

THE FRISCO EMPLOYEES' MAGAZINE



Original Liberty

MARCH 1930
Vol. VII No. VI

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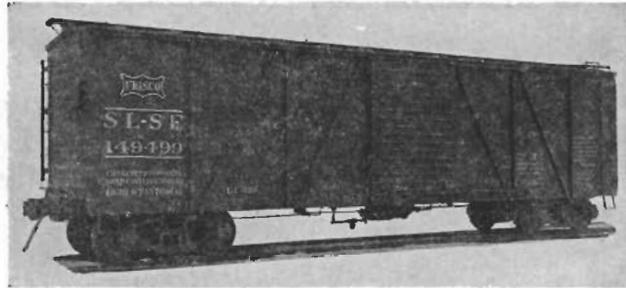


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THE FRISCO EMPLOYEES' MAGAZINE

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MARTHA C. MOORE, *Associate Editor*

WM. L. HUGGINS, Jr., *Editor*

WM. McMILLAN, *Advertising Manager*

Vol. VII

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No. 6

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 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 type-written, 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



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RECLAIMED SCRAP YIELDS \$1,750,107

DURING the year of 1929, 4,671 car loads of scrap found their way to the Frisco's Reclamation Plant at Springfield, Mo., and on December 31 the Reclamation Plant handed back to the operating department a figurative check for \$1,750,107.73.

The Reclamation Plant has just closed its banner year.

Since its inception in 1913, it has become one of the Frisco's greatest assets and one which the operating department heads have watched with gratifying results.

Of these 4,671 cars of scrap, 2,855 car loads were received and reclaimed and 1,816 were sold to scrap dealers. The value of the scrap received and unloaded during the year, as scrap, totaled \$1,163,061.38 and was credited to operating accounts for scrap shipped in to the plant.

Out of that tonnage the amount reclaimed and passed through the shop totaled 3,533 tons and the value of that material reclaimed and turned in to the store department as new material, totaled \$587,046.35. The value of the reclaimed material, added to the value of the scrap made the total of \$1,750,107.73. A total of \$1,161,590.36 was received by the railroad in cash for scrap sold.

The 81,926 tons of miscellaneous scrap was handled at the shop at a labor cost of 54 cents per ton. Rail, totaling 21,788 gross tons was handled at a cost of 17 cents per ton.

The total value of the material reclaimed from scrap and turned over to the store department amounted to \$587,046.35, reclaimed at a total figure of \$321,069.76 leaving a net profit of \$265,976.59.

The enormous task of handling and accounting for the material is handled by an office force consisting of a chief clerk, stenographer, time-keeper, shop checker, shop clerk, and shop accountant, the latter reporting to the division and store accountant, and 276 men are employed in the plant.

The reclamation plant is under the supervision of Mr. L. W. Blume, general storekeeper and under the active supervision of Mr. L. J. Leysaht, superintendent. Mr. Leysaht has picked his staff of workers with care, and this efficient help has enabled him to make the remarkable record which has brought favorable attention to the plant, not only by Frisco officials, but by officials of other roads,

Remarkable Operations at Springfield Reclamation Plant Save Large Amount



L. J. LEYSAHT

who visit the plant and marvel at its efficient operation.

The Frisco reclamation plant was the second on any railroad and its yearly savings will perhaps place it at the top in savings. Prior to its inception, scrap of all kinds was valueless, but the painstaking care with which each car is sorted and graded proves that there is today no worthless scrap on the Frisco Railroad. Thin shavings of steel are sold, empty cement sacks are turned back to the manufacturer, and old driving box grease is religiously saved, cooked over and used again.

Each year additional items are reclaimed. In 1925, a total of 340 varieties of equipment were reclaimed. In 1930 more than 300 different items were handled.

Scrap from over the entire Frisco system is concentrated at the Reclamation Plant. The normal number of cars of scrap in the yard is about thirty a day. Two Brown hoists handle the rail and scrap with electric magnets, and as the cars are unloaded, the scrap is sorted into piles. Cast iron and scrap pipe, flues, mal-

leable iron couplers and knuckles are all sorted. Then there is another classification of miscellaneous scrap which contains items of all descriptions. Wrot iron is graded into two different classes, 1 and 2, and separated.

The scrap material then starts through the shop, to be reclaimed and placed back in store stock.

The Reclamation Plant has been specializing on track material, frogs, switches and guard rails, locomotive and car springs, and coil and elliptical springs. An average of 125,000 pounds of springs were reclaimed per month during 1929.

Even rail, with surface and line kinks is reclaimed. Rail presses take out the kinks and straighten the rail for use on divisions where traffic is not so heavy. Where the rail is not worth reclaiming in this manner, it is cut and used for the manufacture of frogs and switches. A rail saw which cuts a 90-pound rail in fifteen seconds is a valuable aid to the operation of the plant. This rail saw cuts by friction. Records show that 8,570 rails were straightened and made serviceable during 1929 due to the rail straightener.

This work of course has necessitated modern and new equipment. One of the most interesting and perhaps the most expensive machines in the plant is the electrically operated Gray Planer which cost \$30,000. There are only five of its kind in the United States and it has a capacity of planing one switch point an hour, and is operated twenty-four hours a day. Two other planers are kept busy handling the same class of work, but are of smaller capacity.

All old steam and air hose fittings are reclaimed at the plant and made serviceable again. Concrete battery boxes for the signal department are also made, as well as all crossing signs, mileage markers and roadway signs of all description. Old hand lanterns are taken in the shop, repaired and re-tinned. Five gallon paint cans are made into fire buckets and oil cans.

Over in the blacksmith shop, much track material is reclaimed, such as sledges of all sizes. Track chisels are made from scrap locomotive tires. Tie plates are made from scrap steel and during the past year 131,985 of these tie plates were reclaimed and placed back in the store department. A shop made drop hammer has enabled the blacksmith shop to make,

from scrap material, complete switch brace plates, including brace cuff. Angle bars and continuous joints of all sizes are straightened and placed in first class condition under this drop hammer. A great number of car forgings for the car department, including brake hangers, floor clips, brake rods, hand holds and other fabricated parts are reclaimed.

A total of 2,000 bolts of all sizes are turned out of the shop per day, made from scrap rods and bolts. A bolt heading machine and bolt threading machine equipped with automatic air feeding devices increases production approximately 25 per cent over the old method of hand feeding.

Worn out jacks and track grills from over the entire system are sent in and overhauled. Even locomotive pilots and locomotive flues are turned out of scrap material as good as new.

Old engines, unfit for further service are dismantled at this plant and usable parts reclaimed and scrap sold. During the year several thousand freight cars were destroyed on the line and serviceable material from these cars reclaimed.

Just recently a scale repair shop was moved to the reclamation plant where scales from over the entire system will be repaired and reconditioned.

The brass house which receives scraps of brass from brass valves and other material, which cannot be reclaimed, brings into the treasury a total of \$10,000 a car and approximately two car loads of brass a month are sold.

The scrap paper account has always been a source of profit and waste paper from over the entire system is concentrated at this plant, baled and sold. Sixteen cars, averaging \$300.00 a car, were sold last year.

A modern oxygraph cutting machine takes care of guard rail clamps. After being flattened out of scrap axles, they are cut into shape and annealed. Three electric welding machines are operated continually to build up switch points which are not too badly worn.

Angle bars and continuous joints that have holes worn too large are plugged up and re-punched to proper size in the blacksmith shop. Brake beams for freight and passenger cars are repaired in the oxweld shop.

There has recently been installed a device for cooking over old driving box grease removed from locomotives, making a grease that is used for lubrication on locomotive engine trucks and driving wheels between the hub of the wheel and the driving box face and hub of wheel and engine

box face. The old grease is cooked in a kettle under an oil burner with an apparatus that keeps it stirred all the time it is cooking. It is then taken out and strained through a very fine mesh. There is no grit or substance in it that would cause any heating when used on locomotives.

Did you ever see a pile of junk worth \$1,750,000?

"Louie" Leysaht has!

It wasn't worth that much when he first saw it out in the yards of the reclamation plant at Springfield, filling 4,671 cars during the course of 1929.

But when the experts under Leysaht's direction had finished with their remarkable transformation activities, the junk wasn't junk any more—and what it was tallied up the nice total of a million and three quarters of dollars in value and cash.

The Frisco Magazine has had more than one story of the reclamation plant—the second of its kind established on American railways. The figures contained in this story are new figures, but the story is similar to the one this publication carried last year and the year before—and will probably print again next year.

For the reclamation plant seems to typify the very spirit of railroading in these regulation-ridden days, when every passenger and every pound of freight helps to swell the total of earnings, just as every pound of waste paper, junk iron and steel, and cast-off couplers and knuckles mean dollars and cents on the year's total—after "Louie and his boys" get thru with them!

We commend this story of efficient railroading to our representatives in the halls of the National Congress!

—W. L. H., Jr.

This method has proven very profitable and very successful. Locomotives using this lubricant have automatic pumps that work when the locomotive is in operation and feed this lubricant to these hubs. It reduces the hub friction to a minimum and has produced desired results when other lubricants have failed.

The repairing and building of track motor cars is an important factor, and during the past year 212 were repaired at the Reclamation Plant. Motor car engines, to be shipped out on line to relieve disabled motors, totaled 59. Besides motor cars, rail laying machines, weed burners, track oil sprayers and paint sprayers (called special equipment) were kept in order and eleven given repairs and

overhauling. Thirteen shop mules were also repaired.

Directly to the north of the Reclamation Plant is a storage tank for fuel oil for oil burning locomotives. This tank has a capacity of 265,000 gallons. The oil, when it arrives at the shop is thick, but when it is pumped into the locomotive it must be heated to a temperature of 170 degrees. In order to do this, the oil is heated and kept at the same temperature so that there is always a supply on hand for refueling. During 1929, 838 cars of fuel oil were unloaded and made ready for the Frisco's big oil burning power.

Recently the stationery supply department was moved to the Reclamation Plant where stationery is sent out for the entire system. New and modern fixtures make this department one of the most up-to-date on the entire system. Mr. G. N. Hudson is in charge. There are also located on the grounds, the dead freight office and Western Union store room.

The shop work is handled under the unit cost system and a shop checker checks each job and an accurate account is kept of material used in order to arrive at the exact cost for each item turned out of the shop.

It seems that the importance of this shop increases each year. Records show that the items handled also increase and it would be a hard matter to find any worthless scrap on Frisco Lines, which could not be reclaimed, and turned back in store stock, or sold for its worth.

ANOTHER SPEEDY RECORD

There was haste when Frisco Lines received M. P. car 51113 at Springfield, Mo., January 5, but not the kind of haste that makes waste. This was a far different kind of haste, the sort that is accompanied by efficiency and saves per diem.

This car was received from the Missouri Pacific in Springfield at 1:25 p. m. and contained cattle destined for the Springfield Union Stockyards. As soon as the car was received the Springfield terminal forces went into action. The car was quickly moved to the point where it was to be unloaded. The cattle were unloaded into the stockyards speedily but carefully. And just three hours and five minutes after Frisco Lines had received the car, it was back in the hands of the Missouri Pacific empty.

SECTION FOREMEN ARE "REPORTED"

IT has always seemed to me that there are very few feminine things about a big, busy railroad, with its hurly-burly of men and machines, all systematized and operating with such precision. To be sure we girls are necessary in some of the many branches of railroading (what would life be without the ever-present stenographer), but the very word "railroad" brings a thought of virile masculinity, co-ordinated brawn and brains of the masculine variety, subjugation by skilled men of gigantic machines in the shops and locomotives on the rails.

Every now and then, however, one of my sex "gets a real break."

I got one this month.

It seems the general manager and the "boss" of the Magazine got together and decided that a story of a section foremen's meeting, written from a feminine standpoint, would be an innovation.

As a result I got a notice that I was to be present on Sunday, February 9, at a section foreman's meeting at Joplin, Missouri.

The assignment caused me no worry, for back through the months I had walked track, interviewed a busy baggageman in the baggage car while the train rocked on its merry way and attended many meetings on scores of different subjects.

As I got off the train, the coach in which the men were to meet was parked nearby, and the hardy sectionmen were standing about.

It was Pat Herd's meeting. Pat Herd, roadmaster and one of the wittiest Irishmen that ever bossed a section gang, came forward with outstretched hand.

"You come right in here and make yourself comfortable," he said, "we've been waiting for you and we're ready to start the meeting."

Inside the coach Mr. J. O. Armstrong, division engineer, was ready to act as chairman and numerous files of papers were spread before him.

"We have a visitor with us today," he said to the men. "Miss Moore is with us to get a story on our meeting. I want you to be perfectly at ease, because she's a regular railroader. If you want to cuss, go ahead. Her boss told me if you didn't act natural she'd lose some atmosphere, whatever that is."

I took the front seat, moved over in a corner and made myself inconspicuous.

And what a meeting! It went off

Frisko Magazine's Feminine Writer Listens and Learns About Track Maintenance

By MARTHA C. MOORE

with the snap and pep and efficiency of a meeting of the master mechanics, with the superintendent of motive power announcing a cut in the monthly allowance. Short and to the point. It was all mapped out before. Every fellow there had been assigned a subject for discussion.

Lining, surfacing and gauging track was assigned to Wm. Leak of Reeds, Missouri. Wm. Leak had had a lot of experience lining track and he told all about it. Among other things he said when you find a rough place in the track to take a force of men and start and run one side. Just raise it high enough, from one half to an inch. Run that side a perfect plane for 18 or 20 rails. Then go back and take your jack and by 12 o'clock you will have the other side level. He said he would surface the curve on the outside first, and come back on the low rail.

In lining track you should go back far enough that you can see all the swings. Get the swings out first. Be sure and have your surface, he said, and you can get your line. And good surface on side track is about as important as main line.

Then one of the section foremen said he had received a bad gauge, and Mr. Armstrong urged that he send it in and receive another.

The discussion got more technical all the time. The next subject was maintaining gauge through turnout. Among other things I found out that a No. 10 turnout is a 6 degree and five minute curve, but actual curve between heel of switch and toe of the frog is 7 degrees and eighteen minutes.

From the feminine slant I wondered what it was in the instep!

The subjects were getting pretty tough. I thanked my lucky stars I had enough paper and pencil, and a knowledge of shorthand. Then the atmosphere cleared and they talked of care of track material, spikes and chisels. The building of fences and burning of right-of-way came in for a short discussion. The thought came to me that it was just "good house-

keeping" to keep fences up in good shape.

Chas. McReynolds, section foreman from Carl Junction, talked on the organization of a section gang, and he talked a long time on tamping evenly. I tried to make "tramping" out of the word, but no—he said it again, "tamping." Anyway he left the idea that the men should tamp uniformly.

Training of section men followed, and then several of the foremen talked interestedly and enthusiastically on planning of work, so that the men would be kept busy, going from one job to another.

Then came the discussion of the importance of making proper reports. Mr. L. W. Pipkin, division accountant, said that his office had had little or no trouble with reports from that division, and he was given a hearty applause. Mr. Armstrong attributed the errorless reports to the fact that Pat Herd's son, Mr. Ed Herd had been his clerk and had watched the reports with an eagle eye. Mr. Ed Herd told the boys that they had only three errors on rail and three on ties between inventory and reports last year. He talked of ambition and co-operation and likened the boys to a football squad. If one player does not obey the rules, the strategy of the play is useless.

Three new section foremen from the Miami Mineral Belt were introduced and introductions acknowledged.

H. W. Hudgen, director of accident prevention, made one of his talks on accident prevention, with facts and figures to show that through the co-operation of "every bloomin' soul," the Frisko Lines had decreased accidents and was in line for the grand prize, now held by the Union Pacific Railroad.

The talks were finished up in a hurry from then on, because Mr. Armstrong was to hold a similar meeting at Neodesha, at 2:00 p. m., but a discussion on road-bed work followed, which was interesting and instructive.

When Mr. Armstrong left, Pat Herd took charge of the meeting. Pat Herd has grown up with the Frisko Railroad. He's a dyed-in-the-wool Frisko product, and if he ever had another thought except of track and roadbeds and reports and section gangs, none has ever been able to find out what it was. But Pat Herd, like every Frisko veteran, must soon retire. The year of 1930 is his last. Standing before his men he asked



With the exception of the young lady in the above picture, everyone knew a lot about railroad track when this photo was snapped just before the section foremen's meeting at Joplin, February 9. When the meeting was over the young lady had learned considerable about this important phase of railroad operation. She is Miss Martha C. Moore, associate editor of the Frisco Magazine, and the author of the accompanying article. Others in the picture are: Top row, reading from left to right: Henry Dierolf, section foreman; C. O. Fredien, section foreman; George Elliott, claim agent; W. Marsh, roadmaster; George Earles, operator; Morris Stickney, relief foreman; Pat Herd, roadmaster; H. W. Cooper, roadmaster; Chas. McReynolds, section foreman; E. D. Wagner, water service man; Lee Berry, section foreman; Bert Coleman, division passenger and freight agent; Thomas Shyrock, section foreman; Lee Wittemyer, section foreman; J. O. Armstrong, division engineer. Bottom row: Chas. McCullum, section foreman; Roy N. Brooke, traveling division freight and passenger agent; Foreman Picher; L. S. Baney, baggageman; John Leak, section foreman; Martha Moore; W. M. Leak, section foreman; H. W. Hudgen, general claim agent; John Moore, section foreman; J. C. Roberts, section foreman; Foreman Picher; Ed Tipton, section foreman; L. W. Pipkin, division accountant; Walter Erskine, track laborer; Ed Herd, roadmaster's clerk; Jim Horton, yard cleaner; W. W. Wicker, section foreman.

them to co-operate with him during his last year, that he might leave behind him a record of no accidents on his division and under his jurisdiction—of errorless reports and excellent railroading. There was an earnest plea in his voice, a man-to-man appeal, and the applause which followed denoted the co-operation which was his to a man.

W. L. Coleman, division freight and passenger agent, asked the boys to help him secure more freight and passenger business during the year. H. B. Wilson, assistant superintendent, told them that the assistant superintendent was rated pretty largely by the number of personal injuries on his territory and he hoped too, for a clean record. He urged that when the men went to work on the track that they carry with them the proper material to flag a train, when necessary. And then the noon hour arrived.

In the afternoon they met again in the coach for the purpose of asking questions and receiving instructions. Mr. Ed Herd explained a few errors made on the reports, such as reducing lineal feet to track feet, reporting

correctly the number of continuous joints ordered and used. If the layman thought that all the section foreman had to do was boss a bunch of men while at work on the roadbed, this should be an eye-opener. Those section foremen must be mathematicians—organizers. They are instructors, with patience and fortitude, accountants and economists. They are a most important cog in the wheel of a great railroad and without them there would be no trains operating over excellent roadbed. Subject to call at any hour of day or night, they respond. They live near their work and are a part of it, hence their success.

But the hour drew near for my departure. I hurriedly put together my notes, wished Mr. Herd a most successful year and the co-operation he deserves, and got on the train bound for St. Louis.

The train was due to leave in a moment. The porter had shouted "All Aboard!" I rushed to the vestibule.

"Oh, Mr. Herd? I meant to ask you—what does tamping mean?"

The train had started. He hurried along beside it, explaining! We moved out of the station too fast, and I missed some more of those technical terms.

Anyway I know that tamping must be uniform and cut under good, and tightened up with three or four good licks of the shovel with a weight of about seventy-five pounds behind the shovel.

BOWLER RE-ELECTED

Mr. J. W. Bowler was re-elected general chairman of the Brotherhood of Locomotive Engineers for Frisco Lines at a tri-ennial meeting of the system committee, held at the Colonial Hotel in Springfield, Mo., January 20 to 25, inclusive. F. H. Dierssen was elected vice-general chairman, and W. A. Center was chosen secretary-treasurer. Twenty local chairmen were present at this meeting.

Engineer: "What do you mean by flagging the Limited?"

"I'd like to borrow a wrench. I got to change a tire."

NEWS of the FRISCO CLUBS

Thayer, Mo.

THE meeting of the Frisco Employees' Club of Thayer, Mo., held January 14 embodied nearly all the features that go to make up an ideal club meeting, including good representation of Frisco officials, attendance of a number of locally prominent citizens headed by the mayor of Thayer, a good attendance of wives of members who served refreshments, a total attendance of sixty, and a spirit of enthusiasm that ran through both the business and social portions of the meeting.

S. J. Frazier, superintendent of the Southern division, made a talk in which he expressed his interest in the Thayer club and told the members to feel free at all times to bring club matters before him and that he would give them his personal attention.

Mr. A. L. Carr, mayor of Thayer, was on this program, with C. W. Black, formerly editor of a newspaper in Thayer and now in the insurance business there.

A number of short talks by various members of the club followed. Officials in attendance were D. L. Forsythe general road foreman of equipment C. B. Callahan, assistant superintendent, and S. J. Frazier, superintendent, Southern division.

Hugo, Okla.

Members of the Frisco Employees' Club of Hugo, Okla., are convinced, especially after attending the social meeting of the club held January 28, that J. R. Finney, recently elected president, made wise choices in the personnel of the club's entertainment committee. The committee is comprised of E. P. Olson, chairman, William Edson and Clyde Messer.

The program of entertainment, which was followed by a dance, consisted principally of vocal and instrumental selections. The chief features were a vocal solo by Cecil Wright, son of David Wright, Frisco Lines brakeman, and vocal and banjo numbers by Cecil Shoemaker, manager of the Houghton Dry Goods Company of Soper, Okla.

Following this part of the program, Mr. Finney made a brief talk. The maintenance of cordial relations between the club and the people of the Hugo community and neighboring communities was the keynote of his talk.

The remainder of the evening was spent in dancing to music furnished

by an orchestra made up of local talent from Soper. The Hugo club meets on the second Tuesday of each month and always welcomes visits from out-of-town employees.

Wichita, Kan.

A business meeting was held by the Frisco Employees' Club of Wichita, Kan., Jan. 28. A considerable amount of passenger, LCL and carlot business had been secured, the reports of various members revealed. Murl Calvert, president, requested that all members see that all business solicited or secured by them be reported to the secretary of the club in order that an accurate record might be kept of it. Mr. Calvert also congratulated the club members on the interest they were taking in solicitation work, stating that interest in this work was at a higher pitch than ever before in the history of the club.

S. P. Haas made a short talk on the importance of good switching. He was glad to report, he said, that there had been no complaints on switching and spotting cars recently.

E. J. Immele also made a short talk in which he discussed oil shipments principally. He had a very favorable report to make on this subject. The matter of organizing a ladies' auxiliary to the club was discussed and after a few remarks it was decided to postpone action on it until the next meeting of the club. The meeting was attended by twenty members of the club.

Men's Club, Springfield, Mo.

Cordial relations between officials and employes and among employes was the theme of the meeting of the Frisco Men's Club of Springfield, Missouri, held January 21. This theme dominated the address of the evening which was delivered by E. P. Mann, Frisco attorney at Springfield, and was exemplified in the presentation of a share of Frisco preferred stock to J. W. (Doc) Seabough by his fellow employes as a token of their gratitude for his successful leadership during the two years he served as president of the Frisco Men's Club. C. J. Stephenson, assistant general manager, Frisco Lines, was also a speaker at the meeting and his speech likewise was in keeping with the theme of the meeting.

Relations between officials and employes and among employes of Frisco

Lines are more cordial and effective today than ever before during his forty-three years of service as a Frisco attorney, Judge Mann told those in attendance. "Competition in the field of transportation is so keen now," he continued, "that requirements for employes are strict and it takes a high class, loyal man, on his toes all the time, to hold his place or go up in the Frisco today."

W. J. Craig, supervisor of car repair bills, made the presentation of the stock to Mr. Seabough. In a short talk he praised the leadership given the club by Mr. Seabough. Attached to the stock was letter of appreciation and congratulation signed by more than 500 Frisco employes.

Mr. Stephenson lauded the work of employes' clubs in obtaining business for Frisco Lines and pointed out that the successful employe is one who realizes that "the success of the railroad is his own success."

Entertainment was provided by the Drury college orchestra and a quartet composed of Denny Smith, Dean Peck, Theodore Trapp and Frank Colvin, who were accompanied at the piano by Miss Ruth Swineford. G. C. Roop, new president of the club, presided at the meeting which was attended by more than 100 men.

St. Louis Men

Judge Robert W. Hall of the Circuit Court presided over the installation of officers at the luncheon of the Frisco Men's Club of St. Louis held at Hotel Statler, January 24. Jocularly prefacing the presentation of each officer with an appropriate story, he opened the program of the luncheon which was marked by enthusiasm and good fellowship. The program was divided between the installation of the newly elected club officers and talks and a motion picture by representatives of the Southwestern Bell Telephone Company. Approximately 248 were in attendance.

The newly elected president of the club, R. B. McBride, was first presented. Mr. McBride made a brief talk in which he pledged himself to do his best for the club and for Frisco Lines and thanked the members for the confidence they had manifested in choosing him to lead them during the ensuing year. The presentation of Walter Studt, the club's new vice-president, followed and he likewise expressed his appreciation of the support given him in the recent election

and pledged his best efforts. Arthur Stoehr, secretary, who had been re-elected for second time, was next presented and he made a brief, enthusiastic talk. John A. Culver, newly elected sergeant-at-arms, and C. G. Lamont, retiring president of the club, who was appointed to the chairmanship of the board of governors, were presented and promised co-operation. The newly appointed board of governors were then introduced. Following these presentations, Judge Hall administered the oath of office to the officers and the new appointees.

Mr. McBride took charge of the program after the installation ceremony and introduced W. O. Housam, division commercial supervisor of the Southwestern Bell Telephone Company, who told of his company's program of laying underground cables between principal cities. Following Mr. Housam's talk, E. G. Greber, toll supervisor of the telephone company, made a brief talk, dealing chiefly with technical details of laying the cable. Subsequent to his talk, Mr. Greber directed the showing of a film which was comprised of views of the work incident to the laying of cable.

At the conclusion of the film, Mr. McBride called on various members and guests for short talks. Among those responding were F. H. Hamilton, vice-president, secretary and treasurer, "Uncle Charley" Baltzell, J. E. Hutchison, vice-president in charge of operation, Frisco Lines, and Robert L. Steele, of the Frigidare Company, who was formerly a Frisco man.

The new board of governors is comprised of the following: C. G. Lamont, chairman, E. H. Thielker, E. C. Volkert, A. K. Ballston, S. R. Hallman, all of the auditor-revenues department, John Kinworthy, general accounts, E. O. Eise, auditor-disbursements department, Walter Studt, law department, Herbert Clay, purchasing department, J. H. Kauffman, executive department, C. E. Mueller, valuation and property, H. B. Fletcher, treasurer's department, E. W. Kubitz, passenger department, C. R. Gartrell, freight traffic, J. P. Lyons, assistant general freight and passenger agent's office, W. L. Huggins, Jr., publicity department, J. E. Kranfuess, engineering department, W. E. Brooks, special agent's office, E. P. Wentz, zone auditor's office.

Muskogee, Okla.

The splendid co-operation that exists between the Frisco Employees' Club of Muskogee, Okla., and the Ladies' Auxiliary to that club was obvious in the joint meeting of these clubs held January 31. Each had a representative attendance at the meeting and members of both clubs took active part in the discussion which was de-

Employees Secure More Business in 1929, Reports Show

FRISCO employees who endeavored to assist the traffic department in securing freight and passenger business for the railroad during 1929 accomplished a "jam-up" job, a tabulation of the records made for the year by the respective club secretaries shows.

Carlots secured by employe club members during the year equaled 9,189, an increase of 42.73 per cent over 1928. Less than carload shipments secured by the employes equaled 9,269 shipments, or an increase of 6.81 per cent. Passengers brought on the railroad through employe efforts totaled 7,905, an increase of 41.77 per cent over 1928.

President Kurn and Vice-President Koontz were "highly pleased" over the results, and send their congratulations and thanks to the employes' club members who accomplished the splendid work.

A condensed tabulation of the report follows:

CLUB	Carlots	LCL	Passengers
Amory, Miss.	126	53	150
Arkansas City, Kan.	9	37	14
Avard Sub-Division	37	63	.....
Birmingham, Ala.	53	17	3
Blytheville, Ark.	83	47	167
Blackwell, Okla.	89	297	14
Cape Girardeau, Mo.	23	74	52
Chaffee, Mo.	95	51	344
Clinton, Mo.	677	367	43
Clinton, Okla.	26	33	6
Cold Springs, Okla.	.....	.....	2
Dora, Ala.	37	63	4
Drummond, Okla.	3	8	2
Eagle City, Okla.	2	3	3
Enid, Okla.	30	5	76
Fayetteville, Ark.	36	60	75
Ft. Scott, Kan.	20	32	41
Ft. Smith, Ark.	22	58	35
Ft. Worth, Texas	54	13	46
Frederick, Okla.	6	.....	2
Hayti, Mo.	7	9	23
Henryetta, Okla.	130	115	54
Hobart, Okla.	9	14	17
Hugo, Okla.	18	15	270
Jonesboro, Ark.	155	1115	368
Joplin, Mo.	5	25	208
Kansas City, Mo.	1508	90	177
Lawton, Okla.	10	55	20
Madill, Okla.	54	5	11
Memphis, Tenn.	92	70	18
Monett, Mo.	65	1525	235
Mountain Park, Okla.	2	4	1
Muskogee, Okla.	41	43	64
Neodesha, Kan.	87	3	90
North End Beaumont Sub	.....	.....	5
Okeene, Okla.	70	308	10
Okmulgee, Okla.	135	25	5
Perry Sub	76	87	55
Pensacola, Fla.	35	30	28
Oklahoma City, Okla.	26	22	121
Poplar Bluff, Mo.	460	60	48
Salem, Mo.	3	93	17
Sapulpa, Okla.	13	1	213
Sherman, Texas	15	25	10
St. Louis Terminals	221	45	90
St. Louis Girls' Club	459	.....	53
St. Louis Men's Club	279	3	46
Springfield Men and Girls (combined)	2905	3500	4123
Thayer, Mo.	12	.....	10
Tulsa, Okla.	216	310	71
Vernon, Texas	52	87	16
Wichita, Kan.	600	304	340
Willow Springs, Mo.	1	.....	8
TOTALS	9189	9269	7905

voted principally to means of securing business.

Considerable business had been secured, it was reported. An interesting case of solicitation, in which a Frisco check sticker had been responsible for securing business, was reported by Mrs. A. C. Miller. H. M. Hammers, newly elected president, presided over the meeting, and made a brief talk on the importance of reporting and receiving credit for each tip—either for freight or passenger—secured by a club member.

F. E. Brannaman made a short talk on the value of a smile and W. Estes told of the increase in carlot auto shipments during 1929 over 1928. Talks were also made by Mrs. A. C. Miller, Lee Bean, Mrs. Chamberlain, and Messrs. Burgess and Cole of Fort Smith.

It was decided to change the meeting nights from the last Thursdays of each month to the first Thursdays. Thirty-six were in attendance at the meeting.

An election of officers for the ensuing year was held by the Frisco Employes' Club of Muskogee, Okla., December 18. H. M. Hammers, operator-ticket cashier was elected president and C. T. Paris, warehouse foreman, was elected secretary. The next meeting of the club was set for January 23.

St. Louis Terminals Club

Having made excellent progress under the administration of their 1929 officers, the members of the Frisco Employes' Club of the St. Louis terminals took steps to insure continuation of this progress by re-electing their entire roster of officers at a meeting of the club held January 30. The members whom they re-elected to offices are John Daniels, president, A. A. Jones, vice-president, Clarence Stookey, treasurer, and William O'Toole, secretary.

