agent at Seattle, and then was transferred to the Los Angeles office in his present capacity.

Miss Meyer came to the Frisco in the baggage department at Springfield and was later connected with the mail department of the St. Louis general passenger office. She has been located in Los Angeles for the past four years.

The jurisdiction of members of this office covers half the state of California, south, and all of Arizona. According to Mr. Letts, "the door is always open for shippers, visitors and members of the Frisco family."

Members of the Men's Club who served on committees were: C. C. Kratky, J. L. Kiburz, T. Y. Young, W. Lallinger, J. H. Ashworth, Ralph McBride A. Stoehr, M. Schultz, W. E. Miller, W. Masterson, A. F. Farrell, Harrison Will, H. E. Ernest, O. G. Moult, M. Schulter, J. H. Kauffman, Bert Baumgartner, C. N. Compton, E. W. Gatzert, F. J. Lawler, H. C. James, W. Studt, T. C. Tschampers, Bob Cummings and A. J. Gordol.

Men's Club, St. Louis

An enthusiastic reception of the Frisco Lines' two-reel film depicting the formal opening of the Company's new line from Aberdeen, Miss., to Pensacola, Fla., June 25-30, was given by the Frisco Men's Club of St. Louis at the club's monthly luncheon meeting, July 26, at the City Club in the Missouri Hotel, St. Louis.

Short talks were made by W. Frank Carter, a director of the Frisco Railway, St. Louis; Louis E. Miller and Judge James G. Blaine, both of St. Louis.

The attendance at this meeting was 213.

Hayti, Mo.

Frisco employes from many points on Frisco Lines and members of their families are expected to attend the Labor Day celebration to be conducted at Hayti, Mo., September 3, by the Frisco Employes' Club of Hayti. Several thousand persons are expected.

Features of the celebration will be a parade of 200 cars, in which will be many laborcraft floats, a big barbecue, dancing, music by a thirty-two piece band, foot races, jumping matches, old fiddlers' contest, a baseball game, several carnival concessions and, perhaps, a parade by the 140th Home Guards. In addition, a new Ford sedan will be given away.

The Frisco Employes' Club of Hayti held several business meetings the latter half of August to make plans for this picnic. The club has advertised the celebration throughout the Frisco System.

Sees Frisco Engineers as Music Masters

By "TAP" in the St. Louis Times, August 8, 1928.

The addition of new and tuneful sound devices to the whistles of railroad locomotives opens a wide field for interesting and aesthetic speculation. Last evening, in the southwestern part of the city, a speeding Frisco train gave out a deep-toned chime that suggested the beauties of the old-time steamboat whistle somehow crossed with the melody of cathedral bells. It will not be long, in these days of speed, before the whistles will be blowing melodies as the train speeds, and from that stage of affairs the step to full orchestral effects will be easy to make. It is not difficult to imagine the most hardened speedster coming to a full stop at a grade crossing to enjoy the opening movement of Tschaikowsky's Pathetique—or, should he fail to stop, to be properly received by Chopin's Marche Funebre under the master hand of the locomotive engineer at the siren throttle. Oh, but we are becoming an artistic race—we Americans!

The parade is scheduled to go to Caruthersville and return, and will be joined at a point about three miles south of Hayti by Steele, Mo., automobiles.

A baseball game will be played Sunday, the day before Labor Day, between a Hayti team and the Frisco Best Service Baseball Team, of the Seventh Street, St. Louis, freight depot, and the winner of this game will play a Sikeston team Monday, Labor Day.

Neodesha, Kan.

Members of the Frisco Employes' Club of Neodesha, Kans., obtained for the Frisco 117 carloads of freight during the month ended August 14, according to the monthly report of this club on business its members obtained. This club will hold monthly business meetings the first Thursday night of each month, commencing September 6.

Frisco Girls' Club, Springfield, Mo.

The Frisco Girls' Club of Springfield, Mo., sent a party of twenty-two of its members and friends to the Mt. Vernon sanitarium on August 6 to present a program to the shut-ins there.

The cast was agreeably surprised to find that instead of performing on the lawn, as they had understood was the arrangement, the auditorium of the little theater on the grounds was filled to capacity. The program consisted of several songs—the "Show Boat" quartette; "O'er the Billowy Sea", by Dorothy Thoms; "Neapolitan Nights", duet by Marjorie and Kathryn Risser; Chinese song in costume, by Eleanor Bridwell; reading by Cora Pitts, and Spanish and Dutch dances in costume, by Ruth Uselton and Helen Murray, respectively. Larry Blanchette, local entertainer and theatrical producer, accompanied the party and sang a solo, in addition to performing as "spieler" for the cast.

The program was enthusiastically received and the club has a standing invitation to Mt. Vernon.

Complimentary letters were received from the physician in charge of the Sanitarium, and from F. H. Shaffer, general manager, who read of the trip and expressed his appreciation of such work of the club.

No luncheon will be held this month on account of so many members being away on vacation. A Saturday afternoon picnic is being planned at a nearby resort for the near future.

Frisco boys and girls of the General Offices in St. Louis, who attended the joint picnic August 5, at Pevely Farm, appear below.

Frisco Lines Haul World's Longest Train of Salt

The above photograph of the longest salt train ever moved by rail was taken as the train moved through North Wichita, Kans.

SALT! Table salt, curing salt, icing salt, butter salt, rock salt, stock salt, water softener salt, pickle salt and salt used in the manufacture of chemicals—4,149 tons of it—seventy-nine cars of it, pulled by three Frisco engines and stretching a mile in length—the largest solid train load of salt ever moved by rail, moved via Frisco Lines out of Lyons, Kansas, on August 2.

The Lyons, Kansas, News gives credit for the shipment to Roy Gaw, Frisco freight solicitor of that city. Knowing that the price of salt would soon advance, Mr. Gaw solicited car loads of the commodity and as the orders piled in, a request for seventy-nine cars was given the Frisco by the American Salt Corporation, the shipper, to be set at its mines at Lyons.

The train was pulled by three engines and left Lyons at 9:30 a. m., August 2. C. W. Hall, general manager of the American Salt Company at Kansas City and his assistant, H. H. Mosley, and J. W. Robb, traffic manager of the Cudahy Packing Company of Chicago, and M. Y. Dwyer, his purchasing agent, accompanied the train. Frisco representatives on the special were: J. H. Doggrell, superintendent of transportation, Springfield; J. R. Coulter, assistant executive general agent, Kansas City; H. E. Morris, assistant general freight and passenger agent, Wichita; W. H. Bevans, superintendent, Ft. Scott; and Ed. Carter, assistant superintendent, Neodesha, Kans.

The train was broken up at Kansas City and individual cars were consigned to points in seven states. Much of the salt, however, was kept in Kansas City to be used by packing companies and for commercial use. The freight bill from Lyons to Kansas City was $12,861.90. The salt was mined at Lyons from a depth of 1,000 feet. A salt mine is similar to a coal mine in its operation, and this mine had been working its men at night, overtime and on Sundays to fill the large order.

The Lyons Commercial Club arranged a rousing farewell which was given to the train, and the Lyons band appeared in concert on the square shortly after 8 o'clock the morning of August 2, where a parade was assembled. The procession followed the band to the union station, where more than 500 people had gathered to greet the special as it pulled out. The band played almost continuously and employes of the salt company distributed samples of American salt.

Shortly before the train reached Kansas City, it was stopped and Pathe moviemen recorded pictures of the longest salt train ever to be moved by rail.

MEET AT POPLAR BLUFF

The River division accident prevention meeting held at Poplar Bluff, Mo., August 2, was attended by 110 persons, the largest attendance for a meeting of this kind on the River division and the sixth largest attended accident prevention meeting ever held on the Frisco Lines.

The program arranged by W. P. Barrett, division claim agent and chairman of the entertainment committee of the Frisco Employes' Club of Poplar Bluff, was as follows:

Ensemble singing, "America," led by Miss Anita Barrett; vocal solo, "The Birthday," composed by R. H. Woodman and sung by Miss Anita Barrett, accompanied on the piano by Miss Elizabeth Morrison; address, J. A. Moran, Chaffee, Mo., superintendent of the River division; violin solo, "Sixth Air Vari," composed by Charles Danola and played by Edwin Zimmerman, accompanied at the piano by Mrs. C. H. Barnes; address, J. W. Claiborne, Chaffee, assistant superintendent of the River division; reading, "The Brakeman at Church," written by R. J. Burdette and read by Miss Rubye Wilson; address, C. C. Mills, Oklahoma City, accident prevention agent; violin solo, "Cruis Keen Lawn," played by Thad McKinney, accompanied at the piano by Miss Blanche Roland; safety remarks by employes and visitors; vocal solo, "'Til I 'Wake," composed by Woodford Finden, sung by Miss Anita W. Barrett, accompanied at the piano by Miss Elizabeth Morrison; hymn, "God Be With You, 'Til We Meet Again," sung by audience, led by George H. Windsor, Poplar Bluff, division freight agent.

J. M. SILLS RESIGNS

J. M. Sills, division engineer for Frisco Lines at Springfield, Mo., resigned his position on August 7 to enter the brokerage firm of John Muir and Company in New York City.

Mr. Sills, who is a nephew of Mr. Muir, organizer of the brokerage company in 1898, has served the Frisco Lines for 25 years, first coming to Springfield as a rodman after his graduation from college. He served also as transitman and assistant engineer, district engineer and assistant chief engineer in St. Louis. He has served as division engineer on the Eastern division since the World War. Mr. and Mrs. Sills and their son, Jack, left September 1 for New York City where they will make their home at 27 West Eighty-sixth Street.

Three hundred and fifty three employes and guests attended the nine accident prevention meetings held over Frisco Lines, from July 24 to August 7.

Meetings were held at the following points; Springfield, Mo., Terminal, August 7, 24 present; Springfield West Shops, August 6, 22; Yale, Tenn., July 24, 22; Mechanical Department, Hugo, Okla., 11; Transportation Department, Snyder, Okla., July 18, 164; Mechanical Department, Wichita, Kansas, July 17, 15; Transportation Department, Bessie, Okla., July 17, 56; Mechanical Department, Enid, Okla., July 16, 18; Transportation Department, Vernon, Texas, July 16, 21.

Just before the meeting, which was called for transportation department employes at Enid, July 20, advice was received of the death of relief trainmaster dispatcher, W. G. Oldham of Enid and in deference to his memory the meeting was postponed.

FRISCO MEN TO T. E. A. MEET

Master Mechanic Heyburn Will Preside as President of Association

THE Frisco will take a leading part in the Traveling Engineers' Association convention to be held at the Sherman Hotel, Chicago, September 25-28. J. D. Heyburn, Fort Smith, Ark., Frisco master mechanic, president of the association, will preside.

D. L. Forsythe, Frisco general road foreman of equipment, Springfield, Mo., will read a paper, "Best Methods for the Successful Handling of Locomotives in Extended Service."

President J. M. Kurn of the Frisco has been invited to address the convention in company with Carl R. Gray, president of the Union Pacific Railroad; Frank McManamy, a member of the Interstate Commerce Commission, A. G. Pack, chief inspector, bureau of locomotives, Interstate Commerce Commission, and C. F. Richardson, president of the West Kentucky Coal Company.

The following Frisco master mechanics are expected to attend the convention: W. G. Hall, Sherman, Tex.; B. G. Gamble, Memphis, Tenn.; W. B. Berry, Kansas City, Mo.; J. L. Harvey, Springfield, Mo., and M. L. Crawford, Monett, Mo.

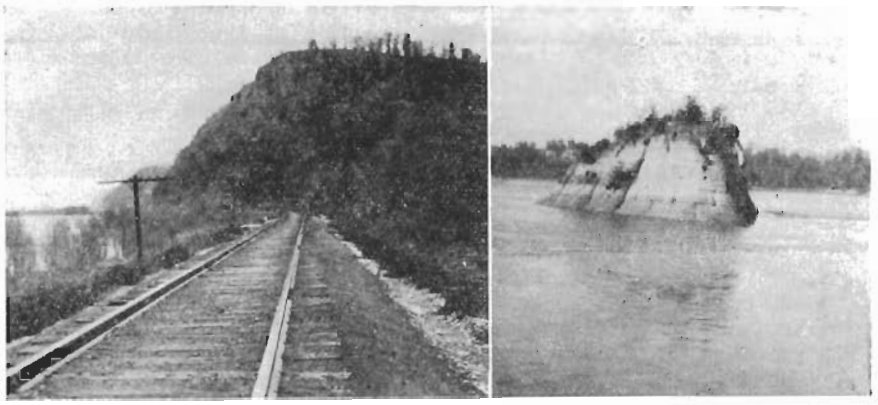
Frisco road foremen of equipment who expect to attend the convention are: Frank Reed, Fort Smith, Ark.; G. E. Dillard, Springfield, Mo.; E. A. Cale, St. Louis, Mo.; F. E. Bates, Enid, Okla.; G. A. Ermatinger, Kansas City, Mo.; E. B. Harriman, Monett, Mo.; R. Hanna, Sherman, Tex.; R. H. Francis, Oklahoma City, Okla.; J. T. Odell, Ft. Worth, Tex.; J. F. Hill, Fort Smith, Ark.; H. E. Davies, Memphis, Tenn.; J. S. Meidroth and M. J. Barrett, both of Chaffee, Mo.

Frisco division superintendents who are expected to attend are: E. L. Magers, Eastern division, Springfield, Mo.; W. H. Bevans, Northern division, Fort Scott, Kan., and S. T. Cantrell, Central division, Fort Smith, Ark.

Fuel economy supervisors expected to attend are: J. H. Curry, St. Louis; G. L. Schneider, Sapulpa, Okla.; W. A. Crawford, Springfield, Mo.; C. J. Beshears, Memphis, Tenn., and G. T. Allison, St. Louis. Harry L. Worman, superintendent of motive power, and P. O. Wood, assistant superintendent of motive power, both of Springfield, Mo., and Robert Collett, fuel agent, St. Louis, also are expected to attend.

"From reports that we are receiving," said Mr. Heyburn, "every indication is that the attendance will be one of the largest the association has ever had, and the importance of the papers to be read and discussed on the floor of the convention should insure its success."

Two Views of River Division



River division employes boast of the beautiful scenery on their section of the railroad, and the two accompanying pictures, taken by Mr. J. R. Moore, telephone inspector of the telegraph department at Springfield, substantiate their assertions.

One is of the famous Wittenberg Rock, which is also known as the smallest national park in the United States, and the second is a view of the track looking south near Seventy-Six, Mo., along the Mississippi River.

1928---Important Conventions---1929

Below is a list of important conventions which will be held during 1928-1929.

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.

1928 CONVENTIONS

I. O. O. F.	Montreal, Quebec	Sept. 17-22
American Legion	San Antonio, Texas	Oct. 8-12, Incl.
Grand Army of the Republic	Denver, Colo.	Sept. 16-23
United Spanish War Veterans	Havana, Cuba	Oct. 7-12
National Dairy Association	Memphis, Tenn.	Oct. 13-20
International Petroleum Exposition	Tulsa, Okla.	Oct. 20-29
American Petroleum Institute	Chicago, Ill.	Dec. 4-6

1929 CONVENTIONS

Nat'l Education Ass'n Dept. of Supts.	Cleveland, Ohio	Feb., 1929
Daughters American Revolution	Washington, D. C.	April, 1929
Mystic Shrine (A. A. O. N. M. S.)	Los Angeles, Calif.	May, 1929
Gen. Assembly, Presbyterian Church	St. Paul, Minn.	May, 1929
Southern Baptist Convention	Memphis, Tenn.	May, 1929
American Wholesale Grocery Ass'n	Memphis, Tenn.	May 21-23
National Ass'n Credit Men	Minneapolis, Minn.	June, 1929
Nat. Retail Hdw. Ass'n, Congress	Oklahoma City, Okla.	June, 1929
Co-operative Club, International	Milwaukee, Wis.	June, 1929
Rotary International	Dallas, Texas	June 3-7
U. S. Junior Chamber of Commerce	Flint, Mich.	June, 1929
Master Plumbers	Buffalo, N. Y.	June, 1929
Kiwanis International	Milwaukee, Wis.	June, 1929
American Institute of Banking	Tulsa, Okla.	June, 1929
Optimists International	Tulsa, Okla.	June, 1929
Travelers' Protective Ass'n	Detroit, Mich.	June, 1929
National Ass'n Retail Grocers	Portland, Ore.	June, 1929
National Education Association	Atlanta, Ga.	June 29-July 4
Int. Society of Christian Endeavor	Kansas City, Mo.	July, 1929
Grotto (M. O. V. P. E. R.)	Rock Island, Ill.	July, 1929
B. P. O. E. Grand Lodge	Los Angeles, Calif.	July, 1929
B. Y. P. U.	Chicago, Ill.	July 10-14

Frisco Passenger Trains 93.6 Per Cent on Time During July

OF the 4,470 passenger trains operated by Frisco Lines during July, 1928, 4,186, or 93.6 per cent maintained their schedules or made up time, according to the monthly comparative statement for July issued by F. H. Shaffer, Springfield, Mo., general manager.

The statement:

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	July 1928	July 1927	July 1926	July 1928	July 1927	July 1926	July 1928	July 1927	July 1926	July 1928	July 1927	July 1926
River	815	918	705	809	895	693	99.2	97.5	98.3	1	3	4
Western	186	217	217	183	215	216	98.4	99.1	99.5	2	2	1
Southwestern	744	867	866	718	842	822	96.5	97.1	94.9	3	4	6
Southern	679	837	744	640	801	718	94.3	95.8	96.5	4	6	5
Northern	1054	1332	1333	985	1279	1314	93.5	96.0	98.6	5	5	2
Central	248	620	620	212	615	610	85.5	99.2	98.4	6	1	3
Eastern	496	650	682	393	615	635	79.2	94.6	93.1	7	7	7
Total	4222	5441	5167	3940	5262	5008	93.3	96.7	96.9			
Texas Lines	248	248	248	246	236	184	99.1	95.1	74.5			
Total System	4470	5689	5415	4186	5498	5193	93.6	96.6	95.9			

PIONEER DAYS ON FRISCO

(Continued from Page 6)

were frightened and he had quite a time securing a partner.

"The dance lasted until late into the night. Finally the bridegroom arrived and said the "bride" had run away with someone else, but added that they would have the celebration anyway.

"The men went into the yard and rolled the barrel of whiskey out from under the porch and drank from it all evening. While the party was getting under way my father went into the hills near Fanning and hid in a cave, for Price made the men he found join his army, or stripped them of clothes and valuables. My mother and I took food to my father, who remained in hiding until Price had left that part of the country. On the march the army cut down wheat stacks to see that there were no men hiding in them, ransacked stores and threw sugar, coffee and flour about the country. While the army was camped near our home it was badly in need of salt. My mother did not have any large amount and in order to satisfy them and get them on their way she went to the smoke house where we kept our salted meats, dug up some of the earth floor, brought it in the house and boiled it in water and strained out the salt.

"The old railroad track had to be repaired after this raid and my father, after he came out of his hiding place, joined what was termed the Railroad Militia, followed the raiders, and built the track back again."

The old wooden coaches with scenes of the Ozarks painted on the sides were common sights. Mrs. Wood says it seemed to her as if the engines just "hopped" along.

This veteran of Frisco Lines recently suffered a breakdown and is no longer in active service, but on a leave of absence. Her mind is active and she recalled dates and incidents with accuracy. She insisted on being taken to the polls last August 7 and she cast her vote, "as all good Americans should", she said.

The little station at Fanning was closed on July 25, 1928 and Mrs. K. G. Roach, her daughter, daily meets the two Frisco trains which stop at Fanning and acts as postmistress for the little town. The post office is in the Fanning home.

The Frisco track runs through the very front yard of the Fanning home, and the roar of the locomotive and the clickety-click of the wheels is music to the ears of Mrs. Wood, who rocks away under the big trees. A few minutes before the approaching train can be seen or heard by other members of the family, she will say "The Meteor is coming".

"It just doesn't seem possible—this progress, and I couldn't have believed it if I hadn't grown up with it. Oil burning locomotives, signal block ssytem, airbrakes, telephones! What a magnificent system and to think that I had something to do with it in its pioneer stage.

"Yes, the little station is closed now as a ticket agency station. Trains Nos. 3 and 6 stop here but the rest speed through.

"It just seems like I belong with the little old wood-burning engines. My time was yesterday. Standing in the cold waiting for the litle train to come years ago—no telephone or telegraph to tell me where it was or what was the matter—wasn't a hardship. It was just pioneering.

"I want to end my days here, where I have lived so many years, and when the time comes I hope I may rest in the little cemetery over yonder, where the ground will forever vibrate as these powerful Frisco engines which link North and South, pass over this track so near and dear to me."

M. S., B. & P. Now Part of Southern Division

F. H. Shaffer, general manager of Frisco Lines, Springfield, Mo., issued a circular under date of August 1, that effective that date the Muscle Shoals, Birmingham & Pensacola Railroad had been taken over and would be operated as part of the Southern division of Frisco Lines.

This includes territory from Magnolia to Pensacola and will be known as the Pensacola subdivision.

Effective August 1, the territory of H. E. Gabriel, assistant superintendent of the Southern division, was extended from Amory, Miss., to Pensacola, Fla., and the territory of H. R. Wade, assistant superintendent, was extended to include the Tupelo subdivision.

Payments by the Metropolitan Life Insurance Company to insured officers and employes during July, 1928, totaled $9,987.45, distributed as follows:

Supervisory group — disability benefits, $1,764.00.

Clerks' group—disability benefits, $943.70; death benefits, $976.51.

Shop group—disability benefits, $1,071.84; accident benefits, $500.00; sickness benefits, $2,731.40, and death claims, $2,000.

INSURANCE PROMPTLY PAID

Wife of Texas Agent Praises the Frisco Policy Provisions

A LETTER of appreciation was received on August 2, by G. L. Ball, superintendent of insurance for Frisco Lines, from Mrs. George Gardenhire, wife of former agent at Brownwood, Texas, acknowledging receipt of first payment on her husband's claim for total and permanent disability.

In this case, the insured is no longer required to continue payment of premiums monthly and, on the other hand, will receive payments in the sum of $52.50 for forty consecutive months, assuming he lives throughout that period. In the event of his death the unpaid portion will be paid in a lump sum to his wife.

Mrs. Gardenhire's letter is as follows:

"This will acknowledge receipt of Metropolitan Life Insurance Company's check in the sum of $52.50 in favor of my husband, Geo. Gardenhire, former Frisco Railway agent at Brownwood, Texas, being in payment of installment number one on claim recently filed for total and permanent disability benefits under provisions of the Metropolitan Group Life Insurance.

"It is my understanding that this payment will be made monthly hereafter and to include a total of forty installments at $52.50 each.

"Another outstanding feature of this policy, as I understand it, is that all premiums are waived after the 13th of July. This surely is an excellent protection and in the present circumstances I feel, so far as my husband is concerned, the Frisco insurance policy is a great help.

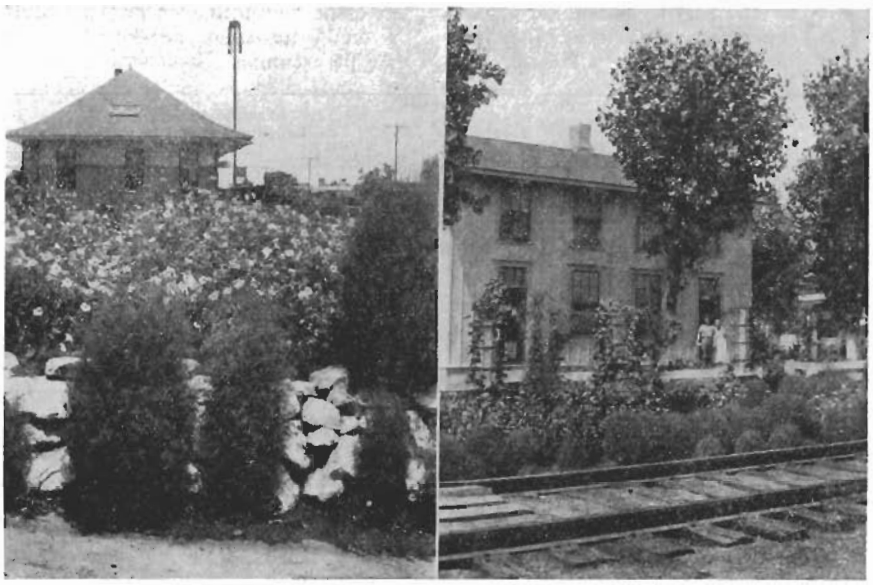
"I wish to express to you and through you to the railway company and the insurance company, my grateful appreciation for providing not only me and my husband this protection, but to the thousands of other employes of the Frisco Railway System. I want you to know, too, that I thank you and the insurance company for the prompt handling of Mr. Gardenhire's claim."

M. K. PACE PROMOTED

M. K. Pace, general yardmaster for Frisco Lines at Monett, Mo., was appointed to the position of terminal trainmaster at Memphis, effective August 15.

The position at Memphis was a newly created one.

Beautiful Station Grounds in Oklahoma



Though hot Oklahoma winds were prevalent, and the sun kept things piping hot, Larkin C. Jones, section foreman at Beggs, Oklahoma, shows what can be done with a little time and attention and some water after the sun goes down during the 1928 season.

The grounds around the station and section house would be bare, were it not for the patches of petunias, zinnias and shrubs which seem to thrive under his care. The flower beds are said to be the most beautiful at any station on the Southwestern division.

Operating Department Personnel Changes Are Announced by General Manager

W. R. Brown, Formerly General Manager of the M. S. B. & P. Is Superintendent of the Western Division

SEVEN changes in the personnel of the operating department became effective August 1, it was announced by F. H. Shaffer, Springfield, Mo., general manager.

W. R. Brown, assistant to the president of the Frisco and general manager of the MSB&P Railroad, with headquarters at Pensacola, Fla., succeeded S. J. Frazier as superintendent of the Frisco's Western division, with headquarters at Enid, Okla. Mr. Frazier became superintendent of the Frisco's Southern division, with headquarters at Memphis, Tenn., vice R. B. Butler, resigned.

C. H. Baltzell, St. Louis, special representative of the general manager, was appointed acting superintendent, Western division, with headquarters at Enid, to serve until Mr. Brown could be relieved at Pensacola.

D. E. Gelwix, Ft. Scott, Kan., division engineer, Northern division, was appointed maintenance assistant to the general manager, with headquarters at Springfield.

J. O. Armstrong, assistant division engineer, Ft. Scott, succeeded Mr. Gelwix as division engineer.

B. H. Crosland, terminal roadmaster at Kansas City, succeeded Mr. Armstrong as assistant division engineer, with headquarters at Ft. Scott.

G. W. Koontz, division engineer, River division, with headquarters at Chaffee, Mo., was appointed division engineer of the Southern division, with headquarters at Memphis, vice J. H. Brooking, resigned.

E. L. Brand, assistant division engineer, River division, with headquarters at Chaffee, Mo., succeeded Mr. Koontz.

OPEN MERAMEC PARK

Historic Tract Dedicated Sept. 8 at Sullivan, Mo.

ONE of the largest of the Missouri state parks is located at Sullivan, Mo., on the Frisco. State officials, working with the St. Louis Chamber of Commerce officials, will formally open and dedicate this state park to public use forever on September 8.

Meramec State Park sprawls out over seven thousand acres of rough and rugged land along the famous Meramec River for a distance of five miles on both sides of the winding stream.

The park has an abundance of interesting places and recreation facilities, and is but sixty-five miles from St. Louis. The park extends to within two miles of the Frisco Railroad and there are good graveled roads suitable for all-weather travel direct from the Frisco depot out to the park entrance and bathing beaches.

The entire tract is heavily wooded, there are ten large springs and twelve immense underground grottos or caves. One of these caves is the largest in Missouri. It is known as Fisher Cave and is noted mainly for the fact that in 1868 Governor Fletcher held his inaugural ball therein, and prior to that time Shawnee Indians had used this cave as a council room.

Meramec State Park is old in mining history, and it was in 1719 the French began mining here on an extensive scale. DeSoto, when he came up the Mississippi River in 1541, is reported to have spent some time exploring the Meramec River country near the Meramec State Park.

Daniel Boone brought his first colonists in Missouri in 1800 and located several of them along the river. One of his first associates in mining along the Meramec was Stephen Sullivan, who came from Kentucky with him, and after whom the town of Sullivan was named.

The town of Sullivan is a thriving village of 2,500 people, is stepping ahead rapidly, and since the new state park has been opened for visitors, thousands have stopped over and spent a few days enjoying the swimming and boating along the river, hiking and horseback riding over the hills.

W. H. Alburty of Ritchey, Mo., Succeeds With Strawberries

Clears $181.05 from a One and One-half Acre Field —Is Secretary of Fruit Growers' Association

W. H. ALBURTY takes his place as one of the foremost strawberry growers in the country surrounding the town of Ritchey, Mo., and his success is attributed to his continued efforts to raise the best and biggest strawberries on the market. During the 1928 season he obtained 209 crates of berries from a one and one-half acre field, which brought him a total of $470.25, less $289.20 expenses, or a net profit of $181.05.

W. H. ALBURTY

Mr. Alburty is a native of Newton County, Mo., and has been operating a farm, consisting of 231 acres near the town of Ritchey, Mo., for several years. His interests have been principally the production of wheat, grown in the Shoal Creek bottom land.

He became interested in berry growing in 1925 when the fruit growers' organization was formed, and in the spring of 1926 planted one and one-half acres of strawberries in newly-cleared land on the hillside above Shoal Creek. He planted 6,000 Aroma strawberry plants. These were well cultivated and produced a splendid row of berry plants in 1926.

Early in the winter he mulched them with fourteen wagon loads of well-rotted wheat straw. The berry growers around that section advised him that this was an extreme cover, since they usually applied only two to three tons per acre. On April 1 he removed nine loads of the straw and the berry plants began to start growth, but had been delayed so that the blossoms were abnormally late. The severe freezes and frosts which destroyed the blossoms in the berry sections in 1927 did not injure Mr. Alburty's berries, because they were extremely late in blooming on account of being held back by the heavy mulch. When the berry plants bloomed and the berries matured he had a splendid quality crop because all of the vitality of the plants had been maintained, since no shock from frost injury had occurred.

He estimated that the cost of producing his one and one-half acres for 1926 was $87. The cost, after picking the first crop, for re-working the field in 1927 was $19. Production for the first crop picked in 1927 was 254 crates; gross sales, $635.

In the spring of 1927 he planted an additional three and one-half acres of strawberries, and in 1928 picked from five acres on his farm. The one and one-half acre patch produced 209 crates and the three and one-half acres of new beds, 343 crates, or a total production from five acres of 1928 picking of 552 crates. His total cost of crates, labor, picking and packing and row boss, all included for the above crop, was $665.49, making a total cost per crate of approximately $1.20.

Mr. Alburty is secretary of the Ritchey Fruit Growers' Association and is promoting the planting of more strawberries in that section of the country. His patch of berries is considered by D. E. Eicher, Springfield, Mo., horticultural agent for Frisco Lines, as one of the outstanding fields in the Ozarks in every way.

ENGINEER MAKES RECORD

Al. Roth Has Not Had Engine Failure in Two Years

AL. ROTH, Frisco engineer on the River division, has made an enviable record with Engine 76, regularly assigned to him on trains 866-867, which travel daily from Puxico to Hunter and return. He has operated this engine for 26 straight

months without an engine failure and only one delay.

Except in a few cases, he keeps his engine out of the shop from one inspection period to another, although the hard water condition on the River division makes it necessary that he use heavy soda ash treatment for his engine.

Mr. Roth has his entire seniority on the Hunter Branch, where he watched engines and fired during his early days, and all his running has been done on that subdivision, where he has served since May 20, 1902.

River division officials and employes are proud of this engineer and his splendid record.

FRISCO DAUGHTER ESSAY WINNER

Miss Hazel Presson, a junior at the Fort Smith, Ark., High School and the daughter of G. L. Presson, Frisco chief dispatcher at that city, won the first prize in the state essay contest on "Chemistry and Its Relation to Enrichment to Life," conducted recently by the American Chemical Company. Word of the first prize award was received April 24 at the Fort Smith High School by Elmer Cook, principal.

Miss Presson will receive $20 in gold and a certificate, according to Dr. Harrison Hale, head of the chemistry department of the University of Arkansas, chairman of the committee of judges for the state. Miss Presson is entitled to enter the national contest, in which the winner will be given the opportunity of a free college education in any college and $500 a year in addition while the winner is enrolled in the college.

For Meritorious Service

WESTERN DIVISION

Superintendent W. R. Brown reports the following meritorious services:

H. E. Radford, engine foreman, Arkansas City, was commended for efficient handling of the switching at industries located on tracks at Arkansas City.

G. G. Stamm, fireman and J. R. Hoy, brakeman, both of Enid, received ten merit marks each for voluntary service seating tank valve at Perry Water Station, which resulted in keeping the station in water and saved delay to trains.

R. K. Anthis, agent-operator at Keystone, received ten merit marks for having detected brake beam dragging on car passing his station. He had the train stopped and removed the brake beam before any serious damage resulted.

F. O'Halloran, agent-operator at Cordell, received a complimentary letter for his activity in soliciting and furnishing prompt advice of prospective movement of freight to representatives of the traffic department.

C. A. Park, agent-operator at Casey, was commended for discovering sun kink in rail and for his effort to make repairs. He took his automobile and drove to another section, where he secured the necessary help to make prompt repairs.

B. S. Caha, fireman, Enid, was given a letter of commendation for his alertness in discovering broken rail while doing some switching on No. 662.

J. W. Mayes and J. M. McClain, brakemen at Enid, while taking water at Lamont July 7, train 641, found tank valve disconnected. They climbed to the top of the tank and repaired the tank valve which prevented a serious delay. The record of each man was credited with five merit marks.

Bert Doremus, fireman, Arkansas City, fireman on the Roxana crew, night of July 2, when switchman took suddenly sick, gave valuable assistance to the switch crew in performing the several duties around the Roxana plant. A letter of commendation was placed on his personal file.

