

work and to co-operate with them in securing business.

Following is a list of committeemen: C. C. Scott, B. W. Gaffga, Henry Mellon, Charles A. Wooldridge, Dean B. Peck, F. E. Schellhardt, W. E. Gooch, B. H. Stover, Chas. BeVier, W. B. Hudson, C. C. Donica, Clay C. Dillard, Elery Sanford, R. D. Gilbert, W. E. Gray, D. A. Ball, O. L. Ousley, Z. B. Claypool, June Sands, W. R. Heck, G. S. Danley, W. E. Vaughn, J. M. Thomas, R. W. Hudgens, Floyd Roberts, Chas. Dailey, C. E. Stephens, Luther Sims, Enoch Freeman, Floy Jones, A. E. Godfrey, M. L. Ryan, J. J. Williams, M. H. Dodd, Paul E. Rice, H. F. Bennett, Henry H. Howard and William G. Conklin.

Frisco 500 Club, Springfield, Mo.

Members and friends of members of the Frisco 500 Club, which is the social auxiliary of both the Frisco Men's Club and the Frisco Girls' Club of Springfield, Mo., drove to the Half-a-Hill Tavern, a few miles from the outskirts of Springfield, December 27, to attend the Christmas party which the 500 Club gave there. The hall was decorated in keeping with the holiday season and the 250 couples who attended spent an enjoyable evening dancing to the music of Roberts ten-piece orchestra that synopated in one end of the hall.

A feature of the evening was the accordion solos which Jess Stults, pianist in the orchestra, gave. Punch was served throughout the evening.

Fort Scott, Kans.

To illustrate the value of personal contact in obtaining business, several specific instances in which it has been directly responsible for business were related at the meeting of the Frisco Employes' Club of Fort Scott, Kans., held January 10. Seven members were present.

J. O. Armstrong, division engineer, told of a recent conversation with a salesman of a Kansas City furniture company that ships several cars each week. He mentioned that he would like to have the shipments of that company routed over Frisco Lines. The salesman assured him that he would see that all open shipments were routed Frisco.

Another instance of the value of personal contact in securing business was related by E. A. Miller, general agent. He told how J. B. Gould, conductor, a member of the Fort Scott club, learned in the course of a conversation with a lady passenger that she was planning a trip to New York. Mr. Gould gave this information to W. G. Wolfe, general agent at Pittsburg, Kans., who called upon her and



Allen L. Allison, Joplin's new club president.

sold her a ticket from Pittsburg to St. Louis.

Following this, methods of increasing attendance at club meetings was discussed at length. As a result of this discussion, each and every officer was asked to plan in advance such entertainment and meetings as would stimulate interest and keep the club activities fresh in the mind of each member.

Announcement was made of an entertainment to be held January 17. This was to be a benefit bridge party and Mrs. J. B. Gould, president of the Ladies Auxiliary was in charge.

Fort Smith, Ark.

The Frisco Employes' Club of Fort Smith, Ark., ushered in the new year with a party at the W. O. W. hall there. Approximately 350 employes and their friends were in attendance. E. E. Carstensen was master of ceremonies.

The program of entertainment was begun with a vocal solo by Miss Delmaya Dorough. Miss Norma Belle Manley, daughter of R. P. Manley, division store-keeper, gave a reading and James White, son of John R. White, machinist, gave several numbers on the xylophone.

Dancing started at 9 and lasted to the New Year with the Melody Makers furnishing the music. This orchestra is directed by Ed Carter, Jr., son of Ed Carter, water service foreman.

Jonesboro, Ark.

The Frisco Employes' Club of Jonesboro, Ark., met January 11 for the purpose of electing officers for the ensuing year. Fourteen were present.

Ralph S. Bailey was elected president of the club and William A. Sanders, vice-president. S. R. Cole was re-elected to the office of secretary and treasurer.

Neodesha, Kans.

At 5 p. m., January 5, a special train, consisting of a baggage coach and two passenger coaches, carrying the cast of "Poor Father", the play of the Frisco Employes' Club of Neodesha, Kans., left the station at Neodesha, destined for Beaumont, Kans., where the final presentation of the play by the club was to be made. In addition to the cast, a number of persons from Neodesha and various points between Neodesha and Beaumont made the trip.