Mr. Daniels opened the meeting by introducing J. H. Livingston, milk traffic agent, and R. B. McBride, president of the St. Louis Men's Club, both of whom made talks later in the meeting. The matter of appointing a board of governors and an entertainment committee was next taken up. The following were appointed to the board of governors: R. L. Klein, chairman, B. H. Heath, W. H. Heath, Ben Tice, John Davis, Earl Jones, James Hines, William Expositio, Herpel Vaughn, Henry Schaeffer, Mr. Baker, Thomas Murray, L. R. Shutte, Fred Watts, F. G. Collar, Ed Schwartz, Thomas O'Toole, and W. Gaghyan. The following were appointed to the entertainment committee of the club: W. J. Gillispee, W. J. Ficke, E. W. Miller, John McNamara, William Gaghyan, Fred Walker, Ed Schwartz. There were forty-two members in attendance at this meeting.

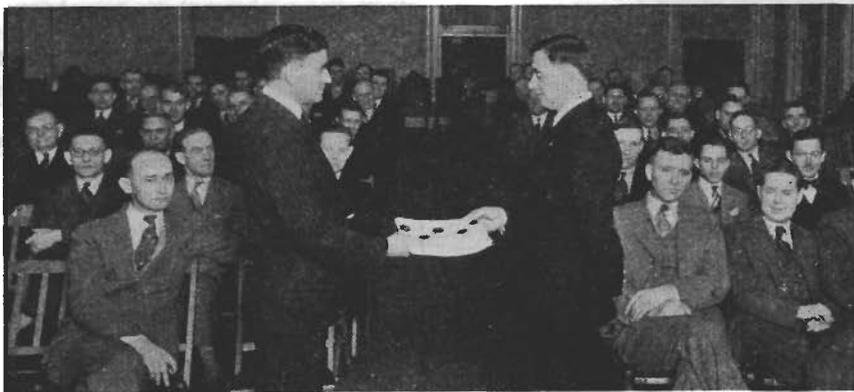
Fort Worth, Texas

Assurances by officials that the club could depend upon them for their full support featured the luncheon of the Frisco Employes' Club of Fort Worth, Texas, held January 15.

O. H. McCarty, vice-president and general superintendent, Texas Lines, made a brief talk in which he promised the club co-operation from all departments. G. L. Oliver, traffic manager, was unable to attend but sent a letter which was read by the secretary of the club.

Short talks were made in addition by C. C. Mills, milk traffic agent, and A. J. McCarty of St. Paul, Minn., who is a nephew of Mr. O. H. McCarty.

W. A. Morgan, of the Frisco Employes' Club of Sherman, Texas, who was a visitor at the luncheon, invited all present to attend a dance which the Sherman club was giving Febru-



A glance at the photograph above leaves no doubt of the esteem in which Frisco employes of Springfield, Missouri, hold J. W. (Doc) Seabough (standing at right) who recently retired from the presidency of the Frisco Men's Club there after serving two years. Choosing a method which voiced their gratitude for his unselfish and successful leadership more eloquently than could words of praise, the Springfield employes contributed to the purchase of a share of Frisco preferred stock for him as a token of their appreciation. W. J. Craig (standing at left) is shown making the presentation at a meeting of the Men's Club, held January 21. A letter congratulating "Doc" upon his successful leadership and signed by more than five hundred of his fellow employes was attached to the stock.

ary 21. Several group songs concluded the program.

Visitors in attendance at the luncheon were: Bert Betts and Henry Compton, St. Louis, Mo., T. W. Connellee, and Swain Cummins, Fort Worth, C. Crawford, Brady, Texas, C. L. Elliott, Brownwood, Texas, K. P. Guin, Sherman, Texas, W. L. Heath, St. Louis, Mo., C. C. Mills, Oklahoma City, W. A. Morgan, Sherman, Texas, A. J. McCarty, St. Paul, Minn.

St. Louis Girls' Club

With merry quips and witty stories, Chester Gruber, of radio fame under the pseudonym, "Tony Cabooch," kept the members and guests in attendance at the luncheon of the Frisco Girls' Club of St. Louis held January 27, in an uproar.

"Tony's" forte is impersonating in dialect and he favored this luncheon with the cream of his repertoire, giving character sketches and anecdotes in Italian, Irish, Jewish, Scotch and several other dialects. While the girls were assembling at the luncheon, Miss Melba Talbot entertained with several piano solos and later accompanied Mrs. Marie Powell who gave several vocal solos. A surprise feature on the program was a song and dance number by five girls costumed as cotton pickers. This quintet was comprised of the following girls: Misses Lucille Wilkins, Angeline Day, Adelaide Blake, Marie Barnes and Ruth Hallenberg. They were accompanied on the piano by Miss Eleanor Finn.

Miss Martha Moore, of the publicity department, gave a report of the charity committee on the club's Christmas welfare program. Seventy-

two baskets of food were delivered to poor families in St. Louis, she reported.

The entertainment committee of the club which was responsible for the program at this luncheon was comprised of the following: Misses Agnes Wengler, chairman, Elsie Simpson, and Ruth Hallenberg, all of the treasury department. Mr. Lew Stewart, president of the St. Louis Optimist's Club, was among the guests at the luncheon. Approximately 150 girls and guests were in attendance.

Joplin, Mo.

The first meeting of the Frisco Employes' Club of Joplin, Mo., under its new officers, held February 4, was one of accomplishment. In the absence of L. S. Baney, retiring president of the club, H. B. Wilson, assistant superintendent, opened the meeting by introducing A. L. Allison, newly elected president, who presided over the business meeting.

The Ladies' Auxiliary to the club held a business meeting also. At the conclusion of the two meetings, the clubs joined for a brief social meeting. A short program of entertainment was given by members of the Ladies' Auxiliary, following which refreshments were served. Subsequent to this members of both clubs took part in several games of dart ball. Fifty-five members were in attendance at the meeting.

Weary Willies and senators bowed and promenaded; country school girls and old maids of the 1910 vintage courtesied and whirled; and the quadrille at the tacky party, given by the Frisco Employes' Club of Joplin, Mo.,

January 14, was in full swing.

The quadrille was a feature of the evening, but there was amusement galore for all of the fifty tackily costumed club members and their wives who attended this party. Some played cards, others dart ball and all joined in the hearty merriment as the judges decided which costumes were tackiest. It was decided that the costume of Mrs. E. Downer was tackiest. Mr. J. Wilson won second prize and third prize went to Mr. Sam Landrum. Refreshments consisting of sandwiches, pie and coffee were served following the award of prizes.

Avard Sub-Division

The trend of discussion at the meeting of the Frisco Employees' Club of the Avard Sub-Division, held February 1, revealed that the members of that club are on the alert for opportunities to secure business.

All of the discussion in this meeting had to do with methods of obtaining business and a number of very good suggestions were made along this line. Talks were made by R. A. Heady and James Sims, section foremen, J. J. Hood, president of the club, and C. A. Thornton, agent at Helena, Okla. The next meeting of the club was set for March 1. Eleven members were present.

Kansas City, Mo.

Novelty noise-makers in the hands of the six hundred persons who attended the New Years Eve party of the Frisco Sunnyland Club, of Kansas City, Mo., were making a happy bedlam when the hour of midnight struck. But as the hour was chimed, there was a sudden pause in the noise. On the floor had appeared old Nineteen Hundred Twenty-nine, aged, bent and costumed in traditional fashion and accompanying him was juvenile Nineteen Hundred Thirty, appropriately costumed.

The pause in the noise lasted long enough for the crowd to recognize the old year to be J. Burch, general yardmaster, and the new year to be "Billy Boy" Phillips, nephew of H. J. Hoke, and then it began anew, welcoming the new year and bidding the old one farewell.

The big event of the evening was a circle one-step which developed into something of an endurance contest. It lasted about forty-five minutes. The honors in this test were shared by J. W. Skaggs, W. B. Berry and J. Burch.

This party was financed by raffling turkeys to Kansas City employees. Prizes were awarded to the holders of lucky tickets to the dance.

Jonesboro, Ark.

All departments were represented at the meeting of the Frisco Employees'

Club of Jonesboro, Ark., held February 1, and in this meeting plans were enthusiastically made for a social meeting to be held February 19. Twenty-five members were present. It was agreed that in addition to a program of entertainment at the meeting, set for February 19, that several official and prominent local business men should be invited to speak.



Ralph S. Bailey, newly elected president of Jonesboro's Frisco Club.

Neodesha, Kan.

The Frisco Employees' Club of Neodesha, Kan., which is becoming widely known for the variety of its activities, decided in a meeting held February 4, to sponsor an activity, probably more novel than any they have heretofore attempted, that of giving a prize for the best fish story written by a member of the club or a citizen of Neodesha. The prize will be fishing tackle valued at \$2.50, and the winning stories will be published in the daily paper there.

H. M. Cloud, president of the club, reported that he had signed a contract with the Gibbs Carnival Company to show in Neodesha during the third week of April. This carnival company came to Neodesha under the auspices of the club last year and \$150 was realized by the club as its share of the money earned by the carnival.

E. E. Carter, assistant superintendent, and F. L. DeGroat, from the office of the superintendent of trans-

portation, were the chief speakers at this meeting. Mr. Carter made an inspiring talk on fellowship. He expressed the belief that employes could do more to help the company by using their influence with their friends than in any other way he knew.

Mr. DeGroat spoke on the good that employes' clubs were doing over the system and cited instances in which employes had secured business that would have been impossible for traffic representatives to obtain. He congratulated the Neodesha club on its work and said that he felt sure he would hear of even larger accomplishments by the club in the future.

Following his talk, it was voted that Mr. DeGroat be made a member of the club. F. S. Porter made a brief talk on the feeling of Neodesha merchants toward Frisco employes. The merchants feel, he reported, that since the town is supported by railroad men it is their duty to support the railroads. He cited a case in which a merchant had refused to buy produce that had been moved into Neodesha by truck instead of rail.

John Connell, conductor, reported some construction work that would possibly result in several cars of freight for the company. An account of a social meeting of the club, held January 23, was given. This meeting was held in the Odd Fellows hall. Following a program of entertainment, refreshments consisting of sandwiches, doughnuts and coffee were served.

The next social meeting of the club was set for February 27. It was decided that it should be an oyster supper and that members of other clubs and employes from the various terminals should be invited.

At the close of the business session, those in attendance played dart ball.

Henryetta, Okla.

Winning the goodwill of the public, was the subject stressed in the meeting of the Frisco Employees' Club of Henryetta, Okla., held February 11. Seven members were present.

F. A. McClaren, H. F. DeLozier and H. G. McKinstry made talks in which the subject mentioned received most of their attention. The next meeting of the club was set for March 11.

Fort Scott, Kans.

A report on the card party given February 11, constituted the chief business transacted at the meeting of the Frisco Employees' Club of Fort Scott, Kan., held February 14. Nine members attended this meeting.

This party was a success in every respect. A sizable sum was cleared and all in attendance had a very pleasant evening. Several members of the Ladies' Auxiliary to the Frisco Employees' Club of Joplin, Mo., were present at the party.



E. D. Abbott, recently elected president of the Frisco Employes' Club of Willow Springs, Missouri.

Blackwell, Okla.

Judging from the first 1930 meeting of the Frisco Employes' Club of Blackwell, Okla., held February 10, that club is "all set" for a successful year. Several very good talks were made at this meeting, expressing eager anticipation of the fellowship and business that all members are hoping will result from their club work this year.

In an election held at this meeting C. E. Schofield, agent, was elected president of the club. James Yarbrough was elected vice-president, and Miss Vertise Banner was re-elected secretary.

Committees were appointed as follows: music committee: Vane Powell, Charles Stewart and Elmer Fosdick; food committee: Mrs. Grace Casey, Mrs. Charles Schofield and Mrs. James Yarbrough; entertainment committee: Mrs. Vane Powell, Fred Coleman, and Wm. W. Weatherly. These committees will serve throughout the ensuing year.

Brief talks, dealing principally with solicitation of business, were made by F. W. Coleman, cashier-operator, retiring president of the club, Chas. Stewart, conductor; C. E. Schofield, James Yarbrough, and Wm. Weatherly. The meeting was closed with a vote of thanks to the retiring officers. Thirteen members and visitors were present at this meeting.

Girls' Club, Springfield, Mo.

The Frisco Girls' Club of Springfield, Mo., in appreciation of the work done by their charity committee in the club's Christmas welfare program, gave a luncheon, January 21, in honor of the girls that comprised the committee. The members on the com-

mittee were: Miss Verne Tulloch, chairman; Mrs. Ralph Lewis, Misses Madge Morton, Regina James, Savina Felin, and Beatrice Arnold.

A feature of the program that followed the meal was a number of solos by Mr. Glen Stambach, organist at the Electric Theater of Springfield. Masters Ivyl Lee Killian and Eugene Wilkerson gave several tap dance numbers. They were accompanied on the piano by Miss Virginia Simpson.

Miss Mary Burrell, of Mr. W. L. English's office, was the chief speaker. The subject of her talk was "Thrift." After defining thrift, she called attention to the ten-point creed of the National Thrift Organization of New York. The points of this creed are: Work and earn. Make a budget. Record expenditures. Have a bank account. Carry life insurance. Own your own home. Make a will. Invest in safe securities. Pay bills promptly. Share with others. Subsequent to giving this list she spoke on several of the points therein, dwelling particularly on the making of a budget. "In making a budget," said, "our first thought is to our salary or income. Now while this is important, we should also consider a budget of our time and our strength. If we budget our income to provide a healthful home, sufficient food and clothing for a healthful body, education, recreation for a healthy mind, something for church and charity, a good day's work, strict attention to duty for a clear conscience, we may not have made a budget 'according to Hoyle,' but it will be a good one to work by if your divisions are fair."

Oklahoma City, Okla.

King Winter was in one of his angriest moods on January 16, furiously hurling his zero blasts and daring the members of Frisco Employes' Club of Oklahoma City to hold the meeting scheduled for that evening. But this club had a ready reply for the monarch of ice and chill and this reply was reflected in the members of the club coming out 150 strong to the meeting.

This was the "New Officers" meeting. A. B. Smith, newly elected president, began the meeting by presenting the other newly elected officers. Following this part of the program, W. L. Heath, service agent, Frisco Lines, talked on service.

Mr. Heath's talk concluded the business session and immediately following this part of the program the Sun Set Orchestra went into action and furnished music for dancing which constituted the entertainment for the remainder of the evening. Among the visitors present at this meeting were: H. G. Snyder, traffic manager; E. L. Hill, assistant superintendent; J. W.

Cleary, trainmaster, and Mr. and Mrs. R. W. Harper. Mr. Harper is president of the Frisco Employes' Club of Tulsa and chief clerk to the master mechanic there. The next meeting of the Oklahoma City Club was set for February 20.

Frisco 500 Club, Springfield, Mo.

The dance given by the Frisco 500 Club of Springfield, Mo., January 31, was a twofold success—everyone attending had a good time and the club's treasury received a sizable sum from the sale of tickets. Approximately 500 members of the club and their friends attended.

Surprise features of the evening were several baritone solos by Mr. Joe C. Weddell and a dance recital by pupils of Miss Anna Louise Horn Bostel.

The committee in charge of arrangements for this dance were: Mrs. Loree Acton, Chairman, Misses Eunice Morrow, Alta Northcutt, Ethel Copeland, Eleanor Bridewell and Helen Murray.

Frisco Ladies' Club, Tulsa, Okla.

In an election of officers for the ensuing year, held by the Frisco Ladies' Club of Tulsa, Okla., February 7, Mrs. J. C. Tegler was chosen president of the club and Mrs. George Gladson was elected vice-president. Mrs. R. N. Norman, was chosen secretary-treasurer. About twenty-five were present. Following the business session, games were played.

Chaffee, Mo.

Interesting speeches by Frisco officials and prominent citizens of Chaffee featured the program which followed the dinner given by the Frisco Employes' Club there, January 23. Fifty employes and their friends attended.



H. M. Hammers, who has been elected president of the Frisco Employes' Club of Muskogee, Oklahoma.

J. S. Meldroth, road foreman of equipment, B. Fowler, general foreman, car department, and M. H. Stubblefield, retiring president of the club, were the Frisco men who spoke and Dr. Wallings, president of the Chamber of Commerce, and D. L. Munger, city attorney, were the local citizens who made talks.

Misses Bernice and Naomi Beinert gave two piano and violin duet numbers. Following these numbers, H. Hopkins, newly elected president of the club, called a five minute recess after which a business session was held.

W. C. Campbell, R. Stephens, and R. Fatchett, were appointed to assist W. J. Ferguson in making arrangements for a dance to be given about the middle of February. A board of governors to serve during the ensuing year was appointed. The following appointees comprise the board, the name of the department or group that each represents following his name: Leota Friend, mechanical department; S. Frissell, engineers; W. J. Ferguson, engineering department; A. Klags, clerks; C. Peacher, roundhouse forces; L. King, conductors and brakemen; L. W. Anslem, fireman, and B. Grieshaber, operators.

The meeting closed at 10:10 p. m., with the announcement by Mr. Hopkins that the next meeting was set for February 13 and would be held in the Chaffee passenger station.

Tulsa, Okla.

The Frisco Employes' Club of Tulsa, Okla., laid plans for a successful year in a meeting held February 10, by selecting the personnel of a number of committees, each of which



J. R. Finney Heads the Live-Wire Employes' Club at Hugo, Okla.

will handle some special phase of the club's activities during 1930. Thirty-five members and visitors were in attendance.

O. H. Reid, general agent, was the chief speaker. He expressed his appreciation of the members' solicitation efforts and stressed the importance of employes following up all tips.

Committees were appointed as follows: entertainment committee: Mrs. C. H. Hensley, Mrs. W. P. Kent, Mrs. Geo. Gladson, Mrs. G. G. Harrison, W. R. Rust, G. R. Warren, L. I. Burd, and S. S. Wilder; committee on sickness: Geo. Harrison, W. B. Coley, M. Saxon and Geo. Kerns; membership committee: Wm. Kraft, chairman, G. R. Warren, John S. White, and W. E. Rust. A temporary committee to choose a new meeting place for the club was appointed. It was comprised of the following: J. C. Burnett, chairman, S. S. Wilder and W. E. Rust.

A short program of entertainment followed the business meeting. Little Miss Betty Nichols gave two readings and L. R. Gore, a Tulsa postman, gave several vocal selections, playing his own accompaniment on the ukulele. The meeting was closed with short talks by G. R. Warren and S. B. Coley.

Poplar Bluff, Mo.

The Frisco Employes' Club of Poplar Bluff, Mo., made plans, at a meeting held February 11, to increase their co-operation with agents at nearby stations for the purpose of securing more routing orders. Co-operation between the agent at Piggott, Ark., and the Poplar Bluff employes has resulted in a large number of these orders being reported. An exceptionally fine report by the agent at Piggott was read at this meeting. It was decided that a letter of thanks would be written him and that letters should be written to other agents urging them to secure as many routing orders as possible. Eight members and one visitor were present at this meeting.

There was a general discussion of business conditions and after this, the matter of arranging an entertainment for the near future was brought up. A committee to handle this matter was appointed. It was comprised of the following: Cleatus Price, Geo. H. Windsor and E. Zimmerman. March 7 was set as the date of the next meeting.

Kansas City Auxiliary

Bridge, pinochle and bunco constituted the entertainment at the social meeting of the Frisco Sunnyland Club of Kansas City, Mo., held February 4. Forty members were present.

First prize in bridge was won by



John B. Daniels was re-elected president of the St. Louis Terminals Club at the January meeting.

Mrs. Edminson, and first prize in pinochle was won by Mrs. Robinson. Mrs. Gleason won the prize in bunco. The hostesses at this party were Mrs. Medlock, Mrs. Purcell, Mrs. Stoner and Mrs. Gray.

Memphis, Tenn.

The Greater Traffic Committee of the Frisco Employes' Club of Memphis, Tenn., held a meeting February 12 in which the members present reported obtaining a large amount of business. Reports of securing a large volume of business are the rule rather than the unusual at the meetings of this committee. Thirty members were present.

Business secured, or tips or both, were reported by the following: H. D. Robertson, route clerk; D. E. Creeden, disposition clerk; S. L. Oliver, H. S. Crothers, expense clerk; T. W. Bagwell, rate clerk; F. T. Stroud, utility clerk; W. F. Corkery, chairman of the greater traffic committee; W. A. Moore, assistant platform foreman, W. O. Farris, assistant disposition clerk; J. L. Fazzi, inbound delivery clerk; H. Q. Flanigan, OS&D clerk; H. A. Markham, per diem clerk; T. P. Lockhart, OS&D clerk; E. D. Cauble, A. E. Elliott, platform foreman; R. A. Gorsuch, and Miss Virginia Griffin.

Salem, Mo.

Business conditions at Salem, Mo., and in the vicinity are good, according to the reports that were made at the meeting of the Frisco Employes' Club there, held February 13.

A report, read in the meeting by W. M. Bernard, showed that a total of 2,702 cars were handled in and out-



Above, left to right: Harry Granger, newly elected president at Fort Worth, Texas; W. E. Stafford, president at Fayetteville, Arkansas, and A. B. Smith, president at Oklahoma City.

bound during 1929. This was an increase of approximately 600 cars over 1928. Two new wholesale distributing oil stations had been erected there recently, it was also reported. Developments in the iron mining industry there are quite encouraging. Two new mines have opened there recently, it was further brought out, and eighteen cars have already been shipped with the prospect of the output being greatly increased in the spring.

Thirteen were present at this meeting. W. E. Counts, roadmaster from Newburg, Mo., made a brief talk, following which an election of officers for the ensuing year was held. W. S. Elayer, was elected president and E. A. Lape, vice-president. E. A. Mooney was chosen secretary.

Thayer, Mo.

T. E. King, president of the Frisco Employes' Club of Thayer, Mo., opened the meeting of that club, held February 14, with an instructive talk on the aims of the club. Fifteen were in attendance.

W. A. Davis, engineer, a member of the entertainment committee, announced that the committee was planning a club dance for February 28. Mr. King appointed a membership committee comprised of the following: D. J. Anderson, H. L. Emerson, and A. D. Anderson. Two additional members would be appointed later, he said. Following the business session, refreshments were served.

Clinton, Mo.

Most of the meeting of the Frisco Employes' Club of Clinton, Mo., held February 16, was devoted to a discussion of business conditions and solicitation. Six members were in attendance.

All present made brief talks. A committee was appointed to attend the meeting of the Ladies' Auxiliary, February 22, and to arrange with members of the Auxiliary for a joint social meeting. The committee was comprised of A. T. Laney, William Balke, J. B. Brown, and C. O. Claiborne.

Sapulpa, Okla.

The Frisco Employes' Club of Sapulpa, Okla., is among the many clubs on the system that are winning good will in their community. This part of club work is stressed by the employes of Sapulpa as is evidenced in the plans that were brought up in the meeting, held February 10, to invite the merchants of the city to attend the next meeting of the club which was set for March 3. Twenty-five employes were present.

An election of officers was held at this meeting, John Stroud being chosen president and Maurine Mahan was re-elected secretary. The following vice-presidents were elected: Oscar White, J. W. Thomas, V. P. Couch, J. L. Porter, R. E. Leach and A. Morgan.

All in attendance at the meeting displayed active interest and a number of suggestions were made as to how a larger attendance could be secured and more employes interested in the club's activities. A. Morgan, chief clerk, was appointed by L. A. Wright, retiring president of the club, to work out the organization of committees on membership, publicity, finance and on other matters.

Arkansas City, Kan.

All of the officers of the Frisco Employes' Club of Arkansas City, Kan., were re-elected at a meeting of that

club held February 6. The officers are, J. W. Siverd, president, Charles N. Keele, vice-president and J. H. Richardson, secretary. Thirteen members were present at this meeting.

Following the election, there was a general discussion of business conditions and solicitation work. The business outlook at Arkansas City is bright, it was reported.

Hugo, Okla.

Radio listeners will have an opportunity to hear a message from the Frisco Employes' Club of Hugo, Okla., over Radio Station KFFA, Dallas, Tex., sometime within the next few months if the plans of E. P. Olson, enterprising chairman of the club's entertainment committee, are consummated.

Mr. Olson reported at a meeting of the club, held February 11, that through the courtesy of the Hugo Chamber of Commerce, the club had been allotted an hour of broadcasting time over KFFA in any month desired after February. Mr. Olson will arrange a program and an announcement of the date of the broadcast will be made in the near future if the program is presented.

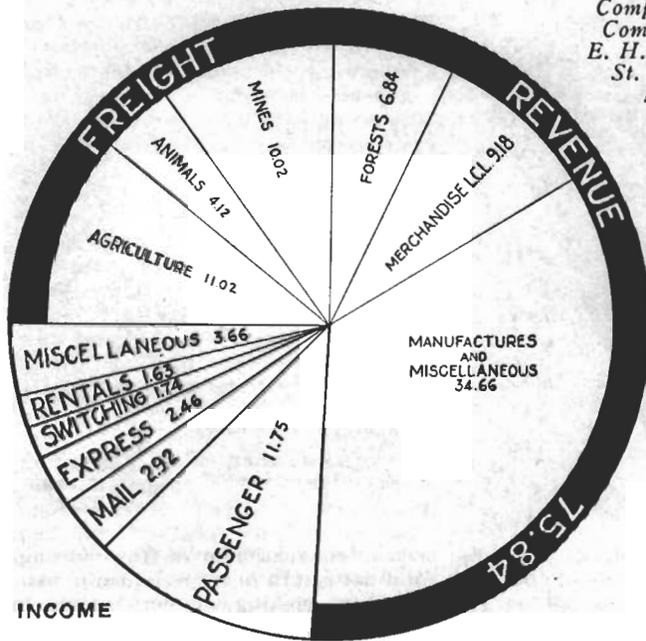
Following the report on plans for the radio program, J. R. Finney, president of the club, gave the result of the recent canvass to ascertain how many employes are working out of Hugo. It was found that there are 227. A discussion of solicitation concluded the meeting. Ten members were present.



H. Hopkins, recently chosen president of the Frisco Employes' Club of Chaffee, Missouri.

The 1929 Frisco Dollar—Where It Came From and Where It Went

Compiled by
Comptroller
E. H. Bunnell,
St. Louis,
Mo.



The two charts above show the source of every dollar of Frisco income and its disposition.

The first chart shows that 75.84 cents of every dollar is derived from transportation of freight. Transportation of persons, mail and express matter produces 17.13 cents, switching 1.74 cents, rent of facilities and rolling stock 1.63 cents. The remaining 3.66 cents designated on the chart as miscellaneous, includes an allowance

for transportation of men engaged in and on material used for construction work; dividends from corporate investments, interest on bank balances, etc.

The chart showing the outgo indicates that out of every dollar earned 43.08 cents is paid for labor; 5.85 cents is required for fuel and 14.07 cents represents cost of replacement material and miscellaneous supplies. Depreciation of rolling stock takes 4.15 cents and payments for personal

injuries, loss and damage to property amounts to 1.32 cents. These items, representing operating expenses, total 68.47 cents or approximately two-thirds of every dollar. Tax gatherers take 5.65 cents; rent of facilities and rolling equipment requires 1.23 cents, and interest on funded debt amounts to 13.61 cents, leaving a balance of 10.98 cents available for dividends to stockholders, for additions and improvements and other corporate purposes.

YOUR FLOWERS READY

Three hundred requests for flower seeds have reached the hands of Mr. Don Fellows, Frisco Florist as of February 16, which leads him to believe that more than 1,500 of the Frisco employes will plant flowers on Frisco Lines for the year 1930. The Southern division leads the rest with 55 requests, while the Central stands second with 50, and the Southwestern third, with 45.

Mr. Fellows advises that the seeds will be forwarded first, and the orders for bulbs, shrubs, trees and vines filled last. First shipments will start about March 10.

Quite a number have taken advantage of the shrubs and hedge plants and are going to plant ornamental hedges around their places which will help a great deal toward beautifying the railroad property. A number also plan on planting shade and apple trees.

The number of children who have sent in requests for seeds is below

last year and Mr. Fellows is urging that more children plan to plant a garden and enter the contest.

Twenty-two cash prizes and a silver loving cup will be awarded this year, and March 15 has been set as the last date for entering the contest. Send in your request now to Florist Fellows at Springfield and enable Frisco Lines to reach the 1930 Flower Slogan. "A Flower Garden at Each and Every Station."

ERRORS ON DECREASE

Frisco employes whose work is connected with the handling of freight started the new year right. The total number of errors during that month was 416, which compares favorably with the 463 errors made in the final month of last year.

Tulsa, Okla., won the group one pennant and since the pennant was held by this station during the preceding month, it was retained there. There were 3,010 shipments handled at

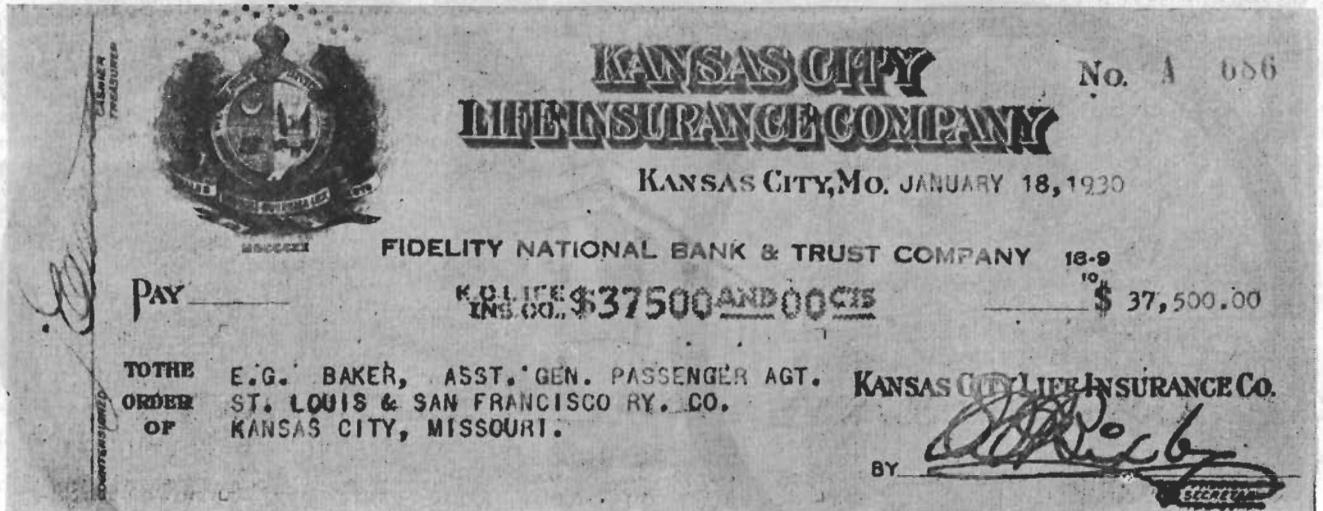
Tulsa for each error made. A total of 27,093 shipments were handled at this station.

The group two pennant was won by Hugo, Okla., and this station also held the pennant of its group during the preceding month. There were 1,778 shipments handled there for each error made. A total of 3,555 shipments was handled.

In group three, Muskogee, Okla., achieved a perfect record and won the pennant of the group. The pennant was held by Wichita, Kan., the previous month. One thousand forty-three shipments were handled at Muskogee during January.

In speaking of the reduction in the total number of errors, J. L. McCormack, superintendent of freight loss and damage claims, said, "This reduction which amounts to about 10.2 per cent and which all are pleased to note, indicates that each and every division is very much interested in keeping the errors down to the lowest minimum."

Here Is Largest Check for Passenger Movement



A BROAD smile wreathed the face of "Ed" Baker, assistant general passenger agent of Frisco Lines in Kansas City, on the morning of January 18. Mr. Baker stood in the office of Secretary Bixby of the Kansas City Life Insurance Company. In Mr. Bixby's hand was a check for \$37,500, payable to Mr. Baker. Mr. Baker continued to smile as Secretary Bixby passed the check to him—and the largest individual payment for a movement of passengers over Frisco Lines became a matter of history.