C. E. Jones, conductor, while handling freight noticed that a shipment had not been routed properly and took the matter up with the traffic department. He has been commended.

EASTERN DIVISION

Superintendent E. L. Magers reports the following meritorious services:

Leo Daugherty, operator at Swedeborg, had a letter of commendation placed on his personal record file for his alertness in noticing brake beam down on Advance 35's train, morning of July 20. Train was stopped at St. John and repairs made.

Sam J. Gorman, conductor, Springfield, Mo., noticed something wrong with track while in his caboose on train 2/34 July 10, at Verona. He stopped the train and went back and found fourteen inches of rail broken out in five pieces. This rail broke in such manner that the automatic blocks were not disturbed. A letter of commendation for his alertness was placed on his personal file.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following meritorious services:

Max Oldenhage, yard clerk, detected a loaded car moving as an empty and corrected same. His record was credited with five merit marks.

George M. Boucher, switchman, discovered brake beam down on car of merchandise and assisted in removing brake beam, which no doubt prevented damage to switches or a derailment. His record was credited with five merit marks.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following meritorious services:

Joe Andrews, section foreman, Hillsdale, Kan., while at home on the night of June 21, saw train 1/164 headed in at Hillsdale for No. 118 with about 4,000 tons. He drove up to the north passing track switch and closed it for the crew, so they could get a run for the hill. A letter of commendation was placed on his personal record file.

W. E. Hadley, operator at Leon, Kan., noticed bottom rod down on UTL 30974 while train No. 334 was passing his station on July 18. He flagged the train, and the crew made repairs to the bottom rod. His personal record was credited with five merit marks.

Homer Logan, brakeman at Ft. Scott, Kan., found broken arch bar on TOCX 408, load of gasoline for Kansas City, as train No. 132 was pulling out

(Now turn to next page, please)

FOR MERITORIOUS SERVICE

(Continued from Preceding Page)

of Baxter on June 23. A letter of commendation was placed on his personal record file.

R. T. Burris, conductor, Monett, noticed an empty tank, RPX 115 off center, while train Extra 4022 was pulling out of Monett yard, July 18. He caught the caboose and informed the conductor who stopped the train and set the car out. A letter of commendation was placed on his personal record file.

T. O. Mann, brakeman, Pittsburg, Kan., noticed broken rail on north end of passing track at West Parsons, July 20, and reported it to the office of superintendent so that trains could be protected with slow order. A letter of commendation was placed on his personal record.

G. G. Nicolay and R. M. Marshall, brakemen of Joplin, fired engine 810 on June 17, when fireman Marbut had his hand injured while pulling grates on that engine, and avoided delay to train while waiting for another fireman from Joplin. The record of each man was credited with ten merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following meritorious services:

O. D. Hathaway, section foreman, Central division, was credited with five merit marks on his personal record for discovering broken flange on car SF 82653, chat, and making proper report of same.

L. E. Mahoney, conductor, Central division, made repairs to air line on MDT 20880, butter car, and avoided delay. His record was credited with ten merit marks.

Hugh Hays, second trick operator at Rogers, was complimented for courtesies extended Jim P. Shofner, editor of the Daily News at Rogers, while traveling via Frisco Lines.

BIRMINGHAM TERMINALS

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

F. L. Powell, engineer, while off duty, was driving along a street and came to the scene of an accident involving Train 921 and an automobile. He went to considerable trouble in obtaining names of witnesses. His personal record has been credited with five merit marks.

RIVER DIVISION

Superintendent J. A. Moran reports the following meritorious services:

Ben F. Hinkle, baggageman, Blytheville, Ark., discovered a brake beam down in a train and notified train crew. He has been commended.

H. A. Smith, conductor, heard a noise under his train and made immediate report. Examination developed a broken rail. He has been commended.

MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following meritorious services:

J. E. Pickler, O. T. Williams, S. A. Christy and C. E. Parsley, switchmen, gave prompt and valuable assistance in extinguishing a fire in a car caused by a hot box. The personal record of each of these men has been credited with five merit marks.

M. Finkenbinder, assistant yardmaster, Springfield, Mo., has been commended by O. W. Bruton, superintendent of terminals at Springfield, for obtaining from a large Springfield firm permanent via Frisco routing on coal received by this firm, this freight amounting to approximately two cars a week.

Kansas City Colored Ballsters Challenge Frisco Teams

THE Kansas City freight house employes have a colored baseball team of which they are proud. Under the able direction of R. Patrick, manager, the team has gained some splendid victories. They are members of the Colored City League.

The triumph of the season so far was when they beat the Baxter Kansas Blues in a hard fought battle recently, with a score of 7 to 5. The batteries were Clark and Johnson. The Baxter team was undefeated until this game.

This Kansas City team recently met the Garden City, Mo., Club and won a game from them with a score of 9 to 3. The star of that game was the pitcher Farr, who struck out 11 men. McGill made a two base hit at one time, and three at another. Stolen bases were made by Boyd, Roach and Sharper.

This team will be glad to book games with any of the neighboring Frisco teams, and may be addressed in care of R. Patrick, Frisco Freight House, Kansas City, Mo.

The Kansas City freight house ball team, reading from left to right: R. Patrick, Manager; Hill, first base; McGill, catcher; Ellis, right field; Humphrey, 3rd base; Long, c. f.; Farr, pitcher; Williams, l. f.; Lewis, s. s.; Clark, pitcher and Roach, 2nd base.

FRISCO SON TO CARDINALS

A lifelong ambition will be realized next spring when Raymond Carl, 21 year old son of A. C. Carl, check clerk, Frisco Warehouse at Tulsa, Okla., reports to the St. Louis National baseball camp for a trial with the Cardinals.

He has been holding down the first base position on the Wewoka Oilers, and was a member of the Tulsa Cities Service nine the year the team won the City League championship. His batting average is above the .300 mark, and he played the entire 1928 season with but one error which he made recently in a game with McAlester, Okla.

Blake Harper, Cardinal scout, saw the Tulsa boy in action a short time ago, and tendered him a contract to report to the St. Louis camp next spring.

"My life's ambition is realized", he said. "Ever since I was a small boy I have wanted a trial on some major league ball club, and I like the Cards best of all."

Frisco friends in Oklahoma are watching his career with interest.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

FREIGHT fuel performance for the month of July was 157 pounds, compared to 156 pounds per 1,000 gross ton miles last year. While this is not a very heavy increase, the goal is set for a reduction in performance each month in all classes of service this year over last year and to reach that standard it will take the combined efforts of all.

Switch service used the same number pounds of fuel per switch locomotive mile this year as last year, namely 127 pounds.

Passenger service is holding its record so far this year, with a decrease in every month, making in the month of July a 7.53 per cent reduction in fuel. Performance 13.5 vs. 14.6 pounds per passenger car mile. Cars per train were in favor of the performance this year, however, if those who have to do with the operation and movement of trains were not co-operating fully, it would not have been possible to make such an excellent showing.

Each division made a decrease in this class of service, with the exception of one reduction ranging from 1.37 per cent on the Centrai division to 16.77 per cent made by the Northern division.

Another feature that is worthy of commendation on the Frisco is the fuel performance made by the 1500 class passenger engines operating on trains 1 and 2 between Springfield, Mo., and Muskogee, Okla., jointly over Frisco-Katy tracks. These engines lowered their performance over July last year by one pound for every car mile, performance as follows: July, 1928, 2.5 hours per 100 train miles, 9.0 cars per train and .81 gallons of oil per passenger car mile, versus 2.5 hours, 9.3 cars and .89 gallons in July, 1927.

Crews who actually save fuel are the ones who are continually striving to lower their best previous performance. Get in this class.

EASTERN DIVISION

Rolla Sub: Engineer JOHN LYNCH, fireman HARVEY WILSON, train 9, engine 1504, St. Louis to Newburg, July 26, 15 cars in train, burned 1,110 gallons of oil, performance .62 gallon per car mile. This same engineer with fireman B. THOMPSON, was on train No. 1, engine 1514, St. Louis to Newburg, August 6th, made performance of .75 gallon per car mile. Both of these records are much below the average.

Engineer W. K. HEDGES, fireman H. C. FOWLER, engine 1510, train 6, Newburg to St. Louis, July 21st, 13 cars in train, burned 1,360 gallons of oil, made all local stops and headed into siding two different times, performance .87 gallons per car mile.

Engineer M. FABER, fireman C. E. DAVIS, train 38, engine 59, Newburg to St. Louis, July 28th, 3,085 gross tons in train, burned 22 tons of coal, performance 126 pounds per thousand gross ton miles.

Engineer B. E. FREY, fireman F. HOFFMAN, train extra west, engine 22, St. Louis to Newburg, July 23d, 80 cars in train, 1,648 gross tons, burned 13 tons of coal, performance 110 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer H. W. SNYDER, fireman R. TYNDALL, train 36, engine 27, Springfield to Newburg, July 20th, handled 2,919 gross tons, performance 86 pounds per 1,000 gross ton miles.

Engineer N. NOBLETT, fireman R. SHILLCUTT, train 38, engine 45, Springfield to Newburg, August 7th, handled 2,880 gross tons, burned 16 tons of coal, performance 92 pounds.

Engineer O. N. MORTON, fireman F. STOLPE, train extra west, engine 1026, Newburg to Springfield, July 10th, 50 cars in train, 1,041 gross tons, performance 125 pounds.

Springfield Sub: Engineer G. W. THOMPSON, fireman N. SUTTON, train extra west, engine 4152, Springfield to Monett, July 19th, handled 2,500 gross tons, performance 90 pounds.

Engineer LEE KEITHLEY, fireman DAVE ALDRIDGE, train extra west, engine 52, Springfield to Monett, July 11th, handled 2,529 gross tons, burned 5 tons of coal, performance 90 pounds.

Clinton Sub: Engineer D. DUDEN, fireman H. J. YOUNG, train 74, engine 590, Springfield to Clinton, July 24th, 32 cars in train, burned 7 tons coal, performance 160 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer C. HUNTRESS, fireman J. SANDERS, train 2/131, engine 4137, Springfield to Thayer, July 25th, handled 210,000 gross ton miles, burned 10 tons of coal, performance 95 pounds.

Engineer J. McGILVREY, fireman O. ROSENBERG, train 1st/135, engine 4143, Springfield to Thayer, July 6th, handled 237,000 gross ton miles, burned 12 tons of coal, performance 101 pounds.

Engineer KELSEY, fireman TURNER, train 104, engine 1044, Thayer to Springfield, July 5th, 5 cars in train, performance 10 pounds per passenger car mile.

Engineer CALLENDER, fireman WHITE, train 108, engine 1045, Thayer to Springfield, July 7th, 5 cars in train, performance 8 pounds per passenger car mile, which is much below the average.

Memphis Sub: Engineer V. HUDDLESTON, fireman E. DAVIDSON, train 135, engine 4143, Thayer to Yale, July 15th, handled 429,000 gross ton miles, burned 11 tons of coal, performance 51 pounds.

Engineer F. BAUER, fireman L. INGRAM, train 135, engine 4143, Thayer to Yale, July 10th, handled 467,000 gross ton miles, burned 13 tons of coal, performance 56 pounds.

Engineer T. E. KING, fireman SMITH, train 134, engine 1063, Jonesboro to Thayer, August 1st, 6 cars in train, burned 680 gallons of oil, performance 1.2 gallons per passenger car mile.

Tupelo Sub: Engineer T. ROSELLE, fireman W. DENTON, train 135, engine 4101, Yale to Amory, July 8th, handled 264,000 gross ton miles, burned 10 tons of coal, performance 76 pounds.

Engineer F. DOGGRELL, fireman SWAN, train 938, engine 4126, Amory to Yale, July 17th, handled 256,000 gross ton miles, burned 10 tons of coal, performance 78 pounds.

Engineer HASELBAUER, fireman W. RYAN, train 107, engine 1526, Memphis to Amory, July 4th, 10 cars in train, burned 906 gallons of oil, performance .71 gallon per passenger car mile.

Columbus Sub: Engineer L. JONES, fireman DOWDELL, train 939, engine 1233, Amory to Magnolia, July 12th, handled 177,000 gross ton miles, burned 8 tons of coal, performance 90 pounds.

Engiuer W. STANLEY, fireman W. JONES, train 938, engine 710, Magnolia to Amory, July 13th, handled 208,000 gross ton miles, burned 10 tons of coal, performance 96 pounds.

Birmingham Sub: Engineer E. JACOBS, fireman SPARKS, train extra north, engine 4141, Birmingham to

Amory, July 25th, handled 227,000 gross ton miles, burned 10 tons of coal, performance 88 pounds.

Engineer L. IVES, fireman R. STANLEY, train 934, engine 4104, Carbon Hill to Amory, July 8th, handled 2,397 gross tons, burned 9 tons of coal, performance 117 pounds per 1,000 gross ton miles.

RIVER DIVISION

Chaffee Sub: Engineer W. H. ADAMS, fireman J. J. FITZGERALD, train 808, engine 1020, Memphis to Chaffee, July 17th, 7 cars in train, burned 690 gallons of oil, performance .16 gallon per passenger car mile. This is an especially good fuel performance for train 808 on the Chaffee Sub.

Engineer JOHN CURTIS, fireman C. W. MANTELL, conductor TUCKER, train 808, engine 1037, Memphis to Chaffee, August 1st, 5 cars in traln, burned 614 gallons of oil, performance .76 gallon per passenger car mile. Engine boiler blowed out 9 times over the division, average about 20 seconds each time. Left Memphis 20 minutes late, arrived Chaffee on time.

NORTHERN DIVISION

Kansas City Sub: Engineer O. NORRIS, fireman F. C. STUCK, train 1st/164, engine 4102, Ft. Scott to Kansas City, handled 3,947 tons out of Ft. Scott, 4,006 tons out of Lackmans, ran Boicourt water tank, had 6 inches left at Paola, took 7 tons of coal at Paola and 8 at Kansas City, performance 77 pounds per 1,000 gross ton miles. Train called to leave Ft. Scott at 3 p. m., tied up at Kansas City at 9 p. m., on duty 6 hours.

Engineer R. McCRUM, fireman T. COLLINS, train 3d/162, engine 4102, July 19th, Ft. Scott to Kansas City, on duty 5 hours 35 minutes, highest tonnage handled 45,099 tons out of Olathe, took 6½ tons of coal at Paola, 7 tons at Kansas City, performance 66 pounds. Delayed a total of an hour and twenty-five minutes.

Engineer H. GOODDELL, fireman HARMON, train 105, engine 1525, Kansas City to Ft. Scott, July 19th, 9 cars in train, burned 504 gallons of oil, performance .56 gallons per passenger car mile.

Ash Grove Sub: Engineer T. HUMPHREY, fireman M. CALVERT, train 104, engine 1059, Springfield to Ft. Scott, July 16th, 7 cars in train, burned 704 gallons of oil, performance .97 gallon per passenger car mile.

Engineer H. PARKER, fireman G. DAVIS, train extra south, engine 4101, Ft. Scott to Springfield, July 17th, handled 2,240 gross tons, burned 15 tons of coal, performance 129 pounds per 1,000 gross ton miles.

Engineer W. PHILLIPS, fireman R. WILLARD, train 136, engine 4139, Springfield to Ft. Scott, July 30th, handled 138,000 gross ton miles, burned 9 tons of coal, performance 129 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. F. TRONE, fireman W. BOYD, train 2/438, engine 4164, West Tulsa to Afton, July 19th, 3,155 gross tons in train, burned 13 tons of coal, performance 106 pounds per 1,000 gross ton miles.

Engineer W. H. DODD, fireman H. MUSICK, train 1st/438, engine 4118, West Tulsa to Afton, July 17th, handled 3,376 gross tons, burned 1,912 gallons of oil, performance 7.3 gallons per 1,000 gross ton miles.

Engineer J. MOORE, fireman C. DOWD, train 435, engine 4121, Monett to West Tulsa, July 16th, 65 cars in train, 318,000 gross ton miles, burned 2,197 gallons of oil, performance 6.5 gallons.

Oklahoma Sub: Engineer JOHN BARRY, fireman HALE, special train of 14 cars run from Oklahoma City to West Tulsa, June 15th, a distance of 119 miles without a single stop, took water at West Tulsa, fuel consumption on trip .54 gallons per car mile.

CENTRAL DIVISION

Arthur Sub: Engineer J. N. JENKINS, fireman W. H. BIGGERS, train 735, engine 708, Ft. Smith to Talihina, July 26th, handled 76,000 gross ton miles, burned 3½ tons of coal, performance 90 pounds.

Engineer R. L. McCONNELL, fireman P. M. WILBURN, engine 1,407, train 710, Paris to Ft. Smith, July 25th, handled 969 passenger car miles, burned 6 tons of coal, performance 12 pounds.

WESTERN DIVISION

Enid Sub: Engineer MACFARLINE, fireman DICKERSON, train extra north, engine 1317, Enid to West Tulsa, July 5th, handled 194,000 gross ton miles, burned 1,621 gallons of oil, performance 8.3 gallons.

Engineer ALLEN, fireman GIRARD, train extra north, engine 1343, Enid to West Tulsa, July 9th, handled 230,000 gross ton miles, burned 1,834 gallons of oil, performance 8 gallons.

Engineer Rowland, fireman EVANS, train extra west, engine 1328, West Tulsa to Pawnee, July 10th, 68 cars in train, 1,820 gross tons, burned 909 gallons of oil, performance 9.7 gallons per 1,000 gross ton miles.

Beaumont Sub: Engineer WEBSTER, fireman MASSEY, train extra west, engine 1320, Enid to Arkansas City, June 30th, handled 121,000 gross ton miles, burned 789 gallons of oil, performance 6.5 gallons.

Engineer DOREMUS, fireman CONLEY, train extra south, engine 1329, Beaumont to Enid, August 2d, handled 176,000 gross ton miles, burned 1,522 gallons of oil, performance 8.5 gallons.

EASTERN DIVISION

Rolla Sub: Engineer W. A. DONAHOE, fireman R. TANKERSLEY, train 10, engine 1500, Newburg to St. Louis, July 8th, 15 cars in train, burned 1,008 gallons of oil, performance .56 gallon per passenger car mile.

Engineer R. L. JONES, fireman CHARLES TEAK, train 9, engine 1503, St. Louis to Newburg, July 9th, 14 cars in train, burned 1,109 gallons of oil, performance of .66 gallon. This same engineer with fireman TANKERSLEY was on train number 9 with engine 1507, on July 18th, and made a performance of .64 gallon.

Engineer HARRY SIDERS, fireman SAM YANSKEY, train 8, engine 1507, Newburg to St. Louis, July 13th, 13 cars in train, burned 839 gallons of oil, performance .54 gallon.

Lebanon Sub: Engineer A. F. HENDRIX, fireman D. W. DEBO, train 10, engine 1524, Springfield to Newburg, 16 cars in train, July 23d, burned 804 gallons of oil, performance .42 gallon per passenger car mile.

Engineer W. F. SPROHS, fireman JACK HARRIS, train 8, engine 1507, Springfield to Newburg, July 13th, 12 cars in train, burned 806 gallons of oil, performance .56 gallon.

Engineer E. L. RICE, fireman T. GALBRAITH, train 4, engine 1505, Springfield to Newburg, July 5th, 10 cars in train, burned 766 gallons of oil, performance .63 gallon.

JACK REESE HONORED

At a regular meeting of members of Division 672, B. of L. E., held in the Brotherhood Hall, Memphis, Tenn., on August 9, Jack Reese, retired Frisco engineer, was presented with a solid gold lapel button, symbolic of honorary membership in the Grand Division in appreciation of his forty years of continuous membership in the order.

The presentation was made by J. W. Morrill, accident prevention agent of Pacific, Mo.

Mr. Reese entered the service of the Frisco Railway in 1887 and for several years before his retirement had been pulling the Kansas City Florida Special between Memphis and Amory. He was retired in June, 1924, due to his having reached the age limit.

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 August 13th, 1928. They will be glad to hear from their friends:

Angel, F. M., Carpenter, Chaffee, Mo.

Armes, H., Sec. Laborer, Campbell, Mo.

Blue, R., Sec. Laborer, Leeds, Mo.

Beaver, S., Brakeman, Enid, Okla.

Brewer, Geo., B. & B. Carpenter, Caruthersville, Mo.

Berry, L., B. & B. Carpenter, Lincoln, Ark.

Black, J., Sec. Laborer, Hulbert, Okla.

Burns, J., Sec. Laborer, Webb City, Mo.

Boedeker, S., 2nd Class Machinist, Purdy, Mo.

Brown, J. S., Car Inspector, Kansas City, Mo.

Buchanan, W., Car Repairer, Springfield, Mo.

Blackwell, G., Sec. Laborer, Monett, Mo.

Bernard, J. J., Conductor, Enid, Okla.

Clutter, S., Pensioned, Monett, Mo.

Clark, J. B., Painter, Springfield, Mo.

Carlson, E. T., Boilermaker, Memphis, Tenn.

Clark, C. P., Sheetmetal Worker, Enid, Okla.

Craig, C. A., Wire Chief, Springfield, Mo.

Charron, J. A., Machinist App., W. Tulsa, Okla.

Draper, V. D., Trucker, Enid, Okla.

Furlow, A. O., Fireman, Chester, Ark.

Gibson, Wm., Pensioned, Hayti, Mo.

Hall, G. A., Pumper, Leachville, Ark.

Hibinger, J. D., Conductor, Oklahoma City, Okla.

Haley, R., Switchman, Kirkwood, Mo.

Honea, H., Car Inspector, Birmingham, Ala.

Harrison, J., Engineer, Memphis, Tenn.

Jones, F. B., Car Carpenter, Oklahoma City, Okla.

Jones, C. H., Car Carpenter, Oklahoma City, Okla.

Johnson, T. E., Storeroom Helper, Chaffee, Mo.

Kirkmen, G. E., Accountant, Webster Groves, Mo.

Kent, G. A., Machinist, Springfield, Mo.

Ketchum, F. J., Foreman, Potosi, Mo.

Lawson, G., Sec. Laborer, Terre Haute, Ind.

Leslie, R. W., Coach Cleaner, Oklahoma City, Okla.

McInerney, J. T., Switchman, St. Louis, Mo.

Morgan, H. H., Fireman, Sapulpa, Okla.

Mathis, S. R., Roundhouse Foreman, Birmingham, Ala.

Nichols, D., Station Agent, Bessemer, Ala.

Pickup, G., Sec. Laborer, Tahlequah, Okla.

Pepple, J. W., Fireman, Hayti, Mo.

Padgett, H., Sec. Laborer, Chickasha, Okla.

Russel, H., Shovel Engineer, Springfield, Mo.

Rutherford, L. W., Sec. Foreman, Cherryvale, Kan.

Reeves, A., Miss, Stenographer, Caruthersville, Mo.

Swindell, T. C., Brakeman, Neodesha, Kan.

Sitner, J. J., Station Agent, Holcomb, Mo.

Spratley, Wm., Lineman, Oklahoma City, Okla.

Schoeneman, F. W., Station Engineer, St. Louis, Mo.

Smith, R. W., Laborer, Chickasha, Okla.

Splitt, P., Trucker, St. Louis, Mo.

Tillery, J. W., Sheet Metal Worker, Birmingham, Ala.

Wood, M. H., Divn. Lineman, Olathe, Kan.

Welsh, R., Extra Gang Laborer, St. Louis, Mo.

Wormington, Wm., Switchman, Monett, Mo.

Watson, F., 3rd Class Machinist, Birmingham, Ala.

Watkins, R., B. & B. Carpenter, Winslow, Ark.

WESTERN DIVISION SERVICE

Two cases of perfect co-operation between a railroad company, a shipper and a receiver are noted in the following instances, sent to the *Magazine* by C. H. Baltzell, acting superintendent, Enid, Okla.

Car RFP 2041 from Drummond, Okla., was received at Enid at 8:00 a. m., August 3, loaded with feed and flour; car unloaded and released at 1:00 p. m. same date, moved back to Enid same date at 6:00 p. m. for delivery to the Rock Island at Enid. This was exceptionally fast service, with eleven miles between Drummond and Enid.

The second case, car C&NW 100374 which arrived in Drummond at 8:00 a. m., August 7, was unloaded at 2:00 p. m. and moved back to Enid at 4:00 p. m. same date.

A letter of commendation from J. H. Doggrell, superintendent of transportation at Springfield, was sent to Mr. Baltzell and the agent at Drummond.

Frisco Employes' Hospital Association

Receipts and Disbursements after March 31, 1928, through June 30, 1928

Balance brought forward from March 31, 1928			$2,397.39
RECEIPTS:			
From assessments on members		$51,483.20	
" interest on daily balances in bank		24.02	
" interest on Securities in Treasury		3,210.00	
" donation by St. L.-S. F. Ry. Co.		125.00	
" sundry accounts collectible		1,415.75	
" proceeds at maturity, April 1, 1928, of $2,000 C. N. O. & T. P. Ry. 5% Equipt. Trust Ctfs., Series G		2,000.00	
" proceeds sale of $5,000 par value, St. L.-S. F. Ry. Co. Adjustment Mtge. 6% Bonds (due July 1, 1955) sold April 5, 1928, at 101⅛	$5,081.25		
accrued interest, 4 days	3.33	5,084.58	
" proceeds sale of $5,000, par value, Chesapeake and Ohio Ry. Co. Equipt. Trust 5% Notes, Series V (due July 1, 1928), sold May 29, 1928, at par	$5,000.00		
accrued interest, 4 months 28 days	102.78	5,102.78	68,445.33
			$70,842.72
DISBURSEMENTS:			
For payrolls		$26,341.95	
" professional, ordinary and emergency services		15,943.27	
" labor, material and supplies		6,915.28	
" provisions		6,633.14	
" drugs		7,396.09	
" light, water, ice, gas, fuel and telephones		2,007.12	
" all other expenses		1,411.51	$66,648.36
Balance June 30, 1928, p. m. at: First National Bank, St. Louis, Mo.			4,194.36
			$70,842.72

(Concluded on next page)

AGENCY CHANGES

M. S. Weatherly installed temporary agent, Demopolis, Ala., August 6.

D. L. Williamson installed permanent agent, Grubbs, Ark., August 6.

William McKenzie installed temporary agent, Floral, Kans., August 3.

J. W. Ledbetter installed permanent agent, Jonesboro, Ark., August 2.

L. L. Sharp installed permanent agent, Ravenden, Ark., August 2.

L. E. Thompson installed permanent agent, Olustee, Okla., August 1.

W. H. Cole installed temporary agent, Portia, Ark., August 1.

W. R. Vollers installed temporary agent, Golden City, Mo., August 1.

C. W. Webster installed permanent agent, Ravia, Okla., July 21.

R. A. Maffett installed permanent agent, Haverhill, Kans., July 28.

F. G. Smith installed temporary agent Terlton, Okla., July 27.

B. F. Piper installed permanent agent, West Plains, Mo., July 27.

C. A. Hurst installed temporary agent, Cement, Okla., July 26.

F. O. Lollar installed permanent agent, Fontana, Kans., July 26.

E. J. Lemmons installed permanent agent, Patterson, Kans., July 23.

R. F. Stevenson installed permanent agent, Parma, Mo., July 23.

E. J. Sutterfield installed permanent agent, Stanton, Mo., July 14.

E. A. Bennett installed permanent agent, Buhler, Kans., July 12.

Carl Pepple installed agent, Pit, Mo., July 9.

Effective July 25, Fanning, Mo., ticket agency closed.

W. L. Hadaway installed permanent agent, Pickensville, Ala., July 23.

F. J. Lemmons installed permanent agent, Patterson, Kan., July 23.

C. L. Krouse installed permanent agent, Proctor, Okla., July 21.

C. J. Rimer, installed permanent agent, Welling, Okla., July 21.

J. V. Brower installed temporary agent, Gilmore, Ark., July 20.

O. E. Raffety installed permanent agent, Riverton, Kan., July 20.

U. S. Blake installed permanent agent, Frederick, Kan., July 20.

J. E. Price installed temporary agent, Sherman, Miss., July 20.

V. V. Miller installed permanent agent, Deckerville, Ark., July 19.

J. V. Baker installed permanent agent, Herman, Ark., July 19.

A. G. Phillips installed permanent agent, Lenexa, Kan., July 19.

J. C. Schall, Sr., installed permanent ticket agent, Deicke, Mo., July 15.

E. A. Bennett installed permanent agent, Buhler, Kan., July 12.

G. C. Mills installed permanent agent, Fagus, Mo., July 9.

Effective July 9, Bangert, Mo., ticket agency closed.

E. A. Susong installed permanent agent, Ellsworth, Kan., July 9.

D. F. Henderson installed permanent agent, Blairstown, Mo., July 7.

E. R. Myers installed permanent agent, Dunbar, Okla., July 6.

J. O. Smith installed permanent agent, Bengal, Okla., July 5.

FRISCO EMPLOYES' HOSPITAL ASSOCIATION

(Continued from preceding Page)

THE ASSOCIATION OWNS:

	Par Value
Chesapeake & Ohio Ry. Co. Equipment Trust 5% Notes, Series V (mature July 1, 1928)	$ 10,000.00
Kinloch Telephone Co. First Mtge. 6% Bonds (mature Aug. 1, 1928)	10,000.00
U. S. Third Liberty Loan 4¼% Bonds (mature Sept. 15, 1928)	7,500.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1928)	3,000.00
New York Central Rd. Co. 4½% Equipment Trust Notes of 1917 (mature Jan. 1, 1929)	6,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1923 (mature Feb. 1, 1929)	2,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929)	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J, (mature March 1, 1929)	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5% Gold Notes, Series B (mature April 1, 1929)	7,000.00
St. Louis Bridge Co. 1st Mortgage 7% Bonds (mature April 1, 1929)	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1929)	3,000.00
Southern Pacific Co. 5% Equipment Trust Certificates, Series G (mature May 1, 1929)	5,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1922 (mature Aug. 1, 1929)	1,000.00
New York Central Lines 4½% Equipment Trust Notes of 1922 (mature Sept. 1, 1929)	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J (mature Sept. 1, 1929)	4,000.00
New York Central Lines 4½% Equipment Trust Notes of 1924 (mature Sept. 15, 1929)	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4½% Notes, Series C (mature Oct. 1, 1929)	2,000.00
Kansas City & Memphis Ry. & Bridge Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1929)	5,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates Series N (mature Oct. 1, 1929)	14,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1929)	2,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates, Series A (mature Dec. 1, 1929)	2,000.00
Wabash Railway Company 4½% Equipment Trust Certificates, Series F (mature Dec. 1, 1929)	5,000.00
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930)	10,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930)	10,000.00
Pennsylvania Rd. 5% General Equipment Trust Certificates, Series "B", (Mature April 1, 1930)	5,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930)	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930)	9,000.00
Edison Electric Illuminating Company of Boston, 3-year 4½% Gold Notes (Mature Nov. 1, 1930)	5,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931)	1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931)	9,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Gold Notes, Series AA (mature Sept. 1, 1932)	6,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (Mature July 1, 1933)	20,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933)	10,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934)	5,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935)	10,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938)	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947)	15,000.00
St. L.-S. F. Ry. Co. Prior Lien 4% Bonds, Series A (mature July 1, 1950)	14,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds, Series "A" (Bankers' Interim receipts for) (mature March 1, 1978)	25,000.00
	$321,500.00

St. Louis, Mo., July 3, 1928.

F. H. HAMILTON,
Treasurer.

FRISCO DAUGHTER HONORED

Elsa Louise Wade, of Joplin, Mo., Is Graduated from University

COMMENCEMENT day, June 6, at the University of Missouri, Columbia, marked the completion for Elsa Louise Wade, daughter of Mr. and Mrs. W. E. Wade, Frisco engineer and wife, of Joplin, Mo., of high school, college and university careers which, for good scholarship, brilliant success in extra-curricular activities and wide-spread influence

ELSA LOUISE WADE

among her student associates probably have not been surpassed in American educational institutions.

Miss Wade entered the Joplin High School in 1917 and during her four-year course there was literary editor of the Annual; vice-president of the senior class; a member of the debate team, and valedictorian of a class of 105 members. Her grades averaged 97.5 per cent, the highest average that had ever been made by a student in the Joplin High School.

In 1921 she entered Christian College, at Columbia, Mo., and in two years there she became president of the Junior League of Women Voters, a member of the Y. W. C. A. cabinet, a member of the student council, and in her senior year was editor-in-chief of the College Widow, the student yearbook. She was elected to Phi Theta Kappa, honorary junior college sorority. She received the highest grades that Christian College could give to a pupil and her average has never been equaled by any other student during the seventy-seven years of the existence of the college.

She entered the University of Missouri in 1926 and in the course of the following two years she was president of the Women's Athenaean Society and vice-president of the Women's Self-Governing Association. In her first year she was chosen a member of the varsity debate squad and in her second year was elected captain of the women's division of the squad. During these two years she participated in three intercollegiate debates, all of which she won. In her senior year she was elected to Delta Tau Kappa, honorary English sorority; to Delta Sigma Rho, national forensic fraternity, and to Mortar Board, national honorary senior sorority, whose members are chosen on a basis of leadership, service and scholarship.

Miss Wade's scholastic record, begun in the Joplin High School and carried on through Christian College, culminated when in the University she was elected to the Junior Five of Phi Beta Kappa, the highest scholastic honor that an institution of learning can bestow. Her graduation with distinction in English, together with her excellent standing, brought her a graduate scholarship for a year's further study in her chosen field. She is a member of Alpha Delta Pi, social sorority, and a member of the Episcopal Student Association.

For the year 1928-1929 she has been elected to teach in the English department of the Joplin Senior High School.

Southwestern Division Holds Merit Cup for Twelve Consecutive Months

Mechanical Department Men Make a Record in Prevention of Accidents

THE Southwestern division has been awarded the mechanical department merit cup for having had the least number of casualties per 1,000 man-hours worked for the second quarter of 1928, and the Birmingham terminals have been awarded the transportation department merit cup for the same period.