The train was in charge of J. M. Hall, conductor, Charles Ayars, engineer, A. Malmgren, fireman, and J. M. Martin and C. D. Williams, brakemen, all members of the Neodesha club.

The train arrived in Beaumont at 7:25 p. m., where it was turned over to J. W. Thomas, conductor, G. W. Fletcher, engineer, Cain Robinson, hostler, who acted as fireman, and Charles Sumner, brakeman. This crew was waiting for the train and expedited the trip by turning the train and putting it in the clear while the Neodesha club members were eating and making preparations to begin the performance.

J. W. Wasson, agent at Beaumont, was on hand with several automobiles and took the cast to the Beaumont High School where the performance took place. The play was well received by a large audience. Every seat in the three rooms used was occupied and all available standing room was taken. Music for the play was furnished by the Frisco Employes' Kid Orchestra of Neodesha. It is comprised of Florine and Clyde Matthews, Roberta Adell, Dorthy Searcy, William Rhodes and Harold McPhail.

Following the performance, the cast and those from neighboring towns who made the trip to Beaumont went to the hotel and after a supper there left for Neodesha at 10:35 p. m.

In addition to the presentation of the play at Beaumont, the play was presented at Neodesha and several other of the neighboring towns. Members of the Neodesha club will long remember the enjoyable trips and pleasant times which the preparation and performances of this play have afforded.

The Neodesha club held its regular monthly business meeting January 7.

Nine members were in attendance.

There was a discussion about the distribution of cars and O. C. Miller of Wichita, Kan., made a talk on service. Following his talk a report was made on the standing of the dart ball team of the club. The team has played fifteen games, winning nine and losing six.

C. S. Underwood of Wichita made a brief talk in which he pointed out that the prospects for the coming year were good.

After the business session, the remainder of the evening was spent in playing dart ball. H. M. Cloud captained one team and George Harbin the other. Mr. Cloud's team was victorious, winning three games.

Colored Employes' Club, Birmingham, Ala.

The Frisco Colored Employes' club of Birmingham, Ala., one of the youngest clubs on the system, made enthusiastic plans for 1930 at a well-attended meeting held January 6 at the Miller Presbyterian church.

Nearly all of those present expressed themselves as optimistic about the prospects for the coming year. Steve Robinson, president of the club, made a talk urging members to do everything possible to secure revenue for the company.

Hugo, Okla.

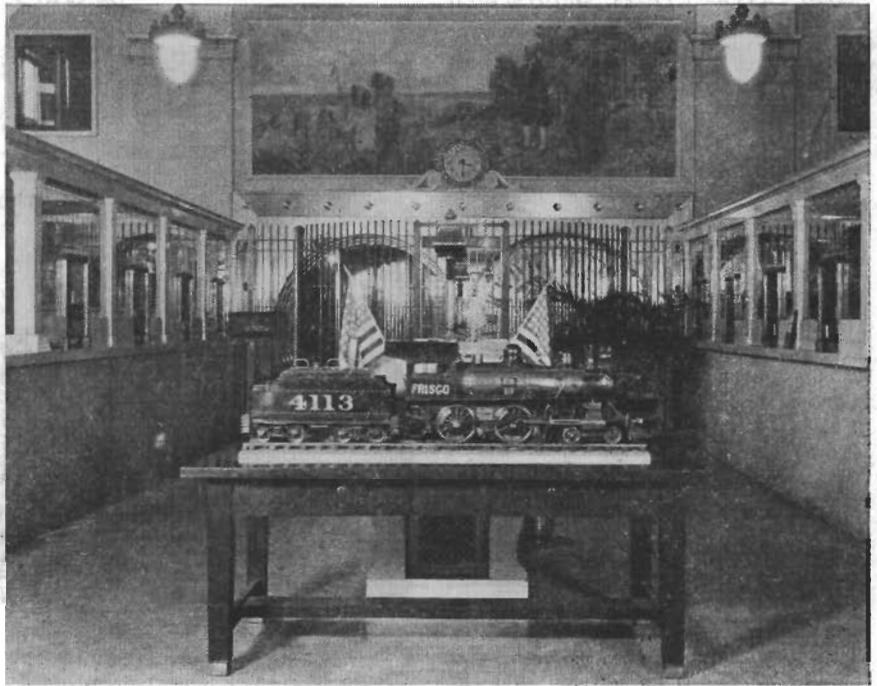
The Frisco Employes' Club of Hugo, Okla., has already entrenched itself as an indispensable part of its community, but in order to strengthen its position in the community still more, this club appointed, at a meeting held January 14, a special committee to call on business men for the purpose of holding and increasing their good will and to get additional business.