Frisco Lines was the originating road for the annual agency convention of the Kansas City Life Insurance Company, held in Hollywood,

Fla., January 22, 23 and 24. The three hundred and eight agents of the company who attended traveled on two luxuriously appointed special trains provided by Frisco Lines. One section containing 190 people started from Kansas City, and the second section from Springfield. The second was joined at Memphis by cars from Texas, Wisconsin, Illinois and St. Louis, while the first section contained all officers and directors of the company and delegations from points west of Kansas City.

Straight through to Birmingham on Frisco Lines went the specials, then via Southern Railway to Jacksonville and Seaboard Air Line to Hollywood.

Their convention over, the delegates did not return in a special train, many of them visiting southern points for several days.

But so well pleased were the delegates with the treatment accorded them by the rail lines that they passed a resolution expressing "great appreciation of the prompt and efficient service," with special thanks to "the employes and train crews and the representatives of these companies who accompanied us, for the many courtesies they extended us."

A copy of the resolution was sent Mr. E. G. Baker, by Mr. J. B. Reynolds, president of the Kansas City Life Insurance Company.

MAKING 'EM ROLL!

In these modern days "the world do move" and no better exemplification of this phrase can be found than in the handling of cars on Frisco Lines. Consider these cases:

At 6 p. m., February 4, SF-145333, a car of autos, was received at Tahlequah, Okla. By 11 a. m., the next day, the car was unloaded. At 5 a. m., the same day, the same car was reloaded with autos and ready to move, and was taken out on Extra 799, West, at 1 a. m. the next morning. SF-123650, a car of furniture was also received at Tahlequah at 6 p. m., February 4, and at 11 a. m., the next morning, this car was empty and ready to move.

At Gravois, Mo., recently, twenty cars of coal were released within twenty-four hours after their arrival there. Of this number, nine were released the same day they were received, which means that these cars were received, loaded, from connec-

tions at St. Louis, moved to Gravois, unloaded, moved back to St. Louis and delivered to connecting lines at the cost of only one day of per diem to Frisco Lines.

AN HEROIC RESCUE

Many stories of snow-bound trains and heroic rescues by American railroaders have followed the severe winter weather, but a story that merits special attention comes from the Frisco's Northern division, where the weather was perhaps the most severe of any on Frisco Lines.

Mr. R. M. Church, engineer on train No. 156 on January 18 was at the throttle of a Frisco engine, bucking the snow which covered the track and was piled up in drifts on the right-of-way. The thermometer hung around 12 below zero.

As the train was half way between Midway, Kans., and Minden Mines, Mo., he saw a little girl about 16 years of age, very scantily clad, stand-

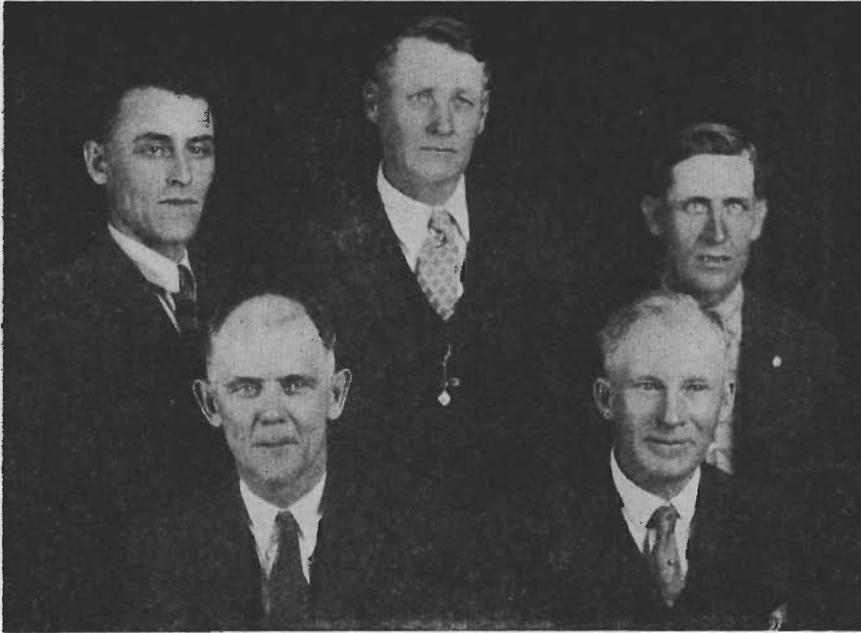
ing along the railroad track. Engineer Church did not debate the question of stopping his train for a moment. He set the brakes and picked the little girl up.

The conductor, Mr. G. R. Carson, took her into the coach and found that she was almost frozen. They piled coats over her and it was some time before she could talk. When the train reached Minden, she was taken into the station, where she remained until able to walk and talk.

It was later learned that her name was Miss Neola McGowan, age 16, the daughter of a deceased Missouri Pacific engineer. She was on her way to Minden mines to visit a brother who had been injured.

The crew of train No. 156 has been commended for the act, which indeed was a charitable one, and there is no question but what the girl would have frozen to death had she been exposed to the cold but a short time longer.

Train Crew Saves Boy's Life by Quick Run



ELEVEN-YEAR-OLD Stewart Lightle lay suffering from a ruptured appendix in Neal, Kan., on January 22. A raging storm drove sleet against the windows of the sick room and had already piled five inches of sleet on the fourteen inches of snow that lay on the ground.

There was one faint ray of hope for the boy's life. That was to get him to a hospital in a very short time. The boy's parents, Mr. and Mrs. W. F. Lightle, and Dr. Numan of Toronto, Kan., had inquired about the roads, but the only reply they got from all their inquiries was, "The roads are impassable." Finally, Mr. Lightle and Dr. Numan, in desperation, loaded Stewart into the doctor's car and began an uneven battle against the drift-covered roads, hoping to reach the hospital at Chanute, Kan. They reached Fredonia, Kan., a town forty miles from Neal, and could go no farther. Snow and sleet blocked the highways.

Frisco Lines was operating its trains despite the storm and the next train into Fredonia was No. 305. It would take them to Wichita where Stewart could be operated on, but 305 was not due for several hours. Meanwhile the little fellow must suffer.



STEWART LIGHTLE

Perhaps when the train did arrive it would be—too late.

But it happened that at this time, Frisco's engine No. 518, manned by J. M. Hall, conductor, Charles Ayars, engineer, George Archer, fireman, and A. Lane and E. A. Steele, brakemen, was in Fredonia, doing the station switching. Brakemen Lane and Steele heard about the boy and the urgent necessity of his reaching a hospital quickly. As men of the Frisco, whose paramount object is to serve to the best of their ability at all

times these men did the one thing that might save the boy's life. They offered the service of their engine and caboose to take Stewart to Neodesha to a hospital. A wire was quickly sent to Dispatcher H. M. Cloud at Neodesha for authority and his permission was received immediately.

Stewart was made as comfortable as possible in the caboose and 518 got under way. The train moved speedily, but never did a light caboose ride so easily. The master hand of Engineer Charles Ayars was at the throttle. And throughout it all, Stewart was a plucky little fellow, suffering in silence. He even had the grit to smile at the boys, showing his appreciation for what they were doing for him.

LIMITED IN LEAD

The Kansas Limited of the St. Louis Girls' Club Bowling League holds high team at this writing with a score for three games of 1,391, and also holds the record for high single team game, total 498. Lillian Barnes, president of the league, holds high individual three games score, total 563, while Miss Alma Jennings of the Kansas Limited holds the high single game, 234.

The Meteor Team holds the record for having won 39 games and lost 24, while the Southwest Limited is in second place, having won 38 games and lost 25. The Kansas Limited, while holding high team record, is in fourth place in team standing, with 36 games won and 27 lost.

The St. Louis players have issued a challenge to the girl bowlers of Springfield and the match games will be played in Springfield, according to plans now under way.

Upon arrival in Neodesha, Mr. H. C. Mienieke was waiting with an ambulance beside the caboose when the train stopped. Mr. Cloud, upon learning of the case, had made arrangements for the hospital to have the ambulance in waiting. Less than an hour after the members of 518's crew had heard about Stewart's condition, he was in the hospital at Neodesha.

He was operated upon immediately and his operation was a success. Several days later, he was discharged from the hospital and now he has almost completely recovered.

Just how Mr. and Mrs. Lightle feel toward Frisco Lines is hard to express as they confess in a letter of thanks written a few days after Stewart left the hospital. The letter read as follows: "The Frisco Railway was so good in helping us in the time of great need that words cannot express the great thanks we feel for such a kind help, such a good turn, at a time when it saved our boy's life. Had it not been for your generous, good help, we would have surely lost him. We thank you again and may your service prove a great blessing to all."

Above is a photograph of 518's crew. It might be truthfully termed a "crew of heroes." Reading left to right, they are: back row, George Archer, fireman, A. Lane and E. A. Steele, brakemen. Front row, Charles Ayars, engineer, and J. M. Hall, conductor.

Also a Few Collectors

Teacher: "Johnny, if your father could save one dollar a week for four weeks, what would he have?"

Modern Child (promptly): "A radio, an electric refrigerator, a new suit, and a lot more furniture."

—The New Outlook.

FUEL MEN MEET

One of the most interesting of the Frisco's fuel conservation meetings was held Saturday, February 8, at Lindenwood, Mo. This was a joint meeting of the Eastern division, River division and St. Louis terminal and the meeting took the form of a general fuel rally. J. A. Moran, superintendent of the River division and Mr. Harvey, master mechanic of the Eastern division filling joint chairmanship. There were more than one hundred present.

Mr. D. I. Bergin, assistant general road foreman of engines and fuel supervisor of the Wabash R. R., Decatur, Ill., was present as the guest of Mr. Robert Collett, fuel agent, and was the principal speaker. Mr. C. J. Stephenson, assistant general manager and Mr. P. O. Wood, assistant superintendent of motive power, were also speakers at this meeting.

The Southern division also enjoyed a large attendance at their fuel economy meetings, held at Birmingham, Alabama, Thursday, February 13. There were three meetings held on this date, joint with the Southern division, Birmingham terminal and Birmingham belt.

S. J. Frazier, superintendent of the Southern division, was chairman of the regular fuel conservation meeting, held in the afternoon with an attendance of eighty.

The principal speakers were Messrs. M. M. Sisson, assistant general manager, and P. O. Wood, assistant superintendent of motive power. J. B. Hurley, general road foreman of engines and fuel supervisor of the Wabash railroad, was a guest.

A fuel rally was held in the evening in the Y. M. C. A. Assembly room at Birmingham, joint with the Louisville and Nashville, the Southern and the Central of Georgia Railroads and the representatives of the various coal companies. Mr. D. L. Forsythe, general road foreman of equipment, acted as chairman of this meeting.

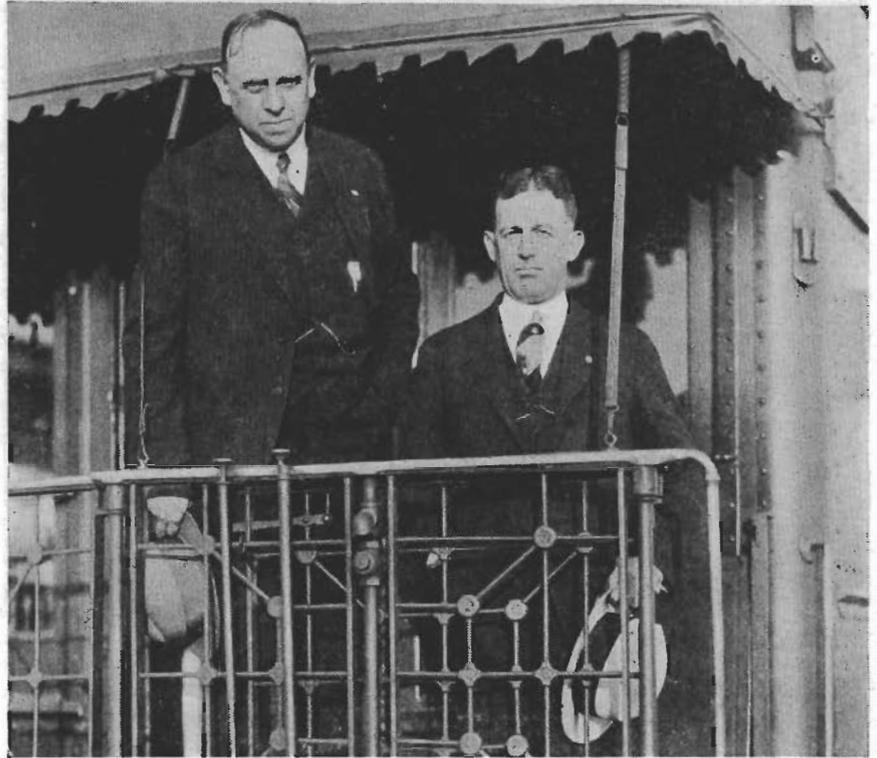
The colored fuel meeting was held in the forenoon of February 13, and was well attended by the colored employes—brakemen, firemen, switchmen, flue blowers, roundhouse and shop men. Mr. E. A. Teed, superintendent of terminals at Birmingham was chairman of the forenoon session.

GOGGLES FOR OPERATORS

N. E. Johnson, operator at Winfield, Ala., writes the *Magazine* to give a hint on accident prevention to the railroad's many operators.

A pair of goggles worn when handing orders to trains, will enable the operator to keep his eyes open, even

Oklahoma's Governor Is Frisco Guest



THE *Frisco Magazine's* photographer secured a historical picture when No. 4 arrived in Springfield, Mo., at 5 o'clock the evening of February 7. Frisco employes readily will recognize C. J. Stephenson, assistant general manager, who appears on the left above, and the gentleman at the right is none other than Governor William J. Holloway of Oklahoma.

Governor Holloway has evinced his friendship for and interest in Frisco Lines on many occasions, and when it was learned that he was planning a trip to Chicago to make a radio address, Mr. Stephenson offered to personally escort him from Oklahoma City to St. Louis in his business car. Mrs. Holloway and little Billy Holloway, their son, and Mrs. Holloway's nephew, Arnold Mosley, accompanied the governor.

An interesting insight into the good-fellowship of Oklahoma's young chief executive was given recently by Traf-

fic Manager Hugh Snyder of Oklahoma City.

"During the heavy snows the last of January, Governor Holloway was a passenger on our train which became marooned in a huge drift between Mustang and Tuttle," Snyder said. "The governor ate peanuts and drank soda pop for breakfast and lunch and joked with the passengers. When he got back to Oklahoma City after a delay of several hours, he told us he had actually enjoyed the experience, because he was away from callers and the jangling telephone. I'll remember a long time the words of praise the governor gave the train crew for their courtesy and efficiency in making things as comfortable as possible during the delay."

Gov. Holloway recently appeared before the Frisco Employes' Club of Oklahoma City as the honor speaker at a regular monthly meeting.

when coal dust or right-of-way dust is whirling about his head, he says. "The operator must keep his head up and eyes open until the engineer, conductor and flagman on the rear end have passed," Johnson writes, "and if this is not done some of the orders may be missed. Also the

operator is likely to get too close to the train. Wear your goggles and be sure to gauge your distance correctly, and you'll also keep your eyes free from flying particles."

We're glad to pass this information on to the operators, as Mr. Johnson requests.

Car Damage Decreases 46.4 Per Cent During January, Report Shows

IF the number of cars on Frisco Lines damaged by rough handling continues to decrease throughout the year as it did during the month of January, 1930 will be a banner year in this respect. During January, the number of cars damaged decreased 46.4 per cent and the monetary amount of this damage decreased 46.7 per cent as compared with the same

month of last year, according to the comparative monthly report issued February 7 by the car accountant, Springfield, Mo.

The number of cars handled per car damaged increased 74.8 per cent and the monetary amount of damage per car handled decreased 43.12 per cent.

Central division was first among

the divisions. No cars were damaged by rough handling on this division during the month. Among the terminals, Springfield took first place, likewise having damaged no cars.

Following is a comparative statement covering rough handling on Frisco Lines during the period under consideration:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1930	1929	1928	1930	1929	1928	1930	1929	1928	1930	1929	1928	'30	'29	'28
Northern.....	7	9	13	\$ 440.00	\$ 235.00	\$ 647.00	77,112	85,018	83,161	.0091	.0106	.0156	6	6	6
Southern.....	7	4	7	205.00	1,125.00	178.00	88,584	84,328	73,790	.0079	.0047	.0095	5	4	5
River.....	6	3	6	670.00	65.00	94.00	30,650	34,832	33,810	.0198	.0086	.0177	7	5	7
Total Divisions,															
First District...	20	16	26	1,315.00	1,425.00	919.00	196,046	204,178	190,761	.0102	.0078	.0136			
Kansas City.....	5	15	8	65.00	800.00	157.50	59,520	61,130	62,881	.0084	.0245	.0127	6	6	6
Memphis.....	2	8	8	45.00	169.00	400.00	50,342	50,983	78,200	.0040	.0157	.0102	4	5	4
Birmingham.....	2	2	6	75.00	35.00	395.00	61,803	61,214	60,849	.0032	.0033	.0099	2	2	3
Total Terminals,															
First District...	9	25	22	185.00	1,004.00	952.50	171,665	173,327	201,930	.0052	.0144	.0109			
Eastern.....	1	8	—	75.00	490.00	—	55,273	61,405	59,158	.0018	.0130	—	4	7	1
Central.....	—	1	1	—	150.00	40.00	27,350	30,709	29,972	—	.0033	.0033	1	2	4
Southwestern.....	1	4	2	180.00	57.50	115.00	79,218	84,746	81,885	.0013	.0047	.0024	3	3	3
Western.....	—	—	—	—	—	—	16,929	18,988	19,444	—	—	—	2	1	2
Total Divisions,															
Second District	2	13	3	255.00	697.50	155.00	178,770	195,848	190,459	.0011	.0086	.0016			
St. Louis.....	2	3	6	55.00	38.00	224.00	52,692	59,834	55,380	.0038	.0050	.0108	3	3	5
Springfield.....	—	—	—	—	—	—	50,862	57,165	57,352	—	—	—	1	1	2
Tulsa.....	4	7	—	240.00	640.00	—	70,330	77,345	70,817	.0057	.0091	—	5	4	1
Total Terminals...															
Second District	6	10	6	295.00	678.00	224.00	173,884	194,344	183,549	.0035	.0051	.0033			
Birm'ham Belt.....	—	—	—	—	—	—	9,945	10,014	—	—	—	—	—	—	—
Texas Lines.....	—	5	1	—	44.00	5.00	10,074	12,298	11,411	—	.0407	.0088	—	—	—
Total System.....	37	69	58	2,050.00	3,848.50	2,255.50									

1930 Compared with 1929

Per cent increase in number cars handled per car damaged.....	74.8	Per cent decrease in number cars damaged.....	46.4
Per cent decrease in amount of damage per car handled.....	43.12	Per cent decrease in amount of damage.....	46.7

FRISCO BEST, VETERAN SAYS

While reminiscing over the events which had happened since Mr. and Mrs. W. L. Butler were married, fifty years ago in January, 1930, the Frisco railroad came in for a good share of Mr. Butler's thoughts.

Mr. Butler, was before his retirement, a conductor on Frisco Lines with 28 years and 4 months service. Mr. and Mrs. Butler now reside at Puente, Cal.

"Just a few lines to tell you of a very important event in my young life," he writes. "On January 15, my dear wife and I had our Golden Wedding Anniversary, having reached our fiftieth mile post as running mates.

"We had no big celebration, but just our family which consisted of our daughter, her husband and our three grandchildren. We received many kind remembrances and letters of congratulations, as we sat down to a

big turkey dinner, with all the trimmings'.

"My wife and I have had some stumbling places as well as good ones in our long and happily married life. She has reached three score and ten and I have passed the three quarter century mark—sixty of it on railroads in almost every department of train service including construction work, and even tried to run an engine. Began with the Pennsylvania and by way of the B&O, Central Iowa, Chicago and Northwestern and winding up on the Frisco and all I can say is the Frisco is the best of them all. The men are better treated than anywhere else and the employes in general are like one big family which is not the case on any other road.

"I travel a lot—have been over most of the best roads in this country and Canada and am a close observer and know whereof I speak.

"The Frisco men and officers are

all fine and keep close together, which stands for good service.

"I hope all the old Frisco boys, and the young ones too, had a fine Christmas and will have a prosperous New Year."

Anyone desiring to write to Mr. Butler may address him at R. F. D. No. 21, Puente, Calif.

ATTENDS "Y" MEETING

Wm. C. Bryant, first class machinist in the Frisco's shops at Ft. Scott, Kans., had the honor of being selected as a delegate to the Eighteenth Triennial Conference of the Railroad Young Men's Christian Association of North America. The meeting was held at the Mayflower Hotel, Washington, D. C., November 20-22, and under the auspices of the Transportation Department, National Council of Y. M. C. A. of the United States and Canada.

A SMILING GROOM

Announcement was made early in February of the marriage on December 25, 1929, of Dr. Earl R. Rice, surgeon in charge of the Frisco Employees' Hospital in St. Louis, to Miss Marie C. Roffman of St. Louis. The smile which the photographer caught in the above picture of Dr. Rice may have been occasioned either by his new-found happiness, or because the popular surgeon was thinking of the



DR. EARL R. RICE

complete surprise he occasioned at the Frisco hospital when he announced, in February, his marriage in December.

Dr. Rice came to the Frisco hospital in 1927 as surgeon in charge. He is a graduate of the medical school of the University of Pennsylvania, class of 1918, and spent some time with the Goodrich Tire and Rubber Company hospital in Akron, Ohio. During 1922-24 he was chief of staff of the Florence Infirmary, a private hospital in Florence, South Carolina. From 1924 until his connection with Frisco Lines, Dr. Rice was engaged in the private practice of surgery in Des Moines, Iowa.

AGENCY CHANGES

E. D. Egam was installed permanent agent at Alfamont, Kans., January 14.

C. A. Hurst was installed temporary agent at Bessie, Okla., January 14.

C. E. Sadler was installed temporary agent at Dell, Ark., January 17.

A. L. Milliken was installed permanent agent at Galena, Kans., January 15.

Washington U. Glee Club Praises Service



The thirty-five very handsome and very merry young men pictured above constitute the Washington University Glee Club of St. Louis, and this photo was snapped as they embarked on the Frisco's No. 3 for Springfield, Missouri, February 13. At Springfield the harmony artists gave a successful concert, then proceeded to Oklahoma City on Frisco No. 9, February 13, for another successful hearing. They returned to St. Louis on Number 4, February 15, with the usual report of "excellent handling."

J. J. Corum was installed temporary agent at Kingston, Okla., January 14.

Mrs. I. V. Bean was installed permanent agent at Mountainburg, Ark., January 13.

F. C. Morris was installed permanent agent at Pettigrew, Ark., January 21.

Don Edmundson was installed permanent agent at Phoenix, Mo., January 22.

Effective January 21, Pit, Mo., located on the River division, mile post 106.5, was closed.

T. H. Lucy was installed permanent agent at St. Paul, Ark., January 25.

J. C. Grissom was installed temporary agent at Salt Fork, Okla., January 13.

W. C. Boff was installed temporary agent at Sligo, Mo., January 18. (E. Z. Baskett relieved the regular agent, C. A. Leonard, December 3, without transfer.)

J. W. Leedom was installed permanent agent at Steelville, Mo., January 22.

W. L. Piercy was installed permanent agent at Arkinda, Ark., January 25.

C. M. Whirlow, Jr., was installed permanent agent at Durham, Ark., January 29.

Effective January 28, Netherlands, Mo., River division, St. Louis sub-division, mile post 114.8, was closed as a freight agency but remains open

as a ticket commission caretaker agency. Morrison R. Rowland was installed ticket agent.

H. A. Atwell was installed temporary agent at Stanton, Mo., January 27.

C. R. Sawtell was installed permanent agent at Warwick, Okla., January 31.

T. K. Orr was installed permanent agent at Buhler, Kans., February 4.

U. S. Blake was installed permanent agent at Frederick, Kans., February 4. (V. E. Davidson has been acting agent since January 16.)

R. L. Prince was installed temporary agent at Holdenville ticket station, February 5.

C. R. Marsden was installed permanent ticket agent at Imperial, Mo., February 1.

A change of agents was made at Kennett, Mo., February 1, R. Q. Jennings taking charge as permanent agent. W. W. Miller retired. No audit of accounts was made.

E. R. Slocum was installed permanent agent at Snyder, Okla., February 3. (Audit of ticket accounts made as ticket cashier had been relief agent. No audit of freight accounts, as they were handled by cashier.)

L. W. White was installed as permanent agent at Welling, Okla., February 4.

DOYLE J. SWEAZEA

Doyle J. Sweazea, of St. Louis, tie and timber inspector, died January 15th after an illness of several months. He was born April 9th,



DOYLE J. SWEAZEA

1896, in Centerville, Reynolds County, Missouri, and entered the employ of the purchasing department as a tie and timber inspector on March 1st, 1922. He was a loyal worker and always ready to do his part. He is survived by his mother and three sisters and a host of friends who mourn his loss. He was buried at Piedmont, Missouri, by the side of his father who preceded him to the great beyond several years ago.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of February, 1930. They will be glad to hear from their friends.

- White, T. F., Okmulgee, Okla.
- Worley, J. A., St. Louis, Mo.
- Bohannon, C. C., Ft. Scott, Kans.
- Scott, T. C., Joplin, Mo.
- Singleton, H., Guyan, Ala.
- Snyder, Frank, Tulsa, Okla.
- Walker, Victoria, Okla. City, Okla.
- Gorham, Helen, Okmulgee, Okla.
- Ragan, Charles, St. James, Mo.
- Robinson, E. J., Boswell, Okla.
- Drake, Jack, W. Tulsa, Okla.
- Lewis, John, St. Louis, Mo.
- Brown, Wm., Qualin, Mo.
- Price, J. A., Nettleton, Miss.
- Pinnell, Andrew, Moyers, Okla.
- Swimmer, Thomas, Tahlequah, Okla.
- Trieber, L. P., Enid, Okla.
- Bailey, J. S., Springfield, Mo.
- Sosa, J. D., W. Tulsa, Okla.
- Galloway, Ellis, Rodgersville, Mo.
- Rupard, R. E., Neodesha, Kans.
- Vermillion, O. W., Monett, Mo.
- Hargraves, T. W., Chaffee, Mo.

A RADIO PAGE

"Didja hear Amos 'n Andy last night?"

"Damrosch had a wonderful program yesterday."

"Boy, Rudy Vallee's got a band, and how!"

With these and similar remarks coming from all sides, the Frisco Employes' Magazine is wondering if Frisco employes would like a radio page each month. So remarkable have been the strides in this fascinating field, that a prediction by authorities places the amount to be spent in 1930 for radio advertising at \$100,000,000. Contrast that with the \$15,000 spent for similar purposes in 1926!

At any rate, if Frisco folks want a radio page in their Magazine they shall have it. All that is necessary is a note to the editor giving your views. And in the note, if you want the page, tell us what phases of the industry you want presented.

W. L. H., Jr.

- Whitsett, S. W., Crowder, Mo.
- Manor, J. B., Kansas City, Mo.
- Gordon, G. G., Sapulpa, Okla.
- Reeves, George, Chaffee, Mo.
- Kaiser, John, Garnett, Okla.
- Brown, Ralph, Sapulpa, Okla.
- Simmons, L. M., Hugo, Okla.
- Douglass, Royal, Springfield, Mo.
- Armstrong, John, Tulsa, Okla.
- Brown, L. L., Fayetteville, Ark.
- Wilder, R. A., Memphis, Tenn.
- Elliott, R. W., Birmingham, Ala.
- Overstreet, John, Tulsa, Okla.
- Moody, I. B., Tulsa, Okla.
- Humphries, E. W., Pittsburg, Kans.
- McDunner, J. D., Monett, Mo.
- Lee, J. L., Tulsa, Okla.
- Pope, C. P., Pittsburg, Kans.
- Johnson, H. W., Springfield, Mo.
- Crump, E. K., Chaffee, Mo.
- Clark, J. G., St. Louis, Mo.
- Hughes, R. T., Oklahoma City, Okla.
- Johnson, Robert, Amory, Miss.
- Gamble, P. M., Neodesha, Kans.
- Murphy, C. A., St. Louis, Mo.
- De Lapp, John, Enid, Okla.
- Coughlin, J. A., St. Louis, Mo.
- Baker, Warren, Bartlesville, Okla.
- Mitchell, J. P., Sherman, Miss.
- Walker, J. M., Memphis, Tenn.
- Rohrbaugh, Leon, Memphis, Tenn.
- O'Neil, E. M., Kansas City, Mo.
- Snider, W. H., Van Buren, Mo.
- Gregg, Floyd, Oklahoma City, Okla.
- Dees, Dock, Amory, Miss.
- Wolfe, J. C., Newburg, Mo.
- Berry, Curtis, Garden City, Mo.
- Johnson, Roy, Eureka Springs, Ark.
- Nensel, C. H., Kansas City, Mo.
- O'Brien, W. S., Springfield, Mo.
- Harris, C. T., Memphis, Tenn.
- Sullivan, M. A., Tulsa, Okla.

Sandy bought two tickets for a raffle and won a Studebaker. His friend rushed up to his house to congratulate him, but found him miserable as could be.

"Why, mon, what's the matter wi' ye?" he asked.

"It's that second ticket. Why I ever bought it I canna imagine."

J. E. SPRINGER ELECTED

Frisco Assistant Traffic Manager Chosen President of the Birmingham Club

ELECTION returns, made public at a banquet of the Birmingham Traffic and Transportation Club held February 6, disclosed that J. E. Springer, assistant traffic manager, Frisco Lines, had been chosen president of the club for the ensuing year.

Mr. Springer, who received two promotions during 1928—from general



J. E. SPRINGER

agent, freight department, Atlanta, Ga., to division freight agent at Birmingham, on May 15, 1928, and from the latter named position to assistant traffic manager at Birmingham on October 15, 1928, has been very active in the club for several years.

He has an attendance record that is impressive in itself and recently he has been actively identified with the club's sponsorship of smoke abatement, Birmingham-Southern and Howard College football games, location of Birmingham on a coast to coast airmail route, a municipal airport, and industrial development. He ran for the presidency on a platform of past performance and an enlarged program for the future.

The election of Mr. Springer to the presidency of this club typifies the wide activity and popularity of Frisco men in traffic organizations throughout the country. A great number of them belong to such clubs and many of them hold offices.

The banquet was well attended by industrial and transportation leaders from Birmingham and elsewhere. A delegation of Frisco officials made the trip from St. Louis and Springfield to attend. Among them were J. R. Koontz, vice-president in charge of traffic; E. T. Miller, vice-president and general solicitor; J. N. Cornatzar, assistant vice-president; W. L. Huggins, Jr., director of publicity; all from St. Louis, and F. H. Shaffer, general manager, and J. H. Doggrell, superintendent of transportation, from Springfield.

Frisco Opens New \$40,000 Extension at Tupelo, January 28



ALL aboard, for the new industrial section of Tupelo," called Conductor Jim Gravlee and, at his signal to Engineer John Lewis at 2 p. m. on January 28, away pulled the first train to be run over Frisco Lines' new \$40,000 extension track at Tupelo, Miss. Loaded with interested human cargo, business men and women, who had been invited to view the new project, the train, consisting of a chair car and flat car, left the union station and made the virgin trip around the fringe of the city to the terminal and return.

J. P. Nanny, mayor of Tupelo, and other city officials were present to join with merchants, manufacturers, bankers and others in the auspicious opening of the Frisco's new industrial and commercial project. M. W. Dunkin, traveling freight and passenger agent, was the official sponsor of the celebration and C. K. Clayton, Frisco agent at Tupelo, assisted in the role of host.

A number of women made the trip around the city, there having been provided for them a special chair car. For the men, a flat car was converted for sightseeing purposes, with protection posts and railings, but permitting the passengers to see clearly the newly opened section and the work

that had been done. A large crowd gathered along Main Street and Mulberry Avenue (the trackage enters the city over the latter) to greet the special. The terminus of the line is at the rear of the Noel Produce Company.