This makes one year that the Southwestern division has held the mechanical department merit cup. The Birmingham terminals took the transportation department merit cup from the Memphis terminals.

The Southwestern division was awarded the mechanical department merit cup for the second quarter for having had only .0344 casualties per 1,000 man-hours worked. The Southern division came second with .0469 and the Northern was third with .0536. The other standings in the race for this cup were as follows: Central, .0650; Western, .0700; Texas Lines, .0768; Eastern, .1038; River, .1373; West Shops, Springfield, .1670; Reclamation Plant, Springfield, .2161, and North Shops, Springfield, .2379.

The campaign to reduce accidents has been a vigilant one, and some splendid showings have been made by the various divisions since the contest for the cup started, the first quarter of 1927. The first award was made to the Central division, which had a casualty rate of .076 per 1,000 man-hours. The Southwestern division was then second with a casualty rate of .077. In a year and a half's time the casualty ratio has been cut in two for the standing in first place.

The Birmingham terminals had .0152 casualties per 1,000 man-hours worked in the second quarter race for the transportation department merit cup award. Memphis terminals came second with .0188 and Tulsa terminals third with .0190. The other standings in this race for this cup were: Kansas City terminal, .0280; River, .0326; Central, .0377; Western, .0482; Eastern, .0488; Texas Lines, .0489; Southern, .0516; Northern, .0569; Southwestern, .0584; St. Louis terminals, .0739, and Springfield terminals, .1046.

The first award of the transportation department merit cup was made to the Southern division for the first quarter of 1927 and to the River division for the second. Memphis terminals claimed it for the third quarter and the Western division won it for the fourth. The first quarter of 1928 it went to the Memphis terminals. The second quarter of 1928 it was won by the Birmingham terminals, which in this race cut in two their casualty ratio of employes injured per thousand man-hours worked.

Miss Phillips: Spell shirt.

Pupil: S-h-h-

Miss Phillips: Go on. What is it I have each side of my nose?

Pupil: Talcum powder.

The Pension Roll

Three Frisco Lines veteran employes with combined service of 73 years and 5 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held July 16, 1928, in the St. Louis general office.

GEORGE BLISS SPRAGUE, switchman, Springfield, was retired from active service June 30, 1928, due to having reached the age limit. He was born in Iowa City, Iowa, June 3, 1858, and attended the schools in Springfield, Mo. His father was employed in bridge and building work. In 1876 he began braking on a passenger train for Frisco Lines, Springfield to Vinita. He also served as a switchman, fireman, train baggageman and conductor out of Springfield. He was employed as a switchman on the Union Pacific, Missouri Pacific and the CRI&P., and brakeman on the StLIM&S and the AT&SF. In 1882 he was married to Miss Anna Burns of Springfield, Mo., and to them were born two girls and one boy. Mr. and Mrs. Sprague reside at 535 West Walnut St., Springfield. The son is employed as traveling locomotive inspector for Frisco Lines. Mr. Sprague served the Frisco continuously for 30 years and 10 months and was granted a pension allowance of $55.05 a month, effective July 1, 1928.

GEO. B. SPRAGUE

ISAAC BENSON, traveling freight and passenger agent, Cincinnati, Ohio, was retired from active service March 15, 1928, due to total disability. He was 61 years of age, born October 12, 1867, at Indianapolis, Ind., where he attended school. At the age of 18 he began work in a furniture store. He later became a stenographer for several manufacturing concerns in Chicago, and later served in the freight office of the C&NW Railroad at Chicago, also served the CRI&P in the capacities of stenographer, rate clerk and chief clerk in St. Louis and freight solicitor with headquarters at Louisville, Ky. He entered Frisco service on January 1, 1904, as a freight solicitor at Louisville, Ky. He was appointed traveling freight agent at Cincinnati January 1, 1910; commercial agent at Indianapolis, February 15, 1911. The Indianapolis agency was closed during 1917 and since that date he held various positions including service agent, freight traffic department, St. Louis, traveling freight agent, Memphis, and traveling freight agent at Cincinnati. In 1892 he was married to Rachel Smith, and to them was born one daughter. Mr. and Mrs. Benson reside at 703 West Main St., Crawfordsville, Ind. Continuous service of 24 years and 2 months entitles him to a pension allowance of $45.45 a month, effective July 1, 1928.

ISAAC BENSON

JOHN ANSBRO, crossing watchman, Northern division, was retired from active service on June 30, 1928, due to his having reached the age limit. He was born in Castlebar, Mayo County, Ireland, June 24, 1858, and came to America in 1879. His father was a farmer of Castlebar, Ireland, and he assisted with the work on the farm until he was 15 years of age. He served for two years in construction work on the Great Northern Railway of England, and thirty years with the Santa Fe in Kansas, as section foreman and roadmaster. He entered the service of the Frisco on January 20, 1910, as a section foreman at Wichita, Kan., and remained in that position until his retirement. In 1883 he was married to Mary Lavin of Newton, Kan., and to them were born two boys and two girls. Mr. and Mrs. Ansbro reside at 621 Pattie Ave., Wichita, Kan. Continuous service of 18 years and 5 months entitles him to a pension allowance of $20.00 a month, effective July 1, 1928.

JOHN ANSBRO

JOSEPH DORAN

JOSEPH DORAN, pensioned machinist helper, died at his home, 201 N. Little, Ft. Scott, Kan., on August 8. He was born November 18, 1850, at Pittsburgh, Pa., and entered the service of Frisco Lines at Ft. Scott in January, 1872, and worked in various capacities in the Ft. Scott roundhouse until he was retired on November 30, 1920, account reaching the age limit of 70 years. His pension allowance was $33.40 a month and up to the time of his death he had been paid a total of $3,072.80. He was a widower and left no immediate family.

THANKFUL FOR COURTESIES

Mrs. Edward Lynch and family, of 3340 Norma Court, St. Louis, Mo., desire to express their sincere appreciation to Lorimer Court Lodge 569, Brotherhood of Locomotive Firemen and Enginemen, of Chaffee, and to the various officials of the Frisco Railway for the many courtesies extended in their recent bereavement and in the handling of legal matters involved in the death of Edward Lynch, Frisco engineer.

EDWARD LYNCH

Mr. Lynch died March 29, in a hospital at Cape Girardeau, Mo.

He entered the service of the Frisco on May 5, 1905, under W. B. Thompson, master mechanic at Chaffee, Mo.

Letters From Twilight Page Readers

Dear Kiddies:

Some lovely letters came to the Twilight Lady after the August *Magazine* reached the various Frisco homes, and many pictures of "Frisky", the little kidnapped mouse were received.

Every one of them was splendid and the Twilight Lady is only sorry that she cannot print them all.

It was fun to draw Frisky, wasn't it? And so easy! Its just knowing where to put the right line. There will be other puzzles during the coming months.

Dorothy Mae Moseley, R. F. D. No. 11, Box 22 at Springfield, Mo., sent in a colored drawing of Frisky. She painted him a lovely dark brown color and this is her letter:

"I thought I would send you the picture of Frisky that I drew. It took me from 1:30 p. m. till 2:00 p. m., but I love to draw. I am twelve years old and in the seventh grade at school. My daddy doesn't work for the Frisco but my brother works on the extra board as a messenger boy. My letter is getting long so I will close. Hope to see my letter in next month's *Magazine*. I am your friend.

Dorothy Mae Moseley."

Loretta Stone of 120 South Ninth Street, Chickasha, Okla., sent a full page picture of Frisky done in pencil:

"I cannot draw mice or animals very good", she writes, "but I love to draw real people and also love to make funny cartoons. I am thirteen years old and am in the eighth grade. I wish you would print four pages of the Twilight Hour instead of one and a half. Have a page and a half of stories and two pages and a half of puzzles, riddles, etc. Please put this in next month's *Magazine* and see if the rest of the Frisco children agree with me. I can hardly ever wait for daddy to bring the *Magazine* home and am highly disappointed if I can't read it first. A very interested reader.

Loretta Stone."

This would be fine, Loretta, and perhaps some day the Twilight Lady can arrange to have four full pages. She will promise you a story each month.

Another letter from Nina Johnson of 6209 Tilden Ave., St. Louis, and a very good likeness of Frisky. "My sister and I enjoy the Twilight Hour", she writes, "My daddy works for the terminal and he paints all the Frisco trains."

The drawing was a fine one and the Twilight Lady appreciated also Nina's letter.

Evelyn Gordon is another eager little reader, only eight years of age. "I drew this picture of Frisky", she writes. "I read the Twilight Hour stories and enjoy them very much. I hope you put my name on the Twilight Page". And here it is Evelyn Gordon, 3517 Drury Lane, Maplewood, Mo.

This month's riddle which appears on this page is a hard one, but the Twilight Lady feels sure that her little readers will be able to solve it quickly.

See the picture of the shoe? The riddle says to substract the "e" in shoe. That would make "sho". Then there is a "plus W", which must be added to the "sho" and would make "show".

Now what is the riddle all about?

Figure it out and send your answers to,

THE TWILIGHT LADY.

THE FAIRIES BALL

By Helen Josephine McSweeney
Age 11, Springfield, Mo.

All of the flowers in the garden back of Martin's house had a secret. In this house lived a little boy named Bob and a little girl named Betty. They knew this secret. It was that the fairies were going to give a ball for their Fairy Queen on her birthday.

The flowers had given Bob and Betty the invitation to it from Twinkletoes, the Fairy Queen's secretary. Of course they had accepted. It was to be Thursday night, August 30.

That night Bob and Betty went out to get their charms. They had a lovely time at the ball. They had magic cake and if you eat half of it and wish, then eat the other half of it and in about two minutes your wish will come true. Bob and Betty both wished to be home and soon they were in bed, fast asleep.

Revised Version

Mary had a little lamb,
It drank some gasoline,
And then it wandered near a fire,
And since has not benzine.

Out of Respect

Mother: "I wouldn't play the piano so soon after your grandfather's death."

Little Ethel: "That will be all right, Mother. I only intended to use the black keys.

Lavender and Rose

Rose came down the stairs looking particularly ravishing in a lavender batiste and lavender hat, and the girl who sat across the table opened fire.

"All dressed up in lavender! Wait until Mr. Smith sees you in that!"

"Yes, just wait," was the lightly tossed-off answer. "And he likes lavender, too."

"So that's the reason you wear it?"

"Oh, no," replied Rose sweetly. "That's the reason he likes it."

—N. Y. Sun.

Sounds Suspicious

"Pat, do you know any country where there ain't no Jews?"

"Well, there's no Jews in Alaska."

"Wait—what about this guy Iceberg —he's no Presbyterian."

A Recipe

The Journal of the American Medical Association offers the following:

"For giving the face a good color, get one pot of rouge and one rabbit's foot. Bury them two miles from home and walk out and back once a day to see if they are still there."

Had To Be Done

"Rastus, I'm sorry to hear that you've buried your wife."

"Yassuh, boss, ah just had to—she was daid!"

To the Point

"Thirty women employes were vaccinated, three on the arm."

That's the way to tell a story.

An Old Timer

"I wonder how old Mrs. Jones is?"

"Quite old, I imagine. They say she used to teach Caesar."

The Other Kind

Native: "Be ye tourists?"

Weary Tourist: "No—detourists."

—Life.

Truthful

Many an accident has occurred because the man at the wheel has refused to release his clutch!

Finis

Here's to the memory of Johnny McGuire,
Who ran through the town with his trousers on fire;
He went to the doctor and fainted with fright,
When the doctor told him his end was in sight!

—Progressive Miner.

Professional Criticism

First Street Cleaner: "So Bill's dead? Bill was a good street cleaner."

Second Street Cleaner: "Yes, Bill was a good street cleaner, but don't you think he was a little weak around the lamp posts?"

Age Worn Passengers

Conductor: "I have been on this train seven years," proudly said the conductor of a slowly moving train.

Passenger: "Is that so? Where did you get on?"

—I. C. Magazine.

Bachelor Ballad

Say it with flowers, say it with sweets,
Say it with kisses and say it with eats,
Say it with jewelry, say it with drink,
But whatever you do, don't say it with ink!

Beauty Tips

Attractive Cashier to Manager: "I want a week off to preserve my health. I think my beauty is fading."

Manager: "What makes you think that way?"

A. C.: "The men are beginning to count their change."

Making Sure

A shoemaker had just opened a store, and the first customer bought a pair of shoes for six dollars.

"I'm sorry," he said. "I haven't six dollars with me, but I'll give you three dollars and bring the rest tomorrow."

The shoemaker agreed and the man took the shoes and left.

"Fool," cried the shoemaker's wife. "He won't come back with the three dollars."

"Oh yes he will," the shoemaker answered, "I gave him two left shoes."

Shattered Hopes

Applicant: "Here is my diploma in public speaking."

Employer: "Very well, go out in the other room and address those envelopes."

Its Always So

New Hampshire paper—"Friday generally fair, probably followed by Saturday."

The Start

"I hear you are a great artist."

"I hope to be. I've only just started."

"What are you doing?"

"Well, I'm living in a studio and growing whiskers."

Good Advice

"What kind of a husband would you advise me to get?"

"You get a single man and let the husbands alone!"

—N. Y. Mercury.

Lady Luck

"Ah wins."

"What yuh got?"

"Three aces."

"No yuh don't. Ah wins."

"What yuh got?"

"Two nines an' a razor."

"You shoh do. How come you so lucky?"

Help

"Give me a kiss?"

"I'll give you a kick!"

"Fine, what's a kiss without a kick in it?"

—Yellow Jacket.

An Old Tin Type

"Did you send for me, my lord?"

"Yes, make haste. Bring me the hammer. I've got a flea in my knight clothes."

Ode to Herpicide

At early morn, when dawn was paling,
She sought the pool, and o'er the limpid crystal
Combed her soft tresses, watching her fair image—
And so got dandruff in the water supply.

The FRISCO EMPLOYES' MAGAZINE

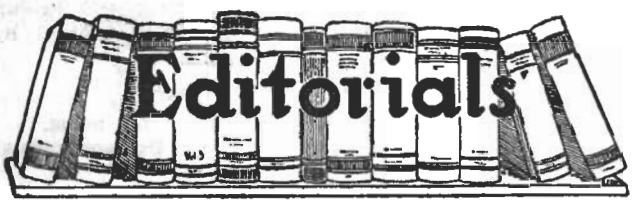
Published on the First of Each Month
By the
St. Louis-San Francisco Railway Co.

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

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

Single copies, 15 cents each
Outside circulation, $1.50 per year

Vol. 5 SEPTEMBER, 1928 No. 12



Sixty Minutes of Railroad Work

DURING the hour that passes while you are at lunch during the working day, the railroads of America have performed a service for the public of amazing volume. Figures recently compiled by the Western Railways' Committee on Public Relations, and checked by the Bureau of Railway Economics, bring forth this service with startling clarity.

In an hour, the railways of America (Class 1 lines), earn $700,491 from their transportation operations.

In an hour, the railways spend $522,166 in operating expenses.

In an hour, the railways pay $332,102 in wages. (Much of this total is included in operating expenses).

In an hour, the railways pay $42,935 in taxes to national, state and local governments.

In an hour, 5,903 cars are loaded with revenue freight on the railways' lines.

In an hour, 146,240 tons of revenue freight are loaded into freight cars.

In an hour, 94,731 passengers board the railways' trains.

In an hour, the freight service performed by the railways is equal to hauling 48,929,387 tons of freight for the distance of one mile.

In an hour, the passenger service performed by the railways is equal to hauling 3,841,106 passengers for the distance of one mile.

The next time you have a bad case of the "Brooklyn Boys" and the world seems all gone wrong, your job's no good, and your work is unimportant—just remember that it took 1,734,470 railroad workers like yourself in 1927, to perform this tremendous amount of work.

Furthermore (just as a reminder) the railroads of America during 1927, paid those 1,734,470 colleagues of yours a total of $2,900,000,000 in salaries, direct from paymaster to employe.

Come On, Frisco Clubs

WHEN this issue of the *Magazine* reaches Frisco employes, the last hot days of the summer months will be passing, and the cool fall days approaching.

This summer has seen many good things come to the Frisco, chiefly the opening up of the Southern Extension to Pensacola, and the establishing of through freight and passenger traffic to and from that Frisco port.

It has seen, too, many picnics of Frisco employe organizations—many good times of the out of door variety. Frisco club activities in almost all of our cities have been postponed for August (with the exception of out of door affairs) and many club secretary's reports to the central committee have said: "Business meeting for August postponed account hot weather."

Club news this month takes up five pages of the *Magazine,* but the October issue should reflect a greatly increased activity among these organizations. Now is the time for membership and entertainment committees to get busy. "Bigger and better Frisco club meetings" should be the slogan for September and October.

Back to Normalcy!

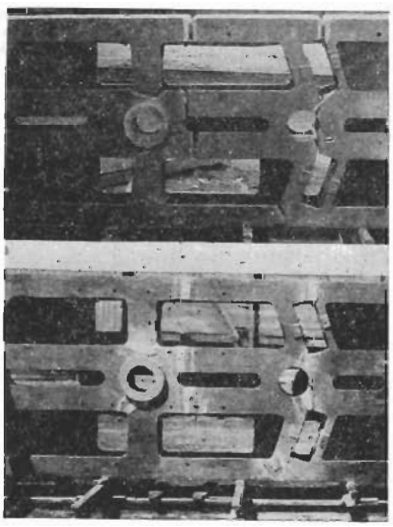
TO the many friends who called on the phone, wired, wrote and came to the *Magazine* office to say a good word for the August issue, —the Southern Extension Number—the editor wishes to extend hearty thanks. We of the *Magazine* staff were proud of it and doubly proud to know that the August issue was enthusiastically received by Frisco employes, shippers and other railroad executives.

With this issue, *The Frisco Magazine* returns to normalcy! Its regular size, 72 pages, will be "standard" for the balance of 1928. The larger issues will not be resumed before January, 1929. The *Magazine* will, of course, continue to present stories of employe activities and Frisco progress with all possible accuracy and timeliness. And your help in this task will be sincerely appreciated.

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

NORTH SHOPS CLAIM RECORD IN WELDING

The special equipment department of the Springfield, Mo., north shops claims the honor of having performed the largest oxy-acetylene weld ever made on this railroad. The weld was made June 18-19,



and was of breaks in the bed plate of Brown hoist No. 99035.

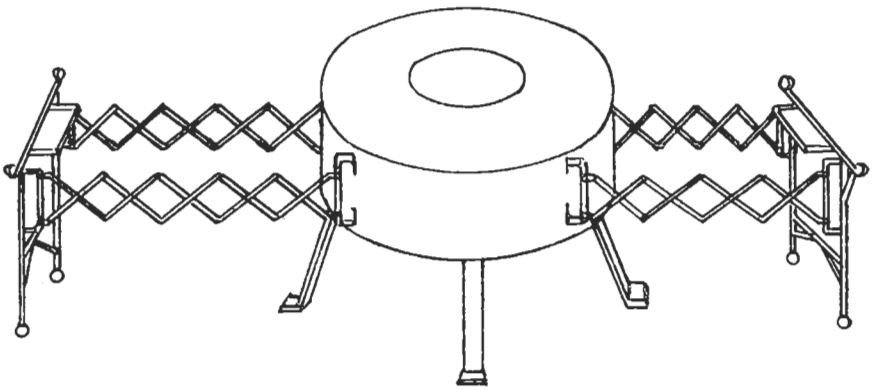
It required thirty-four hours for one machinist to chip this bed plate and get it ready to weld, and four welders, working in relays of two, for five to ten minutes at a time, performed the job in sixteen hours. The casting was so hot that a man could not stand the heat more than a few minutes at a time. There were eleven separate welds, making a total of 168 inches of welding, averaging 1½ inches thick. All welds were reinforced ⅜ x 2½ inches.

The welding was done with Tobins bronze.

The total cost to weld this bed plate was about one-sixth the cost of a new casting.

Preparing of the bed plate for welding was personally supervised by J. C. Kitzmiller, of the Oxweld Railroad Service Company, with L. Gill, of the same firm, assisting. Frisco welders who performed the job were Harry Hunziger, Charles Beck and Marion Radcliff, all of the north shops. The machine work was done by L. Roach.

Foreman Allan Perfects New Pipe Support



John D. Allan, foreman of the sheet metal department, Springfield, Mo., west shops, is the inventor of an all metal adjustable pipe support which has done away with the use of wooden trestles or horses, when necessary to heat pipe for bending or brazing, and it is in constant use in the west shops.

This device, due to its construction, adapts itself to a great number of different positions, not only in length but due to its flexible connections at the forge and to the support.

The flexible joints or extensions are constructed of ¼ x ¾ inch iron, while the support and legs are built of the same material, ¼ x 1 inch. The support legs rest upon ordinary furniture rollers, making same easy to operate. The support is provided with a metal tray for brazing materials, etc.

This device is easily and cheaply constructed and may be attached to any forge or machine wherever desired. It may also be used for heavier work, simply by increasing the strength of the support.

D. H. CLARK HONORED

Members of Local No. 8, Frisco Association of Metal Crafts and Car Department Employes of Enid, Okla., met on the evening of July 23 to present to D. H. Clark, retired tool room man, a thirty-second degree Masonic ring as a token of the esteem in which he was held by his fellow workers. Mr. Clark was retired from active service on August 1, due to his having reached the age limit.

Mr. Clark entered the Frisco service as an engine wiper at Enid in 1907.

Frisco Mechanic Family News

HAYTI MECHANICAL DEPT.

THEON STRACK, Reporter

All the boys here are busy making preparations for the big Labor Day picnic given under the auspices of the Frisco Club, of which the shopmen are members. Want to make this celebration biggest one of the year. Would like to see a representative from every local and traffic club represented on this occasion.

John M. Sheeley and A. T. Alstead, from Chaffee local, visited our shops and attended our monthly meeting the first of this month.

Pearl Cates, 3rd class machinist, while off on a vacation unfortunately took sick and is now receiving treatment at the Frisco Hospital in St. Louis.

Mrs. M. W. Rhodes and daughter, are visiting relatives and friends in Louisville, Kentucky and Nashville, Tenn.

Mrs. Walter Shanks, wife of our boilermaker, and children, are visiting Mrs. Shanks' parents in Little Rock, Arkansas.

LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter

There have been several changes in the personnel at this point recently. The following have left the service; E. W. Travis, locomotive inspector; H. H. Morgan, machinist; Garcia B. Fuller, blacksmith. Dick Skelton, machinist of Springfield, is filling the vacancy of Ernest Oliver, who is off account sickness. M. H. Kunzelmann, boilermaker of Hugo, is filling the vacancy of Geo. C. Shields who is on vacation with relatives in the North and East. O. N. Wright, machinist, who recently completed his apprenticeship at Hugo, Okla., has established himself at this point and is on the night shift.

E. L. Reese, car painter, has transferred to Enid, Okla.

L. B. Fortner has been promoted to second-class sheet metal worker and assigned to the night shift. W. L. Cordell, sheet metal worker has come on the day shift after being on the night shift for several years.

M. L. Young, third-class machinist, has been promoted to helper apprentice.

Bill Priest, blacksmith, third class has been transferred from the car department to the roundhouse.

We extend our deepest sympathy to Brother Joe Spradley and children, in the loss of their friend, wife and mother, who passed away July 25, after a brief illness.

The political fever has made its appearance on the Central division, especially Local No. 7. Brother H. E. Burgess, sheet metal worker, water service department seems to be the unanimous choice as our next division chairman. Brother J. L. Eudy, our present chairman has not expressed himself, whether he would ask for reelection or not.

J. Marion Smart, machinist, was elected secretary of Local No. 7 at the last meeting in July. Brother Smart will serve the unexpired term of H. H. Morgan, who left the service.

Most every one attended the Circus on July 30. Some would have you think differently, but it is a case of "Horse Feathers".

Mrs. Fred Lawrence, wife of Fred Lawrence, locomotive painter, is spending the summer with relatives in Indiana. Mrs. Lawrence was accompanied by her two children.

Brother I. A. Faust, boilermaker, was called home July 10 by the news of the sudden death of his brother, who died of heart disease. We extend our sympathy to Brother Faust and his family in the loss of their son and brother.

The writer had a very pleasant visit in Hugo, Okla., July 18 and 19, at an accident prevention meeting, and while there helped in planning a joint picnic between these two locals to be held in the near future.

LOCAL No. 30—PITTSBURG, KAN.

WILLIAM CHANEY, Reporter

Charles Culbertson, our stationary fireman, is the owner of a new Buick.

Mr. and Mrs. Carl Ralson are having quite an enjoyable time visiting relatives in Rochester, New York. They will be gone about a month.

Lee Hutton drove to Joplin last week and spent the day looking over the town. Mrs. Hutton has been visiting several weeks with relatives in the State of Texas.

Richard Morris, boilerwasher, has been visiting with his mother in Watts, Oklahoma.

William Chaney, and his little nephew spent Friday, August 3, in Frontenac, Kansas.

LOCAL No. 1—SPRINGFIELD, MO.

(In the Heart of the Ozarks)

JACK STEWART, Reporter

Local No. 1 held a joint meeting with Local No. 2. This was regular meeting time for No. 1 and No. 2 joined us. Approximately two hundred and fifty members were present. Mr. Prophet of the north shop was elected president to fill the recent resignation of Thos. Reynolds.

Harry Brown, chief clerk to superintendent, L. J. Leysaht, has returned from a vacation.

J. W. Thompson, general foreman, south shops, is away on his vacation.

John McQuarter, south shop, is spending his vacation in the far northwest, Tacoma, Washington.

Harold Woods says, "Deliver him from any kind or form of Bugs," as one stung him and as a result he had a very severe case of blood poisoning.

Jesse Minnick and Finis Littrel spent several days fishing in the White River section and they report no luck whatever.

Local No. 1 extends sympathy to Mr. John O'Bryne on the death of his uncle.

Thos. Frizzel, south shop, and party motored to Branson, Sunday, July 22.

J. Adams, south shop, and party spent Sunday, July 29, fishing at Powersite, Missouri and had very good luck.

D. O. Craig, south shop, was off for a few days on account of sickness.

Green Wilhite, south shop, is off for a few days on account of sickness.

Mrs. Wm. Daniels, wife of Wm. Daniels, assistant store keeper, south shop, is planning a trip to Coffeyville, Kansas to visit relatives.

Paul Preston has received word from his mother and father, who are touring the west. They report a fine time and say their new Chrysler 62 is performing to perfection.

A. A. Drennen was off from work for a week on account of sickness, but is feeling fine now.

A group accident prevention meeting was held at the south shop recently. Mr. Harry Harrison and Mr. Claypool made good talks.

Local No. 1 met Friday, August 10, at their meeting hall, 1126 Boonville ave. The small crowd was due to such hot weather.

J. W. Thompson, general foreman, south shop, spent his vacation motoring to nearby towns.

Howard Mullins, south shops, and party motored to Joplin, Mo., Sunday, August 5.

H. A. Brown, store keeper, south shop, is spending his vacation in the Dakotas.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Mrs. M. B. Lowe, wife of car man, has been visiting in Water Valley, Miss., for the past six weeks.

H. H. Roberts, car inspector, had the misfortune of losing his home by fire this month.

W. D. Davis, blacksmith, made a flying trip to Thayer, Mo., last Sunday.

Archie Moreland, tank man, lost his home by fire a few weeks ago.

Harold Crump was recently hired as extra third class machinist.

Joe Adams, machinist and family, are visiting in Texas.

Mrs. C. L. Waltrip, daughter of W. D. Tibbets, is visiting her parents in this city. Mrs. Waltrip and her mother are making arrangements to visit in Water Valley, Miss.

Mrs. R. F. Dees and two sons, have left for St. Louis, Mo., and Jackson, Mich., where they will visit her brother and sister. They also intend to view Niagara Falls.

Mrs. L. D. Davis, wife of blacksmith, is visiting in Akron, Ohio.

LOCAL No. 14—PENSACOLA

R. P. CARTER, Reporter

Mrs. A. B. Dennis, wife of A. B. Dennis, machinist helper, and two sons, have returned after a very pleasant motor trip to Jacksonville, Lakeland and DeFuniak, Florida.

The mechanical department gave a watermelon and bathing party at Gulf Beach on the eve of July 17.

Local No. 14 gave an ice cream social the third Wednesday evening in July. We had as our guest, George Pittmann, car foreman, and Lynn Coe, checker. A very enjoyable evening was spent and many expressions were heard to the effect that they wished such an occasion were repeated.

Mrs. W. D. Van Sickle has returned from Sherman, Texas. Her mother and nephew accompanied her home.

George Pittman, car foreman, is off at this writing on his vacation.

Mrs. C. R. Ogden, wife of C. R. Ogden, mill shop operator, has returned from a month's visit in Memphis, Tenn.

Mrs. R. P. Carter's sister and mother, Mrs. W. E. Napier, and Mrs. Mollie King, have returned to Memphis, Mrs. King expecting to return in a few months.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Mr. and Mrs. J. F. Longworth have just returned from a visit to Los Angeles, Catalina Island and Tia Jauna, Mexico. Returning they also visited Salt Lake City and through the "Rockies".

James Sullivan has been ill with malaria fever, but is much improved at this writing.

To Mr. and Mrs. Harry Moore, back shop foreman, we extend our deep sympathy in the bereavement of Mrs. Mary Moore, age 72, mother of Mr. Moore, who had made her home with her son since 1907.

Mr. and Mrs. A. Westinghouse took a trip recently to Kansas City. They enjoyed the parks very much but could not say the same about the muddy roads encountered upon their return home.

Mike Stout has recently purchased a home on the west side. We regret very much to have Mike leave our neighborhood.

George Sheppard, formerly of our car department here, but now working as wrecker foreman at Pensacola, Fla., has been visiting here for sometime.

We extend our sympathy to "Lefty" Hill in the death of his wife, and also to Sam Hudson, brother of Mrs. Hill.

Mr. and Mrs. Leonard States are the proud parents of a baby girl, born August 2.

Mr. and Mrs. John Jarbboe and son Bobby have just returned from their vacation in Sedalia, Missouri.

Fred Clem has been on the sick list, having suffered an attack of the flu, but is back on the job and feeling fine.

Windell Clem has remodeled his home and it now has a very striking effect with the beautiful new bungalow porch and windows.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Pipefitter apprentice, Clarence Holmes and wife, announce the birth of a daughter on July 27.

Harvey Smith, cabinet maker, and Mrs. Smith, spent a few days vacationing with relatives in Claremore, Okla.

We extend our sympathy to Paul Hulse, whose daughter died recently.

When Claude Logan, piecework checker, was off sick last month, some of his buddies in the coach shop sent him some beautiful flowers for which he was very grateful.

Clay Bennon, cabinet maker, accompanied by George Robinson of the mill shop, recently spent a few days in St. Louis, showing each other all the interesting things in that city.

An accident prevention meeting was held in the coach shop at noon, on August 9. Talks were made by accident prevention agent, Harry Harrison, and by J. T. Fite, general coach foreman.

Kew Ried, coach carpenter, has been off for the past two weeks due to an injured foot.

Felix Rohr, carpenter, spent a few weeks last month fishing on the Gasconade river. His best haul was a thirty-six pound cat fish.

MECHANICAL DEPARTMENT SHERMAN, TEXAS

JOE J. BRYAN, Reporter

Summer is still here—down where the blue bonnets grow. We all need some kind of a bonnet because of the extremely warm weather.

Carl Alexander, machinist in back shop, purchased a late 1921 Rolls Ruff, better known as a Ford.

Would like to make correction of news item appearing in the last issue of the Magazine. Eddie Green and John (Red) Rose were on a vacation instead of the reported statement that they were home ill with "spring fever".

T. M. Talbert, roundhouse machinist, was reported sick August 9.

Our general foreman and his chief clerk are away on their vacation. Understand they sought a cooler climate.

Our boiler foreman and family are proudly driving a new automobile known as a Reo Flying Cloud.

Harry Harrison, our popular and congenial accident prevention agent, visited our shop during noon hour recently. He brought with him the good looking loving cup which is donated every quarter to the division having the least number of accidents in proportion to man hours worked during that period of time. During the meeting our new master mechanic, W. G. Hall, made a splendid talk on the prevention of injuries while engaged in our work in the shop. We are proud of our new chief and wish him all the success in the world.

Sorry to report at this writing of the illness of Louis Cherry, machinist apprentice.

We wish to extend our sympathy to Silas Stephens and family in the death of Mrs. Stephens' mother. It is indeed a very sad time for them. Likewise wish to express our sorrow in behalf of M. F. Reid and family in the death of a member of their family.

OKLAHOMA CITY LOCAL No. 15

E. W. GEE, Reporter

Frank Jones is back from the St. Louis hospital where he has been getting treatment for his injured hand which was cut by the saw in the mill.

George Howe is back on the job again after a major operation in the St. Louis hospital. We are glad to see the boys back again.

Tom Cox suffered the loss of part of his thumb in the planing mill recently.

Harry Harrison, accident prevention agent, was here August 14. Says we are having too many accidents at Oklahoma City, and stand a chance to lose the cup for the southwestern division. Let's all do better in the future and keep the cup where it belongs.

The shop crafts are indebted to D. L. Estes, president of the Frisco Employes' Club for his splendid work in putting over the annual picnic at Medicine Park. The writer was among those absent, being regular assigned man on Sundays. The picnic was a big success. Much credit is due Mr. Watter and Mr. Cooper, the committee.

The writer, with his wife and daughter camped on Big Blue in eastern Oklahoma the first part of July which accounts for notes being absent from the Magazine last month.

E. L. Phelps, general car foreman and B. W. Swain, general foreman, are on their vacation at this time. Here's hoping they have a fine time.

D. L. Estes and family, spent a few days fishing at Medicine Park recently. Dave has not told any big fish stories yet.

All the crops in western Oklahoma are in fine condition. At this time the weather is just right for cotton and it looks like we would have a bumper crop which means more business for the Frisco.

Brother Frank Junkins, our general chairman, was with us two days this month. We are always glad to have him.

Chas. Waddell, car inspector, has the sympathy of Local No. 15 in the loss of his brother.