P. Heny, a clothing merchant of Hugo, who was present at the meeting, expressed a desire to accompany the committee in its tour of the city and to assist them in any way he could. J. O. Dick, agent, was appointed chairman of this committee. The other members were Shird Kelton, dispatcher, Dave Wright, brakeman, F. H. Caldwell, conductor, and J. P. Lawhorn.

The following made talks which dwelt principally with solicitation and the place of the club in the community: J. W. Stanberry, roadmaster, J. F. Johnson, roadmaster, Shird Kelton, dispatcher, E. P. Olson, trainmaster, and William Edson, operator.

The report of the club's welfare committee, of which J. R. Finney was chairman, was read. This report disclosed that the club had furnished 25 families with food, 16 with clothing,

Illinois Bank Draws Crowds to "4113" Exhibit



Although six months has elapsed since the now famous Frisco locomotive No. 4113 began her record breaking endurance run of 7,350 miles without mechanical attention, interest in this achievement has never abated. In Edwardsville, Ill., President Charles Boeschstein of the Edwardsville National Bank and Trust Company, has made a hobby of unique and unusual lobby displays in his banking rooms. During December that lobby display brought in people from miles around, because President Boeschstein advertised extensively in the newspapers that the famous "4113" would be on exhibition. The photograph above shows how it was done.

3 with fuel and 37 families were given gifts from the community tree which the club furnished. The total expenditure for welfare work was \$154.86.

An entertainment committee was appointed to work out a program to be given in the last part of January. This committee is comprised of: E. P. Olson, chairman, Wm. Edson and Clyde Messer.

This club held an election of officers at a business session December 19. In addition to electing officers, the club voted to change its meeting night from the second Thursday of each month to the second Tuesday.

J. R. Finney was elected president and a vice-president was chosen from each department. Following are the newly-elected vice-presidents, with the department represented by each following his name: F. D. Knipp, roundhouse, George Streetman, car department, J. D. Lawhorn, engineers, Frank Caldwell, trainmen, Cood Campbell, yardmen, W. S. Payne, maintenance of way, E. H. Cross, clerks, Miss Ardelle Frazier, station employes, H. L. Akridge, store department, Tom Carnutt, Arthur Sub employes, R. W. Berry, telegraphers, and C. S. Flanigan, creosote plant.

Amos Vickry, cashier, was elected treasurer and F. T. Shanahan, clerk, was elected secretary.

Frisco Girls' Club, Springfield, Mo.

The children in sixteen needy families of Springfield, Mo., were firmly convinced that there really is a Santa Claus when the welfare committee of the Frisco Girls' Club there had completed its work. This committee spent the week prior to Christmas in collecting and distributing fuel, clothing, baskets of food and toys so that Christmas might be cheerful among the less fortunate.

This committee took care of sixteen families on behalf of the Girls' Club. The membership of the club made the extensive program possible by cooperating with the committee and contributing funds. The welfare committee was comprised of the following: Miss Verne Tulloch, chairman, Mrs. Ralph Lewis, Misses Madge Morton, Regina James, Savina Felin and Beatrice Arnold.

A meeting of club officers and contact girls was held January 13, and plans for an entertainment to be held in January were discussed.