The new spur offers excellent opportunity for industrial development on the eastern edge of Tupelo and in addition, gives wide commercial benefit. A number of wholesale concerns have already begun to receive carlot shipments delivered to their back doors.

The spur, which is about 5,000 feet long, was begun December 26 and was finished less than a month later despite some delay because of bad weather. Just before entering Mulberry Avenue, the trackage extends eastward for a fifteen car tangent to permit switching. E. D. Ferguson, of the engineering department, had supervision of the construction.

The best materials obtainable were used in the construction of the new line. A roadbed of Birmingham slag raises the track elevation to about four feet. One hundred and fifty cars of this material were used in making the roadbed. Treated ties were used exclusively and sturdy creosoted pilings were driven for the bridges.

Ninety-pound rails were laid for the entire length of the spur.

A number of business concerns, already located on the spur trackage, which are now receiving benefit of the new track, are planning programs of expansion soon. In addition to this, J. B. Hilton, industrial agent, Frisco Lines, has announced that he will make considerable effort to secure new industries for Tupelo, which with this new traffic advantage, offers splendid inducements.

The train crew is standing on the running board of the engine in the photograph above, which was taken as the train was coming into the station. Reading from right to left, they are: J. L. Lewis, engineer; J. C. Gravlee, conductor; R. L. McKinney, rear brakeman; Walter Stewart, head brakeman, and Bob Brown, fireman. At the front of the engine are standing E. D. Ferguson, engineer in charge of construction; M. W. Dunkin, traveling freight and passenger agent, and Roy McCarty, manager of the firm of L. P. McCarty & Son, and L. P. McCarty, president of the same firm. Mr. Roy McCarty's little son, Leroy McCarty, Jr., can be seen looking out from between the engine and the tender.

A PAGE OF PRAISE *from* FRISCO FRIENDS

From A. W. Vogtte, traffic manager of the DeBardeleben Coal Corporation, Birmingham, Ala., to J. H. Doggrell, superintendent of transportation, Frisco Lines:

"Fast service is the rule rather than the exception on the Frisco road and you know, of course, that this dependable transportation service is one of the chief contributing factors to the steady growth of production at our mines on the Frisco. For example, our Frisco mines produced in January a record monthly tonnage, exceeding our previous record production at these mines in excess of 200 cars.

"We find complete satisfaction and pleasure in our relations with your road."

To W. L. Huggins, Jr., director of publicity, Frisco Lines, from William H. Wells, former Frisco Lines conductor:

"I desire to thank you as an ex-Frisco employe for the kindness extended me in sending me the *Frisco Employes' Magazine* regularly. Spending fourteen years in Frisco service, naturally, I am greatly interested in its welfare, progress and future announcements.

"In the past five years I have had contact with business men of Birmingham and on several occasions have had opportunity to bring business from other routes to Frisco Lines. I will quote an instance: Just before Christmas a family of four were going from Birmingham to Oklahoma City. They informed me that they were changing at Memphis, going by another route. Upon informing them that they would save no time or money and put themselves to a great amount of inconvenience at Memphis, they traveled all the way and back by Frisco Lines. I am writing this to let you know that I still have the interest of Frisco Lines at heart."

From H. B. Bellenger, vice-president, The Altus National Bank, Altus, Okla., to H. G. Snyder, traffic manager, Oklahoma City, Oklahoma:

"I have just returned from Florida, where I went with the Kansas City Life Insurance Company on a special train provided by your company, and I wish to say that I never received such good service as I did on that trip, and feel that I should thank someone for such service.

"I heard many such remarks by the individuals on our way there and back.

"Again I thank you and extend kindest personal regards."

Alabama. This office thanks you for this meritorious service."

W. P. Gustin, yardmaster, Springfield, Mo., gets credit for furnishing a particularly fine example of the effectiveness of personal attention to a shipper's needs in getting business for Frisco Lines.

It was because of Mr. Gustin's efforts that when Mr. Emil Kurtz, of the Byllesby Engineering and Management Corporation, Chicago, Ill., came to St. Louis recently to accompany two cars of pipe fittings to their destination, Oklahoma City, and found that the cars were not routed Frisco, one of his first acts was to change the routing to read via Frisco Lines.

To explain how Mr. Gustin in Springfield was able to get this business for Frisco Lines at St. Louis, one has to go back into the past when Mr. Kurtz first began passing through Springfield with important loads of freight for his company. It was then that Mr. Gustin began laying the foundation for securing the business of the Byllesby Corporation permanently. Each time that Mr. Kurtz came through Springfield, Mr. Gustin met him personally and took care to see that cars were given the best possible handling while they were under his care. In addition to this he got in touch with yardmasters at other terminals and got their assistance in handling the freight.

The action of Mr. Kurtz in changing the routing of the two cars at St. Louis expressed two things—his appreciation of the treatment that had been accorded him and his preference for the railroad that gave him the best service. When these two cars reached Springfield, Mr. Gustin gave them his usual personal attention and called the yardmasters at Monett and Tulsa, asking them to likewise personally attend the handling of these cars.

To Mr. J. K. Oliver, division freight and passenger agent, Frisco Lines, Birmingham, Ala., from H. C. Hardegrece, regional medical officer, U. S. Veterans' Bureau, Atlanta, Ga.:

"Mr. H. C. Smith has just returned from the hospital in Memphis and was high in his praise for the splendid aid you gave him in Birmingham, Ala. This office thanks you for this meritorious service."

To C. G. Wahl, traffic manager, Stark Brothers Nurseries, Louisiana, Mo., from F. Green, manager of the Stark Brothers Nursery at Marionville, Mo. Mr. Wahl sent this letter to E. L. Magers, superintendent, Eastern division, Frisco Lines, Springfield, Mo.

"The Frisco Railroad should be complimented for the good service they gave us this fall.

"They promptly filled our orders for cars, and most of the time had cars on hand waiting for us to load.

"They also picked them up promptly when loaded—I think they should be thanked for this good service."

To J. H. Henson, agent, Van Buren, Ark., from Miss Agnes B. Cordingly, San Francisco, Calif.:

"Please accept my thanks for your kindness to me in regard to my furniture shipment. Arrived morning of the 18th day in perfect condition—not a scratch nor chip on dishes. It certainly was wonderful, the careful and efficient manner in which your road handled it. Also the rapid transportation—put it on your platform and in my house in just eighteen days. I shall ever remember your kindness to me."

To C. O. Claiborne, agent, Clinton, Mo., from the Docherty Fuel Company, Clinton, Mo.:

"When the recent storm struck us, we, like nearly all other coal concerns, were not prepared. In our yards at Clinton, we were down to the last shovelful of coal, with a distress cry for coal from our schools, county buildings, as well as many homes.

"Now that we can again see daylight we wish to express to you our heartfelt thanks for the personal efforts you made in response to our cry for help, making special trips and bringing us several carloads from our local mines, and suggesting and permitting us to unload on your track, saving at least twelve hours' time on our deliveries, which relieved a serious situation.

To Mr. J. M. Kurn, president of Frisco Lines, from Thomas J. Harwell, Young Harris, Ga.:

"I want to express my appreciation of the trip I had on the Kansas City-Florida Special from Memphis to Atlanta. It was the best trip I ever had. I think the railroad is one of the greatest of modern conveniences. The Frisco has the best dining car service of any railroad in the South.

"I also want to express my appreciation of the courtesy of G. W. Creagh, conductor, H. M. Fleming, brakeman, and Burke Andrews, engineer, all of the train upon which I made my trip."

For Meritorious Service

SOUTHWESTERN DIVISION

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

January 3—C. W. Webster noticed wheels sliding on baggage car as train No. 510 was leaving Ravia and promptly notified the dispatcher. Ten merits.

January 15—R. C. Gooch, brakeman, West Tulsa, discovered at Bowden that ART 12582, in 1/535, was on fire. Train was stopped and fire extinguished. Commended.

January 11—Monroe Chestnut, conductor, Oklahoma City, noticed block did not clear behind his train, No. 433, after passing Roxana switch. Commended.

February 3—Ike Walker, brakeman, West Tulsa, Okla., assisted in repacking hot box on train 112 although not a member of that train's crew. Commended.

January 28—Jess Thompson and C. A. Wages, brakemen, both of Oklahoma City, discovered a brake beam down on MK&T 89592 in train No. 431. Commended.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following:

W. D. Herndon, conductor, Hugo, Okla., was given five merits for discovering wrong car number on way bill for car of oil and secured correction, preventing delay.

J. A. McClure, agent, Exeter, Mo., commended for his services in handling trains at a time when wires were down.

A. M. Prater, section foreman, Rogers, Ark., assisted in working trains 703 and 710 during the holidays, thereby reducing delays to these trains. Ten Merits.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following:

January 17—B. H. Phillips, brakeman, Fort Scott, Kan., while inspecting No. 1/132 at Baxter, found broken arch bar on PARX 954. Commended.

January 8—W. E. Hadley, agent, Leon, Kan., noticed brake beam down and dragging on UTL 39063 as No. 346 passed his station and notified members of the crew. Five merits.

RIVER DIVISION

Superintendent J. A. Moran reports the following:

A. O. Anderson and J. W. Davis, brakemen, and Conductor DeBerry, all members of train 832's crew,

assisted in repairing SF 101525, and SF 47230, avoiding delay in setting out these cars. Fifteen merits each.

Chas. Liken, section foreman, Ste. Genevieve, Mo., assisted station force in handling heavy shipment. Ten merits.

C. E. Ische, engineer, Mote Cone, fireman, Ralph Brown, brakeman, and B. S. Nations, operator, assisted in protecting company property when Matthews Gin burned at Blytheville, Ark. Fifteen merits each.

F. D. Sadler and A. E. Sowders, brakemen, and Raymond W. Gill, fireman, discovered car door lying on north bound main track and removed it. Commended.

W. J. Buchannon, engineer, J. U. Boyts, fireman, and Sidney Dowd and Earl Ormsbee, brakemen, discovered and extinguished fire in SF 36144 at Menasha. Ten merits each.

D. H. Hildebrand, engineer, R. W. Gill, fireman, and W. L. LeSieur, brakeman, the crew of train 835, found points on derail at Southeastern Junction slightly open and assisted in getting the points to fit properly. Ten merits each.

WESTERN DIVISION

Superintendent W. R. Brown, reports the following.

January 6—Jemple Houston, O. E. Gibson, and Joe L. Heady, switchmen, while switching in the Enid yard, extinguished a fire in SF 52248. Five merits each.

January 14—Jos. M. McClain, brakeman, Enid, Okla., climbed up ladder, broke ice and prevented delay to train 644. Commended.

SOUTHERN DIVISION

Superintendent S. J. Frazier reports the following:

February 6—D. B. Corley, section foreman, Walnut Hill, Fla., found SF 74249 on team track off center and without special instruction took track jacks and with assistance of his men placed the car back on center. Commended.

January 31—T. J. Lazenby, brakeman, Dora, Ala., discovered brake rigging dragging on UTLX 30239 and while this car was not in his train, he assisted in repairing. Commended.

January 19—W. L. Underwood, conductor, Amory, Miss., while on 1/135, engine 40, as his caboose passed over rail at Mile Post 607-16, noticed a broken rail and stopped at Bigbee and notified proper parties. Ten merits.

January 19—Sam Stefall, brakeman, Amory, Miss., while on 1/135, assisted

Conductor Underwood in discovering broken rail and in taking proper action following this discovery. Ten merits.

January 16—E. E. Yocum, operator, Mt. Grove, Mo., noticed timbers shifting on flat car SF 92982 as it passed his station in train 135 and had train brought to a stop and car set out. Five merits.

TULSA TERMINALS

J. T. Brant, switchman, found broken rail and reported it. Five merits.

C. C. Content, switchman, while working train No. 4, coupled steam on No. 4's engine to the balance of train which prevented delay. Five merits.

W. L. McBride, engine foreman, when train No. 9 was late on January 18, coaled the diner in the absence of car men and prevented delay. Five merits.

J. L. Porter, switchman, on January 13, when the fireman on his crew was taken ill, fired engine for two hours, preventing delay to second class trains. Five merits.

H. W. Miller, engine foreman in charge of engine 3802, while making move over track 1, Cincinnati street crossing, prevented engine from striking stalled auto. Five merits.

KANSAS CITY TERMINALS

R. F. Blanke, yard clerk, corrected error in carding of SF 53517, saving unnecessary switching. Commended.

February 8—W. J. Healy, engineer, F. C. Stuck, fireman, Mr. Carr, special agent, and J. L. Roach, J. L. Murphy, and R. B. Hatcher, switchmen, and Ira Dellinger, hostler, each commended for his work in protecting equipment in a fire at the Rudy-Patrick Seed Company's plant.

BIRMINGHAM TERMINALS

February 6—G. S. Smith, foreman, found C-97446 with air cut off and had air coupled up, preventing delay to the car. Commended.

J. C. Frazier, engine foreman, noticed bent axle on SAL 83888 and called the attention of the inspector to it. Five merits.

G. S. Smith, foreman, found grab iron broken on IC 175147 February 13, and reported it, preventing delay. Commended.

YALE TERMINALS

January 27—L. J. Sorsby, operator, Bridge Junction, Ark., noticed fire flying from a stock car in train 1/134 and stopped train. Ten merits.

G. B. DAVIS PROMOTED

**Widely Known Accounting Officer
Made Assistant to Traffic
Vice-President**

THE promotion of Mr. George B. Davis, special representative of the traffic department, to the position of assistant to the vice-president in charge of traffic was announced January 15. Mr. Davis is widely known on Frisco Lines thru



GEORGE B. DAVIS

his extensive work for several years in the accounting department, and later as an expert accountant assigned to on-line duties for the traffic department.

Mr. Davis entered railroad work in 1909, in Topeka, Kansas, with the Santa Fe accounting department, and until 1918 he was employed by the Santa Fe in the accounting and operating departments. He was also interested in the fuel and oil properties of that railroad in an accounting capacity.

He left the Santa Fe in 1918 to become general cost accountant and chief clerk to the auditor of the United States Railroad Administration, with offices in Washington, D. C., and remained there until July 15, 1919, when he came to Frisco Lines as an accountant. On March 1, 1920, at the end of Federal Control, he was made auditor of disbursements. He was promoted to assistant general auditor in 1921, and served as assistant to the comptroller from 1922 until 1928, when he came to the traffic department of the road as special representative.

AGAIN—MR. STORK

Old Mr. Stork has a way of suddenly appearing now and then, even though conditions and environment may not be exactly convenient to all concerned. In the last few months a lusty youngster was born on a Frisco train, and promptly named after the conductor, Master Whelan Frisco Short.

"Which brings to mind," writes Mr. R. A. Gerard, pensioned conductor of the Frisco Lines, "an incident which occurred in the summer of 1918, which I believe has the Frisco No. 9 baby arrival beat.

"One night on No. 103 the porter came to me when we were leaving Lamar, Mo., and told me there was a woman in one of the coaches who was about to be confined. I immediately went up there and asked her if she did not want to get off and go to a hotel where she could be taken care of and she said no. So we moved her to the rear compartment of coach 1068, at Lockwood, Mo., hunted up a doctor, whose name was Abett and who, by the way, had just returned from a similar case. We went on our way, the train skimming over the rails and the baby was born between South Greenfield and Everton. The mother and her husband and the baby continued on to Willow Springs where she was placed on a cot and put on a train on the Current River branch and went to Mountain View where she got off and rode in a wagon fifteen miles in the country to the home of her parents.

"I was interested to know how the mother and baby got along and gave the husband my address and asked him to let me know. About a week later I got a note that mother and baby were doing fine.

"We only lost about ten minutes at Lockwood getting a doctor and went into Springfield on time."

Who says the life of a conductor is not full of colorful experiences? And who is there who does not believe that whatever the emergency, these Frisco employes can give the proper service, with no exceptions.

A Reputation

Emanuel Jackson, mule tender, appeared one morning on crutches.

"Lawsy," exclaimed a friend. "Ah thought yo' was one o' de bes mule han'lers in de business."

"So ah is," affirmed Emanuel proudly, "but we got a mule in dis mo'nin' dat didn't know ma reppitation."

COMPOSES FRISCO SONG



CLYDE FULLER

The serious looking gentleman who appears above has the honor of composing the first song to be officially adopted by the St. Louis-San Francisco Railway Company, gentle readers, and his song, entitled "Frisco-Land," is pronounced an excellent tuneful melody by musicians who have heard it played and sung. This Frisco composer's name is Clyde Fuller, and he works as an operator in the Springfield relay office.

Copyrighted by the railroad as its official anthem, so to speak, President Kurn has had 1,000 copies of the song printed for distribution among the employes of the company who may want it. He has intimated that more copies will be published and distributed when the present supply is exhausted.

All that is necessary is for you to write the editor, Frisco Employes' Magazine, St. Louis, and ask for your copy of "Frisco-Land."

Here are the words of the chorus:

*Come with me to Frisco Land,
there's a Promised Land.
Come with me thru Frisco Land,
on that Frisco Sunny Land.
F-R-I-S-C-O! That's just the way
to go,
To the Promised, Promised Land, oh,
so grand!
Come with me to Frisco Land, down
into the Promised Land;
That's the place to see F-R-I-S-C-O!
There's just one way to go, down
thru Frisco Land!*

Friend: Why is it your son rides in a car and you always go on the street car?

Father: Well, he has a rich father and I haven't.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

DURING January, 1930, the unit fuel consumption in freight service on the system increased 8 pounds per 1,000 gross ton mile over January, 1929, the performance having increased from 202 pounds per 1,000 gross ton miles January last year, to 210 pounds this year, which is equivalent to 3.96 per cent.

This increase was due principally to the severity of the weather experienced during January this year on practically the entire system, although the train haul, being below that of January last year on most of the divisions, also had quite a bearing on this increase.

All divisions with the exception of the River and Southern, had increases in fuel consumption in freight service compared with same month last year. River division had a decrease of 13 pounds per 1,000 gross ton miles or 6.47 per cent and the Southern division decreased 4 pounds or 2.04 per cent. The Central division, with an increase of 32 pounds per 1,000 gross ton miles or 16.00 per cent, had the largest increase.

The River division moved from fifth place last year to first place this year while the Texas Lines, which ranked first last year, ranked fourth this year. The Northern division, in sixth place last year, advanced to fifth place this year, and the Central division moved from fourth place last year to sixth place this year. The other divisions not mentioned retained the same position in the standing as last year.

In passenger service each division on the system had an increase in consumption. The system performance increased from 16.9 pounds per passenger car mile January last year to 18.6 pounds this year, which is equivalent to 10.06 per cent. The loss in volume of traffic handled also had an adverse effect on this class of service.

The Southern division, with a performance of 16.8 pounds per passenger car mile this year compared with 15.8 pounds per passenger car mile last year, had the smallest increase and the Western division, with a performance of 29.1 pounds this year compared with 25.1 pounds last year, had the heaviest increase.

Switch service on the system had an increase of 10 pounds per switch locomotive mile or 6.33 per cent January this year over last year.

The Southern division, exclusive of terminals, decreased from 154 pounds last year to 136 pounds this year or

11.69 per cent and the Memphis terminal decreased from 144 pounds last year to 142 pounds this year or 1.39 per cent; all other divisions and terminals had increases in their performance.

Since our last issue of the magazine Messrs. Conley and Mitchell and several supervisors have conducted special fuel checks on the Central, River and Western divisions, and it is interesting to note some of the remarkably good performances observed while on these divisions, which are published in this issue, together with other good performances reported from other divisions.

EASTERN DIVISION

Rolla Sub: Engineer G. J. GANN, fireman R. E. MYERS, train No. 31, engine 55, January 20, Gratiot to Newburg, handled 190,242 gross ton miles, burned 17 tons coal, performance 178 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer A. ADAMS, fireman F. WATSON, train No. 33, engine 15, January 21, Newburg to Lebanon, handled 110,502 gross ton miles, burned 10 tons coal, performance 180 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Tupelo Sub: Engineer WILSON, fireman CONDRY, train Extra south, engine 1526, January 20, Yale to Amory, handled 1,220 passenger car miles, burned 1,008 gallons oil, performance .82 gallons per passenger car mile.

Willow Springs: Engineer GARY, fireman BURDETTE, train 131, engine 4105, January 12, Springfield to Thayer, average train haul 1,596 tons, burned 19 tons coal, performance 171 pounds per 1,000 gross ton miles.

Birmingham Sub: Engineer MUNN, fireman ANDERSON, train 3/107, engine 1526, Amory to Birmingham, handled 1,240 passenger car miles, burned 992 gallons oil, performance .80 gallons per passenger car mile.

Engineer JACOBS, fireman FOSTER, train Extra, engine 39, Jan. 3, Birmingham to Amory, average train haul 2,063 tons, burned 18 tons coal, performance 144 pounds per 1,000 gross ton miles.

Engineer J. HILL, fireman W. HORTON, train 934, engine 60, January 1, East Thomas to Amory, handled 306,889 gross ton miles, burned 22 tons coal, performance 136 pounds per 1,000 gross ton miles.

Columbus Sub: Engineer REY-

NOLDS, fireman CALHOUN, train 938, engine 1614, January 5, Aliceville to Amory, average train haul 1,956 tons, burned 5 tons coal, performance 73 pounds per 1,000 gross ton miles.

Engineer SMITH, fireman RICKER, train 939, engine 696, January 8, Amory to Aliceville, handled 104,000 gross ton miles, burned 3 tons coal, performance 57 pounds per 1,000 gross ton miles.

Engineer FINDLY, fireman SEL-LARS, train 938, engine 699, January 9, Magnolia to Amory, handled 279,000 gross ton miles, burned 12 tons coal, performance 86 pounds per 1,000 gross ton miles.

Pensacola Sub: Engineer CHES-SEY, fireman ROBERTS, train Extra south, engine 1627, January 9, Magnolia to Pensacola, handled 289,000 gross ton miles, burned 13 tons coal, performance 89 pounds per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer JACKSON, fireman STODDARD, train 161, engine 4140, January 1, Ft. Scott to Paola, average train haul 3,550 tons, burned 7 tons coal, performance 71 pounds per 1,000 gross ton miles.

Engineer HOFFHOUSE, fireman O'CONNERS, train 2/162, engine 4143, January 6, Paola to Kansas City, average train haul 2,800 tons, burned 5 tons coal, performance 83 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer PHELPS, fireman WINTERS, train 136, engine 4123, January 11, Springfield to Lockwood, average train haul 1,700 tons, burned 3 tons coal, performance 79 pounds per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Creek Sub: Engineer J. F. WOOLSEY, fireman W. T. HURT, train 532, engine 4147, January 15, Francis to Henryetta, average train haul 1,473 tons, burned 806 gallons oil, performance 9.6 gallons per 1,000 gross ton miles.

Engineer V. P. COUCH, fireman POOLE, train Extra south, engine 4109, January 16, Henryetta to Francis, handled 127,689 gross ton miles, burned 1,109 gallons oil, performance 8.6 gallons per 1,000 gross ton miles.

Oklahoma Sub: Engineer L. PRUITT, fireman BAY, train Extra west, engine 4103, January 20, Tulsa to Oklahoma City, handled 235,233 gross ton miles, burned 2,317 gallons oil, performance 9.8 gallons per 1,000 gross ton miles.

Cherokee Sub: Engineer J. F. TRONE, fireman R. B. RAY, train 1/434, engine 4159, January 28, Tulsa to Afton, average train haul 2,878 tons, burned 1,911 gallons oil, performance 8.4 gallons per 1,000 gross ton miles.

Engineer D. WALL, fireman H. GADDY, train 439, engine 4152, January 14, Afton to West Tulsa, handled 151,952 gross ton miles, burned 1,409 gallons oil, performance 9.2 gallons per 1,000 gross ton miles.

Engineer E. WALROD, fireman J. MEYLOR, train Extra east, engine 4156, January 24, Tulsa to Afton, average train haul 2,658 tons, burned 15 tons coal, performance 145 pounds per 1,000 gross ton miles.

Engineer C. O. PREWETT, fireman FRED MOORE, train No. 7, engine 1514, Springfield to Muskogee, January 28, handled 2,189 passenger car miles, burned 1,400 gallons oil, performance .64 gallon per passenger car mile.

The following performances were observed during the special fuel check made by Messrs. Conley and Mitchell:

CENTRAL DIVISION

Ft. Smith Sub: Engineer PAINE, fireman BALLEY, train 1/734, engine 1336, January 24, Ft. Smith to Fayette Junction, average train haul 1,238 tons, burned 7 tons coal, performance 184 pounds per 1,000 gross ton miles.

Engineer R. KEITHLEY, fireman B. HENSLEY, train Extra local, engine 1,338, January 26, Fayette Junction to Ft. Smith, handled 83,151 gross ton miles, burned 9 tons coal, performance 216 pounds per 1,000 gross ton miles.

Arthur Sub: Engineer HAWKINS, fireman BEAN, train 2/734, engine 714, February 7, Stanley to Talihina, average train haul 1,157 tons, burned 1½ tons coal, performance 83 pounds per 1,000 gross ton miles.

Engineer C. J. BROCCUS, fireman J. W. TAYLOR, Extra train, engine 718, February 7, Ft. Smith to Talihina, average train haul 1,245 tons, burned 4 tons coal, performance 93 pounds per 1,000 gross ton miles.

RIVER DIVISION

Chaffee Sub: Engineer McCONACHIE, fireman MANTEL, train 806, engine 1053, February 8, Memphis to

Chaffee, handled 1,296 passenger car miles, burned 718 gallons oil, performance .55 gallon per passenger car mile.

Engineer ADAMS, fireman JONES, train 808, engine 1036, February 7, Memphis to Chaffee, handled 805 passenger car miles, burned 767 gallons oil, performance .95 gallon per passenger car mile.

Engineer DIERSON, fireman SLAY-

Yale to Chaffee, average train haul 2,972 tons, burned 17 tons coal, performance 68 pounds per 1,000 gross ton miles.

St. Louis Sub: Engineer CAMPBELL, fireman HAUSMAN, train 801, engine 1019, February 4, St. Louis to Chaffee, handled 851 passenger car miles, burned 859 gallons oil, performance 1 gallon per passenger car mile.

Engineer JOHNSON, fireman HUTCHINSON, train 805, engine 1051, February 12, St. Louis to Chaffee, handled 1,283 passenger car miles, burned 970 gallons oil, performance .75 gallon per passenger car mile.

Engineer ROSE, fireman FAULK, train 807, engine 1019, February 7, St. Louis to Chaffee, handled 576 passenger car miles, burned 700 gallons oil, performance 1.21 gallons per passenger car mile.

Engineer HILDBRAND, fireman KNOWLTON, train 835, engine 4015, February 12, Lindenwood to Chaffee, average train haul 2,292 tons, burned 12 tons coal, performance 76 pounds per 1,000 gross ton miles.

Engineer LIPPARD, fireman WILLIAMS, train 835, engine 4023, February 11, Lindenwood to Chaffee, average train haul 1,983 tons, burned 16 tons coal, performance 117 pounds per 1,000 gross ton miles.

Engineer EDARDS, fireman HAUSMAN, train 839, engine 4010, Lindenwood to Chaffee, February 7, average train haul 2,376 tons, burned 14 tons coal, performance 85 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer F. McFARLAND, fireman BISHOP, engine 1324, Tulsa to Enid, February 9, average train haul 1,656 tons, burned 2,360 gallons oil, performance 11.8 gallons or 140 pounds per 1,000 gross ton miles.

Engineer C. A. HARLEY, fireman BREMMER, engine 1337, February 12, Tulsa to Enid, average train haul 1,022 tons, burned 1,391 gallons oil, performance 11.3 gallons or 134 pounds per 1,000 gross ton miles.

Engineer ALLEN, fireman CAMPBELL, engine 1337, Tulsa to Enid, average train haul 1,479 tons, burned

(Now turn to page 29 please)

The following summary was prepared from a record of fuel performance kept by Fireman George B. Johnson of all the trips made by Engineer H. A. Hanes and himself, in passenger service on the Ash Grove Sub, during the months of November and December:

Trips	Train Number	Average Cars Handled	Passenger Car Miles	Average Gallons Oil Used Per Trip	Average Gallons Per P. C. M.
11	103—Local	9.1	10443	1199	1.20
12	104—Local	8.7	10857	912	1.01
12	105	8.8	10960	854	.94
10	106	9.6	9926	762	.77
11	107	6.7	7652	700	1.01
11	108	6.3	7238	600	.91
67	.....	8.2	57076	841	.98

It shows splendid interest in Fuel Conservation when a crew will take the trouble to keep an accurate record of the fuel consumption for each trip throughout the month. I think it is generally conceded that the very fact of keeping the record and knowing how much fuel is being burned each trip is a fine thing for any crew to do and is one of the best ways of helping to reduce the annual fuel bill on the railroad. It is bound to act as a reminder to the crew to call attention of proper officer to any condition that causes excessive fuel consumption.

—ROBT. COLLETT

DEN, train 802, engine 1023, February 12, Memphis to Chaffee, handled 855 passenger car miles, burned 1038 gallons oil, performance 1.21 gallons per passenger car mile.

Engineer BARRON, fireman JONES, train 838, engine 4021, February 10, Yale to Chaffee, average train haul 2,692 tons, burned 13 tons coal, performance 58 pounds per 1,000 gross ton miles.

Engineer ESTES, fireman MILLER, train 832, engine 4030, February 12, Yale to Chaffee, average train haul 3,886 tons, burned 21 tons coal, performance 65 pounds per 1,000 gross ton miles.

Engineer McEWING, fireman ANDERSON, train 838, engine 4004, Yale to Chaffee, February 12, average train haul 2,865 tons, burned 17 tons coal, performance 69 pounds per 1,000 gross ton miles.

Engineer AUBUCHON, fireman ANSLEM, train 838, engine 4017, February 11, Yale to Chaffee, average train haul 2,500 tons, burned 14 tons coal, performance 67 pounds per 1,000 gross ton miles.

Engineer ROBINSON, fireman GILL, train 838, engine 4020, February 7,



The Pension Roll

EMIL SEBASTIAN, Sr., conductor, River division, was retired December 31, due to his having reached the age limit, December 14. He was born

in Pocahontas, Mo., December 14, 1859, and received his education in the schools at Gordonville, Missouri. He started his railroad career February 1, 1886, in train service with the Houck Lines and was promoted to roadmaster August, 1890. In July, 1895,



E. SEBASTIAN

he was transferred to superintendent of construction, and to conductor StLMSE October 1, 1902. This railway was the former Houck Line. On September 15, 1887, he was married to Miss Emillia R. Hirsch of Cape Girardeau, Mo., and to them were born three boys and two girls. Mr. and Mrs. Sebastian reside in Cape Girardeau. Continuous service of 42 years and 11 months entitles him to a pension allowance of \$36.80 a month, effective from January 1, 1930.

THOMAS REED KIRK, section foreman, Kennett, Mo., was retired from active service November 30, 1929, due to total disability.

He was 56 years of age, born May 9, 1874, at Newburn, Tenn., and educated in the schools near his home. He entered Frisco service January 1, 1898, as a section laborer at Holcomb, Mo. He was promoted to section foreman at Holcomb on February 15, 1901, where he remained during his entire service. On March 12, 1903, he married Mrs. Effie Mills of Campbell, Mo., and to them were born two sons and one daughter. Mrs. Kirk died in 1908 and Mr. Kirk married Mrs. Lunetty Colins in 1920. Mr. and Mrs. Kirk reside in Kennett, Mo.

T. R. KIRK

Continuous service of 31 years and 11 months entitles him to a pension allowance of \$34.70, per month, effective from January 1, 1930.

Five Frisco Lines veteran employes, with combined service of 169 years and 7 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held January 16, 1929, at the St. Louis general office.