The Frisco handled many carloads of National Guards on special trains to Ft. Sill, August 9, 10, 11. All trains on time and no failures of any kind.

WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. H. BISHOP and B. W. BALDRIDGE, Reporters

Dick Skelton has returned to work here after working several days at Ft. Smith.

Dutch Raugh visited several days at Fort Sill, recently.

James Cesscambell and Dave Dewar took a float from Forsythe to Cotter, Ark., but although the fishing was fine, Jim quit fishing the first day out for some reason known only to himself.

Among those enjoying fishing recently are John Skinner, John Pruger and of course, Ralph Cook.

Orval Thurman spent several days in Eureka Springs, Ark., the latter part of July. He also visited in St. Louis.

The Frisco White Sox seems to have lost their mascot recently.

At present writing A. C. Everetts is off sick.

We wish to extend our sympathy to Wade Fulbright in the recent death of his father.

Mr. and Mrs. Al. Bishop and daughter Norma Jean spent an enjoyable ten days, the latter part of July in Chattanooga and other points in east Tenn.

Mr. and Mrs. R. G. Cowell recently visited their old home in Knoxville, Tenn.

We all miss Red Smith's wise cracks. Red has gone to Peoria, Ill., to the Caterpillar Tractor Co.

Mr. and Mrs. Glen Toothman were recent visitors in Wichita, Kan.

Mr. A. C. Reeves, general foreman, and Mr. Guy Eskridge, machine foreman, with their families spent a very enjoyable vacation in California.

We wish to extend our heartfelt sympathy to Mr. James Walsh and family in the death of their son and brother in Memphis, Tenn.

Harry Smart, tool dresser, is certainly an artist with a white wash brush. Looks like white folks live around your furnace now, Harry.

Mr. A. Elkins and family, spent their vacation in and around Peoria, Ill.

Tom Hasslen, valve man is the champion fisherman of the west shops. We don't dare tell of his catches for fear of the game warden.

Hayden Campbell, machinist, is sporting a Chevrolet coach.

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

Claude Hereford, tinner of the water service department and his helper, Chancey Buckmaster, were in St. Louis the first week of August, working on the filing room at Tower Grove station.

Lloyd Acuff, B. & B. painter and Eddie Furst, scale shop mechanic and their wives recently went fishing on the Sac river. They report a splendid time, but very few fish.

"Daddy" Singer and his gang of B. & B. painters are sure brightening up the Frisco buildings at this point. They have completed all the shop buildings and are now giving the general office building and the freight houses a new coat of paint.

Charley Trantham, B. & B. painter, was recently called to Springfield to attend the funeral of his uncle, Martin P. Melton, who was killed in an automobile accident, July 23, at this place.

Henry Noland, scale shop foreman, and his family, have returned from a visit with relatives and friends in Oklahoma.

Roy Mathews, B. & B. painter, is the proud owner of a new motorcycle.

Node Francis, B. & B. painter, recently visited with relatives in West Plains.

Mr. John Acuff, father of Lloyd Acuff, is paying him a two weeks' visit. Mr. Acuff's home is in Caney, Kansas.

Would say there was no race suicide in the family of ye scribe, he having the honor of being "uncle" twice in the last thirty days. On July 24, the stork paid a visit to the home of Mr. and Mrs. Rz. Van Horn and left a nine pound girl. The baby was to have been named for "yours truly" if it had been a boy, but fate decreed otherwise, so she was christened Georgie, anyway. On August 4, the stork made a trip to the home of Mr. and Mrs. D. L. Gregg of St. Louis and left an eight pound boy. Mrs. Van Horn and Mr. Gregg are sister and brother of the writer's "better half".

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

These items are being written in St. Louis this time, as Chancey Buckmaster and the writer are working on the record room at Tower Grove and other work at different points here. We are receiving hearty co-operation from George Koestner and Glennon Hohe,

record room clerks, who say they are weary from going after the records in hip boots.

Claude Tuck's family have been visiting in Bolivar, Mo., prior to starting on an extended visit to New Mexico.

J. W. Lamar and wife, parents of Frank Lamar, are visiting their daughter in San Francisco. Another daughter living in Honolulu will visit them in San Francisco while they are there.

Mrs. Claude Hereford and sons, Herman and Pierce, recently enjoyed (?) a camping trip in Lawrence county at which time they lost a goodly supply of "eats" and utensils to sneak thieves. The greatest loss was "Dad's" fishing tackle. They are now visiting in Nevada, while the writer is in St. Louis.

Just heard of the death of John Sumner's father at Brookline, Mo., but have been unable to get particulars as yet. A brother of deceased passed away just a few weeks ago. The sympathy of many friends is extended the bereaved family.

Charley Loague went to Dixon, Saturday, August 11, called by the illness of his mother.

Claude Tuck's gang repaired deep well pump at Dixon, Sunday, August 12.

The last issue of the Magazine was a "whopper", but it had to be to contain so much about the new line into Pensacola. We, of the water service department, feel "sorter kin" to that line, as Mr. James Jones was transferred from assistant foreman of our department to Pensacola as general B. & B. foreman. Since the completion of that job "Jim" has returned to his old job at Springfield, which has been efficiently filled during his absence by W. E. Phillips.

Mrs. Charles Robinson and daughter, Leta, are visiting in Vinita, Oklahoma.

J. N. Stephens has been quite ill during the past month in the Frisco Hospital at Springfield, suffering from malaria. We are glad to report a great improvement at this writing.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Business has been so good for the scrap dock that it has been necessary to work a nine hour shift the past month.

Fred Thies, blacksmith, was on the sick list during month of July, but has recovered and is back on the job again.

Albert Weaver, blacksmith, and family, were visiting at Willow Springs a few days recently.

Frank Case, railsaw operator, has been off from work for some time with an attack of rheumatism.

James A. Davis, machinist, and wife have been visiting with friends in Oklahoma the past month. They report an enjoyable trip.

H. F. Brown, storekeeper, is spending his vacation this summer in South Dakota.

Henry Warren, machinist, and son, Junior, were sightseeing in St. Louis one week end. Henry says he is "sold" on the "Bluebonnet" when it comes to delightful transportation.

We are sorry to announce the death of Mrs. Sam Robinson. The reclamation plant employes extend their sympathy to the family.

Rosie Ellingsworth and Charles Mikeswell, two of our blacksmith helpers, landed some fine fish on the Osage river a few days ago, among them was one twelve pound cat which was proudly displayed to fellow workmen the next day.

John McWhorter and family, are on a tour of vacation, visiting and sightseeing, which will take them through the states of the northwest and part of Canada before their return.

Paul Preston, machinist, is working on night shift on one of the larger rail planers. Paul says he likes to work nights and sleep in day-time (or any time) but he hates worst of all to miss out on the air programs, for he sure is an enthusiastic radio fan.

Frank Herman, sheet metal worker, dropped in to visit a short time with us recently. Frank has a fine farm at Pierce City and has been on it this summer while he has a vacation from the shops.

Frank Rotterman, sheet metal worker, intends taking his "better half" and spending a few weeks visiting in Oklahoma and at Cherryvale, Kansas, where Mr. Rotterman owns a fine farm of one hundred sixty acres.

Charles Davis, scrap dock checker, accompanied by Mrs. Davis are on a tour of the west, sightseeing and visiting. They expect to go and return different routes and will spend most of their time in California.

Alfred Drennan, laborer, is slowly recovering from a sick spell that has seemed to puzzle physicians as to the identity of the disease. While he is on the road to recovery he is not well by a long way. We hope to see him return as soon as he is able.

We are very sorry to know that Virgil Johnson, our south shop committeeman, was injured very painfully when he was thrown from his motorcycle. We wish him a speedy recovery.

William Nobles, our day peace officer, and Mrs. Nobles have returned from a trip to Detroit, Michigan, where they spent a couple of weeks with a daughter who resides at that place. "Uncle Bill" has some very interesting tales to relate about his trip. He visited Niagara Falls and Buffalo, N. Y., and took a spin up into Canada, he says just to see if their beer had an appetizing taste up there.

James Adams, forge shop foreman, took the opportunity while on his vacation to do some fishing on White river. He made some good catches and says he only wishes he could have remained there longer. David Craig assumed the responsibilities of the foremanship while "Jimmie" was away.

John W. Thompson, our energetic and good natured general foreman, is spending his vacation touring in Iowa and Illinois, and is also visiting relatives in north Missouri. We wish him a pleasant trip. Homer Richie is efficiently handling the duties of general foreman while Mr. Thompson is absent.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

J. J. Collins, chief clerk in superintendent's office, started on his vacation August 18.

Walter Prophet, sheet metal worker, and family spent a few days recently, visiting friends and relatives in St. Louis.

M. D. Moffitt, machinist, was off from work several days recently, on account of illness.

Wm. H. Goodrich, machinist, injured his foot August 23, was only off from work one half day.

Tim Regan, machinist, returned to work August 1, after being absent for several weeks.

H. J. Ray, superintendent, spent Sunday, August 12 on the river fishing. We believe he is convinced now that you can't catch fish on Sunday.

Mr. H. Harrison, accident prevention supervisor and Mr. J. L. Stephenson representative of the American Optical Co., made a very interesting talk on Safety First, at noon hour, August 7.

Mrs. Wesley T. Reese, of Portland, Oregon, daughter of A. C. Swineford, has moved to Topeka, Kansas. Mrs. Reese, is spending several days in Kansas City undergoing a series of treatments by Dr. J. E. Byrnes of that city.

C. W. Arnold, machinist, returned to work August 13, following several weeks' vacation from the shop.

Edward W. Surles, son of J. W. Surles, superintendent of the West Shop, started serving time as a special machinist apprentice at this shop August 15.

A. C. Swineford, shop order clerk, motored to Kansas City, Sunday, August 19. Swineford's two daughters, Ruth and Mrs. Reese returned with him.

Wm. J. Weihs, sheet metal worker apprentice, received severe burns about his face and arms, when a gasoline blow torch he was using, blew up and set fire to his clothes. The cause seemed to be defective material used in the manufacture of the blow torch. Bill will probably be off from work several weeks.

Orvil Armstrong, machinist, and his family, returned from a two weeks' vacation spent in California.

NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATT, Reporter

Arthur Steele, steel worker, has taken a 30 day leave of absence and is visiting friends and relatives in Flint, Mich.

Hiram Brown, tool room employe, is in the Frisco hospital suffering from rheumatism. He is reported no better.

On August 12th, Jesse Mack, oiler in train yards, had the misfortune to lose an arm between two cars.

Gordon Yowell's brother, Alfred, from Parker, Ariz., has been visiting in Springfield since June 15th. While here they visited a sister in St. Louis. Alfred returned to his home August 16th. Gordon Yowell is boilermaker apprentice.

Recently G. A. Barclay, car carpenter, attended a family reunion at his father's home in Tryon, Okla. There were fifty-seven members of the family present. There was one member of the family, an aunt from Pittsburg Pa., whom they had not seen for 36 years.

Mrs. Jackson, wife of Erna Jackson, steel worker, is visiting friends and relatives in Mineral, Washington.

Winton Blunt, cabinet worker, and Miss Dorothy Graham, were married July 18th at Benton Ave. Methodist Church. The Rev. Chatman officiating. After spending a short honeymoon at Wichita and other points in Kansas they are now at home at 1308 Summitt Ave. May their married life be long happy and prosperous is the sincere wish of a host of friends.

Timothy Sherrill, rip track employe returned July 13th from Catawba, N. Carolina, where he had been visiting his parents. This was the first visit that he had made his parents in eleven years.

F. G. Flannegan, steel worker, announces the birth of an eleven pound boy, July 13th. He has been named Robert Earl.

Mrs. Ray H. Cowden, wife of Ray H. Cowden, steel worker, spent the first part of July at Fairfield, Iowa, visiting a sister and other relatives.

Edith Looney, daughter of Homer Looney, is visiting her brothers, Ernest and Guy in Denver. She reports a very fine time.

Since our last report Claud S. Dickens, car carpenter, announces the birth of a daughter. She has been named Helen Elizabeth.

Mrs. Hamton, wife of Geo. Hamton, steel worker, is visiting relatives in Mineral, Washington.

Martin Gillette, of Chicago, and Mrs. Burton, of Buffalo, are spending the month of August with their son and brother, S. E. Gillette, north side car carpenter.

Mike Smith, rip track supply man, and wife, are spending their vacation visiting Mr. Smith's sister in Coffeyville, Kansas.

Muncie Sartin, foreman of car yards, spent his vacation at Birmingham and Horse Shoe Lake in N. Ark.

J. C. Cox, rip track foreman, vaca-

tioned on Lake Toney—Coma fishing with a party of friends.

Since our last report, Willie Tindle, financial secretary of local No. 1, motored to Newburg for a week-end, where he visited friends. He reported a very good time.

Geo. Hamton, steel worker, was quite seriously injured August 9th, by a piece of steel striking him on the head.

The Frisco was well represented at the I. O. O. F. picnic held at Hidden Valley on Finley river, August 12th. In the various contests they captured a number of prizes. Cleo Flood, steel worker, won the fat man race. Miles from the west shops and Watt from the north side, won the horse shoe pitching contest. They both are sheet metal workers.

Walter E. Prophet, sheet metal worker, and family, spent a week in St. Louis visiting friends. They returned home August 12th.

YARD OFFICE—FORT SCOTT

CHARLES E. MARKSBURY, Reporter

Paul McCrum, yard engineer, has purchased a new Oldsmobile sedan.

S. C. Vennum, yard clerk, was off duty several days recently, due to a sprained ankle.

T. R. Carlisle, extra yard clerk, worked several days in this office recently, relieving S. C. Vennum.

Raymond Baker, yard clerk, and wife, are the proud parents of a new daughter, born July 22nd.

V. H. Holland, yard clerk, has at last received his new Ford coach. Virgil says it was surely worth waiting for.

J. R. Harris, switchman, has returned from a two weeks' vacation spent in Terre Haute, Indiana, and Columbus, Ohio.

L. A. Heinrich, conductor, was off duty several days recently, account illness.

F. E. Day, brakeman, has taken 30 days leave of absence due to ill health.

J. L. Parcell, brakeman, was off duty several days recently, account sickness.

V. H. Holland, yard clerk, has been bumped off his position as yard clerk, and as his seniority would not let him hold any other similar position, he has bumped O. A. McNeley, on third trick caller's position. McNeley bumped T. R. Carlisle on second trick caller's position, and Carlisle has bumped C. E. Stanley at the baggage room.

J. L. Dearing, brakeman, was off duty several days recently, due to an infected foot.

CHAFFEE ROUNDHOUSE CHAFFEE, MO.

J. E. STOUT, Reporter

General Roundhouse Foreman H. E. Hubbard and family, including that fine new baby boy, are enjoying a vacation in Kansas City and Ft. Scott with relatives and friends. Mr. Hubbard says he is going to do a little fishing while on his vacation. I'll bet he does fish if it is in a nice, cool, shady spot with plenty of good cold pop or lemonade!

Lawrence (Barney) Reinagle has been promoted to first-class boilermaker and transferred to Hayti to fill a vacancy at that point. The Chaffee boiler gang will certainly miss Barney and his smiles.

Have had several other promotions recently account of increased profciency, as follows, Joe Warner to first-class machinist, Chas. Strue to second-class boilermaker, and Ivas (Peck) Hamilton to third-class boilermaker.

George Bienert, our handsome day hostler, is grieving very much these days at the loss of his old buddy, "Peck" Hamilton, and says he don't see how he can ever forgive the Byler gang for taking "Peck" away from him.

Ben Fowler, general foreman, car department, sure is sporting a new Chevrolet sedan. Now, Ben, you know any of us will be glad to help you break it in, so don't hesitate to call on us.

Rube Norriss, third-class machinist, has just returned from about three weeks' visit in the hospital at St. Louis, and Fred Angle, messenger in Mr. Nixon's office is very sick in the hospital with typhoid at this time. Hope to see you back with us soon, Fred.

Ed. Lyons, of the car department, would like to trade a closed car for an open model, or maybe he wants a closed model. Nevertheless, Ed. wants to trade cars.

Ben Fowler and his assistant Elmer Prosser, are very busy these days, as car department forces have been considerably increased lately.

Oh, yes! Almost forgot to tell you about our second shift Engine inspector, Claude Hamilton's new Durant sedan, just as if everyone didn't already know this.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

The west shops were closed from July 16 to August 1. Most of the boys are back on the job again working on a six-day basis per week. We are sorry that a number of the boys were laid off August 1, but we hope it will not be long until they will all be back with us.

Mr. and Mrs. E. L. Jacobson are the proud parents of a fine ten-pound baby boy, born July 23.

W. J. Scott, boilermaker, and family, spent a few days in Salina, Kansas, visiting Mr. Scott's brother.

Albert Cain, second-class boilermaker, made a visit to Wichita, Kansas. He reports a very nice visit.

George Eastman, machinist, made a week-end trip to St. Louis on July 22.

S. L. Brayfield, second-class boilermaker, spent his vacation in Yale and Shidler, Okla. Mr. Brayfield reports a nice visit.

F. M. Sharp, boilermaker, spent a few days in Grandin, Mo., with home folks.

Phillip Triplett has left the service of the Frisco and departed for Fayette, N. C., where he expects to make his home.

J. O. Harwood, blacksmith, spent a few days in Tulsa, Okla., with home folks.

J. W. Black, one of our good blacksmiths, spent a week-end trip visiting in Sapulpa, Okla., July 22.

B. F. Harrison and family recently spent a few days in West Plains, Mo., visiting home folks. Mr. Harrison is one of our good mechanics.

J. M. Baker, boilermaker, spent his vacation in Childress, Texas, with home folks and old friends. He reported a very pleasant trip.

Joe Jones, boilermaker, recently made a business trip to Wichita, Kans.

J. T. Walsh, general boiler foreman, was away on his vacation during the last half of July. He spent a few days in Memphis, Tenn., visiting his son.

Geore Lowe, crane operator, made a week-end fishing trip to the White River. George reports a fine trip and lots of fish.

Mr. and Mrs. M. J. Plank recently returned from a three weeks' trip to Los Angeles, Calif., where they visited relatives. Mr. Plank reported to the writer that a wonderful trip was had and that the service on the Frisco was superior to any railroad that they had ridden over.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Vacations are in full swing now, in fact there are so many it is impossible to enumerate them here. It seems enough to say that since the August number of the Magazine has come that there is much regret among our "vacationists" that they never spent their time in our new Southland territory. Many are already planning that trip next year and the picture on page 17 makes them plan to spend most of their time at Aberdeen, Mississippi! (Tut, tut, Emery—Ed.)

Raymond Ellis, Elmer Dillon, machinists, first class, Orville Larimore and John Fairley, machinists, second class, have been added to our force here and have been assigned to dead work. They came from Newburg.

Raymond Ellis, machinist, who served his apprenticeship here, and is now on steady after only a few days work at Newburg, is all smiles for two reasons: i. e. He got to come back home—a home that has been brightened by the arrival of Peggy Dawn, a six pound Miss.

Schley Derrick and Chas. Dodson, laborers, have been promoted to machinists, third class. This in line with the increase in the force that have been assigned to dead work.

Charles Myers, is also all smiles over the arrival of an eight pound girl at his home, named Martha Arleen. Mr. Myers is second shift cellar packer.

James Loser, boilermaker, has returned from Westfield, Illinois, where he spent two weeks visiting with his mother.

Gordon Yowell, boilermaker apprentice and secretary to Local number one, has had his brother Alfred as his guest for several weeks. While here they made several short trips to St. Louis, Kansas City, and many other nearby places. Alfred has now returned to his home in Arizona.

Quite a number of the roundhouse boys attended the Boy Scout band concert, which was given at a local city park recently, a feature of which was the playing of the March Blue Bonnet, which was dedicated to the Frisco.

Ed Mackey, watchman, suffered the misfortune of having his arm broken, several days ago, while making repairs to his back porch. A ladder slipped causing a fall, which resulted in the injury.

Fishing is the chief sport indulged in by our boys now, but Carl Teed, boilermaker, is already planning his hunting trips this fall, having already purchased an old model Ford to make his drives in.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

L. L. Woolridge, fireman, has a new Chevrolet coach.

John Parigo, boilermaker from Yale, was a visitor here.

Frank Preston, fireman, has a new Whippet sedan.

Mrs. J. O. Herboldt, wife of blacksmith of Yale, was visiting friends here.

Dan Hackett, conductor, has a new Chevrolet sedan.

Grover Hall, switchman, made a trip to St. Louis visiting friends.

R. R. Holmes, machinist, is on the sick list.

A. D. Anderson, engineer, is taking a vacation at Hot Springs.

C. Frommel, engineer, has sold his Buick and purchased a new Essex sedan.

L. Lowe, machinist, and family are on a vacation to points in California.

Miss Margaret Peebles, daughter of the writer is on a vacation from Blytheville, where she is taking a course to become a trained nurse.

L. A. Chronister, machinist, from Yale, is visiting friends here.

Local No. 28, held a regular meeting in the car foreman's office on August 9. This meeting was very well attended and all members were of the opinion that we would make a go of this local. Of course we have been handicapped by so many being cut off, but I believe the lay off has ceased at this point. We elected a new president, electing I. W. Hill.

SOUTHERN DIVISION

OFFICE OF LOCAL AGENT DEMOPOLIS, ALA.

L. S. BROPHY, Reporter

We moved into our beautiful new station July 26th. It is modern in every respect and right up to the minute.

Julian Pickett was installed permanent operator-cashier, Demopolis, August 6th, vice M. S. Weatherly to extra board.

D. B. Jackson relieved operator W. C. Vann August 7th.

Business is getting better. We are shipping some lumber and live stock.

We are advised that reciprocal switching arrangements with the Southern Ry. Co. at this point will soon be in effect, and we are looking forward to a big increase in business.

On August 5th we loaded two cars cattle at 7 AM for St. Louis. They were moved by train 938 and delivered National Stock Yards 3:35 PM Monday, 6th, the delivery being made within the 36-hour limit. Shipper very much pleased with the service.

The cotton season will soon be on in Alabama and we have the promise of about ten thousand bales via our lines into Demopolis for compression and reshipment.

TICKET OFFICE JONESBORO, ARK.

CARL YARBROUGH, Reporter

J. W. Ledbetter, agent-yardmaster, took charge of this station on August 4th, relieving C. W. Yarbrough, who was acting agent-yardmaster since the death of R. J. Slagle, June 4th.

L. J. Brady, roundhouse foreman, is taking a few days' vacation in the North, being relieved by M. Poppinheimer from Memphis.

C. B. Crowe, fireman and extra engineer, Jonesboro yard, has just returned from a few days' vacation spent visiting reltives in Kentucky.

J. D. Hayes, demurrage clerk, just returned from a few days' vacation spent in middle Tennessee.

C. L. Fields, extra operator, who has been working third trick here went to Black Rock, Ark., as relief agent for few days.

E. E. Roberts, clerk, has bid in the night clerk job here, relieving W. M. Houston, who bid in position warehouseman at Columbus, Miss.

The cantaloupe movement is now on and we are furnishing 4 refrigerator cars daily to points on the River division in the famous Buffalo Island trucking district around Monette, Black Oak and Senath.

C. H. Howell, trucker and extra clerk, went to West Plains, Mo., to work as relief clerk while E. L. Nichols, regular clerk, West Plains, is on his vacation.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Vacation time is just about all over with us. Mr. and Mrs. Ted H. Banister, have returned, reporting a very pleasant time spent with relatives in Saint Louis and visiting their former home, Wichita, Kansas. Mr. and Mrs. M. W. Dunkin, enjoyed the lake breeze in and around Chicago. Mr. Dunkin tells us there are just plenty of places to spend all your money in Chicago. J. E. Patton, (Pat), visited in his native city, Birmingham. Mr. W. C. Jackson is ever loyal to the old home town and never misses a visit in Murfreesboro, Tennessee. Miss Allie Maie Speight and mother went touring in the Chevrolet, spending a part of the time in Greenville, and points in Louisiana. J. Lloyd Scales has something to live for. His vacation is coming to him shortly. He has transportation including Mobile, New Orleans, and Pensacola.

All of us that missed the opening of our new line into Pensacola, have been able to enjoy the pictures of the important events shown at Pantages week of August 13.

Just recently it was necessary to make a change in messenger boys in this department and Chief Clerk Cummings employed a boy one afternoon to go to work the next morning. The boy went directly from his home to the mail room at the Grand Central Station to get our train mail and then disappeared, taking our mail with him. After much diligent telephoning the mail was located, but the boy never did report for duty again.

During this continued heat several of us feel so inclined, but lack the courage of flaming youth.

Memphis employes are looking forward to a big time at the celebration being planned by the Greater Traffic Committee of the River and Cape Division to be held at Hayti on Labor Day.

OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

We were indeed sorry to have H. S. Coleman, our erstwhile boss, leave us, but wish him every success in his new work in the Auditor's office, St. Louis, and hope both he and Mrs. Coleman will visit us often.

We heartily welcome Russell W. James, as our new Terminal Accountant. Previous to his transfer a few months ago, Mr. James was Traveling Accountant on this territory, and is well known in the Birmingham Terminals.

This office was represented one-hundred per cent at the Frisco Employes' Club picnic held at West Lake on July 17th. Everything was reported "just right", and the picnic was enjoyed by all.

We received a tip that there was something interesting in Sunday's Pensacola paper and finally secured a copy of that edition. We know it will be of interest to others, so are passing it on:

"Mrs. Fred Vincent Quigley announces the engagement of her daughter, Florence, to Ferrel Ambrose, of Birmingham, Ala."

Jack hasn't told us the exact date yet, but he is so happy, we know it can't be far off.

We are justly proud of the beautiful Accident Prevention cup which was presented to the Birmingham Terminal Division for making the best showing on personal injuries for a period ending June 30th.

BIRMINGHAM TERMINAL

MRS. NELLIE McGOWEN, Reporter

C. J. Thompson, assistant to superintendent terminals, wife and daughters are spending their vacation at Pensacola, Fla., hving taken a cottage on the Bay.

J. L. Godsey, timekeeper, and Mrs. Godsey have returned from Tupelo and Amory, Miss., where they spent their vacation visiting relatives.

Mrs. G. L. Bennett and children, wife and children of switchman, are visiting relatives in Selma and Wilson, N. C.

W. E. Burrus, yardmaster, and family, are visiting relatives in St. Louis, Toledo, Ohio, and Detroit.

W. T. Souder, clerk, who was operated on in St. Louis hospital several weeks ago is able to be back on the job again.

Mrs. M. J. Dennison, wife of switchman, is visiting in Hattiesburg, Miss.

R. W. King, switchman, and family have returned from a two weeks' visit in Amarillo, Texas and Oklahoma City.

Mrs. G. T. Coyle, wife of clerk, was called to Tallapoosa, Ga., a few days ago account illness of a relative.

J. M. Mahaley, yardmaster on the Birmingham Belt, and wife are spending their vacation in Washington and New York.

J. W. Skaggs, superintendent terminals, and family expect to leave Birmingham August 19th, for a two weeks' vacation at Pensacola where they have taken a cottage.

A. H. Lawson, clerk, has returned from Pensacola where he spent several days.

Mrs. W. J. Isaac, wife of car inspector, has returned from Durham, N. C., where she was called account of illness.

J. M. Bates, yard clerk, recently purchased a Whippet six roadster.

M. H. Ford, chief yard clerk, and wife have returned from Washington, D. C., where they spent their vacation.

Cecil Green, office messenger, is taking an extended tour, going to Cincinnati, O., Indianapolis, Ind., Chicago and other places. He is expected to return about August 15th. While away his place is being filled by E. J. Barnes.

Miss Laura Greenough and Mrs. Nellie McGowen spent the week-end in Savannah, Ga. recently.

L. E. Crump, engineer, and wife, were called to Sheffield recently, account of the death of Mrs. Crump's father. Our sympathy is extended to Mrs. Crump.

J. L. Shoaf, switchman, wife and son Jack, are visiting relatives in Salisbury, North Carolina.

R. F. Oxley, clerk, and Mrs. Oxley, have returned from Cincinnati, where they spent their vacation.

Miss Laura Greenough, steno-clerk, is spending her vacation motoring through North Carolina with friends.

Ernest Johnson, clerk, and Miss Pauline Chappell of Powderly, were quietly married on Tuesday, August 7th. Our congratulations are extended.

Mrs. L. C. Hancock, wife of switchman, was called to Columbus, Ohio, a few days ago account of serious illness of her sister.

J. A. Whitten, chief clerk, has placed an order for a 1929 model Oakland coach which will be delivered about October 1st.

Well, ye scribe is leaving August 18th for Houston, Texas for a two weeks' vacation, so if our news are scarce in the next issue of the Magazine you will understand why.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mrs. T. E. Bryant, wife of cashier's clerk, spent July 17, 18, 19 and 20 in Springfield with relatives.

Gordon Robertson, cashier, enjoyed week of July 23 in Mountain Grove, Missouri, with his mother and dad.

Mrs. Lelia Lenihan, stenographer, took a much needed rest the latter part of July, spending her vacation at home.

L. W. Tankersley, claim clerk, also had a vacation the latter part of July. He, together with his wife and son visited relatives in Ola, Ark.

A. V. Garrett, O. S. & D. clerk, Theodore Birkner, check and receiving clerk, and L. W. Tankersley, claim clerk, have recently been on the sick list.

H. S. Crothers, expense clerk, visited in Nashville, Tenn., recently, accompanied his family home after several weeks' visit there with relatives.

Mrs. Lelia Lenihan and Miss Faye Barbee spent week-end of July 28, in Little Rock, Ark.

Miss Elma Wright, comptometer operator, believes in proving her fish stories. When she goes fishing she takes her kodak along to show what she caught.

Harry E. Roper resigned on July 31 to accept a position with some Memphis firm, having been employed as messenger in this office for several months. Howard Doyle, messenger Memphis to Yale, took his place.

Howard Easley, now messenger Memphis to Yale, formerly messenger in this office, and Miss Rubye Leona Haire were married August 2 at the Rowan Baptist Church, Memphis. This young couple have the best wishes of us all.

Fred E. Dobing, check and receiving clerk, who went to Alamogordo, New Mexico, last February to regain his health, died in Albuquerque, N. M., August 1. The remains were brought to Memphis and burial was in Elmwood, August 5.

Miss Dorothy Johnson, key punch operator, was assigned the same position in the St. Louis office August 6, leaving Memphis Saturday night, Aug. 4. Miss Aline Boline, formerly with Standard Oil Co., has been given the vacated position here.

Leon Rohrbough and family, demurrage clerk, spent the first week of August in Oklahoma City with relatives.

The following employes of the Zone department are rapidly taking their vacations a day or two at the time, during the hot weather — Miss Faye Barbee, G. R. Humphrey, John A. Ladd, E. W. Holombe and B. C. Johnson.

J. B. Wright and family, claim adjuster, have returned from a nice trip to Adrian, Mich.

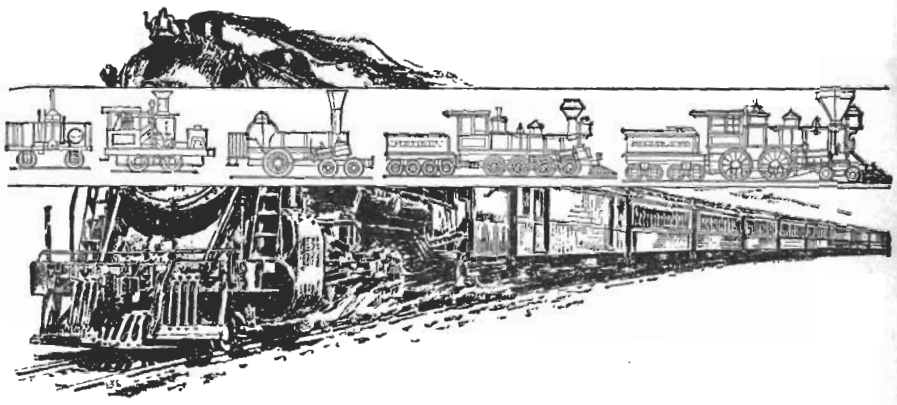
F. L. Aikin, cashier's clerk, together with Mr. Aikin spent their vacation fishing at Open Lake, Tenn., and visiting relatives in St. Louis. "Jake" didn't have much luck fishing, as the water was too high.

L. E. Bagwell and wife, rate clerk, spent several days the first of August visiting an uncle in Bokoshe, Okla.

R. J. Rotzinger and wife spent Sunday, August 12 in Thayer, Mo., with his mother, who is quite ill.

We were so sorry to hear of the death of Dan Walsh on August 14, while at work in the Yale yard, and extend our sincere sympathy to his family. Mr. Walsh worked in this office several years ago, and was well liked by all.

H. Q. Flanigan, O. S. & D. clerk, took



Faster . . . farther . . . smoother . . . safer!

THE history of railway transportation in America has been one of ceaseless progress. The high-wheeled, tall-stacked "Best Friend," puffing and rocking into Baltimore in 1830, has become a powerful mass of metal that can speed smoothly and safely across a continent.

Tracks span broad rivers, cut through mountain ranges, traverse marsh-land and desert. Service that seems already superlative is increasingly improved in every aspect.

But only growing efficiency in the great army of railroad employees has made possible the building of such far-flung systems. For, in the end, effective service depends largely upon the efforts of the individual. And the magnitude of the railroad world means many opportunities for everyone in it. As men realized this, and fitted themselves for added responsibilities, so service was bettered.

The Railroad Department of the International Correspondence Schools is justly proud of its contribution to the progress of railroading. For thirty years, we have furnished to men and women, in all branches of the service, modern, comprehensive courses of study at reasonable rates. We have tried always to give the most authoritative courses it is possible to produce.

That we have succeeded is evidenced by the fact that three hundred railroads have approved our instruction and provide for special rates to employees. Among these are the Northern Pacific; Santa Fe; Southern; New York, New Haven and Hartford; Union Pacific; Rock Island; Missouri Pacific and Great Northern.