(Now turn to Page 23, please)

RETIRE 83 IN 1929

2,346 Service Years Represented by Pensioners for Year

(By W. D. Bassett)

A TOTAL of 2,436 years of service for 83 employes of the Frisco Lines who have been retired on pension during the year 1929 is revealed in the report from the secretary of the board of pensions just compiled. Of this number 15 had a continuous service record of 40 years or more.

The total monthly allowances granted was \$4,419.50, an average of \$53.25 per man. The average pension paid per man was \$44.88. Of the 83 employes retired on pension 43 had reached the retirement age of 70 years and 40 were due to total disability. During the year 47 pensioners died.

Since the inception of the pension plan on July 1, 1913, 973 applications have been received of which 11 are still under investigation or awaiting action by the board of pensions. 842 employes have been placed upon the pension roll, of whom 362 had reached the age limit of 70 years and 480 because of disablement. 377 have died leaving 465 upon the pension roll at the close of the year. The average length of time the deceased pensioners lived to enjoy their pension was four years and six months.

The total period of service for all of the 842 retired employes was 24,295 years or an average per man of 28 years and 10 months. Grouping their service there were:

115 who had less than 20 years service, 378 who had service of from 20 to 29 years, 245 who had service of from 30 to 39 years, 101 who had service of from 40 to 49, and three who had service of 50 years and over. The average age at retirement of the entire group was 65 years and 3 months. Arranging them by age groups there were:

Twenty-five under 50 years of age, one hundred and thirty-eight 50 to 59 years old, three hundred and seventeen 60 to 69 years old, three hundred and fifty-five 70 to 79 years old, seven 80 years old and over.

Of the 44 pensioners on the first pension roll but two are living, John Clark, pensioned crossing flagman, Kansas City, Mo., born in Caxton, Cambridgeshire, England, June 18, 1842, with a service record of 41 years and six months, and William Lotan Holt, pensioned machinist, Springfield, Mo., born at Rockenham, N. C., December 14, 1841, with 23 years service record. He is also the oldest

Tulsa Union Station Construction Begins With Ceremonies



The photograph above shows the central figures in the ground-breaking ceremony which took place November 27 for the new union station at Tulsa, Okla., and part of the crowd that attended the ceremony: Reading from left to right, in foreground: Messrs. Richard Lloyd Jones, publisher of the Tulsa Tribune and a member of the station committee; J. E. Hutchison, vice-president of Frisco Lines and president of the Tulsa Union Depot Company; Dan Patton, mayor of Tulsa; and Harry H. Rogers, president of the Exchange National Bank of Tulsa and chairman of the station committee.

AN elaborate ceremony signaled the start of the new union station project at Tulsa, Okla., November 27. The initial shovelsful of earth were taken by the following, Messrs. J. E. Hutchison, vice-president, Frisco Lines, Richard Lloyd Jones, publisher of the Tulsa Tribune, Dan Patton, mayor of Tulsa, and Harry H. Rogers, chairman of the station committee. A crowd of approximately 1,000 attended the ground breaking.

Mayor Patton had the honor of lifting the first spade of earth. He then passed the gilded spade to Mr. Rog-

ers, who, likewise, lifted a spade of earth. Mr. Jones and Mr. Hutchison followed.

Mr. Hutchison, in his speech to the crowd that attended the ceremony, said that although his political residence was in another city, he was much interested in Tulsa. "As a representative of a railroad that has grown with Tulsa and helped to build it," he continued, "I offer its full and hearty co-operation in this and other of your building projects." Mr. Hutchison said the work on actual construction would probably start early in 1930.

Mr. Rogers, speaking as chairman of the station committee, said, "Many obstacles had to be met and surmounted and though we regret the delay of the station program, we rejoice in our victory. Tulsa meets again the expectations of those who have unbounded faith in her future."

Mayor Patton praised the newspapers of Tulsa, declaring they had stood solidly behind the station program and aided largely in its final success. The mayor ended the ceremony in an appeal for continued co-operation on the part of the public and a promise that the administration would push other public works to the front as quickly as possible.

living pensioner. The youngest is Cornelius Aloyisous Houlihan, pensioned clerk, 39 years of age.