THOMAS HARRY BRAY, section foreman, Eastern division was retired December 31, 1929, due to his having



T. H. BRAY

reached the age limit, December 4, 1929. He was born in 1859 at Newark, Ind., where he received his education. He came with Frisco Lines as a laborer in the maintenance department on August 10, 1883, at Lyman, Mo., and was promoted to section foreman at Hunter, Mo., August, 1893. He served in that capacity at Holdenville, Okla. but returned to the Eastern division in 1909. On January 29, 1885, he was married to Miss Ida M. Forester of Strafford, Mo., and to them were born four boys and two girls. Two of the sons are now in the employ of the Frisco. Mr. and Mrs. Bray reside in Willard, Mo. Continuous service of 22 years and 1 month entitles him to a pension allowance of \$24.25 a month, effective from January 1, 1930.

FRANK BEN YOUNG (Colored), engine watchman, Amory, Miss., was retired from active service December 31, 1929, due to his having reached the age limit.



F. B. YOUNG

He was born at Starkville, Miss., (date unknown), where he attended school. He came with the Frisco at Cordova, Ala., about April 1, 1899, as gang laborer. He served in that capacity and as engine watchman during his entire service. He is not married. His residence is in Amory, Miss. Continuous service of 30 years and 9 months entitles him to a pension allowance of \$21.95 per month, effective from January 1, 1930.

EUGENE SUTCLIFF, city passenger agent, Memphis, Tenn., age 73 years was retired under the pension rules, December 31, 1929. He was born in Marion, Ky., February 24, 1856, and was educated in the schools of Lexington, Ky. He served in various capacities before entering railroad work, and came with Frisco Lines as city passenger agent at Memphis, in March, 1886 in which capacity he has remained. Continuous service of 41 years and 11 months entitles him to a pension allowance of \$82.20 a month, effective from January 1, 1930.

In Memoriam

WILLIAM HENRY KENNEDY

WILLIAM HENRY KENNEDY, pensioned engineer, of Enid, Okla., died at his home on January 27, 1930. He was born at McArthur, Ohio, December 16, 1861, and entered Frisco service as a locomotive fireman on the old Kansas division in March, 1882. He was promoted to engineer in December, 1885. He served in this capacity until his retirement, November 27, 1920, which was due to permanent disability. His pension allowance was \$63.75 a month and up to the time of his death he had received a total of \$6,821.25.

CHARLES WILLIAM MCKINNON

CHARLES WILLIAM MCKINNON, pensioned engineer, died at his home in Uniontown, Ark., January 31, 1930. He was born May 11, 1866, at Dixon, Mo., and entered the service as wiper at Rogers, Ark., April 1887, working in the roundhouse at that point until October, 1888, when he was promoted to the position of locomotive fireman. In June, 1893, he was promoted to the position of locomotive engineer. His service was upon the Southwestern division until the date of his retirement, February 25, 1920, which was due to total disability. His pension allowance was \$66.40 a month and up to the time of his death he had been paid a total of \$7,503.20.

JAKE JOSEPH SCHMIDT

JAKE JOSEPH SCHMIDT, pensioned engineer, died at his home, 706 Lucy Ave., Memphis, Tenn., February 12. He was born May 6, 1852 in

Germany. He entered the service as locomotive engineer on the Memphis Line in December, 1900, and was later transferred to the position of yard engineer at Memphis, serving in that capacity until he was retired, July 31, 1924. His pension allowance was \$32.50 a month and a total of \$2,177.50 was paid him during his lifetime.

NILS ALGOT ANDERSON

NILS ALGOT ANDERSON, pensioned blacksmith, died at his home, 925 Orville avenue, Kansas City, Kans., on January 27. He was born in Gillberge County, State of Werm-land, Sweden, July 14, 1862, and came to America in the fall of 1882. He entered the service of the old KCFS &M at Ft. Scott in the roundhouse in January, 1884, as a laborer. He later served as blacksmith helper and then blacksmith at Ft. Scott and Kansas City until his retirement on February 21, 1912, on account of total disability. His pension allowance was \$20.70 a month and up to the time of his death he had been paid a total of \$4,036.50.

ESOP DOWNER

ESOP DOWNER, pensioned crossing watchman, died at his home at Greenfield, Mo., January 12. He was born August 28, 1849, in Smithville, Ohio, and entered the service as wiper at Ft. Scott in October, 1884, working there and at Kansas City in various capacities. His last service was as crossing watchman. He was retired January, 1914, on account of total disability. His pension allowance was \$20.00 a month and he received a total of \$3,760 while on the pension roll.

"JACK" TAYLOR DIES

**Veteran Officer Passes Away
January 18 at Springfield**

JOHN GEORGE TAYLOR, pensioned special engineer, residing in Springfield, Missouri, died from a heart attack and paralysis at the home of his adopted daughter on January 18, 1930. He was born March 2, 1864, at Cincinnati, Ohio. His father was a railroad contractor. At the age of 14 he began carrying water for an extra gang, at Alton, Illinois. In April, 1880, he entered the service of the Frisco as a flagman with a surveying party and served near Wichita, Kansas. He also served the Frisco as resident engineer for the system; resident engineer, Central, Southern and Red River divisions; district engineer, Eastern division; superintendent, Ozark and Western divisions; division engineer, Southern and Southwestern divisions and spe-



JOHN GEORGE TAYLOR

cial engineer at Springfield, Missouri. He was married on November 30, 1892, to Miss Enra Forsythe of Peirce City, Missouri. Mrs. Taylor died in 1913. Mr. Taylor, affectionately called "Jack," was one of the most widely known and best loved of the veteran railroad men of Frisco Lines. He was known to have personally aided many poverty stricken families and friends relate numerous instances of his kind deeds, which he disliked very much to have known. He is survived by two sisters, Miss M. H. Taylor of Boston, Mass., and Mrs. Ellen T. Wade of Alton, Illinois, and Miss Freddie G. Draughon, an adopted daughter who has served in the traffic department of Frisco Lines at Springfield for several years. Burial was made in Peirce City, Monday, January 20, 1930.

ANOTHER NEW INDUSTRY

Unique among the new industries on Frisco Lines is the International Pigeon Farm, Inc., established recently at Miami, Okla.

This company has about ten acres under lease in the outskirts of Miami and at present has two large houses completed for the birds. Mr. Clyde Cochran is proprietor. The farm is now stocked with 2,000 pigeons, but it is planned to increase the stock to 5,000 pairs shortly. They will begin marketing squabs soon. The company was organized with a capital of \$6,000 with ten men interested; however, they are taking in additional interests which will bring the total capitalization up to \$10,000.

For breeding stock, French Red and Silver varieties of pigeons are being used. These birds weigh about a pound and a half and it is estimated that the care, feeding and up-keep per bird is about \$2.50 a year. The birds produce from six to ten squabs a year which are sold when six weeks old at the weight of about a pound for sixty cents.

The proprietor of the farm is experienced in squab production and expects to find a market among the hotels in the larger cities of the Southwest. The squabs will move by express altogether.

A CHALLENGE HERE

There was a challenge in the handling of Santa Fee 50853 and four other cars received from the Santa Fe at Wichita recently—not a challenge issued in words, but one that speaks out more loudly, one voiced by the actual performance. The facts alone of this movement invite other employes whose work is connected with handling cars to equal this feat.

These cars traveled an average distance of 116 miles in the fifteen hours they were on Frisco Lines. But the distance they traveled is only a part of the story of the handling they received in the interim between 1 p. m., January 13, when they came from the Santa Fe, and 4 a. m., the next morning, when they were delivered back to their owners. During this time they were loaded at Wichita and then moved to Piedmont. Upon reaching Piedmont, they were set out and speedily unloaded. Shortly after they were picked up, hurried back and delivered to the Santa Fe. All of this hapening in so short a time, there can be no doubt that the thought uppermost in the mind of each employe who assisted in this movement was to save per diem.

FUEL PERFORMANCE RECORDS

(Continued from page 23)

1,970 gallons oil, performance 11.1 gallons or 132 pounds per 1,000 gross ton miles.

Beaumont Sub: Engineer THOMAS, fireman BENECKE, engine 1319, February 13, Beaumont to Enid, average train haul 1,378 tons, burned 2,165 gallons oil, performance 12.3 gallons or 146 pounds per 1,000 gross ton miles.

E. H. & A. Sub: Engineer TRINKLE, fireman SPARKS, engine 1623, February 12, Bessie to Enid, average train haul 664 tons, burned 1,043 gallons oil, performance 15.6 gallons or 186 pounds per 1,000 gross ton miles.



Wee Kitty Grey and Her Mistress Solve a Problem

(A New Version of the "Cat and the Canary," With Some Mystery, Too)

"O H, mother, let me keep it?" said little Mary Ellen.

"Keep what?" asked mother.

"This darling little kitten. We found him down by the railroad tracks when we were taking Daddy his lunch. Look isn't he cute. He's all furry and nice and warm, but he's so hungry."

"How do you know he doesn't belong to somebody?" said mother.

"And how do you know he isn't dirty?"

"Oh, mother, he's all right. He washes his face all the time. He's just as clean as—as Ivory soap!"

By this time Mary Ellen had poured a saucer of milk from the bottle and had placed it on the floor. Kitty Grey was lapping it up in hungry fashion.

Mother surveyed the scene. Mary Ellen hadn't had a pet since Billy the dog had been run over by a car. Well, perhaps the cat would go home, so she'd let Mary Ellen keep it for awhile.

But Kitty Grey didn't have a home, although she wasn't able to tell them so. She had just jumped out of a box car and she came from—well, she didn't know where. It had been a long time since she had seen the daylight and there was neither food nor water in the car. But the minute the switchman had opened the car she had bounded out and fortunately Mary Ellen had appeared on the scene. She was a friendly little waif and purred and hummed a little song against Mary Ellen's leg.

And now she lapped the milk contentedly in the Crawford home while Mary Ellen watched her. When she finished she went over and purred against Mary Ellen's legs for which she received an affectionate pat. A little later on, Mary Ellen found her curled up on the divan, a wee little ball of grey fur.

Nobody came for Kitty Grey and she didn't wander home. She was contented and happy. Mother Crawford found that she was no trouble to keep and kept Mary Ellen in off the streets during the daytime when school was over. In fact, one could find her curled up beside her little

mistress most any hour in the day when she was at home.

When the new surroundings had worn off with Kitty Grey, she began to take in the house more in detail and then she spied Jackie the canary. Mother was the first to see her when she found his existence.

Hmm-mm! I'll have to watch that cat! She told Mary Ellen never to leave chairs or tables near the bird cage or they would find Jackie dead some day.

"Why Mother," said Mary Ellen. "Kitty Grey wouldn't do a thing like that. She's too grateful for a home. Anyway I wouldn't like her a bit if she killed Jackie!"

"Well," said mother, "I know cats pretty well. If Kitty Grey knew the sorrow it would cause you to lose Jackie, of course she wouldn't think of killing him, but it's just instinct you know, for cats to kill birds."

"What's instinct?" asked Mary Ellen.

"It's something we're born with, Mary Ellen. It's something in us that tells us to do certain things. Wild animals have that instinct to kill things for their food and while Kitty Grey is not wild, if she were hungry, she wouldn't stop at killing Jackie." But mother kept worrying. And Kitty Grey kept casting anxious glances at Jackie. Mary Ellen wasn't at home all the time and mother found that Kitty Grey had added worry to her many duties.

One evening mother had a talk with Mary Ellen. "Mary Ellen, you'd hate to have Kitty Grey kill Jackie, wouldn't you?" she asked.

"Why of course, Mother," Mary Ellen replied.

"Well, I'll tell you what let's do. Let's send her to Aunt Emma's and next summer when we visit there, if you want her we'll bring her home. You know Aunt Emma only lives fifty miles from here and she'd like Kitty Grey."

For several moments Mary Ellen looked at Kitty Grey and then at Jackie. "Well, I don't want to, mother, but if you say so."

And so Kitty Grey was done up in a

basket with little air holes on the side and the next thing she knew she was in another strange house. Kitty Grey was satisfied with the first one. She couldn't understand how little Mary Ellen had ever wanted to be separated from her, but of course there were lots of things she couldn't understand. For days she wandered around Aunt Emma's house, casually interested in her surroundings.

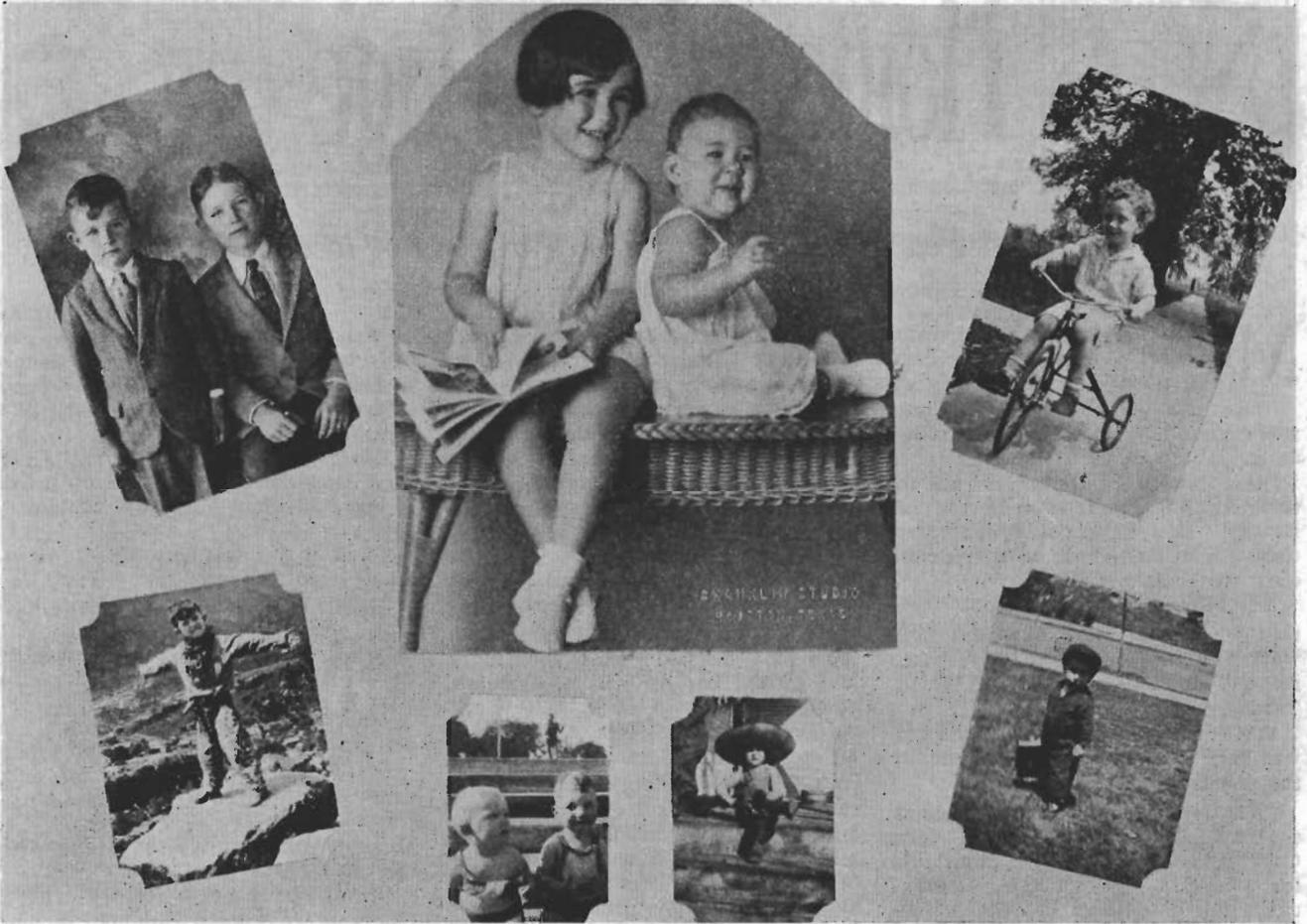
One day she was sleeping by the window in the sunlight. She had a thought. Why not run away and go back to Mary Ellen.

The first time she went outdoors, she started on her return journey. How cats travel for miles with that uncanny sense of direction is a marvel to many, but Kitty Grey held that "instinct" which told her just how to get there. She started out over the cold, icy ground. She had to sneak through yards and across streets, heavy with traffic. It was cold and she was hungry most of the time. But there was a firm determination in her little head. She was going home. Once in awhile she would find a garbage can and would take from it the things which were edible. Then she would go on. Barns and old sheds proved a sheltering place when she was too tired to go on. She let no one touch her, for she was afraid that she would be caught and kept from continuing her trip. Those days and nights were a nightmare. Oh, how sore her little feet were. They were swollen and cracked open and it seemed that she could go no farther.

Then Mary Ellen's mother got a letter from Aunt Emma. Kitty Grey had disappeared. Aunt Emma said she had been gone three days, but she felt sure she would return. Inwardly Mary Ellen's mother smiled. She did not want the cat to suffer, but most anybody would pick her up and give her a home and she felt slightly relieved that Jackie's life was now out of danger.

Three weeks went by, and neither Aunt Emma nor the Crawford family had heard of Kitty Grey. They had

Frisco Babies



Top row, left to right: Marvin, age 7, and Dale, age 11, sons of Mr. O. F. Nowlin, agent-yardmaster, Madill, Okla.; Jean Ann and Betty Ruth Springer, granddaughters of Mr. J. E. Springer, assistant traffic manager, Birmingham, Ala.; Robert D. Gibson, age 4, grandson of Mr. Pat Herd, roadmaster, Northern division.

Bottom row, left to right: William L. Huggins, III, age 5, son of Mr. W. L. Huggins, Jr., director of publicity; Carl Werner Casteel (left), 8-months-old son of Mr. Carl Casteel, clerk in the demurrage department, Springfield; Jim Furgeson Whitten, 4-year-old son of Mr. G. C. Whitten, cellar packer, Sherman, Texas; Francis Lee, age 2, son of Mr. Charles C. Gandy, Rosedale, Kans.

almost ceased to worry about her.

It was Sunday, and the family were having their big Sunday dinner. Suddenly they both listened. Mary Ellen heard it first—a faint "Me-ow." She turned her head and listened. Mother was up in an instant and opened the back door, and Kitty Grey almost fell in. She was not too tired to purr against Mrs. Crawford's foot, and then looked hungrily at Mary Ellen.

Her little feet were swollen and her nice, smooth, grey fluffy hair was matted and dirty. Her eyes told the story of sleepless nights, and pain.

Mary Ellen sat as if in a stupor.

"The cat has walked back from Aunt Emma's," said mother

"But she couldn't," said Mary Ellen.

"Well—there she is, look at her feet! She's traveled all the way back," said mother.

Mother dished up a plate of bread and gravy and Kitty Grey dived into

it as if she had never had a thing to eat in her life before. It did them all good to watch.

"Well," said mother, "if she likes us well enough to walk back fifty miles, I guess we'll have to keep her."

And when dinner was over, Daddy Crawford was on a stepladder, hanging Jackie's cage way up toward the ceiling out of reach of danger and Mary Ellen was bathing Kitty Grey's feet with warm water and smearing mentholatum on them.

Kitty Grey had merited a home for life.

CAN YOU DRAW?

You little railroaders whose fathers are engineers and firemen on the Frisco's big locomotives, why don't you draw for the *Twilight Lady*, pictures of some of these big Frisco engines.

The drawings must of course be very neat and drawn with black ink

on paper which will take ink without smearing.

If you do not have a chance to study the big locomotive close at hand, take any Frisco magazine and you will find several pictures of locomotives each month, and from them you can work out your drawing.

Most of you take drawing at school, and you can ask your teacher as to the ink and the paper and let her pass on your drawing before sending it in to *The Twilight Lady*.

We cannot publish all of the drawings that come in, but we will publish several of the best ones. They must reach the *Twilight Lady* before the 15th of the month.

With the drawing, send a little letter, telling us of your father's position with the railroad, and if he is an engineer or a fireman, tell us where he runs and the numbers of his locomotives.



Homemakers' Page



A Few Minutes With Two Railroad Wives

In Which a Typical Morning Conversation Is Reported by Our Eavesdropping Editor

MRS. Brown opened the door in answer to a ring of the door bell.

"Why how do you do, Mrs. Cook, won't you come in?" she said pleasantly.

"Just thought I'd drop over a minute this morning. Haven't seen you for an age. How have you been?" Mrs. Cook seated herself in a comfortable chair in the Brown living room.

Mrs. Brown and Mrs. Cook were railroad wives. Their husbands both worked in the offices of the Frisco railroad in the city of Ft. Worth, Texas.

For some time they discussed the weather, spring clothes, and finally the discussion led to the kitchen.

"What in the world are you going to have for dinner tonight," Mrs. Cook asked. "I just raked my brain for something new and it seems I can think of nothing but the old potato-meat meal. I'd like to find something new and good and wholesome."

"Well," said Mrs. Brown, who was noted for her culinary art, "I'm going to have broiled steak, baked potatoes, buttered cabbage, tomato and cucumber salad, hot rolls, peach pie and coffee."

"That sounds awfully good," said Mrs. Cook. "I always try to include a salad in the meal, but do you know Bobby, like all boys, just won't eat vegetables, and fresh fruits and salads."

"I have the same trouble with the children," said Mrs. Brown, "but I try to camouflage the vegetables so they won't realize that they're getting wholesome food. You know I think vegetable soup with early spring vegetables always helps to start off a spring meal. The days aren't so warm yet. I've often gotten by with vegetable chowder, made from two cups of diced potatoes, one cup of diced carrots, two stalks of celery and one cup of peas. This I cook with one thick slice of onion and a quart of milk and it makes my family rave about how good it is. You see the potatoes, the carrots, the celery and the peas can all be leftovers."

"Going to try that some time, too," said Mrs. Cook. "You're so tasty about fixing up your children's lunches. Bobby often asks me why I can't fix up something for him like you fix for your son. What do you put in, he never can remember?"

"Well, this morning I fixed up an egg sandwich, a carrot and honey sandwich, a tomato, grapes and graham crackers and gave the children money for a pint of milk," said Mrs. Brown. "Another time I remember, Mary said she had such a good lunch and I fixed her up jelly sandwiches, chopped carrot, cabbage, celery and cottage cheese salad in a small jar, an apple, graham crackers and milk."

"No wonder the children talk about their lunches. I hadn't thought of such wonderful combinations," remarked Mrs. Cook. "I don't think children can study on empty stomachs, or hurriedly prepared lunches that contain ginger snaps, heavy pork sandwiches and pie and all that stuff. I try to use whole wheat and graham bread."

"I went over to the school the other day and was talking to the teacher and she said you had no idea how important it is to check up on the proper height and weight of our children. Undernourished nervous children, several pounds below normal weight, cannot be expected to give full attention to school work, nor be active when at play."

"And she told me that poor nutrition is a frequent reason for children beginning school late and also for frequent absences for minor illnesses, to which undernourished children are so liable. In most cases a little special care under a doctor's direction or by the practice of proper health rules will bring the children back to normalcy and insure good health throughout the rest of their lives. Since then, I've been checking up pretty closely on Bobby's weight and his diet."

"I find," said Mrs. Brown, "that plain puddings such as custard, junket, cornstarch, rice or tapioca are well liked and do not prove as heavy

as most of the desserts, and we do have to watch their diet, for it seems to just govern their lives."

"Isn't that a new lamp you have?" Mrs. Cook asked.

"Oh no, that's one I made," returned Mrs. Brown. "The base is made from a big can that formerly contained coffee."

"Well, it's beautiful, but I must hand it to you—you're certainly ingenious. I could never make one like that," said Mrs. Cook.

"Oh, by the way, are you going to the meeting of the ladies auxiliary tonight?" asked Mrs. Brown.

"Yes, I had planned on going. I got a passenger for Henry the other day. A friend was visiting me and when she returned home I asked her if I couldn't get her ticket back for her and I did. Guess I'll report it at the meeting."

"Sure—tell them all about it. That's one way we women can help among our friends. Of course we can't get out and solicit business, except when we come in contact with it. I have the promise of my grocer that he will ship all his goods over our railroad and when the man brought the oil for our furnace the other day, I got the name of the concern and called them and asked them how they got their oil and they said it came Frisco. So I said that was all right, but if it didn't I wanted them to be sure and see that it did."

"Well, I must be going," said Mrs. Cook. "I wish you'd run over when you get time. I have been talking to Henry about doing over the kitchen this spring. It seems its such a long way between the kitchen stove and the cupboard. I want him to look at your kitchen and I'll copy it if you don't mind."

"Not at all, my dear—any time I can help you with any little problem, please ask me," said Mrs. Brown. "And I'm going to the meeting tonight—won't you ride over with us?"

"Surely—it's at 8, so you just call when you're ready."

"About 7:30. We'll go early and meet the new members," said Mrs. Brown.



Flashes of Merriment

Doc's Orders

"Did you do as I said and drink hot water an hour before breakfast?"
 "I tried to Doc, but ten minutes was as long as I could keep it up."

OH MY!

*For Valentine Day she bought me
 Some green and yellow ties,
 Her heart is in the right place,
 But where, oh where, are her eyes!*

Such Talk

"Say, I never had such corn on the cob. Take it back, it isn't fit for a jackass to eat."
 "Very well sir, I'll get you some that is."

GOOD IDEA

"Why do you go out on the balcony when I sing?"
 "I don't want the neighbors to think that I'm beating you."

OH YEAH?

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

Are You?

"I want a nice, creepy book."
 "What are you, a book-worm?"

A STRIKE!

"Mary, here's a hair in the pie crust."
 "It must be yours John—perhaps it came off the rolling pin?"

Oil Wrong

She drove to a filling station and asked for a quart of red oil.
 "Red oil?" repeated the garage man.
 "Yes, my tail light has gone out."

And So On—

"I can't raise \$100—that's all there is to it. I received a notice this morning from my bank about being overdrawn."
 "Well, can't you try some other bank? They can't all be overdrawn."

A Slight Rap

The cashier of a small movie house pushed out a ticket to the customer. The ticket cost a quarter, the customer shoved in a fifty-cent piece and went off without the change.
 "Does that often happen?" asked a man standing nearby.
 "Very often," said the cashier.
 "What do you do?"
 "Oh, I always rap on the window with a sponge."

THE PROPER QUESTION

Expectant father, awaiting news:
 "Well, nurse, will it use a razor or a lip stick?"

A Paying Proposition

"How much do I pay for a marriage license?"
 "Five dollars down and the rest of your entire salary each week for the rest of your life."

A pedestrian is one person who has found that it doesn't pay to go straight.

ZAT SO?

Automobile drivers do not own the street. A great many of them in fact, do not own the automobile.

That's Right

They had to make skirts long, to be skirts any longer.
 —(Arkansas Gazette)

Just Like Him

A Scotchman went into a hardware store and asked for twenty cents worth of plaster of Paris.
 The clerk inquired what he wanted it for.
 "For fifteen cents," the Scotchman replied.

A RUSH ORDER

"Which would you prefer in your future husband—wealth, ability or appearance?"
 "Appearance, my dear," replied the spinster; "but he's got to appear pretty soon."

CRIME IN EGYPT

And the maiden's cry on the Nile was, "Egypt Me!"

Divorce

A Chicago woman came into a lawyer's office and said to him: "I want a divorce."
 "Certainly," said the lawyer. "For a nominal fee I will institute proceedings, and should experience little difficulty in procuring it for you."
 "What do you call a 'nominal fee'?" asked the client.
 "Five hundred dollars," said the lawyer.
 "Nothing doing," retorted the lady. "I can have him shot for ten dollars."

AND THEN—

Colonel (to candidate at O. T. S.):
 "And the next time I see you, I hope you will be a second lieutenant."
 Candidate: "Thank you sir. Same to you, sir."

You Can't Fool 'Em

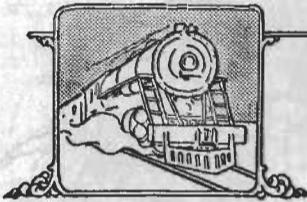
Teacher—"We are going to have a little talk on wading birds. Of these the stork is one—what are you laughing at, Elsie?"
 Little Elsie—"Oh, but teacher—the idea of there being any storks."—Ex.

In a Whirl

Absent-minded Professor (going around in one of those revolving doors)—"Bless me! I can't remember whether I was going in or coming out."

EXERCISE DOES IT

As the dancer took his fair partner down to supper, she seemed to hypnotize the waiter, for he seemed incapable of taking his eyes off her.
 At last the dancer could stand it no longer
 "I say, my man," he observed "what makes you stare so rudely at this lady?"
 "It ain't rudeness, sir, believe me, it ain't," returned the waiter. "It's genuine admiration. This is the fifth time she's been down to supper to-night."



The FRISCO MECHANIC

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



Perseverance Builds Beautiful Home



MR. AND MRS. DAN P. RAINEY of Springfield, have recently demonstrated that persevering effort toward one's goal will bring success. The goal was ownership of a beautiful home, and today that home stands at 901 State Street, Springfield, Mo., a monument to the diligent efforts of these two.

Mr. Rainey is a Frisco employe, and serves as special agent at Springfield. Prior to his coming with Frisco Lines he was employed as a druggist at a salary of \$45.00 a month.

The acquisition of a beautiful home started in 1921 when Mr. and Mrs. Rainey purchased a modest little place on Lombard and Broadway in Springfield. The home was not paid for in cash, but it was paid for in twenty-three months.

After living in this home for several years, they purchased a lot at 841 State Street, just east of their present home, and built a neat little cottage there. In 1916 they traded it for what is known as the Minor place at 848 State Street and gave \$1,750.00 and their former home, going in debt for the balance, and during the next

few years spent \$1,500.00 for improvements. Later they moved the large house to the east side of the lot and built a pretty bungalow, renting the large house. Rent received amounted to \$3,100.00 and without the loss of a cent of rent money.

By modest living and strict application to business they were able in 1924 to purchase the lot where their new home now stands, paying \$1,500 cash for it. The two places across the street from the new home were sold and in November of the past year the new, modern home at 901 State Street was ready for occupancy.

This new home is up to the minute in design and construction and cannot be fully appreciated through a description. The interior, finished in gum with oak floors, and the color scheme is a work of art.

Truly one would have to see this house complete, to appreciate its coziness and beauty. And the Rainey's feel that this is finally the dream house and that the various houses which they owned prior to this one, have been but stepping stones to it, and they are justly proud of their efforts.

LOCAL No. 1 MEETS

Three hundred members of Local No. 1 of the Metal Crafts and Car Department Employes in Springfield and its Ladies' Auxilliary, ushered in the new year with the first social get-together meeting and banquet Friday evening, February 5, following a brief business session. It was unique in that the men had charge of the banquet and royally entertained the ladies and supervised the preparation of the banquet, cooking, etc., to the minutest detail.

The local organization's banquet committee, in charge of arrangements and entertainment, was composed of Jewell Divan, Chairman; Louis Taylor, A. W. Skelton, George Gippert, J. E. Kellogg, T. W. Brown and Clarence Adams.

The local's president, Burl Hough, called the meeting to order and made a short introductory address, after which the meeting was turned over to Mrs. Earl Thompson, president of the Ladies' Auxilliary, who announced a musical program which was given while the men were making ready in the large, spacious dining hall to serve the large crowd in attendance.

Entertainment was provided by Fred Thies, blacksmith at the south reclamation shops, who played several selections upon the accordion, followed by Misses Iva Lucille and Marjorie Pence, daughters of division chairman, I. L. Pence, Local No. 1, Springfield, who played several piano selections, during which Miss Iva Lucille sang three popular musical selections. There were many other novelty numbers featured during the course of the very enjoyable evening which was concluded with a dance, including old fashioned square dancing, to music furnished by L. J. Gibbs' orchestra. The local is planning monthly meetings of this kind and it should prove very beneficial in bringing about a closer bond of friendship among the members of the association.

He had run out of gas on the outskirts of a New Hampshire town; saw a young boy coming along the road carrying a big tin can.