Most of the men who are railroad executives today won their way up from obscure positions. It is possible for you, too, to prepare for the post ahead by devoting a little of your spare time to systematic study with the I. C. S.

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Without cost or obligation, please tell me how I can qualify for the position, or in the subject, *before* which I am marking X in the list below:

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☐ Roundhouse Machinist	☐ 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	☐ Plumbing and Heating
☐ Painter ☐ Carpenter	☐ Common School Branches
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☐ Railroad Construction	☐ Car Repairer
☐ Civil Engineer	☐ Car Inspector
☐ Bridge Building	☐ Mechanical Drawing
☐ Concrete Work	☐ Surveyor ☐ Chemistry
☐ Architects' Blueprints	☐ Business Correspondence
	☐ Personnel Management

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Occupation.....Employed by.....

Street Address.....

City.....State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

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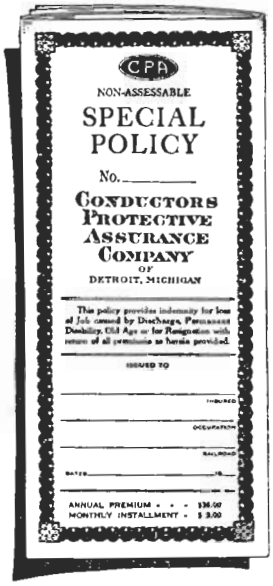
Mrs. Railwayman—
Here's Great News for YOU



There is no more loyal, helpful, devoted wife than the wife of the railroad worker.

And you are ambitious. You, naturally, want nice "things." You like good furniture, a good radio, a good car—a HOME. And, what's more, you're entitled to these things.

But, because you are thrifty and thoughtful, you go slowly—knowing that everything depends on whether your husband can hold his job.

He has the ability; he has the "stuff" and he has the ambition to go ahead—but HIS first thought is to hold his job. His whole future, your happiness, depends on that. He may lack the confidence and aggressive spirit of the man who is sure of his job and who thinks only of promotion and the good things promotion brings.

But if his job were insured, what a difference that would make to you. He knows then that if he loses it he has $250 to $10,000 coming.

He develops the confident, aggressive spirit. The time he had devoted to worrying he gives to things that will bring promotion.

He is happier . . . things are brighter . . . the future is full of promise.

Let us tell you how the C. P. A. has brought happiness to thousands of railwaymen's wives.

Conductors, engineers, brakemen, firemen, flagmen, baggagemen and railroad officials who have at least 5 years' continuous service with their present employers are eligible.

21 Years in Business
$2,000,000 Benefits Paid

Twenty-one years ago, W. J. Ross, himself a conductor, formed the C. P. A. Company. He is still the active head known and confided in by thousands of railwaymen.

If you have served for 5 years with your present company, fill in this coupon today and send it to Mr. Ross himself.

You will be dealing with the oldest, the largest and the most firmly established Job Insurance Company in the world.

W. J. ROSS,
President

Mr. W. J. ROSS, Pres.
C. P. A.
C.P.A. Building, Detroit, Mich.

Please send me without obligation, particulars of the four loss of job policies which you have been issuing to railroad workers for 21 years.

*Signature*_____

*Street*_____

*City*_____ *State*_____

*Occupation*_____

a half day vacation August 15 to see Memphis and New Orleans play a double header.

W. D. Welch, who had been off several months due to illness, returned to work July 16, but on July 28 was taken ill again, and we now have the sad news that he died this morning, August 16.

STORES DEPARTMENT MEMPHIS

HELEN GRIFFIN, Reporter

We are in our new office at Yale, Tenn., and extend to all an invitation to come in for a visit.

D. A. Riddle, store foreman, Mrs. Riddle and the four children visited home folks in Winslow and Fort Smith recently.

Miss Thelma Drashman, steno-clerk timekeeper's office, and Miss Eleanor Patton, now with the Illinois Central, left July 17 for two weeks in Chicago, Detroit, and Niagara Falls. They report a wonderful time. Eleanor was formerly stenographer in the storeroom.

J. C. Lutz, car foreman, and Mrs. Lutz have just returned from a nice trip to California and other places of interest through the west. Mr. Lutz expects to hear from a screen test any day now.

Mr. and Mrs. Morris Coleman of Birmingham visited our new office August 4. Mr. Coleman is a nephew of our chief clerk, George Morris.

Millard Rhodes, section stock clerk, drove Mrs. Rhodes and son to Jackson, Tenn., August 5 for a visit with relatives.

J. A. Blankinship, division storekeeper, and family, returned home August 15 from a visit in Fort Smith with Mr. Blankinship's parents.

Mrs. Ann Gimson, mother of W. H. Gimson, general foreman, is ill in St. Joseph's Hospital. We wish for her a speedy recovery.

Everett Nixon has been ill with a severe summer cold.

FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

J. J. Cummins, agent Frisco and Belt, is spending a short but much needed vacation with relatives in southern Alabama. The office force wish him a pleasant and enjoyable trip.

I. E. Thomas, cashier, has returned from his vacation in the old home town of Springfield, Mo. He reports a wonderful time in the Frisco metropolis.

L. T. Hatcher, chief clerk, Birmingham Belt, was asked the time required to move a car across town to another line replied, "only fourteen days now, boys". But the questioner then realized that he saw Hatcher's name in the matrimonial column of the paper recently and passed on, apparently satisfied with the information received.

C. K. Coleman, yard clerk, has been assigned to position of night clerk at freight house, succeeding J. H. Sherman by seniority rights.

Miss Camie Adkins, expense clerk has returned from her vacation through the north and western parts of the country. She visited several large cities enroute and reports a wonderful time, but is also glad to be back to work for Frisco business.

Aubrey Hoover check clerk, has purchased an automobile.

Miss Elvina Smith, stenographer, leaves soon on an extensive vacation of 30 days, visiting Frisco's new possessions of the Gulf coast and other cities on the southern coast territory.

Birmingham terminal freight department is the proud possessor of the pennant for the month of July, 1928, for efficiency in freight handling, having no errors in billing and only four errors in loading. This is indeed a fine record and all concerned will do their best to retain this record for months in the future.

L. T. Flynn, rate clerk, the notorious fisherman, having captured all the fish in the local territory, leaves this week to make his debut in the state of Arkansas, where he hopes to capture the prize of the finny tribe.

Mrs. Pauline Burt, report clerk, has the information that her daughter, who has been confined to the hospital at San Antonio, Texas, is now able to leave the hospital for the first time in over a year. We wish her continued improvement.

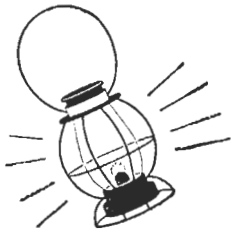
The entire freight house troupe wish to thank the officials who are responsible for the painting of the freight house and warehouse. This was needed and will be the source of fine comment among the employes and patrons of the company.

A compliment of appreciation was received at this office from a patron of the company at Demopolis, Ala., saying that through the Frisco line he was able to get 18 hour service from St. Louis, Mo. to Demopolis, Ala., instead of one week as heretofore. This is something to be proud of he reports.

OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

Effective August 1, the Southern division took over the operation of the new line and we now have through freight service to Pensacola. H. E. Gabriel, has been assigned the duties of assistant superintendent on the Columbus and Pensacola subs, and H. R. Wade's territory now includes the Tupelo and Birmingham subs.



All aboard, *pipe-smokers!*

HERE'S the Satisfaction Limited waiting for you in the little blue tin—Edgeworth Smoking Tobacco. "Ride" it all day, every day. Edgeworth never gets tiresome to real pipe-smokers. Because it's got just the flavor and smoothness they like—and it's always the same.

This is the tobacco that inspires pipe smokers the world over to write in and tell us how good it is. They just can't help telling the world about it. Some old-timers have been smoking Edgeworth for a quarter of a century, and they say it's just as good as it always was. It seems to have stood the test of time.

On sale everywhere, including Commissary Stores and Camps, and railroad depots and stations. Two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both offered in various sizes from small pocket-size to handsome pound-size humidors.

FREE OFFER to Railroad Men

If you have never tried Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

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MEMPHIS, TENN.

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ROAD CONTRACTORS
Grading, Graveling and Asphalt Surfacing
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367-369 Adams Ave., Memphis, Tenn.

Mr. R. B. Butler, our erstwhile boss, resigned position of superintendent on August 1, and as a token of friendship and high esteem the employes of the Southern division presented him with a beautiful diamond stud. Our best wishes for every success go with him, and sincerely hope he will not forget us and pay us occasional visits in the future. S. J. Frazier has been appointed as Mr. Butler's successor.

H. F. Hastings, timekeeper, and wife, spent Sunday August 11 visiting with relatives in Hardy, Ark.

Harry Martin, timekeeper, was transferred to this office from Pensacola, Aug. 1.

Katherine Surles, comptometer operator, is spending her vacation visiting with friends in Colorado Springs and El Paso, Texas. Miss Sylvia Carter is filling the position during Katherine's absence.

Rollins Padell, secretary to superintendent, spent several days latter part of July visiting with relatives in New Orleans.

M. J. O'Donnell spent Sunday, July 22, in St. Louis.

Mrs. K. I. Allen, wife of assistant superintendent's clerk, Amory, dropped in the office for a short visit July 15.

C. J. Andereck, trainmaster's clerk, spent July 28 and 29, visiting relatives in Centralia, Ill.

Miss Mary Sickles, spent week of August 6, visiting with her sister, Creatie Sickles, of the engineering department.

Bertha Harris returned from vacation August 9, and reports a wonderful trip.

C. H. Kline and wife spent several days recently, visiting in Jackson, Tenn.

Our heartfelt sympathy is extended to F. J. Walsh, chief timekeeper, in the death of his brother, Dan Walsh.

Lena Cagle, chief telephone operator, has returned from a six weeks' vacation in the west, and is wearing a beautiful diamond ring on the conventional finger but we have not as yet been able to learn who the lucky young man is.

For grimy hands— Lava Soap

Old Timers—here's the soap you need on the job. Cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot-box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60, and even hard or cold water can't kill it. Millions use it. "Good old Lava," they call it. Gets hands *clean!* Not just "surface-clean" but clean 'way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves—because it's made from the finest of vegetable oils. All grocers sell it.

Have you tried Lava Soap?
If not, send this coupon and get a full size cake FREE.

.....

Procter & Gamble (Dept. C-28)
Cincinnati, Ohio.

I want to try the soap which removes *all* the dirt and grease from the hands. Send me a free cake of Lava.

Name.....

Street.....

City.....

State.....

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. G. LANGSTON, Reporter

Miss Margaret Stewart has been assigned to the position of stenographer in this office, created by the transfer of Miss Scott to St. Louis.

Frank Sprott, temporarily employed as general clerk, was absent several weeks account illness and Luther Wilkerson filled in.

Advice has been received to the effect that Mrs. Russell Cole nee Julia Gimbel, is the proud mother of a husky boy. Mrs. Cole now resides in St. Louis.

Our old friends C. W. Skates, T. R. Gibson and Harry Martin who were stationed at Pensacola, arrived in Memphis the other day. The new line from Aberdeen to Kimbrough known as the Columbus sub and the M. S. B. & P. known as the Pensacola sub have now been added to and made a part of the Southern division. Harry Martin remains at Memphis as timekeeper while C. W. Skates and Tom Gibson have been assigned duties in St. Louis.

J. O. Hardin has returned to work after being on a leave of absence for approximately sixty days.

Members of the accounting department extend their sincere sympathy to F. J. Walsh in the bereavement suffered this week. Dan Walsh, brother to Frank, met instant death August 14 while on duty as switchman at the new Yale terminal.

Harold Fariss is the successful applicant for the new position created in this department to handle the increase in the A. & B. accounting. Mr. Fariss is now employed at Ft. Scott as A. & B. clerk.

Notice has just been received that passenger service will be inaugurated September 2 between Kansas City, St. Louis and Pensacola via the "Sunnyland". It is presumed that many employes will take the trip to the Gulf via "Frisco Lines" now that this has been made possible by the completion of the new $13,000,000.00 extension which was so adequately described in last month's issue of the Magazine.

F. C. Hughett, division accountant, has been absent several days in connection with the taking over of the accounting for the M. S. B. & P.

The writer spent Sunday, August 5 in Springfield, Mo., visiting with parents.

Congratulations to Allen Moore of master mechanic's office, Springfield. Mr. and Mrs. Moore are the proud parents of a daughter.

DORA, ALABAMA

F. M. SCOTT, Reporter

R. C. Manasco has been called to the engineer's extra board, Birmingham. This makes two of the Dora boys now on that board, Claude Patrick having been called in few days before Manasco.

Mr. and Mrs. Ralph Connell are spending the hot days of August at the home of Mrs. Connell's parents, in Martin, Tenn.

W. G. Connell and family are off a few days on a vacation, motoring to Martin, Tenn.

C. G. Wright has been put back on the fireman's extra board.

Kilby Corkren, section foreman, has bid in the Eldridge section and has moved there. He was relieved by J. H. Mabley, extra foreman.

W. G. Connell, engineer, bid in the Cordova run.

W. H. "Bill" Hopper bumped on Sipsey run.

N. S. Davis, fireman, bid in 11:59 p. m. job at Thomas yard.

$15,000,000.00 AUTHORIZED CAPITAL

MAIL COUPON TODAY

"Safety First Savings"

Your Savings sent us by mail is just like calling at our office whether you live in Dallas or New York.

Uncle Sam's the most dependable messenger.

6% THRIFT DEPOSITS

Irregular monthly deposits, $1 to $50. NO FEES. Pays 6%. Convertible to participate in regular dividends when $300 is accumulated. Subject to your withdrawal.

CASH INVESTMENT DEPOSITS

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—participate in regular dividends. No Fees.

MONTHLY INVESTMENT DEPOSITS

—Regular deposits of $50 and up,
—participate in regular dividends. No Fees.

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1409 Main Street - - - Dallas, Texas

Mail coupon for information (F)

Name .....

Address .....

J. T. Isbell, operator, was married to Miss Gladys Lantrip recently.

George Gaylor has been relieving R. Connell on Empire run.

RIVER DIVISION

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

We print the following letter from Reporter Ida Cook of Chaffee, Mo., believing it will be of interest to her friends on the railroad. Miss Cook is at present sojourning at the Wm. Scott Lodge in Decker, Colo.

—The Editor.

Colorado Springs, Colo.
August 13, 1928.

Dear Mr. Huggins:

I have wanted to write to you for a week but we have had too much excitement.

Another of your reporters, Miss Lorena Bollinger from Blytheville, Ark., and I have been in Los Angeles for two weeks.

We enjoyed it very much. Of course we went to Catalina Island, Carthay Circle Theatre, Grauman's Chinese Theatre, Hollywood Bowl, the beaches and every place of interest. The real interest was the studio. We were fortunate in having the pleasure of going through the entire Paramount studios. This was due to the fact that we were guests at the home of Dr. Ludwig Berger, a director at Paramount.

Dr. Berger is at present directing Emil Jannings in "Sins of the Fathers," as he was at the house a great many times, we enjoyed talking with him. $5,000 a week is really a small salary, don't you think?

Miss Bollinger is returning to work in a week but I intend to remain here for three or four weeks for a good rest. I have friends who have a ranch a short distance from here so I am sure my stay will be a pleasure as well as beneficial.

I have carried my "Frisco Mag" with me always. Have had many compliments for the Editor as well as the Frisco Ry. because of it.

A number of railway employes have either worked for the Frisco or know someone who does.

I will not have a report this month, but with the aid of the office force, will endeavor to have one for Sept. 18th.

Would appreciate one or two of the new magazines for this month.

Sincerely,

ILA COOK.

CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

Preston Howell, yard clerk, spent Sunday at his home in Chaffee, Mo.

James Morgan, clerk at Poplar Bluff, Mo., was a visitor in our office last week.

Ed. Willer, agent at Senath, Mo., spent a few days with his son, Edgar, who is cashier at this station.

John F. Neal, ticket agent, left August 3rd, for Niagara Falls. Mr. Neal expects to be gone about two weeks.

Mrs. E. F. Smith, daughter of General Agent Hulehan, and her family, have moved from Cape Girardeau to Jonesboro, Ark., where Mr. Smith is now located.

David Hawkins, report clerk in this office, motored to Gideon Sunday.

Edgar Willer, cashier, and Wm. Ruskamp, demurrage clerk, spent July 29th in St. Louis, attending the Browns-Athletics ball game.

Thos. Osborne and family have returned from their vacation which they spent in Alabama. Mr. Osborne works in W. C. Watkin's gang.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

G. W. Koontz, division engineer, has been transferred to the Southern division with headquarters at Memphis, and moved his family to that point September 1. The many friends of the Koontz family regret very much to lose them as residents of Chaffee. E. L. Brand has been appointed to succeed Mr. Koontz as division engineer for River division.

Miss Elizabeth Grieshaber and Miss Leota Friend, departed August 19 for a vacation. They expect to spend some time at Yellowstone Park and other points in the west.

Mr. and Mrs. E. L. Brand are receiving congratulations on the arrival of a son at their home. The young man has been named Charles Edward, and bids for the first opening in the engineering department.

Mrs. W. H. Brooke has returned from a vacation trip to points in Colorado.

J. J. Morgan, of Poplar Bluff, is filling clerical place in trainmaster's office, while Burl Thompson is enjoying a short vacation with his family in Detroit.

Miss Anna Guethle entertained with a swimming-picnic party at Three-Mile-Creek in honor of her sister, Miss Rowena Geuthle of St. Louis, who has been visiting her for some time.

C. F. Schaffer, of the Pensacola Line, has been appointed assistant engineer, filling the vacancy created by Mr. Brand's promotion. He will occupy the residence on Second and Black Ave., recently vacated by Conductor P. N. Howard.

Catherine Lee has been the name selected for the young lady who recently arrived at the home of Mr. and Mrs. C. E. McDonough. "Chick" says he feels quite sure she will be filling the place of "Miss Missouri" in the near future.

D. E. Gelwix paid the office a short visit one day last month. He is moving his family from Enid, Okla., to Springfield, Mo., his new headquarters.

Mr. and Mrs. R. C. Giesike, Jr., are spending two weeks' vacation motoring through the Ozarks. They expect to spend some time at Arcadia and Lake Killarney.

Conductor W. E. Burgess has received word that he has a new granddaughter at the home of Mr. and Mrs. Alonzo Finn at Fort Scott, Kansas. Mr. Finn was formerly a member of the engineering force at this point.

MECHANICAL DEPARTMENT CHAFFEE, MO.

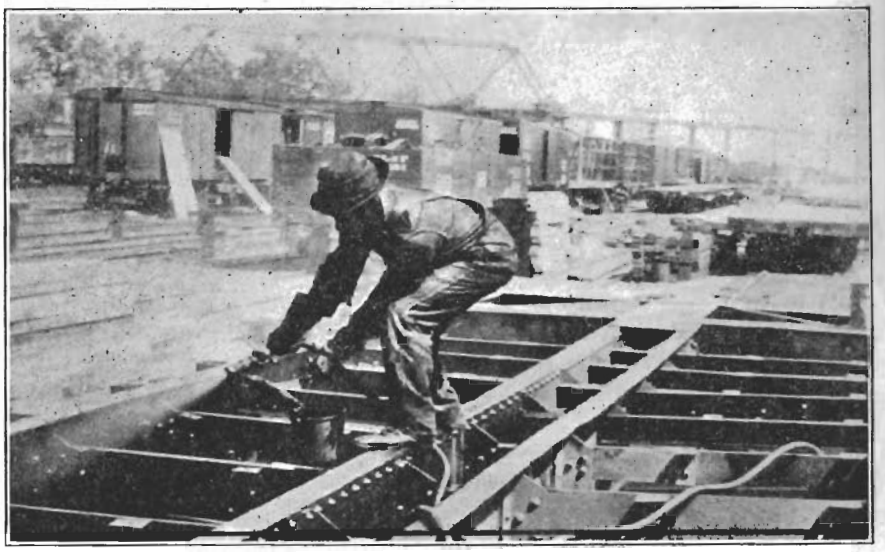
LEOTA FRIEND, Reporter

George Morie, second-class machinist, and wife returned August 15 from Parkersburg, West Virginia, where they had been visiting relatives.

R. J. Robinson, engineer, wife and daughter Ethel Mae spent the week-end August 10, 11 and 12 at Arcadia Heights.

O. E. Rigdon, machinist, and Mrs. O. E. Rigdon have moved into their new home at 110 Wright Avenue.

Mrs. B. E. Rose, wife of car carpenter, returned August 11 from Paris, Tennessee, where she had been for the past several weeks visiting relatives.



Complete Protection

Use of NO-OX-ID in the riveted seams and then spraying it on the steel frame of this flat car, assures complete protection from rust for years to come.

This is just one of hundreds of uses for NO-OX-ID. Wherever you see metal rusting or liable to rust, think of NO-OX-ID and see that the loss is stopped through the use of this inexpensive reliable preventive.

Dearborn Chemical Company

299 Broadway, New York **310 S. Michigan Ave., Chicago**
Frisco Building, St. Louis Offices in All Principal Cities

NO-OX-ID
IRON + OX = RUST
TRADE MARK
The Original Rust Preventive

Refrigerator, Heater and Ventilator Cars

TRANSPORTATION of perishable commodities such as meat, milk, fruit and vegetables is a very large and important part of railway business and the necessity for properly protecting such lading from the effects of heat in summer and cold in winter has resulted in the development of various types of refrigerator and heater cars. Excepting milk, these products are largely handled in freight trains and therefore the equipment in which they are carried is designed most for freight train operation. However, a considerable number of cars are equipped for passenger train operation. The total number of cars in both classes of service in March, 1922, was as follows:

Type of Car	Railroad Owned	Privately Owned	Total
Refrigerator–Freight	54,651	92,174	146,825
Refrigerator–Passenger Expenses	1,967	.....	1,967
Milk–Passenger, Express	1,883	.....	1,883
Heater–Box Freight	1,250	.....	1,250
Total Cars in Service	59,751	92,174	151,925

In addition to these cars, many box cars are provided with insulation and ventilators and used to carry semi-perishable products not requiring either refrigeration or heat, but simply protection against extreme outside temperatures or the heat of the lading itself. The following table gives the number of such cars in service:

Type of Car	Railroad Owned	Privately Owned	Total
Insulated–Box Freight	4,692	120	4,812
Ventilator–Box Freight	60,829	.....	60,829
Total Cars in Service	65,521	120	65,641

These cars have been classified by the American Railway Association as follows:

CONSTRUCTION

In the construction of refrigerator cars, as in other modern cars, the tendency has been toward steel underframes and also largely toward steel body framing; in some cases all steel construction has been employed—except for insulation and some minor parts. The use of proper materials and care in initial construction are very important factors; the right grades of properly seasoned lumber for each part should be used; insulation should be handled carefully, so that it does not become torn or damaged. Floors, walls and roofs, and the bulkheads and other parts of the interior should be constructed in accordance with the best practices in car construction as established by experience. (ED. ADV.)

Johnnie Kay, machinist apprentice, has been absent from duty for several days due to illness.

Sorry to report Fred Angel, our efficient office boy, has been confined to the hospital, St. Louis, since July 30. We hope for his speedy recovery.

A new position — student piecework checker, recently added at Chaffee, and Wm. G. McGraw has been asigned.

It certainly seems that all the mechanical department employes intend going to the picnic at Hayti, September 3. Many requests for transportation have been made through this office.

Mr. H. E. Hubbard, general foreman Chaffee roundhouse and family, left August 16 for Kansas City, Ft. Scott and various points in Kansas. Mr. Hubbard is taking his annual vacation.

John Crippen. ARA clerk, was absent from his desk August 14 and 15, due to illness. John says his constitution can't stand the hot weather.

Chas. Ball, car department painter, has moved his family to Oran. We understand Mr. Ball is taking advantage of the good roads between Chaffee and Oran as sufficient morning exercise.

On August 1, a change in chief clerks was made, Mr. Breedlove going to Kansas City and Mr. McKenna sent to the River division. Regret losing Mr. Breedlove, but glad to welcome Mr. McKenna. Feel confident when Mr. McKenna gets his family located at Chaffee he will place his stamp of approval on Chaffee.

J. S. Meidroth, road foreman of equipment, has just returned from Havana and other points in Cuba where he and Mrs. Meidroth spent the first part of August. Mr. Meidroth states he enjoyed his trip very much, scenery, gardens, etc., and contemplates a return visit to Cuba sometime later.

Recently the following men were transferred to Chaffee from north car shop, Springfield: W. W. Graham, Herbert F. Gillmore, Floyd M. Barclay, Elmer Everly, J. D. Michael, J. P. Michael, Arthur E. Roberts, C. M. Sigley and Leonard Wampler.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

Shop accountant H. H. McGarvey, and wife, are spending their vacation with relatives and friends at Springfield, Mo.

Mrs. T. J. Sweeney is visiting friends in St. Louis.

Edward C. Heard, Jr., son of completion report clerk E. C. Heard, spent the month of July visiting his grandparents at Oran, Mo.

Miss Ethel Maye Zeagler of St. Louis, has been assigned the temporary position of comptometer operator in the absence of Miss Ila Cook, who is in Colorado, account of her health.

Mother and brother of E. Reimer, St. Louis, were here visiting week of August 12th.

Misses Esther and Irene Rigdon and Belle Kinne motored to Poplar Bluff Sunday, August 12.

Trainmaster's Office

E. A. Paris, switchman, wife and daughter, visited relatives in Memphis the first week in August.

Mrs. F. S. Moore, wife of brakeman, and children, are making an extended visit with relatives in Oklahoma.

Mrs. L. M. DeBerry, wife of conductor, and daughter, Lida, are spending the month of August visiting at Niagara Falls, Detroit and Flint, Mich., also points in Canada.

Mr. and Mrs. C. S. Magner, of Parsons, Kansas, have returned to their home after a two weeks' visit with Engineer J. R. Magner and family.

Conductor R. J. Robinson, wife and daughter, Ethel May, and Brakeman Ray Ballard, and wife, spent the weekend of July 12 at Arcadia, Mo.

Maurice French, son of Brakeman Fred French, returned recently from an extended visit with his grandparents at Carmi, Illinois.

Mrs. C. S. Pawkett, wife of conductor, and daughters, Ella May and Lulu Ruth, of St. Louis, and formerly of this city, visited friends here recently.

Mrs. T. J. Odom, wife of engineer, daughter Mayme, and son, Tom, motored to Memphis, Tenn., Sunday, July 12, for a short visit with relatives.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLAHOMA

CAMPBELL & HICKS, Reporters

Greetings! Here we are back in print again after missing out last month. Sorry we couldn't have had a few items in the August number of the Magazine, it was such a splendid number, but we were covered up doing our part to handle the wheat rush and had difficulty finding time to eat, to say nothing of preparing news items for the Magazine.

Looking over our notes we find there are a number of things to write about, but the one thing that caused the deepest sorrow was the news of Guy Oldham's death. Mr. Oldham had been on the Western Division since 1906, had been first trick dispatcher, trainmaster and assistant superintendent. On July 20th, while acting as trainmaster during Mr. Daughtrey's absence, he suffered a stroke at the office about 1:00 p. m., he was rushed to the hospital where he died about 2 o'clock without regaining consciousness. Guy, as he was so well known, left a host of friends to mourn his loss, and we extend our sincere sympathy to his family and relatives.

An item that should have been reported last month was the marriage on July 14th of Harold Hardgraves and Miss Lenna Tribble, at Enid. Harold is one of our yard clerks and Mrs. Hardgraves is also of the Frisco family, her father being one of our engineers. We wish them much happiness.

Mr. J. W. Maring, agent at Enid, reports increase for July. Inbound revenue loads increased 149, outbound 70. Very nice, that is quite a large increase.

Miss Blanche Hicks, labor distribution clerk, and also the other part of this reporting staff, is vacationing in Colorado. Blanche chose a very nice month to take to the mountains and sincerely hope she enjoys every day of her trip.

Mr. and Mrs. E. O. Daughtrey and son, Buddy Rex, Mrs. Daughtrey's mother and father, Mr. and Mrs. A. M. Townsend, from the River division, spent about three weeks touring the northwest. They spent some time at Yellowstone Park and also enjoyed the rodeo at Cheyenne, Wyoming. They reported a fine time, and found it a little difficult to again become accustomed to Oklahoma's summer.

Another wedding of interest was that of Craig Campbell, roadmaster's clerk, and Miss Blanche Srader, at Enid, July 18th. Craig has been with the Frisco since he has been out of school, and when he is not playing baseball, and we welcome Miss Srader to the Frisco Family. Their many friends wish them much joy and happiness.

We extend our sympathy to Mr. C. R. Hall, operator at Enid, in the death of his father, who passed away August 10th.

A young lady has arrived at the home of Mr. and Mrs. Wm. B. Manson, and at the time we go to press no name has been chosen for the young miss. "Bill" is our ticket clerk at Enid, and is smilingly accepting a host of congratulations.

By the time this appears in print it will be an old story that Mr. S. J. Frazier, our former superintendent, has been sent to the Southern division, but it will not be an old story that we were both sorry and glad to see Mr. Frazier and his family leave. We feel that we have lost a good "boss" and a real friend, and that the Southern division is lucky. We were glad, however, to see Mr. Frazier promoted and hope it is but the stepping stone to better things.

Mr. W. R. Brown is our new superintendent, and will come to the division August 16th. We hope he likes us and that his stay will be a pleasant one.

Until Mr. Brown could be relieved to come to the Western division, Mr. Chas. H. Baltzell has been acting superintendent.

Have been given to understand that this is no column to talk shop in, that the items should be of personal interest concerning the comings and goings of the employes and their families, however, just must say a word or two about our wheat movement this year. The wheat started June 19th, was a little delayed on account of the heavy rains we had over the entire division, but when it got started there was no delay. At the present writing it looks very much as though we will exceed the record set in 1926, and be-

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lieve we will handle a great many more cars this year than we did in 1926, will have more to say on this subject later.

Have another wedding to announce. On July 7th, Miss Marjorie Malaby and Mr. Ray Sheppard were married at Newkirk, Oklahoma. Marjorie was the division engineer's clerk and Ray belongs to the mechanical department. We certainly miss Marjorie around the office, she was truly the "life of the party," and hope that she and Ray enjoy a long life of much happiness.

CENTRAL DIVISION

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

The Grotto Club has been so generous as to donate the country club to the Frisco Employes' Club for Saturday, 25th, and plans are being completed for a big picnic and dance that evening. Everyone is pepped up to go and we are anticipating a wonderful time, as usual.

Mr. and Mrs. P. I. Holloway of Hugo, Oklahoma, announce the marriage of their daughter, Irene, to Mr. Louis M. Baker of Denver, Colorado, on Sunday, July 29th, and we wish them much happiness for the future.

Our sincere sympathy is extended to Mr. Joe A. Spradling in the loss of his wife, who was a fatal victim to typhoid fever.

Mr. W. W. Claypool was one of the 30,000 in attendance at the Third Annual Watermelon Festival held at Hope, Arkansas, on August 9th, and states it was a gala event and undoubtedly thoroughly enjoyed by everyone present.

As vacation time is speedily slipping by, some who have not been so fortunate as to enjoy a few days away from work are now taking their turn. Mr. and Mrs. R. E. Brocchus are visiting with their daughter in Los Angeles, California.

Mr. and Mrs. C. U. Patrick and daughter, Adeline, spent several days at Noel, Missouri, as the guests of Mr. Patrick's brother.

Mr. and Mrs. Geo. Nulph, and family are spending the month of August in Colorado, and Mr. Nulph plans on being fed up on fish that he catches.

Mr. and Mrs. E. H. Carstensen spent several days vacationing in Hot Springs and Little Rock, Ark.

Mr. and Mrs. George Shields and family have returned from a month's visit in Springfield, St. Louis, Chicago, Detroit and Milwaukee and report as having had a most enjoyable trip.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

John Herbert Burgess, son of H. E. Burgess, water service foreman, visited in Ft. Smith during the past month. Mr. Burgess is in the Navy and this was his first visit in Ft. Smith in nine years.

Mr. and Mrs. Ed. Crandall were members of a camping party on the Illinois River.

Mr. and Mrs. O. W. Russ and small son, JoBob, have returned from Tulsa, Oklahoma, where they visited friends and relatives.

Mr. and Mrs. R. D. Williams had as their guest, Mr. Guy Williams of Memphis, Tenn.

C. P. Hensley, completion report clerk with a party of friends recently drove through the Ozarks to Fayetteville, Ark.

It is with regret that we report the condition of L. O. Mouser, former bill and voucher clerk in this office, as unimproved.

We send happy wishes to Mr. Alton Durden and Miss Dorothy Oldham, former comptometer operator in this office, who were quietly married at the home of Rev. Coffman on the morning of August 16.

Mrs. W. R. Murray entertained six tables of bridge in honor of Miss Oldham, who was presented a towel shower by the hostess and guests.

Miss Irene Williams gave a bunco party in honor of the bride-to-be who was given a linen shower.

Miss Oldham and Mr. Durden were also guests of honor when the accounting department was entertained at the home of the writer. At the close of the evening, Miss Oldham and Mr. Durden were presented the gifts given by a number of the Frisco employes in the Frisco office building at Ft. Smith.

Mrs. R. D. Williams was recently called to Elkmont, Alabama, account the serious illness of her father.

E. O. Crandall, roadmaster's clerk, spent a few days in Little Rock, Ark., during the past month.

Miss Madge Granthem, who has been the guest of her sister, Mrs. H. A. Likins and Mr. Likins, has returned to her home in Walnut Grove, Mo.

Mr. M. W. Abernathy, former Frisco division accountant, is now in Winnipeg, Canada, where he will begin a check of the Canadian National Railways for the United States Government.

Mr. and Mrs. Clem Sperry of Tulsa, Oklahoma, and Mr. and Mrs. Kennedy of Springfield, Mo., were recent visitors at the home of Mr. and Mrs. E. G. Sperry.

To know what to do is
WISDOM

To know how to do it is
SKILL

To do it as it should be done is
SERVICE

—Ed. Adv.