The total amount paid out in pensions during the 16½ years the pension plan has been in existence is \$1,697,173.77; and for the year 1929 alone \$241,261.90. The average allowance authorized per man was \$39.55 per month. The average actual allowance paid per man was \$34.56 per month.

Pension payments are based on two factors, service and wages, the minimum allowance being \$20.00 and the maximum \$150.00 per month.

Frisco Florist Announces 1930 Garden Campaign

THE garden program outlined for 1930 by Don B. Fellows, Frisco Florist, is sure to interest every Frisco employe with space for a garden plot. The prizes for 1930 will total \$210.00, as compared with the \$25.00 in prizes offered in 1929. Besides the prize money, there will be \$15.00 and a beautiful silver loving cup for the man who has the best garden on the entire system.

There will be two prizes for every division, \$10.00 as first and \$5.00 as second prize. When the divisional prizes have been awarded, the judges will select the outstanding garden plot from them and award the loving cup and the additional \$15.00 prize.

The year 1930 offers an additional incentive to many. During 1929 the planting of flower beds got well under way. Mr. Henry Schroeder of St. Marys, Mo., on the Frisco's River division was the winner of the first prize for 1929. Mr. Schroeder's bed was not, however a newly planted one. The park along the side of the station afforded him ample room for a garden and he has always landscaped it in a delightful manner. Second prize went to Mr. Sam Wooldridge of Thayer, Mo., who also has a large plot in which to plant flowers.

To the son or daughter of some section foreman under sixteen, who makes a prize flower garden on each division and sends in a picture to Mr. Fellows before July 1, two dollars will be presented. This does not mean that the bed must necessarily be a large one, but it should be not less than four feet square. The artistic arrangement of the flowers will have much to do with the children's flower bed prize. Special seeds will be made up in package form for the children's gardens, with enough to plant a garden four feet square.

Each and every man who intends to plant flowers will have to order seeds, plants, bulbs, trees and shrubs on blanks sent out by the superintendent of each division, as all bulbs shipped in have been unpacked and sorted out and bad bulbs disposed of to enable only good ones to be shipped. In no case will packages of seeds or shrubs sent in in supply cars be returned to those who shipped them in.

During 1929 there was a total of 900 flower beds on the Frisco and Mr. Fellows estimates that the total will amount to 1,500 during this year. He is already receiving requests for seeds and information concerning the

rules and regulations for entering the contest for the best flower garden.

The \$210.00 in prizes will be divided as follows: Eastern division, first prize \$10.00, second prize \$5.00. St. Louis Terminal, one prize only, \$10.00, Springfield Terminal, one prize only, \$10.00. Northern division, first prize, \$10.00; second prize, \$5.00. Kansas City Terminal, one prize only, \$10.00. Southern division, first prize, \$10.00; second prize, \$5.00. Memphis Terminal, one prize only, \$10.00. Birmingham Terminal, one prize only, \$10.00. River division, first prize, \$10.00; second prize, \$5.00. Southwestern division, first prize, \$10.00; second prize, \$5.00. Tulsa Terminal, one prize only, \$10.00. Western division, first prize, \$10.00; second prize, \$5.00. Central division, first prize, \$10.00; second prize, \$5.00.

Following the judging of these thirteen beds, the best flower garden of the entire Frisco Lines will be selected for the grand prize.

In speaking of the campaign for the best garden, Mr. Fellows said: "Don't forget to see that your flower requests are correctly filled out and mailed to me at Springfield not later than March 1. Since we are contemplating more beds this year than last, it is necessary that you return these blanks to me properly filled out, as promptly as possible, so I will not be delayed in filling your order. If each of the employes contemplating the planting of a bed will see that these orders are handled promptly, it will enable me to return the filled order in record time.

"I will ship with each order a complete set of instructions on the care and planting of flowers, seeds, bulbs, shrubs and trees in the shape of a pamphlet. I wish you would take care of this pamphlet, as it represents a great amount of work and if it is carefully filed away when not in use, it will be available for the coming years."