"Say, boy," he yelled, "I hope that's gasoline you have in that can."

"Well, I hope it ain't," returned the boy with some heat. "It would taste terrible on Ma's pancakes."

THINK THIS OVER

A young fellow just starting out on a business career sometimes hesitates to take a job with a big corporation. He is apt to fear that the great opportunity he is seeking may be lost to him if his individuality is merged with those of hundreds of other employes—if, in short, he becomes "merely a cog in a big machine."

"What chance has a fellow got in a big corporation, anyway? He's only a cog in a machine."

"Cogs? Dull, greasy lumps of toothed metal that grind incessantly in the hidden depths of a soulless machine, droning out the ceaseless monotony of production, cast into the scrap heap when their usefulness is over. Inanimate things.

"Or vital, driving units in a mighty, pulsating giant of power, instruments in the great symphony of production. Each little spurred wheel a part to be oiled and cared for, the least important holding within itself the power of wrecking the whole machine. Every one, large and small, interlocked in a single, tremendous purpose.

"Which?

"It depends on the viewpoint. On the individual. On the machine.

"Look around at the men who are executives today. Where were they ten years ago? That's something to think of. With the inevitable shifts and realignments that are the growing pains of any vast enterprise, where is there greater or more frequent opportunities for an employe to better himself than in a big corporation?

"That's where the human cog differs from his mechanical brother. He can enlarge himself, increase the size of his intellectual teeth, be ready to slip onto a more important shaft when the bigger fellows move up or step out.

"Cogs in a machine? Sure. We all are. But we make it go!"

—Nuggets.

FRISCO MECHANIC FAMILY NEWS

LOCAL 11—CHAFFEE, MO.

MRS. FRED DOHRMAN, Reporter

Shirley Greenmore has joined the ranks of the married, having married Miss Rosa White, February 1.

Mrs. Frank Yount had as her guests Mr. and Mrs. Theodore Angel of Granite City, Ill.

Mr. and Mrs. Edgar Johnston just returned from an extended visit in Los Angeles, Cal.

Nathan Carle, yard clerk, has been transferred to Hayti, Mo., where he will move his family in the near future.

Mrs. W. H. Pryor shopped in Cape Girardeau recently.

S. F. Musgrave of water service department is spending all of his evenings at home; his reason, just had a new radio installed.

Miss Erline Ponder is recovering after a recent illness.

We all extend deep sympathy to G. A. Proffer and family in the loss of their mother, Grandma Proffer.

G. A. Reeves, section laborer, is in Frisco hospital for medical treatment.

Mrs. C. R. Simpkins visited her father, J. E. Pryor, Tallapoosa, Mo., recently.

At this writing Mrs. Rube Norris is seriously ill. We hope for a speedy recovery.

Mr. Will Nichols of Crystal City, Mo., has moved his family back home. We all welcome them back to Chaffee.

SUPERINTENDENT'S OFFICE—WEST SHOPS, SPRINGFIELD

JOE GOODRICK, Reporter

Clarence Bonham, stock clerk in the store department, is at this writing in the Springfield Frisco hospital recuperating from an attack of influenza.

T. E. Boal, timekeeper, who was off duty account illness during the month of January, is back on the job.

L. E. Richardson, boiler foreman, and C. I. Richardson, forge shop foreman, were called to Indianapolis, Ind., the first of February account the death of a relative.

C. C. Case, clerk to the general foreman, is looking very prosperous in a new suit of clothes.

Edgar W. Surles, machinist apprentice, has been transferred to West Shop from the North Side.

C. E. Grundburg, material supervisor, believes he heads the list as recipient of comic valentines, thus proving his popularity.

We have four new apprentices enrolled during the month of February. They are H. E. Ackerman, R. D. Gurley and O. L. Huff, machinists' apprentices, and W. P. May, boilermaker apprentice.

M. L. Ryan, west shop safety inspector, was recently accorded the honor of being appointed on the committee for troop organization and supervision of the Springfield Boy Scouts.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The recent cold weather, accompanied by much ice and snow, proved the superiority of railway transportation over any other method, which should be considered when one is planning on traveling or shipping. With buses and trucks at a standstill or stored away in garages, and airplanes being kept in hangars, the railroads kept trains moving right along. Of course, some delays occurred—man cannot completely conquer the elements. But it shows what a trained force of railway employes can do under adverse conditions and that the railroads can always be depended upon.

The banquet given by Local No. 1 January 24, of which the Ladies' Auxiliary were honor guests, proved a very enjoyable affair, everyone present having the booster spirit, as shown by the many good talks given.

Charles Dodson, machinist, is the owner of a new Studebaker sedan, but is not getting to drive it just now as he is confined to the Employes' hospital on account of tonsil removal, made necessary by a recent severe attack of tonsillitis.

Carl Watson, boilermaker, is off, suffering with a broken arm, sustained on a recent cold morning when his car resisted his effort to crank it.

Cecil Grove, cellar packer, is a late purchaser of one of Henry's creations, having chosen a Tudor sedan.

Clifford Keiser, night roundhouse foreman, is the owner of a brand new DeSoto

straight eight, and is busy most of his spare time breaking it in.

Dempsey Gildewell has finished serving his machinist apprenticeship and is now working extra first class machinist work in the roundhouse.

Ben Stover, machinist on air work, is mourning the loss of his father, whose death occurred at the family home in Willow Springs, January 31. Ben's many friends in the roundhouse extend sympathy.

Neal (Sunnyland) Thompson, extra man, proved himself a real leather pusher when he won the junior lightweight cup given at the amateur boxing tournament.

Lewis Huffman, extra man, is in Houston, Texas, where he was called on account of the serious illness of his father.

Thomas Clark, laborer, has returned from Miller, Mo., where he was called on account of the illness of a daughter. He reports her improving nicely at this time.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Harvey A. Hughes, car inspector, is confined to the Frisco hospital with a case of rheumatism.

Miss Thelma Vinson of Springfield visited her sister, Mrs. E. F. Fuller, recently.

Mrs. H. W. Fuller was installed Worthy Matron of Newburg Chapter No. 249, OES.

Mr. Grover Helms, cinder pit man, is now off duty on sick list.

Harvey Green, grease cup man, made a business trip to Neodesha, Kans., recently.

"Puss" Hill of the mighty beaver is back to work after several days of sickness.

Mrs. D. B. Edge and son Bobbie visited home folks near Marionville.

Mrs. Frank Short and daughter Helen visited St. Louis recently.

John Wolfe, firebuilder, is suffering with a nice bunch of boils.

Mr. and Mrs. W. F. Boudnot are the proud parents of a baby girl born January 23.

Joe Goodrick and Orville Fite of Springfield were Newburg visitors recently.

John Potter, caller, visited his brother in Dallas, Texas, recently.

Mr. C. D. Ward, assistant night roundhouse foreman, had the misfortune to mash his foot.

Harry Fuller, locomotive inspector, is off duty on account of having a sprained leg.

After such a siege of bad weather all of the boys are thinking about spring, and—a long fishing pole, with a big fish grabbing at the bait, but wait until then, there will be the bait, but no fish.

The roundhouse boys are a little envious of the boys at the station with all of the buildings newly painted.

KANSAS CITY MECHANICAL DEPARTMENT

DORAL L. DENISON, Reporter

Nick Vidovich, supplyman, spent a number of days in the hospital, where he underwent a minor operation for the removal of a small cancer.

Fred Chaffin, locomotive inspector, is spending a number of weeks in the hospital, where he underwent an operation for double rupture, but is expected to be back to work by the middle of this month.

Mr. and Mrs. George Strobe are the proud parents of a big baby girl, born January 11, whom they have given the name Mary Ann. Congratulations!

Arthur Thompson is the proud owner of a new home south of Swope Park, which he purchased recently.

Curtis Kuhn, tank truckman, is the proud owner of a new Chevrolet sedan.

Harry Lockridge, machinist, lost a number of days due to illness.

Harry Ford, hostler helper, was off a number of days with an attack of stomach trouble.

Mrs. Frank Bertina spent a number of days in the hospital last month undergoing treatment and examination.

Burley Farmer, machinist, is off on the sick list with an attack of rheumatism.

Earl Hick is off on the injured list with a fractured jawbone and is not able to be back at work at this writing account of an infection that has set in, but is reported to be getting along fine at this writing.

We wish to express our deepest sympathy to the family of John W. Stiefer, who passed away January 20 at 7:30 p. m. John was employed as a locomotive inspector.

Mr. and Mrs. John Nachbar are the proud parents of an 8-pound baby boy, born December 11, and he has been given the name of William Walter, and we all extend to them our congratulations.

A number of the men and their families gave a surprise birthday party for Mrs. Clarence Smallwood, the evening being given over to dancing and card playing.

We wish to extend our congratulations to Mr. and Mrs. Frank Carcairo, who are the proud parents of a big baby girl, born February 1.

William Bullard, the old reliable, is the proud owner of a new Ford which he purchased recently.

Walter Upton, electrician helper, is also the proud owner of a run-like-new Overland sedan.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

R. H. (Bud) Yelvington, coach repair man, is sporting a new 1930 Oldsmobile.

David Payne, engine hurder, got a forty-five days' leave of absence and is visiting his sister at Houston, Texas.

Sam Hays, inspector, was off on February 2, on account of an injury to his 5-months-old baby girl. She is recovering nicely.

Guy Gallogher, check clerk, is now working as chief delivery clerk at the freight house, while chief delivery clerk, W. G. Hay, is making a visit with relatives in Long Beach, Cal.

Mr. E. F. Henderson, cooper at freight house, has been off several days on the account of Mrs. Henderson being injured by falling on the ice. He reports that she is improving.

Mr. and Mrs. E. C. Bockman are the proud parents of a baby girl named Loretta Starr Bockman, who took up her abode with them January 20.

A. P. (Mack) Wells, check clerk, is back at work again after being off 42 days on the account of bronchial pneumonia.

The little Miss Bettie Lee arrived on January 19 to make her home with Mr. and Mrs. James Foster.

Mrs. Allen Norman, who makes her home with her daughter, Mrs. Jessie Bockman, made a trip to Tulsa, Okla., to visit with her son.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Louis Woods, one of our old friends who used to be one of us, but now at Lindenwood shops, paid us a short visit recently.

We were all sorry to learn of the death of Charles Madison, 5-year-old son of Mr. and Mrs. Paul Preston. Our sympathy is extended to the bereaved.

Chester Parsons, yard oxweld cutter, was all smiles when he announced that a 7-pound girl, whose name is Dorothy Marie, had arrived at his home.

The reclamation plant employees extend their sympathy to Sam Robison, machinist helper, in the recent loss of his father, George Robison.

"Uncle" Joe Clements, who works in

James Pence's gang is confined to the St. John's hospital in the Frisco ward. Uncle Joe is very cheerful and improving and expects to be out before long.

Johnny O'Brien, who has been employed as office boy in Mr. Leysaht's office, has been promoted to machinist helper. We are glad to have Johnny associated with us more closely.

Mr. and Mrs. Ben Davis and Mr. and Mrs. Fred Garland have returned from their trip to the sunny south. They report they had an enjoyable time and viewed some interesting scenery while gone.

Miss Fern Comstock, daughter of Albert Weaver, blacksmith, had the misfortune to be painfully scalded about the lower limbs and feet. She is reported to be improving splendidly under the care of Dr. A. W. Thomas.

Sadie Cordz, wife of Louis F. Cordz, machinist helper, has been called by death since our last report. Mr. Cordz and family wish to express their sincere thanks for the floral offering and sympathy shown by the plant employees in their bereavement.

Charles Mikeswell and William Osmon, two of our trusty blacksmiths, were seen dabbling in the waters of Jordan River, which runs by our shop, on the evening of February 8. Some thought they were in bathing, but it has been generally conceded that they were only wading.

Thomas Reynolds informs us he has disposed of his garage and has accepted a job of special work with the M. Jess. Old Line Auto Company. Tommy was given some special factory training before entering on his new duties. He was formerly employed at the reclamation plant in charge of gas engine motor repair work.

V. J. Rutherford, sheet metal worker helper, is recovering nicely from an operation which he underwent at the St. John's hospital. Mr. Rutherford says he is having a good rest and gets along splendidly with the nurses. Please hurry and get back to the shops with us, "Jimmy," for we miss those periodical anecdotes for which you are so notorious.

Fred Thies, blacksmith, has returned to work after an absence of ten months due to sickness. Fred was heartily welcomed back by the boys in the blacksmith shop. He wishes to thank all of his fellow employees for the many flowers and visits that were given him during his illness, and expresses praise for the Frisco local hospital and the courteous treatment extended him at the St. Louis hospital.

At the recent "feed" put on by the Association in honor of the Ladies' Auxiliary of Metal Crafts and Car Department employees, George Gippert was chief chef, while Wm. Mattox was first cook. Others who served from our plant as waiters were Theodore Brown, John E. Kellogg and Clarence Sissel. It was a splendid supper and an enjoyable affair. We wish we could have secured a picture of George with his golden crown chef's cap on, and his staff of worthy assistants.

LOCAL No. 11—CHAFFEE, MO.

BERNICE BIENERT, Reporter

Mr. G. H. Bienert, head hostler of the Frisco yards of Chaffee, was in the hospital Saturday, January 25. He returned home Sunday morning and concluded that it was all "imagination."

The Chaffee Frisco Employees' Club had a steak supper at the Blue Lantern Cafe, January 23. Among those present were: J. S. Meldroth, road foreman of equipment, M. H. Stubblefield, train dispatcher, and Ben Fowler, general car foreman, who gave talks on various phases of progressive work.

Musical entertainment was furnished by Misses Bernice and Neona Bienert. The business meeting of the club was given over to the election of a board of governors, and to a discussion of the various activities for future meetings.

Miss Leota Friend, stenographer in master mechanic's office of Frisco here, received treatment at the Frisco Hospital in St. Louis, Wednesday, January 22.

Mrs. John Sheeley was on the sick list this month. We all hope for her speedy recovery.

Mr. George Smiley received a very painful injury while closing a window in the cupola of a caboose. The window fell on his hand, mashing his thumb and splitting it open.

Friday night, January 31, the Frisco Club entertained with a pianotrope dance. For those who did not care to dance, tables were arranged for bridge, or other card games. Many were present and everyone had a very enjoyable evening.

On Wednesday, January 29, the Association of the Metal Craft & Car Department held a meeting in the Odd Fellow's Hall, here. The association was honored with the presence of Mr. Frank Junkins, general chairman of this association. They are greatly benefited by his visits, and greatly encouraged by his splendid talks, and plan to do more and better work. We want you to come again, Mr. Junkins!

AURORA-GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

Wm. R. Scott, clerk at Monett relieved ye scribe a few days account of old man "Flu" knocking us out for the count.

Mr. George Thrall and son Jack, wife and son of Geo. Thrall, conductor Northern division, have both been confined to their home, account of an attack of the Flu.

Mr. Thrall was relieved by Brake-man E. T. Walker, and Mr. Walker was relieved by H. C. Chartrand, brakeman Northern division, from Ft. Scott, Kans.

Very sorry to report that Conductor E. B. Miller, Northern division, who some time back suffered a paralytic stroke, is recovering very slowly. Will be some time before he will be able to resume his run on the Greenfield branch.

Dr. R. D. Cowan, this city, has accepted position as the Frisco's local surgeon. Welcome to the Frisco family, doctor! Dr. F. S. Stevenson, formerly local surgeon, was forced to resign the position, account of ill health.

Ernest Riddle, formerly station helper this station, has bid back in as station helper this station. Mr. Birch, who previously held same, bid back as helper in his home town of Deepwater, Missouri.

Miss Irene Beale, daughter of R. O. Beale, agent, is confined to her home account of an attack of the flu.

F. A. Strobach, extra helper of Rolla, protected helpers position this station while same was up for bid.

A sure sign of spring. Everyone talking about fishing!

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

A section foremen's meeting was held in Tulsa, February 9, with a record attendance of 74 from two track divisions. An impressive address was made by Mr. C. C. Mills, accident prevention agent, on the subject of safety. Among other speakers were Mr. H. F. Busch and Mr. H. W. Hale. The usual luncheon was served to the men at Vinita en route to the meeting.

Mr. J. A. Jones has been appointed water service foreman on the South-western division.

Work of widening street at Peoria avenue, Tulsa, underpass and placing of sidewalks on each side, is now in progress. The B&B department took care of all the false work in connection with same.

Requisitions have been submitted for 28.3 miles of new 110-lb rail to be laid west from Pierce City, during the present year.

Track forces were greatly handicapped last month due to the heavy snowfalls and sub-zero weather, however, considering the severe weather trains operated very well indeed, on time.

Walter Stookey has been assigned foreman on the Fairland section.

A. J. Redmond has been assigned to the Vinita section.

Cleve Martin, B&B carpenter, is back on the job after spending a week in the St. Louis hospital.

Lee Lantz, B&B foreman, has returned from the hospital, but is not yet able to return to work.

Jake Garrison, has been assigned relief foreman on the 40th track.

A new 233-foot spur track is being constructed to serve the agitator plant of the Mid-Continent Petroleum Corporation at West Tulsa.

SHERMAN STORE AND MECHANICAL DEPARTMENTS

IVA SEWELL and JOE BRYAN, Reporters

Sam Sims, colored laborer, asked me to say that he and his family gratefully acknowledge and thank all the Sherman shop employes and Frisco engineers for the beautiful floral offerings and kind expressions of sympathy during the illness and death of his wife who passed away January 9.

Ernest Johnson, brother of Mrs. Loyal McMillan, wife of chief clerk to storekeeper, died January 18. This department extends sympathy to the bereaved family.

Mrs. A. A. Graham, wife of the late A. A. Graham, master mechanic, is a patient at the Wilson N. Jones hospital.

Pete Steffensky, care foreman, will reach the age of retirement February 28.

L. McMillan, chief clerk, had his tonsils removed recently, but has returned to work now and thinks he will soon be able to sing.

The Sherman shop employes are making every effort to reduce accidents on the Texas Lines by holding meetings among the men every Monday morning. Luther Lawrence, painter, has been employed since October 7, 1904, has worked 9,250 days, and lost only one day account of accident during that time.

Miss Etta McDuffie, daughter of H. L. McDuffie, stationary engineer is a patient at the Wilson N. Jones hospital, following an operation for appendicitis.

Mrs. E. M. Hatfield, wife of car repairer, is seriously ill of pneumonia at the family home on South Vaden street. We wish her a speedy recovery.

C. B. White, lead coppersmith, has taken a sixty-day leave of absence account of ill health. He and Mrs. White have gone to Amarillo, Texas, to visit his mother.

Leo Miller is working as lead coppersmith now.

Mr. Harry Harrison, traveling safety first man, visited our monthly morning safety first meeting and exhibited some very interesting charts.

Pat Murphy, blacksmith, reports an enjoyable week-end trip in Dallas, Texas.

We are sorry to report that machinist Winebrenner is not able to report for work at this writing, but hope he is able to be with us soon.

The Frisco Employes' Club is planning another big dance and entertainment for February 21.

We extend sympathy to Mrs. J. F. Miller, wife of engine inspector, in the loss of her father.

Mrs. Guy Scott, wife of roundhouse foreman, received a painful injury in one of her feet during our icy weather.

L. C. Fuller, general foreman, is back

on the job after being a victim of a bad cold.

W. G. Hall, master mechanic, was almost down first part of this month, but managed to stay in and pitch.

GENERAL AGENT KANSAS CITY

DAVID H. TODD, Reporter

During our recent bad weather it seemed that the hardest part of our job was getting to and from work on time.

F. Benson, A. Lankford and F. Westerman are inventing a device to stop falling hair. Elmer Lindeman informs them that it is "going-going" to be too late for "Herpicide" if they don't quit using that second-hand cylinder oil.

The office extends its sympathy to A. J. Anderson who lost his wife January 21.

Fenton Benson has been seen quite often purring on the premises of the bill desk recently.

George Wilson, the "Jimmie Walker" of the freight house, purchased spats and four new shirts with ties to match. We were very much worried after he had worn the third new shirt due to the fact that he was off five days with the "flu." A gleam of hope entered our minds, however, when we happened to remember that he had one more clean shirt.

Ray Ruisinger, one of our crack bill clerks, has joined the ranks of our "Be your own Mechanic Club." He took the engine apart to grind the valves and then called a mechanic to put it back together again. We believe he would have made the grade if he had not purchased and used a \$3.50 valve lifter.

Fenton Benson is the proud owner of a new "Chevy sedan." Aside from not being able to get to work on time for fear of overheating the engine, and not being able to locate the horn, everything is O. K. now.

Anna Myers is leaving the 15th to visit sunny Havana, Cuba. We presume she will be back pay day.

Eddie Kelley reminds us of "Smitty" in trying to carry too many bill of lading books to and from his desk. Look out or it will get you down too.

Walter Tarcy is sporting his first pair of spectacles. The Claim Department is boasting on having the most dignified looking boss.

The office in general took great pleasure in sending their friends comic Valentines this year, pointing out their various peculiarities, idiosyncrasies, etc. We hope for a great improvement in the morale of the entire office after each person finds out just what is the matter with himself.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Local No. 2 gave an entertainment February 5, with about 250 in attendance. The entertainers were as follows:

Andrew Zay sang Pagan Love Song, accompanied by Miss Sophie Zay on piano; Junior Osborne, trumpet solo, "The Commodore," accompanied by Dorthey Davey; Mrs. Chas. Low, reading, "Feast of the Locust;" Paul and H. M. Taylor, saxophone-clarinet duet, "Same Old Moon in the Same Old June," accompanied by Miss Dorthey Davey; Rosco Brown, magician; L. J. Gibbs' orchestra played for the dancing after the entertainment. Committee in charge of the program were: F. Brake, W. Davis and M. L. Ryan.

Local No. 2 is planning a tacky party March 4.

We are holding safety first meetings often now, which we think is helping keep down accidents. The men all seem to take interest in unsafe work, also tools.

I notice an item in our last magazine where the North Side Shop boys

were out for the Safety Trophy. (Don't worry) their superintendent may not need his fern stand. The North Shop Boys will have to hustle for we West Shop Boys are 'bout to win.

Bob Davis, boilermaker, made a flying trip to St. Louis, February 1.

Speedy Payne, Bm. and Joe Brandon, and S. M. Worker, made a week-end business trip to Dixon, Mo.

We are very sorry to announce the death of Roy Plank, which occurred January 22. The Plank family have the sympathy of the West Shop boys.

Mr. and Mrs. Ralph Harrison announce the birth of a baby girl, January 24, named Betty Jean.

Otto Davis, electric welder, spent the week-end at Lebanon, Mo., with home folks.

Geo. Tipton spent the week-end at Dixon, Mo., with his family.

Horace Gilmore, tank truckman, is all smiles over his new car he is driving.

Edw. Merritt and Raymond Jones made a week-end trip to Tulsa, Okla. Ed came back with a black eye and Casey was very much excited. The boys have all been wondering what happened.

Steve Bolln, Homer Thomas and Wm. Fabro, are all sitting up late at night listening to their new radios.

Locals No. 1 and No. 2 are to make arrangements for entertaining members of the crafts who attend the conferences in Springfield in the future.

About ten ladies of Local No. 2 auxiliary entertained their husbands with eats and coffee after the regular meeting on February 7. Hope there will be more of these feeds.

MECHANICAL DEPARTMENT THAYER, OKLA.

F. M. PEEBLES, Reporter

James R. Fenick platform man who was in the Springfield hospital for a few days, has again reported for duty.

Paul C. Poyner, operator, is off for a few days visiting Memphis.

Bob Tribble, lineman, has been up the line assisting in placing the telephone poles which were blown down by weather conditions.

Ben C. Stanley, yardmaster is off account sickness.

Howard D. Holmes, engineer, is in Springfield visiting friends.

Homer Crass, fireman, has a new boy at his house.

Robert Burkhead, platform man, is off on the sick list.

H. W. Miller, cashier, and wife, visited in Kansas City.

P. A. F. Ingle, agent, was off on account sickness, L. F. Conley relieving him.

Mrs. Joe Gibbons, wife of switchman is visiting her daughter in Springfield, Missouri.

Harry F. Kneedler, track laborer, is in the Springfield hospital.

I. W. Hill, car inspector, was called to New Albany, Miss., on account of his daughter being very sick. At this writing she is improving.

L. F. Conley, operator, had a visit from his brother R. J. Conley from Paris, Tenn., whom he had not seen for the past 15 years.

The writer recently made a trip to St. Louis, and also visited in West Virginia and Maryland.

Thomas Higgins, coal shute laborer, is now in the Springfield hospital.

A great many of our old employes who have had 20 years' service or over, have made application to the Veteran Employes' Association headquarters at Springfield for membership.

Don Fowler, Frisco florist, has sent out a letter to all who are interested in making the best flower garden, to order their seed, and it is to be hoped that track foreman Walt Davidson will carry the first prize this year.

Riley Frey, third-class machinist, is now on the sick list.

Rubin Holmes, third-class machinist, is on the sick list.

STEEL BRIDGE DEPARTMENT**LESTER ROGERS, Reporter**

Mr. B. A. Kilburn and gang returned to Springfield, Mo., after completing job at Pensacola, Fla.

Mr. Bert Chandler and family, spent a few days at Pensacola, Fla.

Mrs. Ralph Steel has been bedfast for the past month. I am sure she would appreciate a word of encouragement.

Mrs. Claud Stone and Mrs. Thomas, spent a few days in Pensacola, Fla.

Mr. F. J. Ketchum and gang are working on the Salem branch.

Mrs. B. A. Kilburn and son spent a few days in Pensacola, Fla.

LOCAL No. 7—FORT SMITH, ARK.**LEE W. CAVINESS, Reporter**

At the first regular meeting in February, Local No. 7 was honored by having brother Frank Junkins as the guest of the evening. Preceding the business meeting, a bountiful lunch was served. This was the best attended meeting in several months and will, no doubt, be repeated from time to time, our skipper, Brother Sexton, says that the way to a man's stomach is through his heart, meaning that if you get a bunch of fellows together and really make them feel they are a part of things, a feed and smokes generally follow.

Mr. Harry Harrison, accident prevention agent, was a recent visitor to the shops and car department, and gave a very interesting talk at the mill shop. Every employe in the mechanical department attended and obtained much good from his lecture, which was illustrated by charts.

Brothers Luther Burns, Ed. Mahan, John Scherry and Willie McGee have purchased automobiles recently.

Mr. and Mrs. J. Marion Smarte returned to Ft. Smith from the western coast recently. Mr. Smarte was formerly employed in the shop as third-class machinist.

With the coming of warm weather, including "spring fever" and other diseases, baseball is getting to be the major subject. Local No. 7 is planning another team this year.

Brother D. E. Garner and family spent several days with relatives in Denison, Texas, during the first part of February. Brother Roy West filled in as relief man on brother Garner's job of inspection.

Ye scribe would appreciate any news items, photographs, etc., from the members of Local No. 7, for publication in The Frisco Employes' Magazine. Regular meetings of our local are the first and third Tuesday nights of each month at the W. O. W. Hall, corner Rogers and South Ninth Streets. All visiting brothers are assured a hearty welcome.

EASTERN DIVISION PAINT GANGS**GEORGE HOLLMAN, Reporter**

W. I. Foster, B&B paint foreman, recently attended the first quarterly meeting of the Supreme Council, Junior Order Princes of Syracuse, held in Chicago, January 6. "Bill" reports a great time.

Walter Caudle has returned to work after several weeks' absence, owing to reduction in forces.

Mrs. Singer, wife of Arnold Singer, has returned home from Kansas City, where she has been under the care of a specialist for some time. Glad to report her condition is much improved.

Betty Lou, infant daughter of Morgan Gavisk and wife, is recovering from a long off duty several days account of brief spell of illness.

Ye scribe is back on the job, after influenza.

Mrs. Brasher, wife of B&B painter, is recovering from a recent illness.

Dorothy Louise, small daughter of Mr. and Mrs. Charles Trantham, B&B painter,

is recovering from an illness.

"Daddy" Singer, B&B painter, who has been on the sick list for several weeks, is now able to be around, but still too sick to go to work.

Mrs. L. J. Leysaht, sister of the writer, is recovering from a broken collar bone, which she sustained in a fall on a slippery pavement the early part of January.

W. I. Foster, paint foreman, and several of the boys are on a motor car trip doing pick-up work between Springfield and Monett.

"Bill" Wadlow is now working in the Frisco general office building, St. Louis, under the direction of Mr. J. L. Kiburz.

**WATER SERVICE DEPARTMENT
SPRINGFIELD, MO.****CLAUDE HEREFORD, Reporter**

W. E. Phillips was laid up several days recently, due to a fall on the ice, which injured his knee.

J. S. Wood, water service foreman, waged a terrific battle with the ice and cold on the "High Line" recently.

Owing to so much extra work on the "High Line," Austin (Jaw) Wood, was sent there off the east end to assist during the cold spell.

Chauncey Buckmaster and Arthur Buck made repairs on pump stations at Wishart, Ozark and Blairstown during the icy spell.

Louis Swearengin and Chas. Robinson made repairs to water service facilities in Aurora.

Claude Tuck and gang have been doing routine work between here and St. Louis.

W. C. Losey went to Monett recently to assist Chas. Robinson on deep well repairs there.

Earl Getchell has been assigned to the "High Line" with headquarters at Clinton.

Andrew Porter is still on the sick list. Kenneth Adams of Monett visited in Springfield February 9.

The "tinnical" department has completed a large over-head blower line in the blacksmith shop at the R. C. plant.

**BRIDGE AND BUILDING DEPT.
EASTERN DIVISION****ARTHUR BUNCH, Reporter**

Mrs. Charles Baron recently spent several days visiting relatives at Little Rock, Arkansas.

Clyde Cunningham has been going around with a dust rag in his hand. He has purchased a new Chevrolet sedan.

Leroy Ray is out of the hospital now and working, after several days of sickness.

Burt Hoffman has purchased a new radio recently.

We are going to buy Peck a traveling bag. He is going to St. Louis to take a position as foreman with a construction company. He hasn't told us yet just when he will leave.

Ed. Haskell, pensioned bridge inspector, has been visiting around the shop recently, and I am sure everyone is glad to see Ed. He always has so many stories to tell us.

Charley Wallace and gang have several days' work at Newburg, Mo.

Jim Carter and gang are building bridges at Belton, Mo.

Bill Skyles and gang have been building culverts at Marshfield, Mo.

Mr. Brown and gang are repairing bridges at Weaubleau, Mo.

Eb. Nease and gang have been repairing and rebuilding bridges at Steelville, Missouri.

**LOCAL No. 29
FORT SCOTT, KANS.****VERNE A. JONES, Reporter**

Harry Koontz, boilermaker helper, and family have returned from a month's visit

with Mr. Koontz' mother and his brothers of Los Angeles, Calif. While there, they motored to San Diego and Tia Juana, Mexico. They also visited different points along the beach, and had a most enjoyable trip.

Johnny Bunn, apprentice helper, says his old Model "T" Ford slowed up too much for him, so he traded for a Model "A". We are wondering what he will need next.

We are sorry to hear of the death of Frank Grabner's stepfather, Mike Schaffer, who was 88 years old, and came to this country from Austria-Hungary 45 years ago.

William Fundenberger, machinist helper, spent Friday night, February 7, in Kansas City, and Saturday the 8th in Topeka, on business.

Several of the boys are planning to attend the Automobile Show in Kansas City during the week of February 8 to 15.

A great deal of difficulty was experienced by some of the boys, cleaning snow and ice off of roofs after the recent snow-storm. Dewey Queen, especially, who shoveled off part of the roof.

The weather man of Fort Scott reported 23 1/2 inches of snow and sleet during the month of January, and everyone agrees that he was about right.

LOCAL No. 17—TULSA, OKLA.**H. C. PRICE, Reporter**

Mr. B. Crosely is in the St. Louis hospital.