NORTHERN DIVISION

TRANSPORTATION DEPARTMENT NORTHERN DIVISION FORT SCOTT, KAN.

MISS GLADYS ROTH, Reporter

Mrs. W. H. Bevans, wife of superintendent, daughter Mrs. Walter Roberts, and granddaughter, Margarette, who are spending the summer in Los Angeles and other California points, are expected home about the first of September.

Friends here have received the announcement of the marriage of Miss Lois Blair of Conway Springs, Ark., to Mr. Lenard Haughton of Tulsa, Okla. Lenard was formerly secretary to the superintendent at this point, and has many friends here who join in wishing him much happiness and success.

Another wedding of interest was that of Miss Maurine West and Mr. Elmer Coe, on July 22nd. Miss West is the daughter of Switchman A. D. West and wife, and is well known among the Frisco families, having taken part in a number of Frisco entertainments. Mr. Coe is employed with the Bell Telephone Company, with headquarters at Topeka, Kansas, and the happy couple will reside at that point. We wish to extend our congratulations.

L. O. Gardner, tracer clerk, has returned from a motor trip to Detroit. He reports having seen lots of sights, bright lights, motor trips and a good time in general.

We are sorry to have lost two of our old employes, account having been pensioned. Conductor R. A. Gerard and Agent W. F. McKinney, of Golden City. We have enjoyed our work with these men and will miss them in the future.

Mrs. Frank Jones and son, Leon, wife and son of B&B foreman, have returned from California, where they enjoyed the months of June and July.

Mrs. Geo. Scott, wife of B&B clerk, and Mrs. A. D. West, wife of Switchman West, have returned from a motor trip to the Ozarks.

R. H. Hubbart, trainmaster, has purchased the home of the late Dr. Aikman, at the corner of 1st and Judson. Dr. Aikman was formerly surgeon at this point.

H. E. Clark, head timekeeper, has returned from California, having accompanied his wife and little Mary Virginia Rea, daughter of Engineer N. G. Rea to California. Mrs. Clark and Mary Virginia will remain until some time in September.

J. A. Hamm, dispatcher, and wife, spent a few days in the Ozarks and the balance of his vacation in St. Louis, recently.

C. Price, agent at Miller, is enjoying a thirty day vacation.

L. A. Heinrich, conductor, wife and grandson, Harry Milan Larrimer, motored to Jefferson City and will enjoy a fishing trip while gone.

W. H. Bevans, superintendent, spent his vacation in New York and other Eastern points.

H. M. Marshall, dispatcher, wife and son, are in Cambridge, Ohio, on a two weeks' vacation.

Dispatcher W. I. Kipp, spent the first part of August in the Ozarks.

L. B. Clary, assistant superintendent, spent a few days the first part of August in Sulphur Springs, Ark., visiting his sister.

Geo. Scott, B&B clerk, attended two weeks' encampment of the National Guards at Ft. Riley the first two weeks in August. Mr. Scott has been appointed sergeant.

Miss Blanche Bicknell, stenographer, spent her vacation in St. Louis.

We wish to extend our sympathy to Mr. and Mrs. Reed Darling in the loss of her father, Mr. Doran. Mr. Doran was a pensioned employe of the Frisco, having worked in the shops at this point.

Account position of stenographer-clerk having been pulled off in the timekeeping department here, Mr. Chester Fulton has bumped Miss Laura Clark, stenographer to chief clerk. Miss Clark will take the extra board.

C. F. Hesser, former assistant superintendent at this point, but who is now employed with the Atlantic Coast Lines at Tampa, is visiting relatives and friends here.

Hay fever time is here and Mr. R. H. Hubbart, trainmaster, has gone to Canada to try and escape it. He will spend a few weeks at Blind River, Ont., trying to locate a site for a summer cabin.

Frank McCann, dispatcher's clerk, wife and daughter, spent a few days in Kansas City during first of August.

Mrs. Thelma Linn, clerk at the freight office, is spending her vacation in Amory, Miss., visiting relatives and friends. Mr. W. J. Chesney is relieving her during her absence.

Dispatcher L. B. Barr and family, enjoyed a visit from his brother, J. H. Barr, and wife, of Kansas City the first of August. Mr. J. H. Barr is commercial agent for the C. of G. A.

Miss Mercedes Sullivan, of the Washington University of St. Louis, is spending the month of August with her parents, M. W. Sullivan, and wife, and friends.

Mrs. Tom Manning, wife of bill clerk, recently visited her parents in Lamar, Mo.

We wish to extend our sympathy to Mrs. M. J. Barrell in the loss of her husband. Mr. Barrell was formerly agent at Fontana.

Has Had No Asthma For Two Years Now

Felt Like New Man in 2 Weeks and Asthma Soon Disappeared

Entirely rid of asthma in six months, and free from it ever since, is the experience of Frank Coleman, 210 Madison Ave., N. E., Roanoke, Va. He says:

"I wish every asthma sufferer could know what I know now about this disease. I had it in severe form until I started taking Nacor in August, 1921. Within two weeks, I felt like a new man. My cough and pains disappeared, and within 6 months every symptom of asthma had left me. Now (April 12, 1925) it is two years since I have taken any of the treatment, and I have had no sign of asthma."

Sufferers from asthma, bronchitis or severe chronic cough, should read the vital information about these diseases in a booklet which will be sent free by Nacor Medicine Co., 705 State Life Bldg., Indianapolis, Ind. They will also send you the letters of people whose trouble disappeared years ago and never returned. No matter how serious your case seems, write for this free information. It has led thousands back to health and strength.

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Haltom, G. W.	Ft. Worth, Texas
Mack Company	Tulsa, Okla.
Standard Jewelry Co.	Muskogee, Okla.

OFFICE OF SUPT. TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Effective August 1st, Ben Crosland, who has been roadmaster at Kansas City for the past two years, was appointed assistant division engineer, with headquarters at Ft. Scott. We wish Ben the very best of luck in his new position. Mr. R. K. Stoneberger, section foreman at Rosedale, has been appointed acting roadmaster at Kansas City.

Mr. H. J. Hoke, chief clerk to supt. terminals, and wife, spent the first two weeks of August in and around Kansas City, and visiting relatives in Parsons, Kansas.

Bill Walsh bumped John Miller off the first trick revising clerk job at 19th Street.

The much "ballyhooed" Salt Special arrived in Kansas City August 3rd, with engines 1056 and 4145, 81 cars in train and 79 of them salt. This is said to be the largest shipment of salt ever moved in this country. Train was

stopped on 2 main line at 3:34 PM., engine started switching at 3:58 PM., and all connecting line deliveries of the salt were made by 7 PM.

Effective August 6th, position of clerk to general yardmaster was abolished. Champ Clark Phillips, who has been on that job for something like two years, is breaking in on a yard clerk job at the 19th Street scale house.

Berkley Benneson, timekeeper, is the proud owner of a new Chandler sedan. By the way, Berkley is expecting to leave within the next few days on his vacation, to be spent visiting relatives in Gallup, N. M.

Miss Frances Ladeski, file clerk, returned recently from her vacation, spent visiting friends and relatives in Cleveland, Cincinnati, and other eastern points.

Mr. John Burch, general yardmaster, wife and son, John, Jr., and daughter, Betty, left the night of August 15th, for a two weeks' vacation in San Francisco.

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Mr. P. N. Newell, operator in this office, was called home to Ft. Smith, Arkansas, recently, account of serious illness of his mother. However, Percy is back on the job now, and we are glad to hear his mother is getting better.

Mr. Pat Larkin, "champion business getter of the Frisco," and wife, left recently on a vacation to be spent in several eastern cities, and to terminate in Atlantic City, N. J. Pat seems to be quite a booster for Atlantic City for some reason we know not why. As we understand it, about all they have there is good looking bathing beauties.

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

CLEIS B. HUNT, Reporter

Mr. and Mrs. Claude Shaver and Mr. and Mrs. Bill Fowler are enjoying a nice vacation at Yellowstone Park.

Mrs. M. O. Calver and her mother enjoyed a few weeks in California.

Mr. and Mrs. Floyd Samms had a lovely two weeks' trip in Colorado. Mr. Samms tells of the little mountain stream that ran through the front yard of their cabin at Manitou. They were in a severe storm when they went up to the peak.

Misses Mildred, Wilma and Helen Martin enjoyed a visit at Joplin, Mo.

One of our machinists got his name on the front page of the Tribune. We all read the big headline "He Shot at a Man" and underneath the name of Neal Carl. It seems as though Neal had an uninvited guest at his home and after being run away once was still persistent and the second time that he tried to break into the house Mr. Carl shot at him.

Our sympathy is extended to Mr. Harry Moore, machine shop foreman, in the loss of his mother who died August 9, at Mr. Moore's home.

Joseph H. Doran, a pensioned tool room attendant, passed away at his home, August 8, 1:30 p. m. Mr. Doran also served as boilermaker before he was pensioned. Our deepest sympathy is given those who mourn his death.

James R. Lindsey and family, in company with Mr. Stoddard, engineer at Kansas City, and family are touring the west and particularly California. We know they are having a very enjoyable trip.

Mrs. S. G. Manlove is at the Mercy Hospital taking treatments. Sorry that she is ill and wish for her a speedy recovery.

You should take a peek at the general foreman's office. It is all nicely redecorated and actually you would hardly recognize it as being the same place. We extend a vote of thanks to the B. & B. department.

Mr. and Mrs. Bobert McCollum and son, are enjoying a nice visit at Flint, Michigan.

William Whitesitt, outside foreman and family vacationed in the Ozarks this year.

Our sympathy is extended Mr. Elmer Hill, caller, in the loss of his wife, which occurred July 25.

Fred Howell, fireman, is sporting a new Ford.

G. A. Ermatinger, road foreman of equipment, and wife, vacationed east this year. On August 3 they attended the wedding of their daughter, Lucile, in New York City.

R. D. Hunt, fireman, and wife recently visited Mr. Hunt's sister at Polson, Mont., and relatives at Seattle, Wash.

Sympathy is extended Mrs. C. J. Kirkpatrick, wife of engineer, in the loss of her brother.

Miss Leta Booslnger and William Phillips, son of Mr. and Mrs. W. H. Phillips, engineer, were married July 21. Our congratulations are extended the newlyweds.

Mrs. P. N. Hammer and family, spent several weeks at Fort Scott this summer, but the cool weather and their wonderful fruit farm at Visalia, California, called them back.

Fireman Fletcher and family, had a lovely overland trip to Illinois and return in their Essex coach.

Thomas Moore and sister Agnes, children of the general foreman, are visiting an aunt, Mrs. J. C. McGuire, at Denver.

J. F. Longworth, car foreman, and family took their vacation in California this year. Mr. Longworth said that it was surely hard to leave that wonderful climate to come back and work.

H. E. Beal, fireman, and family enjoyed their vacation at Wichita.

Mr. and Mrs. Chas. Heugel and family, planned their trip to the southland this year and as Charles s "Going all the way on the Frisco."

Mrs. John Hull and Doris, sought Colorado as their vacation spot.

William Sampson, engineer, and wife had a real Ozark vacation, fishing and camping out. They were the first occupants of the new rustic cabin in the picturesque Ozarks.

Mr. and Mrs. John A. Jarboe, and son, spent about ten days at North Jefferson, Mo. Mr. McCallough, electrician, from Springfield, came as a relief man when Mr. Jarboe was gone.

Congratulations are extended Mr. and Mrs. Leonard States on the arrival of a new baby at their home.

Joe Dew, fireman, is taking a sixty day vacation. He is traveling via Tucumcari, N. M., Portland and on to Vancouver, B. C.

Mr. Goodridge, pensioned engineer, and Mrs. Gordon were married July 18. We extend congratulations.

Henry Tressel, fireman, and family are visiting relatives at Salisbury, Mo.

Miss Lillian Runyon recently spent a profitable ten days at Ottawa to the Baptist Summer Assembly.

Misses Lucile, Lverne and Jean Cagle, enjoyed a little visit at Greenfield, Mo.

Mrs. Ida B. Clem, mother of machinist, is enjoying part of her summer at Sault Ste. Marie, Mich.

Saved a fish story for the last. Floyd Mason and Clarence Hopkins, machinists, captured a 16 pound fish, on a trout line, however. That part sounds fishy, but we are pretty sure they got the fish as the large head decorated a post in the roundhouse one day.

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On Savings Over $500
"Save with Security"
SECURITY NATIONAL BANK
Eighth, Between Olive and Locust
MEMBER FEDERAL RESERVE SYSTEM
Open All Day—9 to 5

BOATMEN'S NATIONAL BANK
ST. LOUIS, MO.
The Oldest Bank in Missouri
A Safe Place for Savings
Since 1847

Successful Banking — SINCE 1873
RESOURCES: Thirty-seven Million
THE FORT WORTH NATIONAL BANK
FRISCO DEPOSITARY
Main at Seventh Street
UNITED STATES DEPOSITARY

THE UNION NATIONAL BANK
SPRINGFIELD, MO.
3% Interest Paid on Savings Accounts
4% Interest Paid on Time Certificates
The Bank That Always Runs Strong

The American National Bank
PARIS, TEXAS
Capital, Surplus and Undivided Profits, $350,000.00
FRISCO DEPOSITORY BANK

American Traders National Bank
BIRMINGHAM, ALA.
Capital and Surplus $5,000,000.00
"FRISCO DEPOSITORY BANK"

The Frisco System
Furnishes every possible railway service
The Central National Bank & Trust Co.
Furnishes every possible banking service
FRISCO MEN!
WE WANT
YOUR BUSINESS
THE CENTRAL NATIONAL BANK AND TRUST COMPANY
OF TULSA, OKLA.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Mr. R. E. Breedlove, formerly chief clerk at Chaffee, Missouri, has been assigned to the position of chief clerk in this office, taking the place of Mr. R. E. Willer, chief clerk in this office for the past several years, who has been transferred to St. Louis.

Mr. John A. Moffett has bid in the position of timekeeper in this office, formerly held by H. L. Johnson. Mr. Harry Hines has been assigned temporarily position of asst. timekeeper, which was formerly held by Mr. Moffett, pending the acceptance of same by qualified bidders.

Miss Agnes Lynch has returned from a very pleasant trip visiting points in Texas, Kansas and Nebraska.

Mr. J. H. Enslen, car foreman South yard, reports a very enjoyable time while on his vacation, during the first part of August.

Miss Pauline Hoffman nearly blinded us all when she came down to the office one day recently, wearing a "searchlight" on the fourth finger of her left hand.

"A ring you say.
Only one meaning,
Softly we hear,
Wedding bells ringing".

Mr. John Forster has returned from a very enjoyable vacation spent at Quiver Beach, near Peoria, Illinois, together with Mr. and Mrs. Geo. Lackey and children. Mrs. Lackey was formerly Miss Eleanor Forster, pass clerk in this office.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Mrs. W. A. Morgan and daughters, Misses Helen and Marjorie, are visiting Mrs. Morgan's mother in California. Mr. Morgan, car foreman, accompanied them as far as Kansas City where he spent his vacation.

J. Honaker, accountant, is on his vacation at this time. He and family have been visiting friends in Dallas, Texas.

Guy Scott returned to work August 1st from his vacation. He spent a part of the time at Lake Worth, Fort Worth, Texas.

The following employes and their families have returned from a vacation period spent at Sulphur, Okla.: L. C. Fuller, general foreman, and C. C. Jordan, chief clerk to master mechanic. Mrs. A. A. Graham, wife of the late A. A. Graham, former master mechanic of the Texas Lines, was also a member of the party.

Eskell Russell, stenographer in master mechanic's office, has accepted a position in Springfield and assumed his duties August 9th. We sure hated to lose "Scotty" but welcome Mr. Reedy, who comes to us from Pensacola.

Bert Baldwin, section stockman, and family have returned from Wichita Falls, Texas.

Dick Horn, messenger, spent Sunday, August 12th, in Dallas, Texas.

C. Ford, roundhouse clerk, has been sick for the past few days but returned to work August 14, Dick Horn relieved him.

E. E. Glascock, section stockman, has been a patient at the Wilson N. Jones Hospital for the past few days. We hope he will soon be able to return to work.

SOUTHWESTERN DIVISION

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

The marriage of Ralph Morris, bill clerk, to Miss Lysettia Crews was solemnized July 29, at Fairfield, Iowa. After the ceremony they motored to the home of the bride's parents, Mr. and Mrs. E. G. Crews, three miles from Fairfield, where neighbors and friends had gathered, for a supper party. The office force presented Mr. and Mrs. Morris with a beautiful table lamp.

Special train from Joplin, Mo., Sunday, August 5, carried a large crowd.

Mr. A. F. Miller, cashier, accompanied by Mrs. Miller and little daughter, Majorie Jean, spent week of August 5, in St. Louis with Mr. Miller's mother.

Miss Irene Doling, secretary to agent, accompanied by her mother and sisters, Peggy and Jean, motored to Norfolk, Va., for a three weeks' vacation. We were sorry to receive a wire stating Mrs. Doling was taken seriously ill and that she and Irene would return via train. We trust Mrs. Doling will be greatly improved on her arrival home.

Miss Lillian Russell, of St. Louis, Mo., is working position as secretary to agent during Miss Doling's absence.

Lon Burd, assistant warehouse foreman, and wife, went up on Cowskin river, located in the Ozark region. Not many fish, as no big yarns are being spun.

Helen Bass, daughter of Mr. Fred Bass, warehouse foreman, arrived from Fayetteville, Arkansas, where she is taking a nurse's training course, to spend her vacation with her parents. Robert Bass, a son, has just returned from a trip through Yellowstone Park, Colo.

Mr. George Jones, switching clerk, made a trip to Frisco hospital, St. Louis, week-end of August 4, for an examination. Dr. Rice reports Mr. Jones' condition as excellent.

Mrs. W. B. Hebert of New Orleans, La., spent a month with her sons, E. B. Hebert, assistant CC to agent, and J. D. Hebert, bill clerk.

YARDMASTER'S OFFICE OKLAHOMA CITY

G. K. HORNUNG, Reporter

Gilbert Kramer, former messenger clerk in the freight office, who resigned several weeks ago, is now working in the traffic department of the Chevrolet Motor Co., this city.

Engine Foreman H. E. Mills is the proud father of a baby girl born June 30. The little one's name is Ruth.

Neol Sherman, former day bus driver, has completed his student trips in connection with becoming a brakeman. John Boyd is the new night bus driver.

The roadmaster's office, which has been located in the south yard for the past several years, has been discontinued, and the two roadmaster's have been moved to east yard, and have offices with the assistant superintendent. At the same time the office was moved to east yard the roadmaster's clerk was taken off. The clerk affected was Robert Harwood.

The movement of wheat through Oklahoma City, originating on the Chickasha Sub., totaled 311 cars this year. This is a greater numher of cars than has been handled from this territory in several years.

Assistant Superintendent E. L. Hill

ESTABLISHED 1872
THE MERCHANTS AND PLANTERS NATIONAL BANK
SHERMAN, TEXAS
Capital and Surplus $1,200,000.00
Will Appreciate Your Account

FIRST NATIONAL BANK
CHAFFEE, MO.
4% and Safety
Member Federal Reserve System

The American National Bank
Okmulgee, Oklahoma

American-First National Bank
Oklahoma City
Oklahoma

FIRST NATIONAL BANK
OF BIRMINGHAM, ALA.
FRISCO DEPOSITORY

has returned after spending his vacation near Parsons, Kansas, visiting relatives. Mr. Hill reports fishing fine along the Neosho river near Parsons.

All the employes of this department extend our sympathy to the family of Conductor J. L. Sawyer, who was killed by accident while on duty, at Warwick, Okla., August 6. Mr. Sawyer was one of the oldest conductors, in point of service, on the Oklahoma and Chickasha subdivisions, having entered service Sept. 6, 1906. He had been running in local service out of Oklahoma City for over 10 years. "Uncle Joe's" pleasant smile, and happy disposition will surely be missed.

Increased business has added another yard engine at this point. The new crew is manned by Foreman H. E. Mills, E. T. Brown, and W. B. Bartley. This makes a total of 7 regular engines.

Night Car Clerk R. L. Allred, and wife, drove to Kansas City recently with friends, returning by train.

Yard Clerk L. M. Lee is the owner of a new "Whippet."

James S. Scott, Hickory, Okla., foreman of Section E-23, in this photograph is seen standing near the section tool house. He is proud of the orderliness of Frisco equipment in his care and of the little garden, seen at the right. Even the rocks around the rail supports are whitewashed.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

ELMA WILLIAMS, Reporter

Hazel C. Jackson, bill clerk, is off on leave of absence, account illness and at present is still in the city.

Mrs. H. T. Wood and children spent the first week of August visiting in Sasakwa. On Sunday Mr. Wood drove down and brought them home.

Mrs. Thelma I. Cobb is back as expense bill clerk, after an absence of several months.

Mr. J. N. Cornatzar, passenger traffic manager and Mr. J. W. James, executive general agent, together with General Agent G. A. Brundidge, met with the Okmulgee Chamber of Commerce in conference regarding Okmulgee passenger service.

Cashier E. K. Rikard and family, are spending a ten day vacation in Mississippi, visiting relatives.

Demurrage Clerk Key F. Wilhelm, wife and baby, spent few days visiting Mr. Wilhelm's relatives in and around Comanche, Texas.

Felix Lance was a dinner guest of friends in Tulsa, Aug. 8. He was working as 3rd trick yard clerk here for several weeks, but is now working in Ada. M. L. Hembree is back on the job here.

Mr. J. E. King and Mr. G. A. Brundidge attended claim prevention meeting at Sapulpa, July 25.

Mr. D. B. McCain, extra gang timekeeper, and former clerk at Okmulgee, was an Okmulgee visitor August 5.

Understand Joe Hodsdon is the new owner of a red sport model Buick.

FREIGHT AND PASSENGER DEPARTMENT—OKLAHOMA CITY

VICTORIA WALKER, Reporter

Oklahoma City continues to show an increase in population of 1,500 a month. Building permits have averaged one and a half million dollars per month first seven months of this year, and statistics show that a home is completed every hour and a half of each work day in the year.

During the month of July vacations have been in full sway. M. W. Bell, rate clerk in freight department, and Mrs. Bell returned 29th from their vacation, which was spent visiting in Greenwood, Clarksville and Ft. Smith, Ark.

L. W. Price, division passenger agent, and Mrs. Price, accompanied by Mr. and Mrs. Stanley Price, recently returned from Camp Idlewild, Minnesota, where their vacation was spent. Mr. Price reports that he had a "real outing" and thoroughly enjoyed his fishing 'most every day, and from the coat of tan he has been sporting we believe he spent most of his time with a reel in his hands, waiting for an oversized fish to bite.

H. C. Conley, general freight agent, and Mrs. Conley returned this week from Denver, where they spent several days visiting.

Miss Phil Vorderlandwehr returned to work Aug. 13, after spending her vacation at her home in Kingfisher.

Oklahoma City is climbing up fast. We ranked second in ticket sales during the month of June.

Dan J. Rogers, Jr., son of J. D. Rogers, chief clerk in the passenger department, has been ill for several days this month, but is somewhat improved at this time.

Miss May Mee Cerveny spent week-end of July 21, visiting her sister at Edmond, Okla.

Mr. and Mrs. M. G. Buffington spent week-end of July 21st visiting their daughter at Chandler.

T. F. Underwood spent week-end of July 21st, visiting with relatives in Springfield.

TULSA ZONE OFFICE

NELLE WHITE, Reporter

Tulsa Zone Office is still on the upward climb to success.

Mrs. R. L. Schoeneberg and son, Kenneth, spent two weeks recently in Tulsa. "Result", the zone auditor was seen wearing a new hat.

Nelle White, cash balance clerk, has returned after having spent several days of her vacation with home folks near Springfield, Mo. She was accompanied by her sister, Miss Johnny White, who is to make Tulsa her home.

Billy Cagle, secretary to zone auditor, enjoyed the week-end of August 4th with her parents at Wetumka, Oklahoma.

Mrs. Kenneth A. Bass, wife of utility clerk, has returned from a visit with her parents in St. Louis, Mo. Kenneth is all smiles again.

Misses Nelle White, Mary VanDeWalle, Leota Marston, Irene Bryan, Johnny White, J. T. Banks and Vernon McDonald enjoyed a watermelon feast at Owen Park August 8th.

The Frisco Ladies' Club entertained with bridge at the home of Mrs. C. H. Hensley August 8th. A nice time was reported by all.

Miss Lois Allison, card clerk, has accepted a position with the Carson Petroleum Company, this city. We all wish her success.

Mrs. C. E. Parker and sons, Amos and Edwin, are enjoying a nice visit with relatives in Los Angeles, California. Not so good for Mr. Parker, zone accountant, who was left behind to keep the home fires burning and the vegetable garden free from weeds.

CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

Elmer Intleman is the new stenographer-clerk in this office and judging by his work so far, we are sure he will be a valuable addition to the office in the near future.

Mr. and Mrs. P. F. Atkinson visited friends and relatives in Cherokee and Pittsburg, Kansas, on July 29.

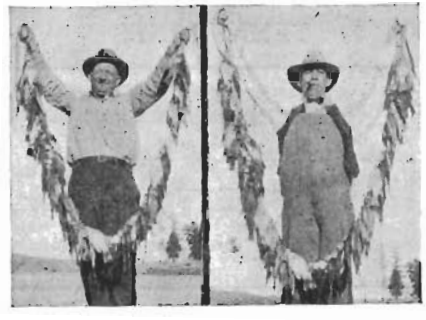
We notice that Mr. Dawson has added a Ford touring car to his family possessions and as a result we are hearing all about the Sunday outings to nearby resorts. Roy says there is nothing like a little fresh air on weekends.

This office secured the movement of the Pueblo Baseball Club from Tulsa to Amarillo, Texas, which is now a very competitive point from Tulsa. This movement consisted of eighteen people.

We also secured the move of the Tulsa Baseball Club from Tulsa to Pueblo, Colorado, and return. The return trip being made via Omaha and Des Moines. There were eighteen round trip tickets sold for this movement.

While we are on the subject of baseball teams, right here want to say that the Tulsa Oilers are at last near the top of the ladder, and if they continue their present pace, we will have another pennant this year. Here's hoping.

Mrs. P. F. Atkinson visited with her parents in Homer, Louisiana, from August 5 to 18.



G. R. Warren (left) and son, Fay Warren, both yardmasters at Tulsa terminals, spent their vacations at Flagstaff, Ariz., and they say the fishing was good. Close inspection denotes that both men posed with the same string of fish, but they claim it took both to catch so many.

MECHANICAL DEPARTMENT WEST TULSA, OKLA.

L. A. MACK and J. N. PAISLEY, Reporters

R. W. Harper, master mechanic's chief clerk, together with his wife and daughter, spent their vacation in Colorado and New Mexico. They report having a very enjoyable trip.

Miss Emelia Kalt, file clerk, and Miss Camilla Biron, stenographer, are spending their vacations at home.

J. N. Paisley, stenographer, is back again after spending his vacation in St. John's Hospital at Springfield.

Fireman Sam Daniels, who has been on leave of absence attending Firemen's Convention in San Francisco, has returned to work.

Engineer A. C. Alexander, who was also attending the Firemen's Convention is still in California.

C. M. Campbell, who has been away on leave of absence account of illness has returned to work.

Claude N. Johnson, machinist, has bought an Essex coach to take his vacation in this summer.

Earl C. Miller, machinist, has a new Chevrolet.

E. W. Brown, general foreman, caught the fever, also, for he has purchased a brand-new Essex.

M. P. Ocheltree, fireman, has resigned from the freight service and has accepted another position in Washington.

R. B. Spencer, master mechanic, recently purchased a new Oakland sedan. He and his family left August 15, for a short vacation in Virginia.

R. B. Hollingsworth, rip track foreman has a new Essex sedan of which he is very proud.

Cleo. Wilkins is our new piecework checker at West Tulsa. He is taking the place of Roland Snodgrass who was transferred to Lindenwood, St. Louis.

R. W. Webb, roundhouse clerk, has returned from his vacation which he spent in the north visiting relatives and friends.

Engineer C. C. Bohannon is away on leave of absence account of illness. Mr. Bohannon is in St. Louis hospital at the present time.

Wm. F. Krafft, secretary to master mechanic and O. R. Tucker, chief car clerk, have just returned from their vacations, and are trying to outdo one another in the telling of fish stories. As yet, neither has a decided advantage.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Ella Thrasher and Miss Maurine Mahan of the division accountants office are spending two weeks' vacation cruising the Great Lakes, during which time they will visit Niagara Falls, Detroit, Cleveland and other places of interest.

C. F. Husted spent his vacation visiting the home of his father in Missouri.

Mr. and Mrs. Burd spent four days on a fishing trip on Grand river.

H. C. Birchard, transitman, resigned to accept a position with Walbridge-Aldinger Construction Company at Detroit.

Some of the members of the engineering department are returning to school—W. K. Bartleson, who has been working as rodman for the past sixteen months, will enter the University of Florida; Neal Williams, who has been working as rodman for the summer, returns to School of Mines at Rolla, while Bob Hill will return to Oklahoma "U".

Fred Mullins, instrumentman, is enjoying two weeks' vacation.

Miss Juliet Baskett is doing extra work in the superintendent's office and freight office during vacation period.

M. E. West, trainmaster for several years, has transferred to the superintendent's office. Mr. West has worked at Sapulpa for several years and was originally from the superintendent's office.

WEST TULSA STORES DEPT.

OTIS R. RULE, Reporter

Miss Janice Coffer, stenographer, left August 16, for a week's vacation visiting Oklahoma City, and Dallas, Texas.

We have just received a card from L. C. Akin, storehelper, stating tha he is having a time on his vacation in Colorado.

Mrs. Dorothea Hyde, comptometer operator, will leave August 23, for a week's vacation visiting in Oklahoma City, and Kaw City, Okla.

John Harris, storehelper, was off duty from August 11 to 18, inclusive, account being ill.

Mrs. O. R. Rule and children, are leaving August 18, for a two weeks' vacation visiting with relatives and friends at Vinita, Afton and Miami, Oklahoma.

ACCOUNTING DEPARTMENT SAPULPA, OKLAHOMA

V. L. THOMAS, Reporter

Mr. E. H. Gillis, former completion report clerk in this office, resigned in order to accept a similar position with the Sand Springs Railway Company

Miss Maurine Mahan, stenographer, will leave August 19th for a two weeks' vacation which will be spent in Chicago and various points on the Great Lakes. Miss Mahan will be accompanied by Miss Ella Thrasher, stenographer in the superintendent's office.

Mr. B. H. Betts, travelling accountant, has now returned from a two weeks' vacation which was spent in Springfield, Mo.

Mr. D. S. Thornton and James Van Hook, former employes of the Frisco Railway, recently visited Sapulpa in order to witness the writer receive his second Masonic Degree.

Mrs. R. E. Pipkin, wife of division accountant, has been confined to her bed for the past two weeks' on account of illness. Mrs. Pipkin's condition is improving daily and we hope that she will recover quickly.

The position of junior completion report clerk in this office was abolished August 8th. Mr. L. A. Wright will now have complete charge of the A. & B. work.

Mr. E. R. Reimer and Mr. G. D. Gorham, former employes of this office were among the distinguished visitors during the month of August.

Mr. R. E. Pipkin, division accountant, spent August 15th in St. Louis, Mo., on business.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Garrett Honey, steel gang foreman, has been appointed acting roadmaster on the Sherman sub, during the absence of A. Lewis, roadmaster, who is taking a leave of absence.

Work of extending the passing track at Tulsa to connect with the double track between Sapulpa and Tulsa is now in progress. Extra gang No. 145 in charge of W. Tipsword, is performing the work.

Fred Shedd, roadmaster on the Chickasha sub, has been on the sick list for the past month. He is being relieved by Frank Russell.

A dressing gang has been added to the 40th track division forces, and are working in connection with the laying of the 110-lb. rail btween Tulsa and Afton. Lon Honey has been assigned foreman.

The 5th rolling of the 110 lb. rail is being unloaded and work of laying will again start on September 1st.

E. C. Herndon, foreman at Racine is taking a vacation. He is being relieved by Leland Thurman.

W. H. Smart, the B. & B. clerk at Sapulpa, has gone to the hospital. Hank was in pretty serious condition when he left, and we all hope that he comes back recovered and strong again.

Walter Marsh has returned from a vacation, that he describes as wonderful. He says it was the new Pontiac sedan that made the vacation go over so big.

Jeff Mayes is in charge of Verdigris section, while regular foreman, Henry Kelly is in the hospital.

B. D. Newton is in charge of Claremore section while Ed. Duncan is foreman on the gang working with the work train, unloading material for the 110-lb. rail job.

EASTERN DIVISION

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

J. E. Ritchey and family, spent a lovely two weeks' vacation visiting friends and relatives at Flint, Mich., Buffalo, N. Y., Niagara Falls and Detroit.

Emmett Rebholz returned from his vacation looking somewhat tanned from his trip to the river. Emmett says the only thing wrong with his vacation was that it didn't last all summer.

Tom Williamson had a week's vacation at Piedmont, Mo., with friends. Tom went to Piedmont for the purpose of learning how to fish, but much to his disappointment had to return to work without his diploma entitling him to be an "expert fisherman."

Paul Buesse expects to spend his vacation resting at home. No doubt Paul will return with a good coat of tan after showing his friends what a good golfer he is.

Edward Bernard and family motored to Lovelady, Texas, visiting relatives and friends. Edward says he had a lovely trip and made the round trip with only one puncture.

Another name to be added to the roster—Louis Coffin, stenographer in the rate department. We all welcome Louis and wish him success in his work.

Katherine Riley is spending her vacation at home. We all envy her during all this warm weather.

O. D. Chalmers and family are spending their vacation taking in the sights of New York City and other eastern cities.

H. C. James, advertising agent, St. Louis, Mo., and E. G. Baker, A. G. P. A., Kansas City, Mo., are spending their vacations fishing in the Ozarks.