In addition to Mr. Fellows' campaign for bigger and better and more flower beds along Frisco Lines, the *Frisco Magazine* will undertake to print pictures of the thirteen prize winners in the *Frisco Magazine*, together with the grand prize garden. The judging will, no doubt, be set at a time before the extreme hot weather plays havoc with the garden plots, but this date, as well as additional information will be given each and every Frisco employe through the *Magazine* or by direct correspondence with Mr. Fellows, or the super-

A SAFETY RESOLVE

The year 1930 will be one grand and glorious affair for the Frisco's accident prevention department, if a resolution for safety and against carelessness signed by more than 100 employes of the Seventh Street station, St. Louis, means what it says and is generally followed on the railroad.

H. W. Hudgen of Springfield, director of accident prevention, received the original of the resolution for a New Year's present, and lost no time in passing the word on to other groups of employes, with the request that they act in a similar manner.

The resolution, written by E. W. Miller, general agent at Seventh street, is as follows:

"It is a well known fact that accidents causing injuries to employes and others always result in more or less suffering, not only to the injured party, but those near and dear as well.

"While some accidents result from ignorance, a greater number are caused by either carelessness or utter disregard of safety rules and practices. This applies equally to business and home life.

"Feeling that much good can be accomplished by concerted action we, the undersigned employes of the St. Louis Seventh Street freight station, of the St. Louis-San Francisco Railway Company do hereby

RESOLVE TO:

1. Always keep accident prevention uppermost in our minds.
2. Carefully instruct and direct employes whose actions we are called upon to supervise.
3. Strictly obey instructions and commands given by our superiors when performing hazardous duties.
4. Assist in every possible way to educate inexperienced employes in safe working methods.
5. Promptly report to our superiors any unsafe practices or conditions which come to our attention.

WE FURTHER RESOLVE TO:

Carry the accident prevention thought into our homes and private life."

Victim: Surely, you are not going to rob me?"

Footpad: Oh, no! Me mate around the corner does that. I only delivers the anaesthetic.

intendent of each division, through which the orders are to be handled.

In case any Frisco employe desires to write direct to Mr. Fellows, the communication may be addressed to him in care of the General Manager, Frisco Building, Springfield, Mo.

Car Damage Decreases 14.9 Per Cent in 1929, Report Shows

THIS matter of reducing the number of cars damaged by rough handling is becoming almost a habit on Frisco Lines. For several years past, each succeeding year has shown a decrease in the number damaged over the year that preceded it. And the Frisco employes who handle cars did still more to habituate the handling of them without damage during 1929 by stepping the number of cars damaged in 1928 down from 752 cars to 640 in 1929, a reduction

of 14.9 per cent in the number of cars damaged.

The monetary amount of damage from rough handling was reduced by a still greater per cent than the reduction in the number of cars damaged. This reduction was 19.2 per cent over 1928.

In fact, the report for 1929 shows an improvement all the way through over 1928. The number of cars handled for each car damaged increased

21.3 per cent and the amount of damage per car handled shows a decrease of 21.65 per cent.

The momentum gained in reducing the damage in 1929 and preceding years promises to drive the damage down to even smaller proportions during 1930.