Mr. I. B. Moody, secretary lodge No. 17, is out of account sickness.

Mr. Jack Drake, machinist, and Mr. Gid Gordon are in the St. Louis hospital for treatment.

Mr. Wm. Thompson, machinist, has returned from Albuquerque, N. M. Bill says the climate sure is fine in Albuquerque.

Mr. P. J. DeBrosse, night machinist, has transferred to the back shop, days.

Mrs. Lonnie Davis, wife of Machinist Davis, is spending a few days in Texas, visiting friends.

Mr. Joe Kay, staybolt inspector, is acting boiler foreman, in place of G. I. Alexander, who was called to Knoxville, Tenn., account illness of his mother.

Mr. Ralph Brown, machinist, is off sick at this writing.

Mr. H. J. Ray, machine shop foreman, has been visiting in Springfield.

We wish to extend our sympathy to Mr. and Mrs. S. R. Gardner and family, account loss of their son and brother, Mr. Gardner is general storekeeper on the Northwestern division at Tulsa.

We wish to welcome Mr. B. R. Bowen, machinist, who has been transferred here from Springfield. Hope he is well satisfied with his new location.

LOCAL No. 5—ST. LOUIS, MO.**ROBERT W. REED, Reporter**

Again we will let you in on what Local No. 5 is doing to start out the year of 1930. First, we had a very good meeting on January 3. There were eighty-five of the brothers that signed the roll call, and the entertainment committee passed out the cigars to all that cared to smoke. We admitted two new members as per ritual, admitted two brothers by transfer, and there were nine reinstatements, the receipts of the evening were \$78.98. We had two attendance prizes, which were won by brothers Geo. Schmidt and John Dorrell, much interest was displayed by all the members in attendance. It was regularly moved, seconded and carried that the Local have a dance on January 17.

On January 17 Local No. 5 gave the dance for the entertainment of members and their families and especially invited guests. The dance was held in the Moose Hall, corner of Elm and Sutton Avenues, in Maplewood, Mo. The weather turned very cold and on this night the thermom-

eter was so far below zero that not many cared to venture out, consequently there were only about twenty-five couples attended, but those that did attend had a wonderful time, as it was plenty warm inside the hall and the entertainment committee, under the able direction of brother Chas. Turner, had piping hot coffee and plenty of good eats.

On February 7 we had another good regular meeting. There were eighty-five members signed the register. We admitted two new members as per ritual, one admitted by transfer, and eleven brothers reinstated to good standing in the local. Again the committee passed around the cigars, much business was handled and many good talks were made. The receipts of the evening amounted to \$63.39. The attendance prize was won by brother Eulas Glovel.

Local No. 5 meets on the first and third Fridays of each month at the Moose Hall, corner of Elm and Sutton Avenues, Maplewood, Mo. All visiting brothers are welcome.

LOCAL No. 19—MEMPHIS, TENN.

J. H. LONERGAN, Reporter

Robert E. Scroggins, third-class machinist, was on the sick list for a few days.

Louis Walton, machinist, has a new Brunswick radio.

Hudson Bigbey, machinist, is in St. Louis Hospital. We hope he will have a very speedy recovery.

Burt Holmes, car painter, reports his mother much recovered from her illness. We hope she will continue to improve.

Maurice Poppenheimer, machinist, was off from work for a few days on account of sickness.

Mark P. Reed, machinist, was off for fifteen days on jury duty.

J. L. ("Pee Wee") Holt, machinist, was on the sick list not so long ago, as was also Jake Hope, machinist helper apprentice.

Robert Bunch, brown hoist operator, reports the illness of his father. We hope he will soon be well again.

We are sorry to report the death of Temple's brother. Temple is a first-class car carpenter.

Marion J. Chapman, third-class machinist, was in the St. Louis Hospital for the removal of his tonsils.

F. W. Brist, Jr., third-class machinist, was off from work a few days account of his wife's illness.

Joe Herbold, blacksmith, and Gus Rivalto, second-class coach carpenter, arc back from the St. Louis hospital. Rivalto had his tonsils removed while there. Glad to have both these men back with us again.

Andrew H. Post, second-class pipe-fitter, has a new Chevrolet coach, and so has Urban Billings, boilermaker.

Robert "Bud" Green, machinist apprentice, is off from work because of an accident to his hand. We hope to have "Bud" back with us again soon.

Martin V. Foster, machinist apprentice, was on the sick list for several days.

LOCAL No. 24

RAYMOND F. DEES, Reporter

We extend our sympathy to J. G. Robertson, carman, and wife, upon the death of Mrs. Robertson's mother.

J. V. Adams, machinist, has finally given up and bought a radio.

N. J. Fears has been confined to hospital in St. Louis.

Mrs. W. D. Tibbitts, wife of carman, is rapidly recovering after an operation in local hospital.

F. F. Wolf has taken day inspector's job. Frank says he misses his torch.

F. R. Thomas, supplyman, is back on the job after a month's illness.

G. M. Beggs, night inspector, and R. H. Lamm, wrecker man, are still off, due to injuries received some weeks past.

Dock Dees, carman, is confined to St. Louis hospital, due to infected finger.

Mrs. Dred Davis is visiting relatives in Birmingham, Alabama, at this time.

LOCAL No. 33

E. B. WHITENER, Reporter

Norbert Spaulding, telegrapher, is now working in Caffee, Mo. We regret to see Norbert leave this place, but proud to see him advance in his work. The news is circulated that he was married before leaving here. Norbert, if this is so, we take this means of wishing you and bride a long and prosperous life.

Mr. E. Patterson, special agent, committed suicide in his room near the passenger station. During his long stay here he had gained a host of friends and his death is mourned by all. His body was taken to New Albany, Miss., for burial accompanied by his two brothers. He left a note on the dresser in his room, asking that his brother at new Albany be notified.

Mrs. Stanfil, Mrs. Pickens, and Mrs. Sigler went shopping in Blytheville, Ark., one day recently.

Ralph Leonard, motor car maintainer, is in the hospital at this writing.

WEST COACH AND PAINT SHOP

FRANK SCHELLHARDT, Reporter

Adolph Johnson, of the checker's office, is at present in St. Charles, Mo., where he is inspecting new passenger equipment.

Fred Erke, shop clerk, has been off for the past week due to a severe case of tonsillitis.

We extend our sympathy to the family of Charles Cantrill, coach carpenter, who died on February 9, after a long illness.

Arthur Wilke, cabinet maker, recently spent a few days visiting his old home in St. Charles, Missouri.

William Goodson, carpenter, has been off from work for the past month due to illness. We hope to see "Bill" back with us again soon.

We extend our sympathy to George Ruggles, cabinet maker, and Mrs. Ruggles, in the death of Mrs. Ruggles' mother on February 9.

Claude Logan, piecework checker, who is always up-to-date, is now sporting a new wrist watch.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Dan Cosby, machinist, had the misfortune to get one of his toes mashed recently. We are glad to report, however, that he is now able to be back at work again.

George Sprague, traveling locomotive inspector, was here last week and business was very brisk at the time.

L. M. Westerhouse, general foreman, purchased a new Ford town-sedan. It sure is nifty looking, too.

Charles J. Kennedy, our division chairman, has been confined to his home for several days on account of sickness, but we are glad to report he is able to be back with us again.

Thanks to the foresight of Emmett Boyd (the beanery man) we are now able to enjoy the benefit of the garage, forty stalls in number, which he recently built. Mr. Boyd has a sense of beauty and cleanliness as can be readily seen by casual observance of the premises around his place of business. His little garden of flowers in the midst of the cinders can be compared to an oasis in a desert.

Tracy Miller, machine shop foreman, has moved from East Thomas to Ft. Heights where he can get a breath of fresh air.

T. B. Posey, machinist, has been quite ill the past week, but we are glad to see him back to work.

W. D. Van Sickle, machinist, was called to Jacksonville, Fla., suddenly,

because of the serious illness of his brother. Van is back now and we are glad to hear that his brother is improving rapidly.

J. R. Willingham, of the car department, made a trip to Texas, recently.

We are glad to report that "Wm." Barr, storeroom clerk, is back at work again.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

J. P. Haley, machinist, and wife left on February 3 for St. Louis, where J. P. is going to enter Frisco hospital for a tonsil operation.

Wilbur Ayers, machinist, is on the sick list.

Mr. and Mrs. E. R. Voorman are the proud parents of a baby boy, born January 12, whom they have named William Robert. Mr. Voorman is a machinist.

The contract has been let for another 1,000,000-bushel elevator to be erected in Enid for the Oklahoma Wheat Growers' Association. The construction is to be completed by June 20. This means more business for the Frisco.

Lorean, the small daughter of Mr. Earl Young, blacksmith, has been quite ill, but is now rapidly recovering.

Frank Harkey, car painter, visited home folks in Arkansas the latter part of January.

"Goldie" Maddox, boilermaker, has been off duty due to illness, but is now back on the job.

These nice warm days we are having are giving some of the boys the "back to the farm" fever. R. P. Nuttall, electrician, has it so badly that he has resigned, and is going back to the farm for "keeps."

Elmo Sistrunk, carman, is undergoing treatment in St. Louis hospital at the present writing. We certainly hope that he may soon be back with us.

Ye scribe tried to dodge the severe cold spell recently by going to the "Sunny South," but no luck, as the "Sunny South" was snowed under also. However, we had a pleasant visit in Memphis, Birmingham and Pensacola. It was a surprise to see the facilities the Frisco has in the way of docks and coal tipples, and so on, for the handling of the business that is sure to develop there, as Pensacola is destined to be one of the best ports on the Gulf.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

We, at Paris, are enjoying the nice spring-like weather and hope that it continues until summertime. During the real cold weather the last of December traffic picked up considerably in both passenger and freight service on account of the local bus lines not being able to operate over the highways, due to the snow and ice. The heavy taxes put on bus lines, both passenger and freight, makes them hard to exist in Texas, however, they take a lot of short hauls away from the railways.

Mrs. N. B. Palmertree and two children returned from Lake Charles, La., where they had been visiting with her sister, and we know that Newt was glad to see them return to Paris.

E. S. Olson, master mechanic, and wife went to Dallas, February 11, to attend a stockholders' meeting of the Miller Company in which Mr. Olson is a stockholder. They reported a very enjoyable trip to the big city.

T. E. Jackson, chief clerk to master mechanic, attended a division meeting of the clerical employes at the Baker Hotel in Dallas on February 24 and a number of interesting things were discussed and are too lengthy to report on at this time. The usual good fellowship was enjoyed very much.

Conductor Haxley is enjoying a winter vacation in California and he has the best wishes of the boys at Paris for an enjoyable vacation.

Paris was honored in being chosen as hosts to the American Legion convention of the Northeast Texas District, on February 9. There was a very lengthy program, which included a talk by the National Chaplain and the State Commander of the American Legion. There were about three hundred Legionnaires, including Mr. T. R. Jackson, chief clerk, who reported nothing lacking, and that is saying a lot. The convention was a great success. We are glad to entertain conventions at Paris and show the visitors just what a nice little city we have, and have the hotel facilities to take care of them all.

Mr. Art Shires, known as "The Great Art Shires," of the White Sox Baseball Club, will be honor guest at the Rotary Club meeting on Thursday, February 14, and we are in hope that "Art" will tell us all about baseball. Paris has been offered a berth in the Texas League, but the grade is hard to make and the deal has not been closed, as of this date.

Miss Fay Heckelman, general clerk, was off a short time this month, sick, and we all missed her as she is the life of the office.

Frisco trains 710 and Santa Fe train number 67 have changed their time a little at Paris, and effective Sunday, February 16, they will meet here. This will be much better as passengers from Dallas had to lay over ten hours and twenty-five minutes before taking a train to St. Louis or anywhere north of Paris on the Frisco, while after Sunday, they can go right on through.

Conductor Bonner has changed and is now on the Dallas lay-over local, instead of the Paris lay-over. This will be better for Jean, as Dallas is his home and he will lay over there every Sunday.

Mrs. C. B. Mosley, wife of C. B. Mosley, night ticket agent, has been transferred to Tyler, Texas, and we are wondering who Mrs. Mosley left to keep an eye on C. B.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Keith Beshears, son of James Beshears, engineer, is quite sick with typhoid fever. We are all hoping that he will have a speedy recovery.

Miss Callie Umlauf, daughter of section foreman, John Umlauf, and Claude A. Ray were united in marriage recently. The office force wish them much happiness.

Mrs. Russell Vandivort, wife of agent, visited in Springfield for a few days this month.

Mrs. Frank Short and Daughter, Helen, spent a few days visiting in St. Louis with relatives and friends this month.

Lee Williams, switchman, has purchased a new Durant 6 sedan.

Joe Goodrich, clerk, of Springfield, spent February 1, visiting friends here.

Mrs. Dave Ege, wife of boilermaker, and son, Bobby, visited relatives at Springfield and Marionville this month.

Mrs. C. E. Ray, wife of engineer, and daughter, Ruth, of St. Louis, spent a few days here, recently.

Harry Fuller, machinist, who has been suffering from a sprained knee, left February 8, for St. Louis to enter the Frisco Hospital for treatment.

Carl Turner has been assigned to the position as helper at this station.

Edmund Planchon, of Monett, visited Edward Planchon for a week this month.

Mrs. O. N. Watts, wife of assistant superintendent, spent February 13 in St. Louis.

George Schwandt, clerk, visited his family at Monett the first of the month.

James Finley, operator, has purchased a new Durant sedan.

W. C. Cox, switchman, and wife, drove to St. Louis the first of this month.

S. E. Fellows, storekeeper, and daughter, Ruth, spent the 15th visiting in Springfield.

CHAFFEE, MO., ROUNDHOUSE

JAS. E. STOUT, Reporter

The 1930 Merit Passes were received the first of this month and practically all the employes in the roundhouse, shops and car department received passes this year.

Kirby Krump, hostler helper, has been ill and confined to his home for several weeks. Last report, he is improving very satisfactorily.

Louie Kruger has been assigned to the vacancy on the night job as sheet metal worker.

Hostler Geo. Bienert has been undecided as to whether he was really sick or not, but after a trip to the hospital a few days ago he decided that he was decidedly NOT SICK.

DORA, ALA.

F. M. SCOTT, Reporter

Miss Mary Ella Nerren, daughter of E. L. Nerren, was recently married to Mr. D. Williams of Dora. They are making their home at Dora.

E. L. Nerren is off for a few days and relieved by Lamar Mike.

Claude Patrick sports a new Chevrolet coupe.

G. O. Gaylor bumped Oscar Clay off second Dora job.

Operators C. B. Rock, Oscar Kilgore and Johnnie Littlejohn have been doing extra telegraph work at Dora.

The helper's job has been put back on and was bid in by Lindsey Norris from Goodway.

B. A. NeSmith, second trick operator at Cordova, died January 26. The sympathy of his many friends is extended to his family.

As the end of the bird season draws near, the boys are literally combing the fields for the quail, while Louie Shiftett is trying hard to break in a new bird dog before the dead line falls.

Part of the office force felt the urge of spring so strong they just had to go fishing, but they didn't have any luck.

Business is still going pretty good, as the mines have been working on almost regular schedule since last November.

WEST SHOP MECHANICAL NEWS

JOHN R. FRANK, Reporter

Jerry Coring, J. R. Frank and Engine Fireman Leon Green have recently purchased new Majestic radios.

Ormand Johnson is the proud owner of a new Ford sedan.

Following electricians and wives were week-end visitors in Kansas City: Ormand Johnson, R. E. Courtney and J. R. Frank.

Frank Matney has returned to work after being off sick several days.

Jim Melton, locomotive carpenter, had the misfortune of having his home broken into by prowlers, who centered their attack on the pantry, which leads us to believe that the robber knew his eats, as Mrs. Melton is an excellent cook.

The west shops are still in the lead in the American Legion drive, under the able direction of Geo. W. Morrison.

People, some time ago you were told that the blacksmith boys were setting a record and wanted to hear from other points which might offer serious opposition. It looks like the new arrivals are all boys this time: Born February 5, to Mr. and Mrs. Peter W. Derks, Donald Keith; February 12, to Mr. and Mrs. Herschel L. Hyde, Charles Howard; February 13, to Mr. and Mrs. Wm. L. Oneth, Davie Lee. If there's any new arrivals on the Frisco, we want to hear about it.

Mr. A. E. Godfrey and Miss Pearl Taylor were married in Lebanon recently. We wish them luck, but haven't seen any cigars. Mr. Godfrey has been around here long enough to know better than that.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Mr. M. L. Crawford, assistant master mechanic, was a visitor at the roundhouse. Mrs. B. J. Slutter spent a week visiting friends and relatives in Aurora.

Joseph Crane, of the store department at Ruth Yards, was sick for several weeks, but has returned to his job much improved in health.

Mrs. V. M. Black and niece, Miss Una Colman, spent a few days visiting friends and relatives in Ft. Scott.

The last week of January the bridge gang was busy repairing the north doors of the roundhouse. They had been badly damaged by snow, ice and—age.

On the night of February 4 members of the Employees' Club met at the freight house for the first meeting under the new president, Mr. A. L. Allison. There was a very good attendance of nearly all departments. The ladies' auxiliary met at the same hour at the club rooms over the offices. After the meetings a social hour was spent with games, followed by refreshments.

It has just been learned of an auto trip that Jess Wilson, inspector at Sixth Street Yards, took last month. Jess left Joplin at 7 a. m., bound for Westphalia, Mo. He followed Highway 66 to Morgan Heights, then on Highway 28 to the intersection of 63, thence to Westphalia. Arriving at Westphalia, he found that the party he wished to see was in Jefferson City, so, therefore, he was forced to go there, making a total of 257 miles for the one-way trip. He transacted his business and returned the same route, making a total of 514 miles, arriving at home at 11 that night. Some fast time. Beat that if you can.

Monday, February 3, was a red letter day for Joplin, especially for the fight fans, marked by the presence of William Harrison Dempsey, better known as "Jack," champion of champions. Jack arrived in Joplin in 305 in Mr. Mager's private car in charge of "Uncle" Charley Baltzell. Jack kindly posed on the steps as he was alighting from the car, for a shot from a camera. Then Uncle Charley took him in tow and proceeded to work his way through a crowd of probably 500 people, who had assembled to greet the great fighter. Jack was the guest of some of the clubs that evening and greeted the school children at the Connor Hotel, also passed out some autographed gifts at the Children's Home. At 6:20 p. m. he made a little talk over WMBH, our local broadcasting station, in which he cautioned boys who aspire to become fighters to first learn to keep their chins out of the way of the other fellows' fists. Then he went to Memorial Hall, where a good fighting card had been arranged and refereed the main go, to a good attendance, as the house was full. Jack left for Kansas City that night in charge of Mr. W. H. Bevans in his private car, en route to St. Joseph, where he was to referee a fight the following night.

Mr. E. M. Fitzgerald was here on the third for the Dempsey fight and—a little business at the store department.

The dart ball team has had several games the past few weeks, all of them hotly contested and most of them have been won by the Frisco team. The last games were played with the Connor Baptists of the Church League. The Frisco team won both games by a small margin.

Frank McFenzie, night hostler helper, who has been sick in the St. Louis hospital, is home again somewhat improved, but rather weak. He expects to go to work about February 25.

NORTH BACK SHOP NEWS

ALEX WATT & GORDON YOWELL,
Reporters

Local No. 1 and No. 2 had an entertainment and dance at the Pythian

Castle Hall on the night of February 5, which was a great success and attended by about 200 people.

The North Back Shops extends sympathy to William A. Kennedy, flanger, in the recent death of his son, Ed, boilermaker.

James Masterson, third-class boiler-maker, has a new Studebaker car. Same class, Jim.

Mrs. Alex Watt left for Pasadena, California, February 6, to spend the balance of the winter with friends. She will return by way of Salt Lake, and Kemerer, Wyo., where she has a brother, also stopping over a few days in Denver, Colo., with friends. She will return about March 15.

William Wyatt, machinist apprentice, visited relatives in St. Louis, recently, and reports a wonderful time.

Gordon Yowell, special apprentice, motored to Norwood recently and claims that a Ford car is "One of them mysterious things."

Spring is in the air for two reasons we know of: Jim Burns, special equipment foreman, has traded his cap for a hat, and Wilson Turner, machinist, is tuning up his airplane.

M. B. Turner, lead man on valve motion, and Rabbit man extraordinary, reports his rabbits are doing nicely, "thank you," since he has only set up four nights with them this month.

The North Shops extends its sympathy to J. J. Collins, chief clerk to Mr. Gimson, and Jewell Divan, machinist, in the death of their grandson and nephew, Virgil Stigall.

Jesse Calhoun spent a few days visiting an uncle in Lawrence, Kansas.

Price Smith and wife spent the weekend of February 22 with relatives in St. Louis.

A nine and one-half pound baby boy was born to Mr. & Mrs. Toy A. Wilson, since our last report. They have named him Arthur Dwain.

H. C. "Slim" Baker, air man in North train yards, has been on the sick list several weeks, but are glad to report he is on the mend and will be back at work in a few days.

It will be of interest to the friends of Timothy Regan, north side machinist, who left the employ of the Frisco on account of an ailment of the foot some four months ago, has so far recovered that he is able to handle a business of his own and has bought a filling station in East St. Louis.

Miss Edith Watt, daughter of your scribe, who was so seriously injured when her car was crowded off of an embankment on November 27, was able to return to work as teacher in the West Plains School, February 10.

Mr. W. H. Gimson, superintendent of north shops, held a noon safety meeting in the machine shop and several interesting talks were made relative to accident prevention and the decrease each year, due to the safety campaign.

WEST SHOP MECHANICAL NEWS

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

R. R. Perry died at his home at Marshfield during the latter part of January. The West Shops sends sympathy to the bereaved family.

Charles Denham has been helping out as night foreman during the past several weeks.

The West Shops' Bowling Team did not make a very good showing as it came in late during the first week of February.

Horace Ackerman has returned to complete his apprenticeship. Horace has been working in Chicago the past several months.

Mike Collier, apprentice, made a flying trip to Kansas City the second week in February.

Edgar Hensley, link gang, has resigned from Frisco service.

Jack Holloway is one of our newest ap-

prentice boys. Jack hails from Willow Springs.

Osa Godfrey will take Edgar's place in the link gang.

John Stagner, assistant machine foreman, has purchased a new Studebaker coupe.

T. J. "Shorty" Newton had his car stolen and badly damaged the latter part of January.

When Fred Rauch, shop draftsman, came to work in a rumble seat it was 17 below zero, he merely mentioned that the Eskimos have nothing on him.

It is reported that Charley Woolridge, machinist, has taken up the dog fad and can be seen most any warm evening in the vicinity of Normal Avenue, leading a diminutive dog with a red ribbon around his neck.

P. J. Buhler, night tool room attendant, has purchased a new Chevrolet coach.

William "Bill" Maxwell announces the arrival at his home, February 3, of a fine baby girl named Wilma Jean.

Hayden Campbell, bolt foreman, is driving a new Chevvie coupe.

The Ladies' Auxiliary of Local No. 2, Frisco Association of Metal Craft and Car Department Employes served their husbands a splendid supper following the regular meeting of Local No. 2, February 7. Mrs. Charles Lowe, president of the Auxiliary, acted as hostess.

The lecture class for the apprentice boys is being held on Wednesdays and Sundays.

We have had some fine talks on valve motion, link motion, rods, air and cab mountings. This school will certainly be a big help and should be appreciated by all apprentice boys to the extent of attending regularly.

Another new apprentice boy is Mr. Gurley. He hails from Springfield, and we know he will get along all right.

Royal Douglas, helper, gang four, is in the hospital at St. Louis. We hope that it won't be long before he shows up again at work.

LOCAL No. 6—MONETT, MO.

S. P. TIMMONS, Reporter

Local No. 6 held its regular meeting February 12, and it surely was a fine meeting. There were seventy-two members present and it seemed everyone had developed an unusual ability for impromptu speaking.

William Walpert, machinist, had the misfortune to lose his home by fire on the morning of February 7. On account of the inability of the fire department to get water on the blaze promptly resulted in the total loss of the house and practically all its contents.

C. A. Edwards, third trick electrician, went to Birmingham this week for the purpose of packing and moving his furniture to Monett where he and his family will make their future home.

With the assistance of Earnest Haddock, machinist, Henry Ford has placed another new Ford car in circulation. Earnest traded the old Model T for a brand-new coupe.

We wonder who sent those gorgeous Valentines to the master mechanic's office? They certainly had a taste for art of the finest quality.

The local club is going to give a dance at the Park Casino, February 18, the proceeds of which are to be donated to the Monett High School Girls' Drum Corps.

The vocational class which convenes semi-weekly at the Monett High School, under the direction of W. G. Kinste and T. P. Mooney, is making rapid progress. Both Kinste and Mooney are employed at the roundhouse as machinist and air man, respectively.

Much interest is being shown in Monett at the prospect of having a Frisco baseball league this season. If the league is formed, Monett is desirous of organiz-

ing a team and becoming a member of it. R. G. Kaufman, general car foreman and former professional pitcher, has consented to manage the club.

Several of the ladies of the Metal Crafts Auxiliary met at the home of Mrs. Herman Lipe and quilted a quilt on very short notice for Mrs. William Walpert, which was an expression of their sympathy in the loss of their home by fire. Mr. Walpert has always been a tireless worker in the Association and the membership of Local No. 6 extends their sympathy to Brother Walpert in this unfortunate loss.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Mr. and Mrs. Noel C. Sweetin left February 13 for a few days' visit in Springfield, Missouri.

Pete Peters and wife spent a week in the last half of January visiting at Pensacola, Fla.

Lee Wardlow is our new day electrician, filling the vacancy created by Charles Turner who has been given a job as shop maintainer.

Mr. and Mrs. W. L. Baron spent Sunday, February 9, at the home of Bill's mother at Springfield, Missouri. Bill returned to St. Louis Tuesday, but the Mrs. left for Tulsa, where she will visit her sister.

Virgil Light wouldn't make a bad card player if he could stay awake. Understand he fell right into a state of coma recently during the midst of a lively game.

The new machinery recently received for the Lindenwood shops consists of a micro-grinder and portable electric crane.

Dick Pikesley was off January 29 to February 2, due to an injury to his eye. We were glad to see Dick back on the job and to know that his injury was not serious.

"Coon Hunter" Barnett has purchased a Red Bone Hound with eight pups, and as he already had two, it makes a total of eleven hounds for the coon hunter. Watch 'em bring home the bacon!

Arthur Burks moved his family Feb. 2, from Greene County to St. Louis. It looks as though Burks has given up all hopes of living in Springfield again.

Mrs. George Condon visited her parents at Osage City, Kansas, the latter part of January.

Charles Freitag has again moved. This time to 1724 Hancock.

Mr. and Mrs. B. M. Murrell spent Washington's Birthday at their old home town, Springfield, Missouri.

"Sunny Jim" Cunningham was given the first-class rating, effective January 24. Yes, Jimmy is a real "grease ball" these days.

Vonnie V. Chapman returned to work February 13, after being off sick several days.

Mr. and Mrs. J. S. Abbott returned January 30 from a several days visit with friends at Eufaula and Birmingham, Alabama.

R. E. Willer was at Cape Girardeau, Missouri, January 27 to 29th due to the serious illness of his father.

Caller Bill Exposito laid off January 31 and February 1 and took a trip down to Champagn, Ill.

Boiler Foreman Howard T. Kelchner visited relatives at Fort Scott, January 15 to 17.

O. L. Lester of Eldorado, Kansas, visited with his niece, Mrs. F. J. Gibbons and family the latter part of January.

W. S. Lester of Monett visited at the home of F. J. Gibbons the first of February.

Little Mary Ann Gibbons has been out of school for several days on account of illness. We hope she will be feeling better by the time this goes to press.



Frisco Family News

SOUTHERN DIVISION

TRAINMASTER'S OFFICE— AMORY, MISS.

VIOLET GOLDSMITH, Reporter

We are glad to learn that Mr. Boyd Aston, fireman, is convalescing in the St. Vincent's Hospital in Birmingham after a very serious case of pneumonia.

We are also glad that Mrs. W. E. Lea, wife of Dispatcher Lea, and Mrs. E. W. Flinn, wife of Dispatcher Flinn, are both recovering from the flu.

Mrs. H. R. Wade, wife of assistant superintendent, and Mrs. R. J. Sullivan spent several days in Memphis.

Mrs. E. A. Teed, wife of superintendent of terminals at Birmingham, and daughter, Lenore, spent several days in Amory as the guests of Mrs. C. H. Goldsmith.

Mr. Keith I. Allen, clerk to assistant superintendent, was away several days with the flu, and little Keith, Jr., is recovering from a broken collar bone.

Mrs. W. W. Cook, wife of Dispatcher Cook of Memphis, made a short visit to Amory.

We are very sorry to learn of the serious illness of Dispatcher Robuck's father and hope he will recover soon.

Miss Annabel Flinn, daughter of Dispatcher Flinn, spent several days in St. Louis.

Mrs. R. H. Lamm and Mrs. Dan Cutcliff of Birmingham spent several days in Amory.

We regret to report the death of Operator B. A. NeSmith of Cordova and offer our sympathy to Mrs. NeSmith and children.

Mr. C. H. Howell is a new yard clerk at Amory, while Earl Basham, yard clerk, has gone to Pensacola, and Eason Camp, yard clerk, has gone to Frisco City.

MEMPHIS TERMINALS

MARGARET STEWART, Reporter

Charlie Maum, yard fireman, visited friends in Pensacola for several days the early part of January.

Mrs. Maggie Carter, mother of L. H. Davis, clerk, was called to Aberdeen, Miss., January 21, account illness.

Mrs. H. H. Nease was recently called to Burlington, N. C., to the bedside of her niece, who was injured in an automobile accident.

B. B. Nettles, switchman, and family visited relatives in Chicago the latter part of January.

O. P. Greenhill, yard fireman, spent the week-end of January 18 with home folks in Amory, Miss.

We wish to extend our sympathy to H. C. LeVerne, clerk at K. C. Junction, who had the misfortune of losing his wife January 27.

J. C. Martin, yard clerk, resigned, effective February 7, to take a position with the Memphis Power & Light Company. We wish Mr. Martin success in his new work.

H. H. McKenzie, Jr., came back to the yards to work January 21, having bid in second trick caller's job. Welcome back to the "Old Stamping Grounds"!

Among those who have been on the sick list this month are: C. M. Reeves, clerk; H. C. LeVerne, clerk; D. Hightower, switchman; Buford Ward, section foreman; W. L. Hadaway, live stock agent; and H. L. Hendricks, clerk. Believe, however, that every one has fully recuperated and returned to work with the exception of Mr. Hendricks, and we wish for him a speedy recovery.

Ralph Dansby was the successful bidder on the job vacated by Mr. Martin, and is now fully established at the yard office.

J. L. Edwards, yard clerk, attended a Masonic convention in Nashville January 28, 29 and 30.

Sam Crank, clerk, and wife spent Sunday, February 9, with relatives in Amory.

Tom Taylor, clerk, took one day's vacation Monday, February 10.

C. M. Reeves has moved to Memphis and is now at home to his friends at the Hedgemoor, but please don't ask him on which side the driveway is located.

A baseball meeting was held at Mr. McGuire's office the afternoon of February 8. Prospects of reorganizing the team were discussed and same warrant a much better team than was made last year. It was decided to purchase new uniforms and through the kindness of Messrs. E. E. McGuire and A. P. Matthews this was made possible. Mr. McGuire reported that a piece of land had been set aside at Yale for the purpose of constructing a ball diamond and after adjournment the boys walked across to this spot and found that an excellent diamond could be made thereupon. Work will be begun on this diamond in the near future. Practice session is being called for March 5 and here's hoping the prospective ball players will all come out for practice. Come on, everybody, and practice up and let's beat every team on the railroad this year!

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

C. J. Thompson, assistant to superintendent of terminals, attended a meeting of car accountants in Atlanta, Ga., on January 16.