EASTERN DIVISION—MECHANICAL SPRINGFIELD, MO.

MILLARD F. BROWN, Reporter

W. F. Brandt, general foreman, north roundhouse, has just returned to work after spending an enjoyable vacation in the Ozarks. He reports having a wonderful time.

C. S. Kelser, night roundhouse foreman, has just returned from Memphis where he has spent several days visiting friends.

Millard F. Brown, assistant timekeeper, office of master mechanic, is taking a thirty-day leave of absence, in order to visit relatives and friends in Texas.

C. E. Keiser has just returned from a week's vacation which was spent in the Ozarks. Mr. Keiser is stenographer to Mr. Harvey.

G. A. Moore, timekeeper in office of master mechanic, announces that the stork presented him and his wife with a six-pound baby girl. Congratulations Allen.

J. J. Collins, chief clerk to shop superintendent, announces that he expects to move in his new home about August 31st. We all hope Mr. Collins is satisfied with his new six-room bungalow. Mr. Collins has also purchased a nice Dodge sedan.

Mr. W. F. Kraft, formerly employed as stenographer in this office, and now employed as secretary for Mr. R. B. Spencer on the Southwestern Division, paid us a short visit this week. We were all glad to see him.

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 victim *can* be healed—totally and successfully—without recourse to surgical aid.

Patients From All Parts of United States and Canada

The McCleary treatments have a record of 28 years success to recommend them to you. During that time more than 14,000 patients (including hundreds of railroad employes, railroad officials and members of their families) from all parts of the United States, Canada and foreign countries have been satisfactorily treated. Scores of these had been given up as incurable and many others were chronic cases of long standing.

This illustration shows the main building of the McCleary Sanitarium at Excelsior Springs, Missouri—the largest institution in the world devoted to the treatment of piles and other rectal troubles.
(Only curable cases are accepted.)

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 promise you absolute relief or no *pay*.

RAILROAD MEN—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 free our new, illustrated, copyrighted book, "Piles Cured Without Surgery." This book fully describes by word and pictures the McCleary methods of diagnosis and treatment, and tells you exactly what is offered here *at a very nominal cost*. We will also send you our reference list of cured patients. It is quite possible you will find the names of a number of friends among them. Send coupon today.

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Town or City ..... *State* .....

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

L. H. Butts spent his vacation "down on the farm," his home at Wright City, Mo., the first part of August.

Emil Strothkamp is taking a month leave of absence, beginning August 4th.

The attendance from this office at the Employes' Picnic was almost 100 per cent, several winning valuable prizes in the different contests.

Bud Denton resigned his position in this office on August 1st, resulting in the promotion of several of the boys, and again we greet a new office boy—Richard Fahey.

Leola Hughes says Colorado Springs is a wonderful place to spend a vacation, but was greatly disappointed because she could not stand the altitude of Pikes Peak.

C. A. Houlihan has had his leave of absence extended another ninety days on account of his health. He is recuperating at the Veterans' Hospital at Legion, Texas.

Jno. C. Starkey, auditor passenger accounts, wife and daughter, spent their vacation in Yellowstone National Park.

A. W. Bush has just returned from Hot Springs, Ark., after a week's vacation; he also visited Orandoga Cave located at Leasburg, Mo., recently.

Leola Hughes, Estelle Hilton and several girls from the various departments, spent Sunday, August 19th, in Memphis, Tenn.

Margie Madden is spending her vacation in Chicago, Montreal and Quebec, visiting friends and relatives.

Fred Riess, son of Mr. and Mrs. F. W. Riess, was slightly injured when struck by a hit and run driver while attempting to cross the street August 11th. He was knocked unconscious and taken to the hospital, where his wounds were dressed, he was then removed to his home where he is improving nicely.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

R. L. Hardison, trucker, was called to Tulsa, July 19, account serious illness of his brother.

James Ross, trucker, is among those owning new cars, having purchased a Chevrolet coach recently.

James Saddler, checker, was absent from work July 25, account of sickness.

Mrs. Umfrey Johnsen and daughter, Zuella Louise, have returned from a three weeks' vacation spent at Hoisington, Kans.

At the dinner table a few evenings ago, F. M. Bishop, stock clerk, was so astonished and thrilled when his eight-month's old daughter, Frances Marion, called him "dada" he jumped up from the table, stood erect, placed his thumbs in the lapels of his coat and remarked, "I am the proudest father in all the world."

Sally Sharpe, daughter of Thos. B. Sharpe, checker, lumber yard, is visiting friends and relatives in St. Louis, Mo.

L. P. Cochran, storekeeper, Chouteau Avenue, St. Louis, visited this office recently. "Red" was on his way to White River to spend his vacation.

T. C. O'Kelley, chief clerk to division storekeeper, visited in Tulsa and Pitcher, Oklahoma, August 5.

Shirley Bitterick, nine year old daughter of Ora Bitterick, checker, has returned to her home after spending the spring and summer months with her grandparents, Mr. and Mrs. A. F. Westbrook, at Kenoma, Mo.

Charles Barnhart, trucker, has returned to work after being compelled to take a week off account of sickness.

Jess Crittenden, porter at lumber yard, advises that he traded his Ford car for a Chevrolet sedan July 26.

F. M. Bishop, stock clerk, at store room, with his wife and daughter, Frances Marion, motored to HaHa-Tonka and Jefferson City, August 12.

Twin girls, Josephine Alma and Jacqueline Ann, arrived at the home of Mr. and Mrs. Lawrence Mutz, August 14. Mrs. Mutz will be remembered as Mary Catherine Yates, who before her marriage was employed as stenographer in general storekeeper's office. Rudy Yates, stock clerk at general store, Mary's brother, is very proud that he is uncle again.

Paul Brandon, foreman at lumber yard, with his wife and daughter, Anne, motored to Albion, Illinois, recently, for a visit with friends and relatives.

Mr. and Mrs. John B. Haymes spent their vacation at Kansas City, also after returning to Springfield they motored to White River for a few days' outing. Mr. Haymes is a checker at lumber yard.

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Henry D. Brown, foreman of the midnight east lead crew, has been laying off due to an infected thumb on his right hand.

Earl M. Gray, switchman on the 12:00 midnight crew, has bid in the temporary vacancy of O. G. Don Lavy on the 10:15 p. m. coach crew.

W. L. Cannady and E. B. Spain are planning a fishing trip.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Miss Amelia Kalt, clerk in master mechanic's office, West Tulsa, spent her vacation in Monett with her mother and brother.

Arch Long, stationmaster, and family, attended the picnic at Bethel, July 27. This is Mr. Long's old home town and he always makes it a point to be present at this annual affair and shake hands with his old friends.

Pat Dewine, pensioned engineer, Monett yards, who now resides in Los Angeles, California, has been visiting his many friends in Monett.

Katherine and Mildred Louise Mills, daughters of chief yard clerk R. Mills, are spending their vacation in El Dorado, Arkansas, with relatives.

E. O. Gillette, yardmaster, returned to work August 15, after a two weeks' vacation spent on nearby streams.

J. E. Shipley has resumed duty as night yardmaster after protecting position of day yardmaster in absence of E. O. Gillette.

G. D. Shreve, Sam Jolley and Mack McClannahan, switchman, have joined the ranks of "Studebaker" drivers.

W. O. Gates has been spending a forced vacation, account illness.

Sam Pittman and family, visited relatives in Batesville, Arkansas, this month.

An accident prevention meeting, presided over by F. E. Brannaman, of the Central division, was held at the Y. M. C. A. Monett, August 14, 7:30 o'clock. 50 men present. C. C. Mills, accident prevention agent; H. B. Wilson, assistant superintendent Northern division; H. W. Hale, assistant superintendent Southwestern division, and John Trotter, claim agent Central division, were present. Report shows a very interesting and profitable meeting.

Announcement of the appointment of M. K. Pace, general yardmaster at Monett, to the position of trainmaster terminals, Memphis, Tennessee, was received at this station August 15. All of the employes who have been associated with Mr. Pace at this station, regret to see him leave, but congratulate him on his merited promotion. W. N. Caffey, who has served as assistant to general yardmaster for the past several years, has received the appointment as general yardmaster, and all of us extend to Mr. Caffey our congratulations and hearty welcome. The transportation employes presented Mr. Pace with a beautiful gift, a 23-jewel watch, in appreciation of the pleasant co-operation enjoyed while he was their supervisor.

William Kines, brakeman, and wife, have departed for a six weeks' tour of the west, including a visit with relatives in Washington and Oregon.

Horace Miller, conductor, and wife, are enjoying the mountain air in Colorado for two months.

Win Miller, brakeman, was quite painfully injured while on duty at Rogers, Arkansas, August 14. He is now in the hospital in St. Louis for treatment.

Earl Spain, night yardmaster, is enjoying two weeks of rest and recreation from duty.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Foreman W. F. Donohue is on extended leave of absence. He is being

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relieved by Dale Jenkins.

Ben Edmonds and George Griffin, linemen, were called home recently, account sickness.

W. N. Edson, of Central division, has bid in position as telegrapher in "F. D." office, Ft. Scott.

A. E. Laxton, division lineman, and wife, have been away on two weeks' vacation.

M. H. Wood, division lineman, Olathe, is ill at St. Louis hospital.

J. E. Nussbaum, lineman, visited relatives in Illinois during his vacation.

Harry Smith, lineman, is relieving George Finley in the floating gang.

Foreman A. Oliver is on two weeks' vacation in North Carolina. He is relieved by F. M. Gillihan.

M. J. Barrall, Fontana, one of our most genial and popular agents, passed away at St. Mary's hospital in Kansas City, July 27, following a few days' illness. Deepest sympathy is extended his wife and four small children who survive him.

Ft. Scotters who will vacation this month are: W. O. Long, late night wire chief, who will spend several weeks visiting his parents in Washington; A. P. Parks, evening wire chief, and Mrs. Parks, will go to Grand Rapids, Michigan, and Mrs. Edith Austin, chief telephone operator, who will spend two weeks in the Ozarks.

Ray T. Soper, personal record clerk, underwent an operation in St. John's hospital, August 7. He is recovering rapidly, and will be able to resume work within a few days.

E. L. Bray, lineman, is relieving R. A. Nelson, division lineman at Valley Park, who is on vacation.

Glen Harkins and Francis Gugel have resigned as messengers in the Springfield relay office. These vacancies were filled by Roy Toupin and Charles Ferbrache.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

W. P. McKinnell, claim investigator, and family, are vacationing at Shreveport, La., and Beardstown, Ill.

The Misses Marjorie and Katharine Risser, accompanied by their mother, enjoyed a day's visit, during August, in the beautiful home of Mrs. Emily Newell Blair at Joplin, Mo.

C. J. Bowman, claim investigator, has just returned from a little trip to Louisville, Ky., at which point he visited his sister. He also motored to Cincinnati, Ohio, from Louisville.

A group of girls from the general office building motored to Mt. Vernon, Mo., the afternoon of August 18, and had a picnic spread in honor of Mrs. Chas. Frizzell, formerly Edith Weddell, file clerk in this office, who is convalescing at the sanatorium.

L. L. Bangert, transportation inspector, has had his headquarters changed from Springfield to Pensacola, Fla. Mrs. Bangert and their two sons will join him the first of September.

Mrs. Pearl Davis, dictaphone operator, and two daughters, spent the latter part of August in St. Louis, visiting friends.

The claim department bowling team will be called the "Sunnyland" and the members have pledged to make it the most outstanding team among the nine other teams organized throughout the general offices and shops in the city.

L. E. Barrett, claims accountant, has seen fit to stick around the home base. In the past it has been customary for him to make long trips over a dozen or more foreign lines during his short two weeks' vacation, but his 1928 vacation he spent at home.

Vacations among the men have been temporarily halted so that all available traveling men can be assigned to work in connection with the heavy grape movement.

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Labor Day is outstanding on the calendar of most working folks, for after that memorable holiday, picnics, swimming and fishing parties fade into the background and the thoughts of the frivolous and serious-minded turn in the direction of new fall finery or yawning coal bins.

On Saturday, August 11, Messrs. F. L. Pursley, chief clerk and W. M. Doss, T. D. Quinn, R. D. Gilbert and Earl Head, claim investigators, enjoyed a fishing trip on Big Beaver river near Taneyville, Mo. Ray Bagent, assistant supervisor refrigeration, was also a member of the party. The fishing was poor, but despite that the boys had a hilarious good time, and came back with the usual line of hair-raising fish and snake stories. However, the best one of all was the story of a fight between a bull frog and a six months old kitten.

H. H. Fuller, a mechanical employe at Enid, Okla., and wife, are visiting C. E. Martin, claim investigator, and family. Mrs. Fuller is a sister of Mr. Martin's.

Harold Wilks, OS&D investigator, has just bounced over to the desk of the writer and reported that his wife had called on the 'phone to spread the glad news that their new baby girl, Shirley Marie, was proudly displaying two pearly teeth. The child is only five weeks old and proud parents will pay particular note of this bit of news.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

August is vacation time in the general manager's office. (But don't you forget that those of us who stay on the job and keep the work up have our hands full). H. E. Kimball, chief clerk, enjoyed a week's fishing in Michigan lakes. Upon his return C. P. King and family, left on the Sunnyland for a vacation on the Pacific coast. C. H. Bothwell, H. F. Madison and V. C. Williams also had a few days vacation during the month.

C. H. Baltzell, of the general manager's staff, spent the first half of August at Enid, as acting superintendent in the interim between Mr. Frazier's departure for Memphis, and Mr. Brown's arrival from Pensacola.

D. E. Gelwix has joined us as maintenance assistant to the general manager. Mr. Gelwix has had experience as division engineer on four out of the seven divisions and is well qualified for the job. As Jack Taylor remarked when he heard of the appointment: "They sure picked the right man."

While on an inspection trip of the new line, Mr. Sisson and his secretary, George Lodge, found time to cast a hook in the gulf. A threatening squall limited their activities, but did not prevent them from catching a number of fine fish. Mr. Sisson hooked a spade fish—a game fellow, shaped like a plate, that turned itself broadside when it felt the pull of the line. (A few of them attached to the track in high water could easily hold the track on the dump). Fish was served on the 1100—spade fish if you please!

The black angel again passed through the office and eliminated the position of assistant file clerk. This causes Miss Ann McClernon to revert to the Eastern division. Miss Olive Bernet, typist, now spends a portion of each morning helping in the file room, while Miss Anna Willigan, pass clerk, takes over some of the work formerly done by Miss Bernet.

A bowling team has been organized in this office consisting of J. M. Connelly, G. S. Danley, C. P. King, H. F. Madison and H. E. Kimball. Connelly was chosen president of the team, which will play with others from the Frisco Men's Club.

I can't understand why any one should think Friday the thirteenth unlucky. When that combination occurs tomorrow is pay day.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Mary Howell entertained twelve Frisco girls of this and other offices in the building with a house party at the James River Club, of which she is a member, on the seventh of August. Swimming was followed by a bountiful dinner and several games of bridge, at which prizes were won by Lulu Jernigan and Amy Cummings. After a moonlight swim the girls enjoyed a slumber party. Those entertained from this office were Vera Melton, Irene Boren, Bertha Sutherland, Amy Cummings, Lulu Jernigan, Lillian Yates, Lela Pride and Luna Wilder.

We are glad to report that Helen and Vivian Justice have their mother at home from the hospital, after a severe operation, and that she is slowly but surely convalescing.

Florence Lyons was called to Danville, Ill., on the tenth of August, accompanying her mother, whose brother was seriously ill and whose death occurred while there. Mr. Lyons and Marguerite attended the funeral.

Blanche Bramhall returned to work before her leave of absence expired, having visited and recuperated in sunny, southern California. On the sixth she entertained with a house party, the following girls of this office: Amy and Mamie Bradley, Theda Pyland, Zula Selvidge, Marguerite Lulai, Geraldine Ludwigs and Zella Shawley.

Catherine Lyons returned to work on the twentieth, much improved, after a two-month leave of absence account illness, part of her time having been spent in Whittler, California, visiting her sister.

Raymond Blevans, our likeable and efficient file room office boy, has left us to enter apprenticeship in the shops at West Tulsa. Raymond has the hearty wish of the entire office for success in his new work.

Harry Freeman, formerly of the O.D.S. office, has filled the vacancy created by Raymond Blevans' resignation.

Mrs. Neal Ham of Kansas City, nee Agnes Leach, visited the office last week. Mrs. Ham was formerly employed in the record department.

Claude Emery and wife, both formerly of this office, and now of Phoenix, Ariz., were visiting in the office this month, having returned on account of the serious illness of Mrs. Emery's brother-in-law. Claude was forced to go west on account of his health, but has completely recovered and has a good position with an Irrigation Company of Phoenix. They are full-fledged members of the Missouri Club of Phoenix, Will Irvin, formerly of this office, also being a member of the club. "The Frisco Employes' Magazine" is welcomed each month by this bunch and its news completely devoured.

Those from this office who motored to Mt. Vernon on August sixth and helped in presenting a program to the shut-ins there, were Dorothy Thoms, and sister, Mary Alice, of Kansas City Beatrice and Marie Arnold, and Helen Murray, whose clever Dutch dance in costume was loudly appreciated.

Lulu Jernigan left on the twenty-fifth for Douglas, Ariz., to spend her vacation in visiting her brother at that point, returning via Vinita, Okla., for a short visit.

Anna Kiefer and Myrtle Miller spent the last two weeks of August visiting in the east, spending some time in New York City, Quebec, Montreal, Atlantic City and Chicago.

H. W. Johnson, car accountant, spent his vacation in the west and on White River with his family.

August seems to have been a popular month for vacations for chief clerks and traveling forces.

C. W. Martin, chief clerk to car accountant, spending his vacation with his family in Ft. Madison, Iowa, and Ashton, Mo.

T. H. Wommack, general car service supervisor, spending his vacation with his family in camp on the White river.

C. L. Pender, traveling car service supervisor, camping on White river and taking several motor trips.

R. C. Bryant, traveling demurrage supervisor, also taking a part of his vacation this month.

Anna Mason, of the record department, is in Rochester, Minn., having been there since August 1st, when she accompanied her brother-in-law, H. T. Hosey, to the Mayo hospital for a very delicate operation.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

G. W. Hawkins, maintainer at Sulligent, Ala., was off duty during month of July, account illness, but we are glad to advise he has now recovered and resumed his duties.

Mrs. L. E. Owen, wife of our office engineer, is visiting relatives in Floyd, N. Mex.

Cecil Jones, clerk, is spending his vacation fishing in White river at Hollister.

Mr. Seward L. Uhr, of Gilluly, Utah, is visiting his brothers, Messrs. I. A. Uhr and S. L. Uhr.

G. C. Ross, signal supervisor, and family, are visiting in Jasper, Ala., and Ripley, Tenn.

Geo. W. Cathcart, signal maintainer at Rogersville, and family, are spending their vacation in Yellowstone Park. They will also visit points in California and Montana before returning.

Mrs. A. Vaughn, wife of signal maintainer at Kansas City, and children, are visiting in Los Angeles, Calif.

Miss Nada Miller, daughter of M. J. Miller, maintainer at Newburg, is spending her vacation in Carthage.

K. S. Johnson, signal maintainer at Sullivan, Mo., and wife, visited in Carmen, Okla., recently.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Assistant test engineer S. H. Acker, wife, and little daughter, Jean, are spending their annual vacation visiting with relatives in Minnesota. They say fish are plentiful in the lakes and streams of Minnesota and we are all expecting a real feast when Mr. Acker returns. He has lived in Missouri long enough to know that "we Missourians must be shown."

Our loss is Chaffee's gain, but we hope George McKenna will thoroughly enjoy his new work as chief clerk to E. E. Nixon, master mechanic at Chaffee. George has been in this office for eight years and we hated very much to lose him. Nevertheless, his advancement gives us pleasure. Although George will, in all probability, do much less traveling in the next eight years than he has in the past eight, the office force presented him with a nice leather traveling bag as a farewell gift, and a reminder of his services as secretary to H. L. Worman, superintendent motive power.

The position of secretary to Mr. Worman, made vacant by the transfer of George McKenna to Chaffee, has been filled by Frank Batson, until recently Mr. Gibson's secretary. We congratulate Frank on his advancement.

We welcome to our ranks E. H. (Scotty) Russell, who is filling the position of secretary to J. K. Gibson. Mr. Russell is a real southerner, being a native of the largest state in the union and coming to us direct from Sherman, where he has been employed as stenographer in the master mechanic's office for the past two or three years.

Of all the mute vacationists, none surprises us more than Raymond Ivey, secretary to George W. Moore. Although Raymond was absent from the office for a couple of weeks, and came back in such fit condition that we knew he must have been away on a vacation, he has thus far made no report on what kind of a time he had. Consequently, we are wondering whether he spent those two weeks catching up on his beauty naps.

Millie Alcorn is in the hospital trying to grow some new skin which was ruthlessly and prematurely removed by a fierce attack of poison ivy. She is improving and we hope will soon be able to stand on her two feet again. Mill says she always thought she had large feet, but that now she is quite sure they were formerly very small.

Alpha Cordz is acting as file clerk while our chief file clerk Millie Alcorn, is in the hospital. We are glad to have Alpha back again and wish we could tuck her in somewhere and keep her all the time.

The juggler of electrical department accounts and insurance policies in this office, Rufus Clark, is on his way to Southern California, where he and his family expect to enjoy a cool and pleasant vacation. Wish we were with them.

As final judge and official sampler of fine tomatoes, George W. Moore would like to know if any of the Frisco employes raise larger and more delicious tomatoes than our traveling wheel inspector, S. P. Tobias does. Mr. "Toby" produced the goods. Can you?

D. G. Clark and family, are spending their vacation in Ohio visiting with friends and relatives.

CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

Air Brake Man Jesse W. Bryant accepted a position at Oklahoma City, August 4th. Mrs. Bryant and the children are at present visiting relatives at Mountain Grove. Both were active workers in the Craft and the Ladies' Auxiliary, and will be sadly missed at the meetings.

Miss Glanna Carmack, daughter of Coach Cleaner Loren Carmack, is visiting relatives in Kansas City.

Miss Lucile Garris, daughter of Inspector I. O. Garris, is spending part of the vacation time in Tulsa, visiting friends and relatives.

Elbert Haggard and wife, have passes to Willard, Ohio, and will make an extended visit with relatives in that vicinity.

Amos H. Atwell and family, have been visiting old neighbors and relatives around Crocker the past month, and to date have not returned.

Inspector G. B. Nance was off several days, account sickness of relatives.

Coach Cleaner Hilsden Williams, has been visiting with his home folks at Eldorado, Kansas, the past three weeks.

At this writing Yard Oiler Dennis E. Horine is quite ill at his home near Purdy.

The record of personal injuries sustained during the month of July is far more encouraging than that of June. Only one accident in our department during that time. Laborer August E. Bruenn got a slight bruise on his back caused by a piece of decking falling from the grasp of car repairer Hardesty, who was working near him. Gus finished the day's work, however, but for the next few days he suffered some little inconvenience from the injury.

And now look where we are! On August 4th came a message to cut off a clerk and move to the office of Mr. M. L. Crawford, assistant master mechanic here at Monett. M. H. Cruise, chief clerk, and Miss Frossard, stenographer, kindly moved over a little and made room for ye scribe and the files. Mr. Kaufman, our general foreman, has his desk in Mr. Crawford's office. We miss the smiling face of "Gus" Davis, and hope some day to have him back again with us.

Assistant Car Foreman Clarence F. Davidson, is taking his annual vacation at this time and spending a part of it with old home folks in the Carolinas on the Atlantic seacoast.

Piece Work Checker John E. Graham, and wife, returned July 28th, having spent the vacation period with Mr. Graham's father and mother in Mississippi. Having eaten the evidence we could scarce afford to doubt the tales he tells of his fishing trips.

Air Brake Man Harry B. Harvey returned to Monett from Chaffee, having been displaced at that point by the return to service of a former employe. Harry says Monett is the best place on earth, and we are glad to have him with us once more.

AURORA—GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

Frank McMurray, section foreman Northern division, is taking an extended vacation, awaiting the outcome of his application for a pension. Dallas Stockton, of Golden City, Mo., is relieving Mr. McMurray.

Marjorie Larrimer, daughter of Bert Larrimer, yard clerk, is spending a two weeks' vacation with her parents. Miss Larrimer is taking a course in nursing at the St. Mary's hospital in Chicago.

George Thrall, brakeman, Northern division, and family, have left for Rochester, Minn. Mrs. Thrall and son, Jack, are in the Mayo's clinic for observation and treatment. Mrs. Thrall has just recovered from an extended illness.

Mrs. Ira Pilkington, and Helen, wife and daughter of Ira Pilkington, brakeman, Northern division, have just returned from an extended visit with relatives in California.

Mr. C. Price, agent Miller, Mo., is back on the job with a smile, after having spent his vacation in the west.

It is estimated that Aurora will ship fifty cars of grapes this year. This is a considerable increase over last year's shipments. We also have a grape juice plant locating on the Frisco tracks.

Ye scribe is planning on a big time at the American Legion State Convention to be held in Cape Girardeau September 3 and 4. So if you see no news of Aurora in the next issue you will know that he is still feeling the effects of the convention.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Mrs. Alton Earp, wife of Engineer Earp, and daughter, Miss Ruth visited relatives and friends in St. Louis recently.

H. A. Atwell, operator is working the second trick in Miss Helen Fellows' vacancy, who was transferred to "S" office at Springfield.

H. J. Poff, conductor on the Lebanon sub, has returned to work after spending his vacation in Ontario, Canada, fishing.

Joe Wilson, second trick air man, is in the Frisco Hospital at St. Louis.

Chester Moore, extra caller, is working the first trick calling job while under bulletin.

Roy Jordon, fireman, and Mrs. Jordon are the proud parents of a baby boy, born August 12. He weighed eight pounds.

Miss Helen Fellows operator at Springfield, visited her parents in Newburg the 14th.

H. E. Rook, night yardmaster has returned to work after spending a two-weeks' vacation in the Ozarks.

Frank Moore, clerk, and Mrs. Moore and small daughter spent a few days visiting relatives at Marionville recently.

Mr. and Mrs. Frank E. Porterfield of St. Louis were the guests of Mr and Mrs. Mack Cotham the 17th and 18th.

L. A. Fuller, traveling passenger agent of Kansas City, is spending his vacation here.

K. G. Stoll, yardmaster, was off for a few days this month. Herman Fuller, switchman, worked in his place.

Miss Ruth Fellows, daughter of S. E. Fellows, storekeeper, visited relatives and friends in Springfield the 16th.

B. E. Loftis, lineman, and family attended the county fair at Rolla the 16th.

Mrs. Rose Musser and daughter, Miss Maxine, who have been visiting Mr. and Mrs. Jim Beshears and family, have returned to their home at Springfield. Mrs. Musser and Mrs. Beshears are sisters.

Miss Hortense Watts, daughter of O. N. Watts, assistant superintendent, who has been attending the summer term of school at Springfield has returned to her home in Newburg.

Mrs. O. N. Watts and son, John, have returned home from a visit in the West.

Lee Roach, operator, is working third trick in Claude Leek's vacancy.

Noel G. Turner, former station helper at this place has bid in the third trick calling job.

Louis Gribsby, call boy, has resigned and moved to Augusta, Kansas.

Harold Stoll, clerk, is visiting a few days in Springfield.

Miss Jeanne Elizabeth Chappell, granddaughter of Engineer Vincent, who spent the summer visiting relatives and friends here, has returned to her home in Springfield.

OFFICE OF SUPERINTENDENT OF TERMINALS—SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Frank Mills is off duty, on account of an infected eye.

Paul McBride has been honored with the presidency of the 1929 Ozark Young People's Conference at Hollister, Mo.

E. G. Wall, yardmaster, has returned to his duties after enjoying a vacation, part of which was spent on a visit to Canada.

C. C. Ellison recently enjoyed an outing with friends at Hollister, Mo.

The regular Accident Prevention Meeting was held the evening of August 7th. An interesting and instructive program was enjoyed by those attending.

A. Lamb, yardmaster, accompanied by his family, spent his vacation visiting friends and relatives in Kansas. He also enjoyed a trip to the White River.

Dollie Hinkle visited her sister and family in Kansas, while on her vacation.

O. W. Bruton, superintendent of terminals, has resumed his duties after enjoying his annual vacation.

The royal and ancient game of golf has two additional devotees from the terminal, now that L. E. Sullivan and C. C. Ellison have succumbed to the lure of the sport. Both are steadily becoming more proficient with each round and soon they expect to make old man par respect their ability.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Engineer H. R. Smith and Fireman John Faes, of the eastern division, were at Paydown, Mo., the forepart of August,

fishing on the Gasconade River. John says they caught a mermaid four feet long and weighing twenty-seven pounds. H. R. verified the statement and is broadcasting that he caught forty pounds of other fish.

Another pursuer of the finny tribe is Clayton Sandifer, fireman on the eastern division, who went fishing on Big Piney River near Newburg, July 13. Sandy isn't mentioning so much about the number of fish he caught as he is bragging about his coat of tan.

Mrs. C. D. Davis, of Newburg, wife of eastern division fireman, Chess Davis, visited relatives in St. Louis recently.

Machine Foreman D. A. Normington and wife departed the night of July 31 for Palestine, Galveston and Houston, Texas, as well as other southeastern parts of Texas. As Dave hasn't returned to date we presume he is motoring back in his galloping gondola. J. Seanor Abbott is acting machine foreman in Mr. Normington's absence.

On the fourth of August, at half past one, Lee Wardlow, night electrician, started for Rogers, Ark., in his Dodge roadster. It's a good thing Lee is a night hawk, for he got stuck the other side of Newburg and had to spend the rest of the night in the rain.

Roundhouse Foreman F. J. Gibbons and wife were on their vacation in Barry County, July 16 to July 29th.

C. C. Connelley, locomotive inspector, left August 20 for Ft. Worth, Henrietta and other Northern Texas towns, planning chiefly on attending a family reunion at Henrietta, Texas.

Nicholas Miller is now the proud father of a four-pound boy, born August 3. The little fellow has been named Robert Marvin.

M. J. Barrett, engineer on the river division, has been reappointed road foreman of equipment.

J. S. Meidroth, road foreman of equipment, river division, has returned from a two weeks' vacation at Havana, Cuba.

Fireman Noel Sweetin and wife, visited with relatives at Springfield the week of August 5.

E. W. "Pete" Peters joined the night owls July 25 on the 4:00 p. m. to 12 p. m. shift as first-class machinist. Glenn Darnell took Peter's job as machinist in the back shop.

"Irish Red" Lutzenberger spent the week-end of August 4 at Springfield.

H. M. Thomas of St. Louis is our new stationary engineer.

The electricians at Lindenwood are quite busy this month giving the conduit on the top of the roundhouse, yard lights, etc., their annual coat of Lucas cement. This is quite an item towards the preservation of the conduit. "Sunny Jim" Cunningham says he would much rather paint dynamos than those heavenly yard lights.

Locomotive Inspector Victor Younghaus was down in Louisville, Kentucky, looking over the jimson weeds the 10th of August. John H. Sanders, machinist, joined the night owls as inspector during Vic's absence.

Bill Exposito, engine crew caller, was on his vacation at Monett the week of August 6th.

UNION STEEL CASTING COMPANY
PITTSBURGH, PA.
CARBON and VANADIUM
CAST STEEL LOCOMOTIVE FRAMES
General Miscellaneous Castings for Locomotive and Car Work

National Boiler Washing Co.
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RAILROADS using our cast steel spring bands report a saving over the cost of manufacturing wrought iron bands in their own shops.
Wrought iron bands crease in the corners; the iron is burnt in forging; they are not uniform in thickness, and there is considerable loss due to imperfect welds.
Cast steel bands have solid corners, are free from burning, are of uniform thickness, and require no welding.
The strength of these bands compare as follows:

	Tensile Strength lb. per sq. in.	Elastic Limit lb. per sq. in.
Wrought Iron Bands—	40,000	25,000
Cast Steel Bands—	70,000	36,000

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Mines Located at Mulberry and Scammon, Kansas, and Henryetta, Oklahoma, on the line of the St. Louis-San Francisco Ry. Co.

Jos. H. Smith, engine crew caller, and C. C. McCracken, better known as Col. McCracken, were at Parks Air Field the fourth of August, and ever since have been telling us how St. Louis looks from the air.

Glen E. Thompson joined the ranks of young fathers August 4, when his little seven-pound daughter, Alice May, was born. Glen is right up to the minute and has bought a Chevvy roadster for his new daughter in lieu of a go-cart.

"Rags" Monroe Jenkins went fishing at Owensville, Mo., the third of August, where he says he caught half a sack of fish.

Gus Schratz, John M. Ates and James P. Otey are among the newcomers to join the ranks at the Lindenwood shops.

"Slim" Lutes laid off the 12th of August to polish up the Essex.

Ted Barnett returned August 15 from Amory, Miss., where he has been recuperating.

Joseph H. Smith, engine crew caller, laid off August 16 for a six-day vacation. He's staying in St. Louis this time, mostly at Forest Park Highlands.

John G. Morris, engine crew caller, is taking a six-day vaeation, starting August 23, also in St. Louis.

Mrs. Sidney Williamson, of Fyler Avenue, St. Louis, entertained the Frisco "Appleknockers" at her home, Tuesday, August 7.

Charles Spuriel Turner, electrician, has been working heavily at night in an effort to rebuild his Essex coach.

Stationary Engineer O. M. Evans, at this writing, is in the Frisco hospital having his tonsils removed. Leo Riley, machinist, is substituting in his absence.

Local No. 5, F. A. M. C. & C. D. E. met August 15th at Rock Springs Turner Hall, corner Boyle and Chouteau. The attendance was exceptionally good.

A. J. Perkins, in Hawkeye, Mo., August 5, says the corn crop down there is looking splendid.

Charles T. Freitag was fishing at Sullivan, Mo., July 18 and 19.

Walter H. Mann joined the ranks of the benedicts August 1. His bride is the former Miss Celeste Prosser of Maplewood, Mo.