Following is the report on this subject, which was issued by the office of the car accountant at Springfield, Mo., January 8:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1929	1928	1927	1929	1928	1927	1929	1928	1927	1929	1928	1927	'29	'28	'27
Northern.....	70	109	163	\$2,929.75	\$5,222.50	\$6,649.65	1,103,378	1,073,073	1,041,962	.0063	.0101	.0156	5	6	7
Southern.....	74	60	53	6,342.90	8,124.50	2,987.75	1,077,233	976,694	937,024	.0069	.0061	.0057	6	5	5
River.....	46	51	69	3,267.00	3,812.50	2,246.00	467,435	447,739	446,141	.0098	.0114	.0155	7	7	6
Total Divisions,															
First District.....	190	220	285	12,539.65	17,159.50	11,883.40	2,648,046	2,497,506	2,425,127	.0072	.0088	.0118			
Kansas City.....	68	108	130	2,828.00	4,858.00	4,497.00	794,710	763,928	865,251	.0086	.0141	.0150	5	5	5
Memphis.....	75	111	119	4,097.00	7,532.00	3,647.50	632,516	727,145	736,462	.0119	.0153	.0162	6	6	6
Birmingham.....	24	23	31	1,280.00	1,333.00	1,702.50	716,419	720,022	768,914	.0033	.0032	.0040	2	2	2
Total Terminals,															
First District.....	167	242	280	8,205.00	13,723.00	9,847.00	2,143,645	2,211,095	2,370,627	.0078	.0109	.0118			
Eastern.....	36	42	20	2,737.00	3,060.50	1,057.48	917,895	880,928	846,215	.0039	.0046	.0024	3	3	2
Central.....	14	23	17	812.00	847.00	1,472.00	415,618	400,422	397,835	.0034	.0057	.0043	2	4	4
Southwestern.....	51	27	31	2,612.50	1,209.52	1,678.00	1,102,720	1,054,206	1,078,105	.0046	.0026	.0029	4	2	3
Western.....	—	6	2	—	76.50	10.00	256,033	248,832	245,278	—	.0024	.0008	1	1	1
Total Divisions,															
Second District.....	101	98	70	6,161.50	5,193.52	4,217.48	2,692,266	2,584,388	2,567,433	.0038	.0038	.0027			
St. Louis.....	69	84	68	2,305.80	2,497.00	1,184.00	830,453	804,469	949,970	.0083	.0104	.0072	4	4	3
Springfield.....	5	16	7	1,107.00	1,341.00	865.00	785,330	785,280	751,521	.0006	.0020	.0009	1	1	1
Tulsa.....	78	53	105	6,539.00	4,963.00	8,019.50	990,478	935,761	735,696	.0079	.0057	.0143	3	3	4
Total Terminals,															
Second District.....	152	153	180	9,951.80	8,801.00	10,068.50	2,606,281	2,525,510	2,437,187	.0058	.0061	.0074			
Birm'ham Belt.....	11	6	—	294.00	142.00	—	122,607	73,731	—	.0090	.0081	—			
Texas Lines.....	19	33	32	331.00	1,382.00	565.50	150,857	154,851	142,261	.0126	.0213	.0225			
Total System.....	640	752	847	37,482.95	46,401.02	36,581.88									

1929 Compared with 1928

Per cent increase in number cars handled per car damaged.....	21.3	Per cent decrease in number cars damaged.....	14.9
Per cent decrease in amount of damage per car handled.....	21.65	Per cent decrease in amount of damage.....	19.2

RIDES ENGINES 49 YEARS

(Continued from Page 4)

active in the affairs of the organization.

It might also be remembered that he, in company with Mr. W. H. Van Horn made the trip to St. Louis in the interest of forming the Frisco System Veterans' Association several years ago.

He is a serious minded man, and quite reticent when referring to his own career, but when he has a day between runs and can sit comfortably in a big chair, he will begin to talk of the old days,—of the time when the engines were all named, when there were no private cars for the officials and when the big officers consisted of a General Manager, a Mas-

ter Mechanic and a Superintendent of Motive Power (combined office) and a General and Divisional Superintendent; when the superintendent did not travel as he does now, but remained in the home office. He can recall vividly to mind the little old consolidated engines with their four driving wheels and eleven-foot fire box, and make his listener feel that railroading in the old days was indeed a changed occupation to twentieth century railroading, with its modern and safe operation.

He says he loves to fish and hunt, but his friends say he is a pinochle "shark," and during his lay-over between trains at Newburg, should one desire to see him, he will be found in the parlor of the hotel, winning three out of five games.

And when the pension day arrives, he says he is just going to take a good, old rest, and when summer time comes he is going to fish and when the hunting season opens up he's off with a gun and a dog. But if reports are true, there will always be time for a pinochle game and no doubt, time to talk of railroading as "she was and is."

W. G. WOLFE ELECTED

W. G. Wolfe, general agent at Pittsburg, Kans., was elected president of the local Kiwanis Club at a "Ladies Night" program held in that city at the monthly meeting in December at Hotel Stilwell. Mr. Wolfe succeeds Dr. H. C. Pryor.