Mr. and Mrs. Leo Franken, of Springfield, visited at the home of Mr. and Mrs. W. L. Baron the week-end of August 16. Mr. Franken is with the Metropolitan Insurance Company.

Glen H. Darnell left August 20 for an extended vacation in New York City.

Mr. and Mrs. W. B. Smith also joined "the side-walks of New York" as well as Buffalo, leaving the 16th of August for a fifteen-day trip.

Allie Jones went fishing August 13th and 14th on Little Piney River. He didn't catch many fish, but it is self-evident that he acquired a first-class schoolgirl complexion.

Mr. and Mrs. W. J. Ficke are all tuned up for their vacation, the coming month, having just purchased a new Chrysler.

Understand one of the high spots of Superintendent P. W. Conley's recent vacation was an airplane trip over Chicago.

W. J. Henry recently brought the office force a couple of tomatoes to add attractiveness to the midday "eats". The two tomatoes weighed two pounds and two and one-half pounds, respectively. Bill said he had some larger ones, but they were too heavy to carry. "Mac" will have to go some to beat this record.

Engineer Al. Knelle and wife have returned from a two weeks' vacation in Denver, Colo., and Salt Lake City, Utah.

Owing to Claude's tactics and Charlie's oratorical powers, the "Farewell Address and Presentation" went over big. On August 9 the roundhouse employes at Lindenwood, through Charles A. Phillips, presented W. P. Gorman with a Ball nineteen-jewel white gold watch and chain. Bill says it is the keenest watch he has ever seen and is very grateful to his many friends.

R. A. Medley, now of Rotan, Texas, and formerly of the stores department, was a recent visitor at the Lindenwood shops. Mr. Medley was injured in an auto accident last year, and came back to St. Louis for the hearing of the case in which he was the victor.

W. J. Gillespie, Jr., son of general foreman, car department, and Miss Doris Southlind were united in marriage July 21, 1928, at Los Angeles, Calif. Mr. Gillespie is connected with the Board of Education, Los Angeles, where the couple will make their future home.

The reduction in clerical forces on the eastern division has changed the personnel of both locomotive and car departments at Lindenwood. Rossie E. Willer of Kansas City has displaced W. P. Gorman, chief clerk to the general foreman, and Mr. Gorman has, in turn, displaced C. E. Neely, A. R. A. clerk.

"Senator" T. J. Doyle, foreman passenger equipment, Jefferson Avenue coach yards, spent the last two weeks of July on vacation in Detroit, Mich., and points in Canada. Of course, we all heard about it for he sent E. L. Mason, electrical foreman, a card from Canada which was minus postage, and Lee had to canvass the Jefferson Avenue coach yards to get 4 cents to pay for it.

E. L. Mason, electrical foreman, and family toured the country in the Chevvy, August 2 to August 15. He seemed optimistic on his departure that he would have a pleasant vacation, regardless of methods of transportation.

Joe Forstner, repair track foreman, was back on duty August 15 after a two weeks' vacation at Baltimore, West Point and Washington, D. C. While in Baltimore, he visited his mother.

Miss Doris Eugenia Neely shouted hello to this world at 11:30 a. m., July 28. Mr. and Mrs. C. E. Neely are the proud parents. Mrs. Neely will be remembered as the former Miss Pearl Ashlock of the car department. Congratulations!

Piecework Checker W. O. Coy and wife have returned from Niagara Falls, having enjoyed the last two weeks of July at that point.

A. C. Penn, foreman of inspectors, and family returned July 15 from a two weeks' vacation at "Grandma's". Luckily the grandparents do not live in the same location, as Elizabeth, Leland and Harry like to ride the trains.

Celeste O'Neill, of the store department, recently got a permanent wave. We now know why, for she evidently thought it took a wave to rule the waves, as she is spending her two weeks' vacation at Castlewood-on-the-Meramec.

F. G. Collar, storekeeper, is our new horseshoe pitching champion, having defeated the former champion, Dave Fox of the car department.

The new concrete floor in the roundhouse, under the supervision of Clyde Cunningham, mason foreman, was completed August 3.

R. A. Watson, who needs no introduction, was a Lindenwood visitor, August 16. Bob said he came down to see why we hadn't given him any write-ups lately, by which we are pleased to note that Bob now reads our column regularly.

Engineer J. G. Hynes returned to work July 22 after a month's tour of California points, having left June 4 to attend the convention of locomotive engineers and firemen in Los Angeles. Mr. Hynes states that while at the convention they were treated most royally. He not only took in Los Angeles, but quite a number of California points, among which were, Monrovia, Glendale, San Pedro, Santa Barbara, Sacramento, San Jose, Santa Cruz and Oakland. He says that one of the most enjoyable things of his trip was the voyage out from Long Beach to Catalina Island in a glass bottom boat. On his return trip Mr. Hynes stopped off at Salt Lake City, Pueblo and Kansas City. While he enjoyed going to California, Mr. Hynes says that after all nothing can beat the scenery down on the Frisco in the Ozark region, eastern division.

The B&B gang, while at Lindenwood, redecorated the general foreman's offices in an attractive combination of ivory and light buff. The office force is justly elated over their new surroundings.

Lindenwood employes who attended the picnic of the St. Louis Terminals Club at Ten Brook July 15 and the joint picnic of the Frisco Men's Club and Frisco Girls' Club at Pevely Farms, August 5, unite in reporting exceptionally good times, and are looking forward to future activities of the clubs.

WATER SERVICE DEPARTMENT NEWS

John Vance called on his new grandson at Tulsa, Okla,, August 5.

W. A. Coon was in Topeka, Kans., the last of July on account of the death of his sister. The department joins in extending sympathy.

The installation of the new fire protection lines was completed during the month of August.

The water service department has already begun repairing steam heat lines throughout the terminal in preparation of the coming winter months.

Charles Loague is off on account of "apparent" sickness at Cuba. We wish him a speedy recovery.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

Miss Eleanor E. Finn has returned from a vacation spent with her sister's family in Kalamazoo, Mich., and lake resorts.

Larry Kitts has been away on a few days' vacation and Ted Buermann visited in Berger for a few days. Ted says he was sick all the time he was gone and we believe he has decided vacations do not agree with his health.

L. A. Blevans spent a week-end in July with relatives in Springfield, Mo., and points south on the Frisco.

We take this opportunity to announce that H. E. Martin, our chief clerk, has developed into an A No. 1 tennis star, and anyone who has any doubts about this statement need only to challenge him for a "round" on the courts to be thoroughly convinced of his ability.

Mrs. Louise S. Gibson is spending her vacation in the East after visiting a few days with relatives in Tennessee. She went to New York to visit her son, Dr. Thos. S. Gibson.

Miss Alice Cooke and her sister, Edna, spent a delightful day in Chicago, Sunday, July 22.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

J. L. Boyd, 60-year-old Frisco freight department foreman, yesterday started on a two weeks' vacation—a vacation which he has never found time to take in 28 years. Boyd went to work for the Frisco 21 years ago. He had had 17 years' previous railroad experience, and had promised himself a vacation each year but he never seemed to find the opportune time to take it.

Boyd and his wife, who reside at 844 South Weaver avenue, will visit relatives at St. Louis, Chicago, Kansas City, Manhattan, Kan., Tulsa and Enid, Okla. At Clinton, Ill., his home town, he will stop for a brief visit, after an absence of 52 years.

Mr. Boyd formerly was an employe of the Santa Fe Railroad Company.

Miss Blanch Handley who has been been in the hospital for the past thirty days returned to work July 16th.

Chief Clerk Mills, is filling the position of platform foreman during the leave of absence of J. L. Boyd. He is being assisted by Lee Howell, block clerk and Glen Cox, seal clerk. All the boys on the platform are lending their assistance so there will be no let down during Mr. Boyd's vacation.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

A consolidation of the car and locomotive department offices was effected on August 1, when R. G. Kaufman, general car foreman, moved bag, baggage and office personnel up to make his future home with us. This was done as an economic measure to reduce office expenses. It required quite a lot of scientific management to get the various file racks, desks, etc., satisfactorily located, but finally succeeded in bringing about a convenient arrangement for all.

M. L. Lane and Mrs. Lane returned the latter part of July from an eight weeks sojourn through the Western states. They first visited in Los Angeles, then spent five weeks in San Francisco where Mr. Lane acted as delegate to the National Convention of the Brotherhood of Locomotive Firemen, next stopped at Portland, and returned by way of the mountainous regions of Colorado. They give enthusiastic accounts of a marvelous trip, which, in view of the extensive territory covered, no one is inclined to question.

E. E. Cummins, that genial inspector of the Davis Wheel Company, spent the week of August 12 in Monett.

At least we have viewed the beautiful Loving Cup, emblematic of safety and carefulness, and it has incited us to greater effort toward obtaining it as a prized trophy for the Eastern division. We are indebted to H. H. Harrison, accident prevention supervisor, for revealing to us the possible reward of good work along this line, and hope soon to see our division victorious in the accident prevention contest.

Mr. and Mrs. J. C. Bridges are entertaining a most welcome little visitor at their home,—a baby boy, born July 30. Mr. Bridges is a fireman, assigned to the extra board at Monett.

A marriage of great interest to Frisco folk took place on the morning of August 14, when Miss Catherine Dwyer became the bride of Linus Ruscha, at a church ceremony performed at the hour of seven. Mrs. Ruscha is the youngest daughter of Engineer John Dwyer. The young couple departed immediately for Fayetteville, Arkansas, where Mr. Ruscha has a position.

J. S. Boedecker, machinist, who underwent an operation for cancer at the Frisco hospital the latter part of July, has returned home, but is yet unable to resume work.

S. C. Larkin, laborer, together with his mother and small brother and sister, departed on August 15 for an extended tour to the Western coast. Ozarkians shouldn't get lonesome out that way, for it seems that about half the roundhouse force has embarked on vacation trips to the West.

Another which was entered into with pleased expectancy, but ended disastrously on the first lap, was the attempted journey of W. C. Doty, car man, and family. While visiting in Oklahoma, on their way to California, a member of the family became ill, and it was necessary to return home. Better luck next time!

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

GREAT NEWS—we have an addition to our Frisco Family. Mr. and Mrs. Robert L. Patrick are the proud parents of a baby boy, Donald Jerry, born July 20, and we congratulate them on the fine youngster.

As this bit of news goes to press it finds Merle Platte away from the office on account of serious eye trouble; also Helen Mary Dryden recovering from an operation for appendicitis. We wish for them both a speedy improvement as we miss them very much.

A. P. Moses motored to Eureka Springs for a week's vacation and then over to Noel for some fishing. Mr. Moses' fishing experience was very true to life—it had a catch in it.

Speaking of catches, George Neff, on his recent fishing trip, actually caught and landed a fish weighing 39 pounds and measuring 44½ inches—No foolin' —that's the truth. We surely are proud of our expert fisherman.

The writer spent her vacation enjoying the wilderness of a Montana Rodeo near Billings, Montana. The cowboys fell hard (from their horses).

Carmen Bowman, in company with her sister, Loretta, of Kansas City, Mo., toured Yellowstone National Park and had a wonderful time.

Anna Sheehan attended the Y. W. C. A. yearly conference at Estes Park, Colorado, and like the rest of us learned to love the mountains.

We were all very much grieved to learn of the death of Tom Feehan's mother. Tom is Mr. Doggrell's secretary and the entire office extends to him our very deepest sympathy in his great loss.

LATE REPORTS

NORTH ROUNDHOUSE SPRINGFIELD, MO.

CHAS. A. CARNER, Reporter

W. H. Mathias, fireman, is working in freight service on the Springfield Sub. He has been in passenger service on the Central division for several months.

N. V. Allebach, engineer, is now working in passenger service on the Southwestern division. He has been on the Central division for many years.

Herbert Miller, engineer, is now working on the Texas Special and the Bluebonnet. He was formerly on freight on the Springfield Sub.

P. J. Heyburn, engineer, has returned to Tulsa where he is now holding another run. He has been working on the Texas Special and the Bluebonnet.

V. W. Cross, fireman, is working on the Newburg Local. He has been in freight service on the Lebanon Sub.

C. L. Henderson, fireman, is now working on Local between Springfield and Lebanon.

F. L. Hamilton, fireman, Lebanon Sub, is back in through freight service after working on the Newburg Hill for several months.

E. F. Dowden, fireman, is back in freight service after being on local for several months.

J. P. Frost, fireman, Southern division, is working on the Sunnyland, having been cut off the engineer extra board.

Jas. L. O'Melia, engineer, Lebanon sub, is in freight service after several months on passenger.

Charles A. Ellis, fireman, has returned from a few days' fishing trip and he says they are biting good.

G. C. Cole, fireman, Southern division, is spending a few days in Topeka, Kansas. He expects to return about the 15th of August.

A. F. Lautzenheiser, fireman, is spending a couple of weeks at Denver, Colo.

Cliff. Hollyingsworth, outside foreman at this point, is spending a few weeks in Ohio, visiting relatives and friends.

F. B. Williams, engineer, is off on a vacation visiting relatives and friends in the North.

L. M. Harrison and R. W. Clary, firemen, have just returned from a few days' fishing trip on the Gasconade river. They report the usual luck.

Sam King and J. E. Baker, engineers and Fireman Grimes have returned from California, where they attended the Fireman's Convention. They have been off for the past 60 days.

P. P. Giedon, yard fireman, has returned from a vacation. He has been off for the past three weeks.

E. H. Fuller, engineer, has returned from a month's vacation spent in the vicinity of New York City.

C. A. Wagner, engineer, has returned to work after being off for the past 30 days on a vacation.

J. W. McGilvery, fireman, has returned to work, having been off for a couple of weeks account of sickness.

A. O. Hegburg, yard fireman, is in the hospital suffering from a goiter. We hope he will be able to return to work soon.

T. F. Wright, engineer, has been off for the past month account of sickness. Understand he is improving and expect to be around again soon.

Ralph Reed, yard fireman, has returned to work after having been off account of the death of his mother-in-law, Mrs. R. F. McGlotham, who died July the 16th.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mrs. B. G. Adams, wife of B. G. Adams, electrician, left for Springfield August 2nd, where she joined her father and mother in a motor trip to the Pacific northwest, visiting Portland, Seattle and other points. They will be gone some six weeks. B. G. says for once he is "head of the house".

Dan Cupid is on the job again. This time Ray "Sheik" Shepperd is the victim. He and Miss Marjorie Malaby were married July 8th, at Newkirk, Okla. Mrs. Shepperd was employed in the division engineer's office. Mr. Shepperd is a machinist. We join their host of friends in wishing for them a long and happy life.

J. A. McKrite, machinist, and family spent the last ten days of July in the "piney woods" of east Texas, fishing, eating fried chicken, and watermelon. They report a most enjoyable time.

C. P. Clark, sheetmetal worker, is again in St. Louis hospital, where he underwent an operation for varicose veins. Latest report favors him nicely.

Mr. Frank Raab, car repairer, wife and small daughter, Constance, motored to Perry last Sunday, where they attended a picnic.

The wheat rush is just about over for this season and everyone is wearing a relieved expression, especially the yard forces.

Doren Goff, night engine inspector is in St. Louis hospital, where he underwent an operation for hernia.

Everett Wright, pipeman, is on a two weeks' vacation.

D. H. "Dutch" Clark, tool room attendant, was retired August 1st, due to age limit. He was presented with a 32nd degree Masonic ring by his fellow employes together with the supervisors.

Mr. and Mrs. Talmage Bentley are entertaining Mr. Bentley's sister and brother-in-law, Mr. and Mrs. Elmer Watson of Post City, Texas. Mr. Watson is superintendent of schools at Post City.

B. N. Luke and family of Sullivan, Ill., brother-in-law of George Whitely, of the water service department, have been visiting in the home of the latter.

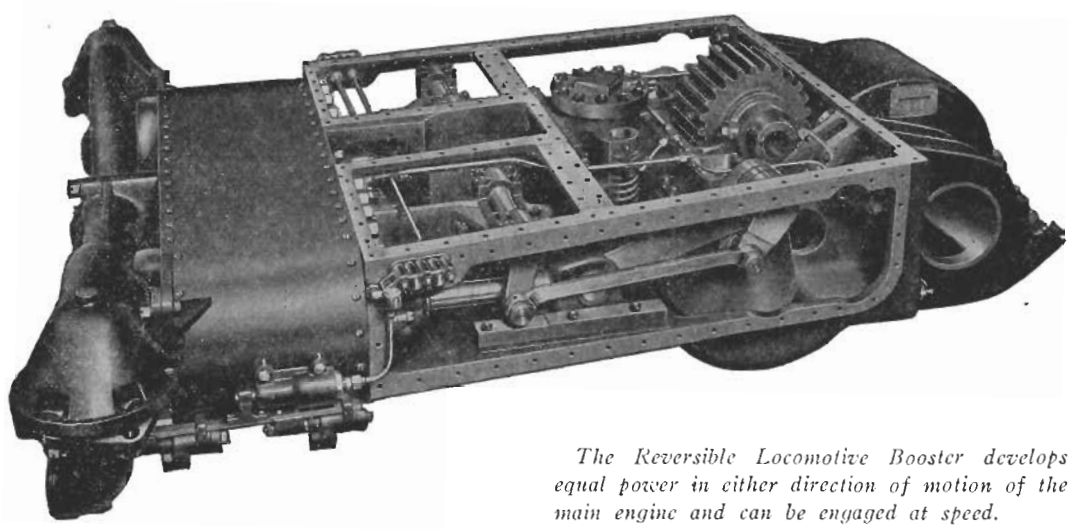
George Whitely, Charles Atchinson and George Dodsworth of the water service department, have recently finished re-hooping the water tank at Goltry, Okla.

M. L. Graves, night roundhouse foreman, is off on his vacation. Otis Cobb, night air man, is taking Mr. Graves' place.

M. L. Wagoner, day machinist, is on night engine inspection work, account Doren Goff, regular inspector, being in the St. Louis hospital.

A NEW DEVELOPMENT

The Reversible Locomotive Booster



The Reversible Locomotive Booster develops equal power in either direction of motion of the main engine and can be engaged at speed.

THE power of The Locomotive Booster has proved so helpful in coping with emergencies in railroad operation and improving operating records that there has arisen a demand that the power of the Booster be made available in both directions. In moving long heavy trains in and out of sidings, in stopping at water plugs and under other special operating conditions the convenience of a Reversible Locomotive Booster was apparent. Sensing this demand the engineers of the Franklin Railway Supply Company for several years have been working on the development of the Reversible Booster, placing the first Reversible Booster in service under a switch engine a year or more ago. Since then its use has spread widely and today the Reversible Booster is recognized as standard equipment for certain specific conditions of operation.

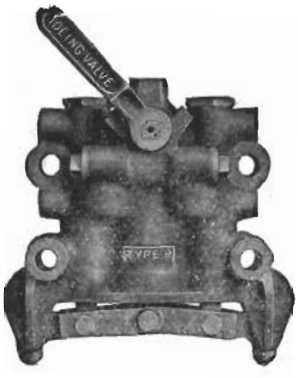
The Reversible Booster is essentially the same familiar design of Booster which is now operating on many of the railroads in the country. Great care was taken in its design to retain as many standard Booster parts as possible.

The Control System

The control system is the same as on the one-way Booster with the exception of the reverse lever pilot valve for which there has been substituted an entirely new valve, incorporating the reversible feature. With this one variation, the control system is identical to that on over 3,000 locomotives.

The Reversible Booster Engine

When the engineers came to design the Reversible Booster engine, only two changes were necessary. A gear was added and an alteration in the clutch cylinder was made. These changes enable the Booster to work in both directions as can easily be seen if one notes the gear train chart and follows the Reversible Booster in actual operation.



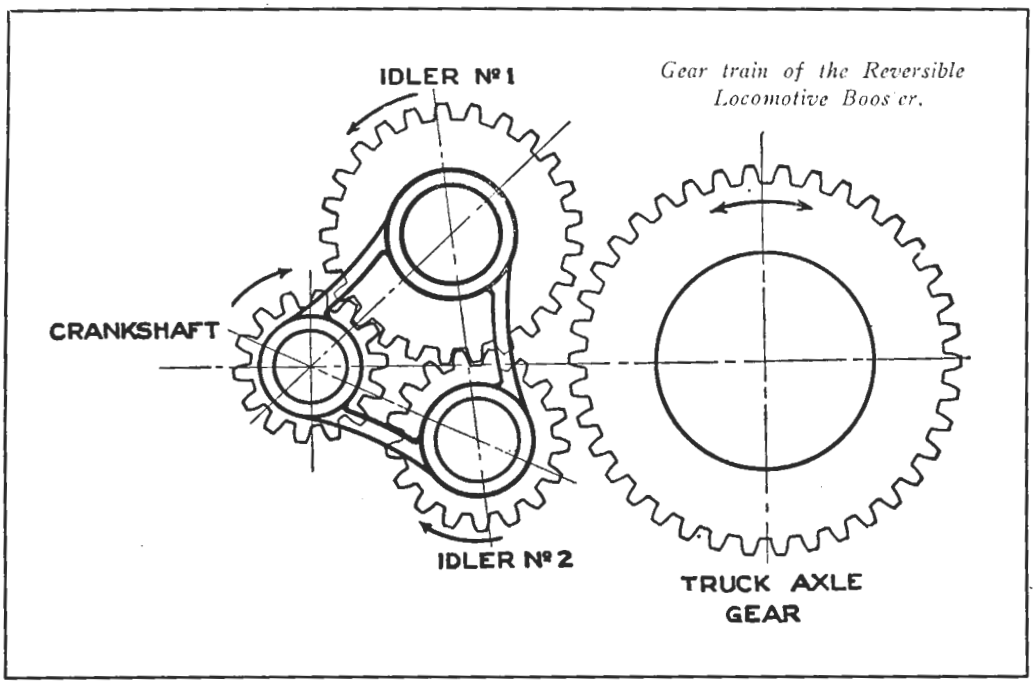
Reverse lever pilot valve — the only change in the control system necessitated by the Reversible Booster.

In the forward motion air is admitted to the underside of the piston in the clutch cylinder. This moves the idler gear rocker, which incidentally in the Reversible Booster is now pivoted on the crankshaft, in the same direction as the clutch cylinder now moves the idler gear in the one-way Booster; that is, to bring the top idler gear (No. 1) into mesh with the axle gear. Consequently, this drives the axles in the forward direction.

In the reverse direction air is admitted to the top of the clutch cylinder piston which moves the smaller and lower idler gear (No. 2) into mesh with the axle gear and the drive is now from the crankshaft to the large idler gear at the top, to the small idler gear at the bottom, and, finally to the driving axle gear. Hence, the drive is now in the reverse direction.

It will be noted that the Booster engine itself always revolves in the same direction, the reversing being accomplished purely by the gear mechanism. It will also be noted that the application of torque through the crankshaft when the idler gear No. 1 is in mesh with the truck axle gear and the locomotive is moving in the forward direction, makes the idler gear self-energizing and the greater the torque the greater the tendency of the idler gear No. 1 to stay in

mesh. When, however, the Booster is shut off the motion of the truck axle gear tends to throw the idler gear out of mesh and into a neutral position. So, too, when the Booster is operating in the reverse direction the resultant forces tend to keep idler gear No. 2 in mesh with the truck axle gear and without the application of external force. Here again, when the Booster is shut off, the direction of motion of the truck axle gear disengages idler gear No. 2. Among the advantages of this arrangement for reversibility is the fact that there are no idlers in mesh with the axle gear when the Booster is not in service.



Gear train of the Reversible Locomotive Booster.

No special devices are called upon to hold the idlers in mesh with the axle gear. Then, too, when the Booster is cut out at speed the reversal of the torque disengages either idler gear from the axle gear. Finally, there is a definite and neutral position that the mechanism returns to after using either idler gear due to the reversal of torque after the steam is shut off.

Once the Booster is moving in a set direction, interlocking arrangements prevent any interference between the forward and reverse gears.

An Important Contribution

Aside from the important contribution of standardization of parts and simplification of stock, the railroads have the assurance of the same dependability as is expressed by years of proven service in the one-way type. On many roads, the Reversible Booster is already proving its ability by remarkable performance records in all kinds of service.

Switching Service

In switching service, the one-way Booster was somewhat limited in its application. This limit no longer prevails. Switchers are now endowed with equal power in either direction and, for this reason, are capable of handling with ease the heavy trains brought in by high motive power of today. The yards are relieved of congestion. Money is saved by postponing rearrangement of yards to meet increasing capacity. More tons are handled with greater speed and efficiency.

Hump Yard Service

In spite of the fact that The Locomotive Booster is ideal in hump yard service, the flexibility of the Reversible Booster cannot be overlooked. Very often, the service involves a relatively short haul on a heavy grade where the maximum tractive effort of the locomotive is called upon because the number of cars that can be switched depend entirely upon the tractive power that can be developed at slow speeds. Sometimes where the grades are very heavy mallet type locomotives with two Reversible Boosters are used so that if a train is on the other side of the hump and it is necessary to pull it back, no difficulties are encountered. It would be quite impossible for the engine to pull the entire train in reverse direction alone. With the Reversible Booster, cutting and shifting in the yards are eliminated. Speed of operation becomes an established fact.

Road Service

Even in road service, the Reversible Booster comes into its own and demonstrates its efficient method of assisting trains on single track lines and where the passing sidings are too short to accomodate longer trains made possible by up-to-date methods. At times, it is often necessary for a freight to enter the siding and pull out again on the main to let a passenger train pass the entering switch and stop. But, when the locomotive is equipped with the Reversible Booster, it pulls its train in and out quickly and eliminates the serious delays along the line.

Far from the experimental stage, the Reversible Booster helps the engineer out of many a tight place and continually reveals its power to increase speed of operation by getting trains over the road on schedule time set by the high standards of modern railroading. **(ED. ADV.)**

Southern Wheel Co.

1776 Railway Exchange Building
ST. LOUIS, MO.

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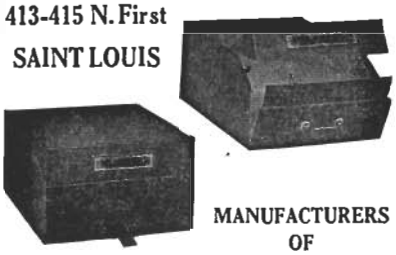

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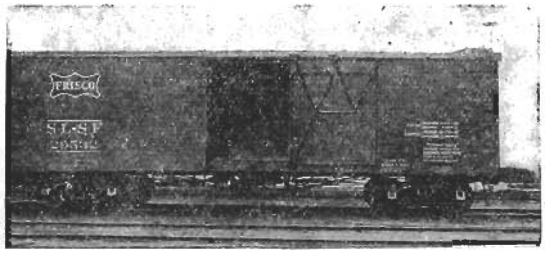

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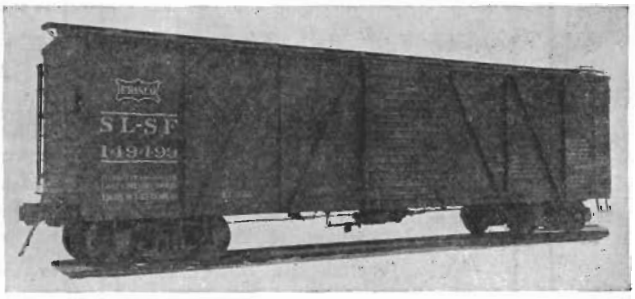

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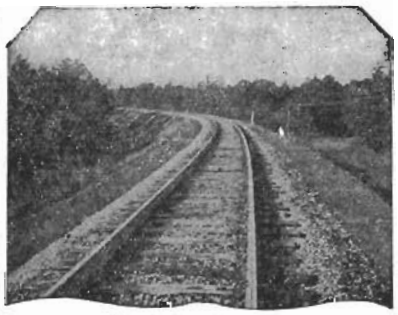

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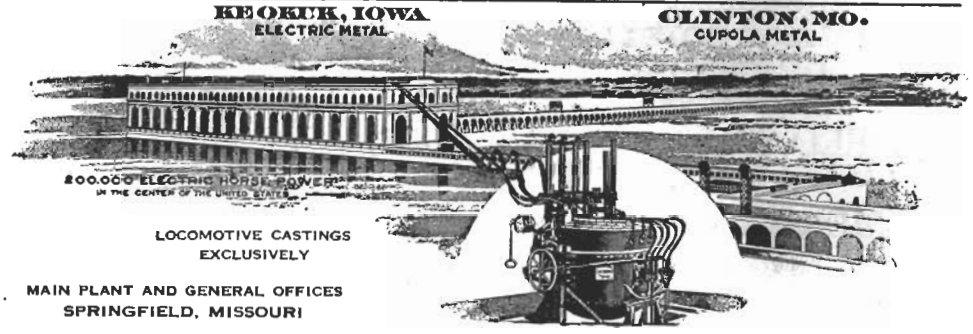

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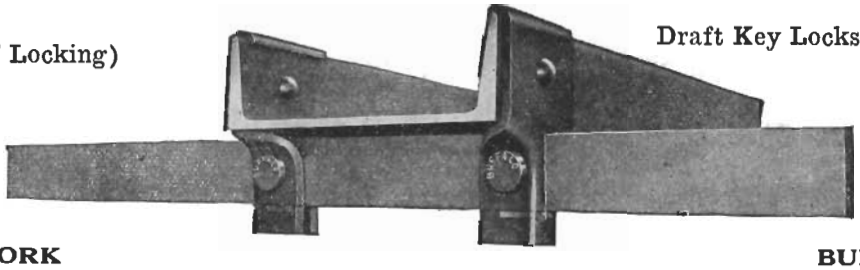

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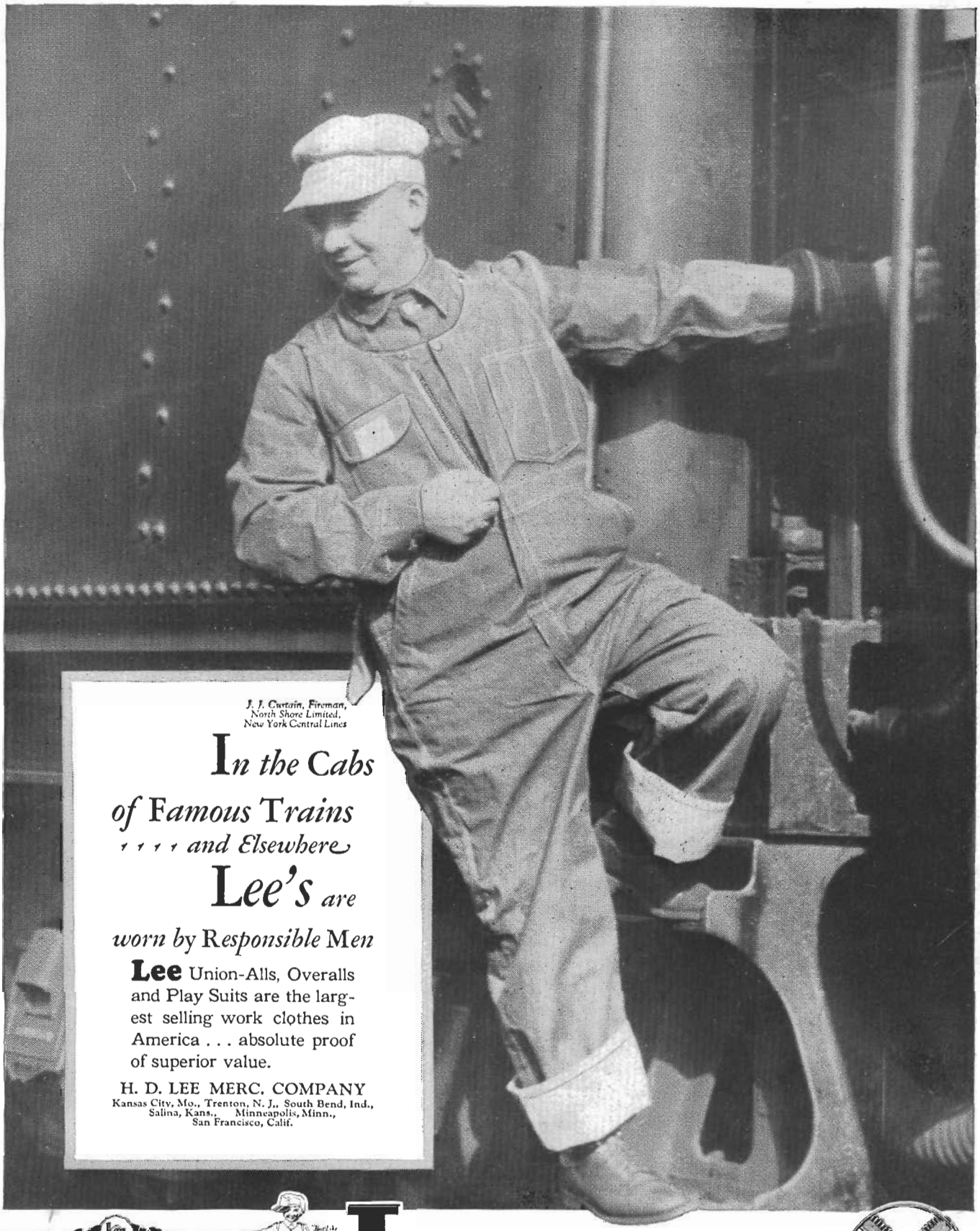

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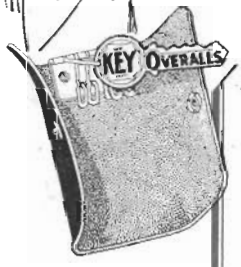

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And -- after you have worn them, if for any reason they prove unsatisfactory, return them to your dealer, get your money back or a new pair free.

This is my personal guarantee.

H. O. McKey.

President.
THE MCKEY MFG. CO.

P.S.-- If you cannot find Key Garments in your city, send us your dealer's name and we will see that you are supplied. Write for free sample of Key Denim.

Mc KEY MAKE

"GET INTO A PAIR OF KEYS"

UNION MADE

OVERALLS

AND

WORK PANTS