H. I. Collins, yard clerk, and wife have returned from a visit with relatives in Augusta, Ga.

Miss Sadie Cunningham, daughter of section foreman, is visiting in Chattanooga, Tenn.

Mrs. J. L. Overby, wife of yardmaster, and daughters, Gaynell and Sadie, were called to Alabama City recently account of illness.

R. A. Kilpatrick, record clerk, and wife are spending several weeks in Florida and Havana, Cuba.

C. J. Thompson, assistant to superintendent terminals, has purchased a new Essex sedan. W. E. Burrus, yardmaster, has also purchased a new car, a Chevrolet sedan.

Mrs. J. T. Guin, wife of operator, is visiting relatives in Montgomery, Ala.

The death of A. S. Cowan, special agent, on February 4, came as quite a shock to his many friends in Birmingham Terminal, in fact over the entire Southern division where Mr. Cowan was well known. Mr. Cowan was cleaning his shotgun in his office at Ninth avenue and Twenty-fourth street. When he com-

pleted the job he put in fresh ammunition. In some manner dropped the gun to the floor and same was discharged, the load entering Mr. Cowan's body near the heart, killing him almost instantly.

Mr. Cowan had been with the Frisco for the past eight years as special agent. He is survived by his wife, two daughters and one son. His body was sent to Montgomery, Ala., for interment. The sympathy of the employes in Birmingham Terminal is extended to Mrs. Cowan and family in their bereavement.

O. F. Graves, crossing flagman, passed away at his home on January 31 after a short illness. Mr. Graves had been in the service of the company for about eighteen years.

Mrs. J. H. McGregor, wife of switchman, was called to Fort Scott, Kans., recently account of the serious illness of Mr. McGregor's mother.

R. C. Campbell, former yard clerk at Birmingham, now working as yard clerk at Kansas City, is spending several days in Birmingham.

There is quite a bit of enthusiasm being manifested in the election of new officers of the Employes Club. The club will give a banquet evening of February 19, at which time result of the election will be announced. A very unique and interesting program has been arranged and a large crowd is expected.

The Southern division-Birmingham Terminal joint fuel meeting was held at Birmingham on February 13. A large crowd was in attendance at both the afternoon and night meetings. The officials present included Messrs. M. M. Sisson, H. L. Worman, P. O. Wood, D. L. Forsythe of Springfield, R. Collett of St. Louis, J. H. Frazier of Memphis, and others.

JONESBORO TICKET OFFICE JONESBORO, ARK.

W. A. SANDERS, Reporter

Mrs. W. T. Halstead, wife of brakeman, has been critically ill at her home on Philadelphia road.

George Upham, pensioned engineer, made this office a visit recently, "Chink" was in fine health and feeling good.

Dick Berry, conductor, and wife visited relatives in Monett, Mo., early part of February.

C. H. Howell, expense clerk, has been bumped by A. Houston from the south end. It is understood Howell will bump at Yale.

It is with pleasure we received news of the promotion of J. R. Holland, formerly dispatcher at Chaffee, to the office of general agent, Blytheville. Mr. Holland has many friends around Jonesboro and we wish him well.

A. U. Dixon, motor car maintainer, spent Saturday, February 1, in Jonesboro inspecting local motor cars.

Bill Millinder, switch engine foreman, layed off a few days recently account of sickness.

Clyde Rogers and W. A. Sanders, telegraphers, have installed city phones in their homes, preparing for the coming tennis games this spring and summer.

C. R. Cole, ticket clerk, and W. A. Sanders, telegrapher, spent Friday, January 31, bird hunting, but could have done better with bow and arrows, from the looks of the game bag. They claimed they did not have time to shoot before birds were gone.

TUPELO, MISS., NEWS

January 28 was the opening day for the new \$35,000 track. A large crowd of Tupelo's business men gathered at the depot at 2 p. m. to be met by Mr. Clayton, agent, and Mr. M. W. Dunkin, T. F. A., for inspection trip over the new line. An extra coach was brought from Amory for the trip. Also a flat car was furnished with railings so that the business men could get better views of the locations for industries the track has brought them. Conductor Graylee of Amory was in charge of the train. Reported a great time.

A. W. Lawson, cashier, has a new Chevrolet car. The boy has a wise head. Ruben Cates (better known as Rube), former baggage clerk, bumped Tandy B. Heflin, platform clerk, on account baggage job being abolished. Bad on Tandy B. Heflin. He has just started a new home. Understand Heflin bumped in at New Albany, Miss.

Our miscellaneous clerk, Pennington, was called to Memphis last Thursday on account of his son being seriously ill at one of the hospitals.

Tanner, yard clerk, was one of the guests on the special train. He is worried who will check the cars on the new track. He says he can't keep up with the yard check and demurrage on cars across town.

W. B. Roebuck, third trick operator, has been assigned to a new job at Eldridge. We all hated for Roebuck to leave us. Lep Horton succeeded Roebuck.

Mr. Don B. Fellows, florist of the Frisco, has been sent here to assist Miss Luta Moore, home demonstration agent, in planning landscape effects and flower gardens at some of the schools and other places around Tupelo, and at the same time to make sketches of proposed landscaping and flower garden at the fair grounds.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

D. F. McDonough, traffic manager, has been at home quite ill with the "flu" for ten days. He is reported much improved and expected back on the job soon.

J. E. Springer, assistant traffic manager, has been busily engaged receiving congratulations on his election as president of the Birmingham Traffic and Transportation Club on February 6.

Sam McDonough, who is attending the University of Alabama, was a recent week-end visitor with his parents, Mr. and Mrs. D. F. McDonough.

Mrs. J. E. Springer reports a delightful visit with her son and family in Houston, Texas, recently.

The writer has as a guest Mrs. Ethyl Chapman of Memphis, Tenn., who has been the guest at many enjoyable parties given in her honor.

J. R. McGregor, retired district passenger agent, was a visitor in the office recently, having just returned from a pleasant visit in Florida.

The Frisco Employees Club will have their annual election and banquet February 19, in the Rathskeller. A record attendance is expected.

**MAGNOLIA TERMINALS
MAGNOLIA, ALA.**

O. J. GULICK, Reporter

Mr. W. V. Cockrell, former section foreman at Mt. Hebron, Ala., has been assigned as foreman at Forreston, Miss., he being the oldest qualified bidder on this vacancy.

Mrs. C. D. McCraw, wife of section foreman at Bollge, Ala., is on an extended trip to Jacksonville and other points in Florida.

The new scale track at Columbus, Miss., was completed on the last half of February. This new addition at this station is a great asset in the handling of new business.

Mr. G. H. Jones having bid in second

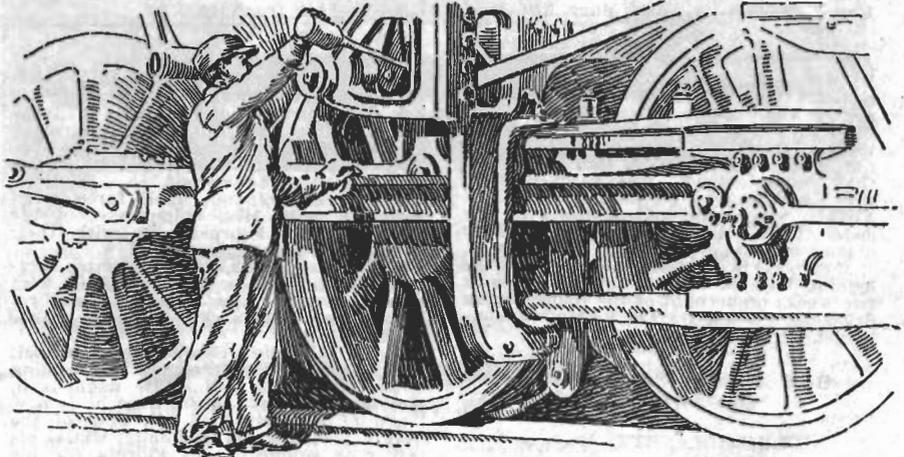
trick operator at Magnolia assumed his duties on January 18. Mr. O. L. Bobbinette, who was relieved, went to Aliceville as third trick operator at that place.

Section Foreman L. W. Bishop of Kolola Springs was off for a few days visiting at Muskogee, Okla., during the latter part of January.

The new station facilities at Barrineau Park, Fla., are progressing as fast as

weather conditions will permit. This includes an extension to the house track, also calls for a new depot and a new potato shed. Extra Gang 209 under Foreman L. D. Gardner is doing the new track and construction work.

Extra Operator W. O. Kilgore worked for a few days first half of February in place of V. A. Jenkins, who was on the sick list.



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Miss Opal Rogers, daughter of B. F. Rogers, foreman at Magnolia, is spending a few days visiting relatives at Bogiege, Ala.

Mr. J. S. Hallman, section foreman at Pensacola, Fla., has been off sick during the last half of January and was relieved by Relief Foreman J. C. Anderson for a few days.

Mr. R. A. Morgan is now regular third trick operator at Magnolia, having bid in this job and assuming the duties on February 10.

On January 19, Mr. Oscar Fonken of Happy, Texas, and Miss Mary Lee Allen of Magnolia, Ala., were married at the home of the Baptist minister at Linden, Ala. They were accompanied by the bride's sister, Mrs. J. C. Mosley, with her husband and daughters, Louise and Eunice. Immediately after the ceremony Mr. and Mrs. Fonken left for a few days' visit at Meridian, Miss., before leaving for Happy, Texas, where they will make their future home. The railroad boys who have become acquainted with Mrs. Fonken while she was living with her sister at the Frisco Hotel, wish them both a long and happy life.

Magnolia is sure doing her share of loading logs, lumber and piling the past two weeks on account of the roads having dried out enough for the logging wagons to get over.

B&B AND WATER SERVICE DEPARTMENT

BILLYE BENNETT, Reporter

Hello, everybody! This is Station B&B, Memphis, broadcasting doings of the bridge and building and water service department, Southern division.

We've been pretty busy for some time now on our bridge program down on the New Line, Columbus and Pensacola Subs. Besides working the Southern division driver, we now have with us the Central

division driver, and we are proud of the work being accomplished. Mr. William D. Shaw, pile driver engineer, from the Central division, is with us in charge of the driver from that division.

Mr. Stanley Horak and gang, now located at Kolola Springs, Miss., are building bridge 635.3. Mr. Horak tells us that he and his gang like the work down on the new line, and Mr. John M. Bay, carpenter in his gang, has written us a splendid letter telling us about the new enterprises going in along the line and promises for new business for the Frisco. Glad to hear from Mr. Bay.

Mr. W. A. Digman and gang are located at West Monroeville, Ala., and building bridges south of there.

Mr. W. B. Bailey, water service foreman, was kept away from his duties a few days during the latter part of January by an attack of the "flu," but Mr. Bailey's bustling energy could not be subdued long and he was soon back at his post, his usual active self.

Mr. J. E. Shipman, B&B foreman at Memphis, with Mrs. Shipman spent the holidays over February 22 with their daughter in Birmingham.

Mr. Luther Miller, assistant water service foreman, is now in Springfield with relatives recuperating from an injury received some time back. Our best wishes to Mr. Miller.

J. E. (Johnnie) Evans, clerk to B&B and water service foreman, is becoming quite efficient in real estate methods in his "out of office" hours, since he is now "man of the place" in disposing of the family property in Memphis while his father is sojourning in Florida for his health.

Muffard F. Odom and John F. Sellers, B&B carpenters in W. A. Digman's gang, were absent from work several days in February because of illness.

Mr. W. R. Brown, B&B inspector, Magnolia, and Mrs. Brown spent the week-end of February 8 at their former home in Koshkonong, Mo.

Mr. R. A. Watson, supervisor of machinery, Springfield, was a visitor in the B&B department, Memphis, recently, looking after pile driver equipment on the Southern division.

Mr. G. G. Homer, B&B inspector, Magnolia, went to the St. Louis hospital Saturday, February 15, for treatment.

Mr. Sim Brown is the extra pumper working at Mexia.

Mr. Stanley Horak and E. S. Kentch, B&B foremen, working on the new line, spent the week-end of February 8 with their families at Willow Springs and West Plains, Mo., their respective homes.

Mr. W. D. Hawkins, B&B carpenter in R. E. Gaines' gang, is now enjoying a vacation in the south at Tampa, Fla.

Mrs. W. E. Martin of Sherman, Miss., went to Springfield recently to visit her husband, Mr. Martin, B&B foreman, located near there.

O. L. Brown, Wiley Garrett and Julius Hamilton, carpenters in W. A. Digman's gang, are the proud possessors of new 1936 model Ford roadsters.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

The Men's Traffic Club of Memphis gave a very successful Valentine dinner dance at the Hotel Gayoso, Friday, February 14.

Our Red Ball Freight Service folders have attracted quite a lot of favorable comment. Assistant Traffic Manager Matthews has had them placed on the dining cars in this territory and a number of patrons have mentioned it, stating it gave them time to study the folder.

W. L. Hadaway has been appointed agent, Memphis Union Stock Yards. Since January 1 we have handled 215 cars stock.

Miss Betty Stewart will spend the Washington Birthday holiday with her mother in Atlanta.



Miss Mary Ann Hightower, aged 19, daughter of Switchman Dennis Hightower of Memphis, Tennessee, graduated from South Side High School, Memphis, at the mid-term of this year. Miss Hightower is an accomplished musician, being the accompanist to Jack Lambert's Orchestra of this city. Her ambition is to be a music teacher, and she is at present studying under professor Paul Stall.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

Miss Billye Bennett, stenographer, was called to St. Louis recently account her brother being seriously injured in an automobile accident. Glad to report he is improving at this time.

Harry Martin, timekeeper, spent a few days' vacation with his family at Thayer, Mo., recently.

Claude J. Andereck, clerk to trainmaster, has been on the sick list for several days. We are glad to report that he is now able to resume duty.

Lieutenant and Mrs. R. G. Norman, en route to Pensacola, where Lieutenant Norman is to enter the Naval Air service, stopped for several days' visit with their uncle, C. W. Gentry, dispatcher.

James L. Simpson, roadmaster, has resumed duty after an absence of several weeks due to illness. Everyone is glad to see "Uncle Jim" back on the job.

Our popular first trick telephone operator, Lena Cagle, has been wearing a suspicious looking ring for some time, and now the news has sifted out that there will be wedding bells in the early spring.

OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

Oscar H. Hummel was assigned to position of assistant bill and voucher clerk in this office and comes from St. Louis, Mo.

J. E. Henson, completion report clerk, recently purchased a new Whippet "six" coupe.

Eula Montgomery, stenographer, was fortunate to escape with only minor in-

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juries when the car in which she was riding skidded and turned over as she was returning from a visit with her parents in Ashville, Ala., February 2.

Jack Sullivan, traveling auditor of the Illinois Central, spent several days with us in February checking material prices of the Birmingham Belt.

O. H. Hummel plans to spend Washington's birthday visiting in St. Louis, Mo. Mr. and Mrs. R. W. James motored to Gadsden, Ala., Sunday, February 9.



Joe Drashman, son of J. J. Drashman, coach yard foreman at Memphis, Tenn., graduated from the South Side High School, Memphis, at mid-term this year with honors. Joe was chairman of the Social Committee, Lieutenant Band '29, a member of the Dramatic Club and also of the Senior Discussion Club.

AGENTS OFFICE
WILLIFORD, ARK.

L. W. JOHNSON, Reporter

We extend our deepest sympathy to Frank Zitzman, signal maintainer, in the loss of his father-in-law Friday morning, February 14, when Mr. W. B. Whitaker passed away after being ill several weeks. Mr. Whitaker was a pensioned IC switchman and a fine old gentleman, and we shall miss him very much. The body was shipped to Memphis for burial.

"Rip" Phillips, extra operator, called by last week. "Rip" was on his way to Sedgwick to relieve agent there for two weeks. He has been stationed at Le Panto as first trick operator for last few months.

Burl Davis also was a brief visitor last Sunday, when he passed here going to Hardy to relieve Agent Donaldson for fifteen days.

Ira Hyatt, second trick operator at Turrell, experienced some very bad luck February 15, when his residence here burned at 10 p. m. Nothing was saved. Cause of fire unknown. The family was off visiting. We hope Ira will rebuild at Williford.

Jimmy Sanderson, agent, accompanied by his wife, drove to Hoxie last week on business. Jimmy reports the roads in pretty bad condition.



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Juanita Sanderson, daughter of agent, has resumed school, having lost a week account visiting.

"Luke" Johnson, third trick operator, is figuring on trading in for the latest model Ford, a sport coupe, as he likes the improved 1930. We do not see how "Luke" is going to get a nicer car than he now possesses.

Second Trick Operator Townsend advises that he is going to purchase a Chevrolet when he buys a new car, which we believe will be at an early date.

Kenneth Kellett, our telegraph student, is back with us doing everyone's work, learning everything there is to learn. He has been away for a couple of months staying with his brother Herbert, who is second trick operator at Alceville, Ala. We are mighty glad to have Kenneth back with us.

Section Foreman Smith is now back on the job, having lost five days with severe cold. He was relieved by Gus Rohlr, extra foreman, from West Plains, Mo.

SOUTHWESTERN DIVISION

ZONE OFFICE—TULSA, OKLA.

NELLIE WHITE, Reporter

Mr. Johnson, our boss, has a new title—Professor Johnson, if you please.

Eddy Freiner has a Hoopie-convertible top, tie-back cretonne curtains and everything.

Office Tit Bits

Ivar Johnson, Arkansas bound. Marguerite Hefren, "I want to see some mountains."

Nelle White, "I can't Heelp it."

Leo Brown, silent.

George Jauss, "Aw give me a chew."

Eddy Freiner, "Lost my dog."

Robert McDermott, "Well I'll swear."

Dan Rennick, "I can't, I'm on a diet."

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Raymond Lewis, small son of Mr. and Mrs. S. R. Gardner passed away at their home in Sapulpa, January 29. Funeral services were conducted by Rev. Conkright at the Lewis, Landrith undertaking parlor, after which the body was shipped to Springfield, Mo., for burial.

Children of Chief Clerk G. V. Stone have the measles, but are getting along nicely at present.

Mr. and Mrs. Virgil Yeargain drove to Texas during the big snow, visiting relatives in San Antonio and Austin. They returned home January 26.

Joe Stewart was called to Jenks, Okla., February 4, account death of his brother-in-law, Jim Oxford.

Janice Coffey, stenographer, has been

absent for several days account sickness. Children of Charley Niemeyer have the measles, but at present are getting along all right.

L. C. Ross, brother-in-law of L. C. Akin, day counterman, is very sick at Mr. Akin's home. Mr. Ross is a World War veteran and is suffering from tuberculosis, contracted while in the war.

Leo Marsh and Marvin Gee recently joined the store room force. We gladly welcome them into our department

**MECHANICAL AND TRANSPORTATION DEPARTMENT
AFTON, OKLA.**

LUTIE D. DAVIS, Reporter

M. W. Lloyd, yard engineer, returned recently from St. Louis, Mo., where he

spent a few days in the Frisco hospital, due to an infection of his arm.

Frank Young, section foreman, and Mrs. Young, had as their guests last week their daughter, Mrs. F. E. Side and family of Oklahoma City.

H. T. Morehouse, third trick operator, and family spent a recent Sunday with his mother, Mrs. M. V. Morehouse of Neosho, Mo.

Miss Zetta Rider, daughter of J. C. Rider, switchman, a student at Phillips University at Enid, Okla., spent last week with her parents here.

Mrs. J. T. Prunkard of Sapulpa, wife of Conductor J. T. Prunkard, visited recently with her parents, Mr. and Mrs. G. W. Morris.

E. P. Hogan, general yardmaster, returned last week from Monett, Mo., where he spent a few days with his family.

J. W. Cunningham, yard clerk, and wife, visited relatives in Tulsa.

Mrs. R. S. Norman, wife of conductor Norman of Tulsa, visited over a recent week-end with her sister, Mrs. E. A. Lamm and family.

Thomas Spencer, Jr., extra yard clerk, is doing relief work at Henryetta, Okla.

Mrs. C. O. Thornton, wife of Express Messenger Thornton, and children, returned Monday from Fort Scott, Kan., where they spent the week-end with her parents, Mr. and Mrs. Robert Pryor.

Miss Katherine Hogan of Monett, Mo., daughter of yardmaster E. P. Hogan, visited with her father here recently.

Mrs. R. C. Meador, wife of Switchman Meador, and son, Charles, visited recently with Mr. and Mrs. J. J. McGuire of Chelsea.

Dr. R. H. Harper, company physician, was called to Shawnee, Okla., Wednesday, February 5, on account of the serious illness of his uncle.

Mrs. H. R. Foley, wife of roundhouse foreman Foley, visited with Mrs. Johnson of Springfield, Mo.

January 23 coldest day in this country since statehood. Registered 25 degrees below zero at one time during night.

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**OFFICE OF SUPERINTENDENT
SAPULPA, OKLA.**

JENNIE F. AITCHISON, Reporter

Bill Boutz, chairman, has resigned and returned to complete his senior year at the A&M College of Las Cruces, New Mexico. Before leaving Sapulpa, Mr. Boutz and Hassell Beale of Sapulpa were married February 2. They will reside at Las Cruces while Mr. Boutz is attending school. Walter Gilbert, who was released on account of the force reduction in engineering department the first of the year, succeeded Mr. Boutz as chairman.

Miss Lois Flanagan has been assigned position assistant timekeeper vice J. R. Montgomery, who has taken the extra board. Miss Aitchison has been assigned position stenographer to chief clerk.

C. F. Husted spent a couple of days in and around Lawton.

C. E. Harris spent a few days at Oklahoma City and Luther.

**TRAFFIC MANAGER, SECOND
DISTRICT
TULSA, OKLA.**

MARGERY O'BRIEN, Reporter

Tulsa has enjoyed regular spring weather for the past week or ten days and after the very severe storm last month the change is very much appreciated. We all hope it may continue not only because we like to see the sun shining but it has a tendency to stimulate business and make one feel more like getting out and hustling.

The contractors are making good progress with the streets and viaducts around the new Union Station site and the people of Tulsa are now convinced that we are going to have a real station in keeping with the other beautiful buildings in our Magic City.

The Traffic Club of Tulsa has announced their thirteenth annual banquet will be held on March 12, and have extended an invitation to Mr. Carl R. Gray, president of the Union Pacific, to be present as the honor guest. Mr. Gray has accepted and all of his friends are looking forward to the opportunity of having a visit with him.

The ladies are planning on a candy party in order to raise some funds for the treasury, each lady present at the meeting having promised to make and dispose of some candy.

We are also planning on a dance a little later on before the warmer weather.

We regret indeed to hear of the passing of Mr. O. L. Young's father and want to extend to him and his family our sincere sympathy.

**CITY TICKET OFFICE
TULSA, OKLA.**

PHIL F. ATKINSON, Reporter

Tulsa has finally emerged from the worst storm in over twenty-five years, and now, to the great pleasure of every one, we are enjoying some real spring weather.

Mr. J. E. Payne, assistant general freight and passenger agent, has just returned from Washington, D. C., to which point he accompanied the Oil Tariff Special. This was one of the largest special trains ever operated from Tulsa, there being on board over one hundred and fifty persons representing practically every oil and oil well supply company in the mid-continent region.

Mrs. P. F. Atkinson has just returned from Shreveport and Homer, La., where she visited relatives.

Mr. J. D. Rogers just received word that his brother was killed in an automobile accident at New Albany, Miss. Burial was made at Mansfield, Ark. The employees of this office extend their most profound sympathies to Mr. Rogers in his bereavement.

Bernard E. Shannahan, Frisco brakeman of 1029 East McCloud Ave., Sapulpa, Okla., desires to locate through the columns of the Frisco Magazine, the address of Mrs. W. H. Coons, widow of Frisco engineer who died in Sapulpa, Okla., in 1908. If Mrs. Coons cannot be located he desires to locate any of her heirs.

Mr. P. F. Atkinson visited relatives in Cherokee, Kan., recently.

This month's notes are being cut short because the writer has a broken wrist and can use only one hand in typing the notes.

**DEPOT TICKET OFFICE
TULSA, OKLA.**

P. L. HAILEY.

Mr. W. D. McCool and wife spent a few days the last of January visiting Mr. D. M. Hickox and wife in Oklahoma City, Okla.

Otis Doty, wife and two sons spent several days visiting relatives and friends in Kansas City, Mo.

Mrs. Fred J. Wilson is spending several days visiting in St. Louis, Mo., with relatives. Fred continues to report for duty on time.

Mr. Paul Buesse, passenger agent from St. Louis, Mo., stopped over long enough between trains recently to pay his respects to the force. Paul escorted the Washington University Glee Club of St. Louis, Mo., to Oklahoma City, Okla., and return.

Work is progressing rapidly on the elevation of Boulder and Cincinnati streets at the present. Cincinnati street was closed the 15th and the steam shovels have been going continually. From all indications we will be in our new quarters in a short time as Mr. Stevens and force are busy remodeling the old National Supply building on Main street.

We have had a number of changes in our force since the last writing. J. A. Frye, who has been on day information window for several years, becomes night ticket clerk; Mr. E. W. Shannahan, night information clerk promoted to day information clerk; Mr. Fred A. Shellhorn, who has been employed at local freight office for the past five years, assigned to afternoon and night information window.

At the invitation of Mr. and Mrs. R. C. Grinnell of the Robert N. Atmore Company, this city, a number of the ticket office force enjoyed their first air trip over the city and surrounding country Sunday afternoon, the 16th. It was indeed a most enjoyable thrill for all that made the trip. Mr. Grinnell owns and operates his own plane in his operations in the Mid-Continent Oil Field.

Mr. O. L. Young, superintendent of terminals, Mrs. Young and daughter were called to Hutchinson, Kans., the 14th account the death of Mr. Young's father. Mr. Young had been in ill health for the past two years. After funeral services the remains were laid to rest at Dodge City, Kans. To Mr. Young and family our entire force extend our deepest sympathy.

**MECHANICAL DEPARTMENT
WEST TULSA, OKLA.**

L. A. MACK & J. N. PAISLEY,
Reporters

We wish to extend our sympathy to Blacksmith Loyd Richison and family in the loss of their small son, who died at the home on February 12, 1930.

P. F. Negativity, engineer, is spending a mid-winter vacation in Pensacola, Florida.

J. L. Lee, mechanic laborer at West Tulsa, sustained quite a serious injury on February 11, when he fractured his leg. He is now in the St. Louis hospital.

Mr. and Mrs. S. R. Gardner have the sympathy of all West Tulsa employes in the loss of their small son, who passed away at the home in Sapulpa on January 29.

R. B. Roy, fireman, who has been in Morningside hospital suffering from an attack of pneumonia, has recovered sufficiently to be moved to his home.

John Moore, engineer, and family have the sympathy of all their many friends on Southwestern division in their recent bereavement, the loss of their daughter, who passed away at her home at Monett on February 2.

Mrs. William Bow, wife of tool room attendant, spent the week-end of February 15 in Denison, Tex., visiting friends and relations.

Sam Bailey, fireman, who has been away from duty for some time due to illness, has now improved and is back on the job again.

Last writing we reported snow, ice and all the majesty of winter; now everything is beginning to bud, we are going round in our shirtsleeves and everything is rosy. Such is Oklahoma.

**TULSA FREIGHT OFFICE
TULSA, OKLA.**

MARY JENKINS, Reporter

J. T. Banks, who has been with the Universal Carloading and Distributing Company, has now taken over the machine operator's job, which was transferred from St. Louis to Tulsa freight office.

Fred Shellhorn is working position at the ticket office on the information bureau window.

Nell White of the zone department was assigned position of cash checker in the agent's office.

February 14, St. Valentine's Day. And did we see ourselves as others see us? Well, we hope not. Everyone had their fun from the Valentines received.

Florence Lacher, telephone operator, has resumed her duties after a six weeks' sojourn at points in and around Los Angeles, Cal. Florence says she saw quite a few of the Hollywood celebrities.

Lon Burd, warehouse foreman, is sporting a new Buick car.

John Overstreet, messenger, has taken a few days off to visit his parents in Marionville, Mo.

Mayme Hoehn, telephone operator, has been confined to her home the past week

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on account of sickness. Hope to see Mayme back on the job soon with her Hello! "Frisco."

February 22, being Washington's birthday, quite a few of the office force are planning out-of-town trips. Cannot get any correct dope as to the destinations, so will have to pass this information on to you next month.

**OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.**

MISS EDNA A. WOODEN, Reporter

R. B. Collins, pilot, has been confined to the Morningside hospital with pneumonia. We are glad to report Mr. Collins improving.

Mr. and Mrs. G. G. Harrison were recently called to Springfield account the death of Mrs. Garrison's aunt, Mrs. Sallie Porter.

Recent report from S. A. Crawford, yardmaster, who with Mrs. Crawford is in San Antonio, Texas, for Mr. Crawford's health, is that he is improving. We hope that his progress will be such that we will be able to have him back with us again soon.

The Akdar Shrine staged an indoor circus at the Coliseum four days ending February 16. One car of elephants and camels were used in connection with the show. These animals were shipped back to the Marland winter quarters February 17.

Regular monthly Accident Prevention and Better Service meeting was held February 11, jointly with the Southwestern division. There was a very good attendance and a number of items of unusual interest were discussed.

A. G. McDowell, switchman, was absent from his duties recently account illness.

G. B. Brown, switchman, has returned to his duties after an absence of several weeks account illness.

K. D. Compton, caller, has returned to work after an absence of several days account a sprained ankle.

The latest addition to our Frisco family is the little son of Mr. and Mrs. Lige Deason, born January 23, to whom they have given the name of Jackie Lew.

Mr. and Mrs. Ollie Guin were called to Ada, Okla., recently account illness of Mr. Guin's parents.

Tom Taylor, yard clerk, has been absent from his duties account illness.

WESTERN DIVISION

**MAINTENANCE OF WAY DEPT.
ENID, OKLA.**

CRAIG CAMPBELL, Reporter

Now that the Western division has finally dug out of the big snow storm, we are slowly getting back to normal, that is, until another storm hits us. However, as far as we are concerned, the next one need not show up.

Mr. J. W. Ridley, section foreman at Hallett, has been retired account disability. Mr. Ridley has seventeen years' service on the Frisco and we have gotten so used to him we hate to see him go.

Clifford Shaw, painter, is wearing a big grin these days, and he finally broke the news to us that his wife had presented him with twin girls. He reports that the family are doing fine.

There has been much excitement in the B&B department the last few days due to having three gangs cut off. The "Old Heads" will be all that are left after the bumping process is over.

Mr. W. R. Brown, E. O. Daughtrey, and the writer, drove to Wichita one day last week to see the basket ball game between the Phillips "66" team and the Wichita "Henrys." It was sure some game and well worth the trip. If we could only get the Frisco basket ball team in Enid lined up like these two teams are we would have easy pickings, rather than getting bumped off so regular.

Ilm Huff, flagman, was injured recently when struck by an automobile while flagging a crossing. He is up and around at this time, but is still rather weak. James Doyle is now flagman in Mr. Huff's place.

After the notice that was in the last Magazine about having a baseball league on the system, the ball fans have all been discussing it to some length, and are all excited over the prospects of the league being formed. The general opinion is that it would surely be a good thing and the Employees' Club is going to get behind it and try to put it over. We have a number of prospective "Big Leaguers" and they are all anxious to get out and show what they can do.

**TRANSPORTATION DEPARTMENT
ENID, OKLA.**

CAMPBELL & HICKS, Reporters

Now that we are enjoying less snow and more spring-like weather we find

we have our quota of colds and light attacks of the flu.

Jack Lesnett, caller, is back at work again after having been forced to lay off due to a slight attack of the flu, which later developed into pneumonia. Jack was seriously ill for some time, but we are glad to say he is much better now and able to be at work.

Mrs. F. C. Gow, wife of assistant superintendent, spent a few days visiting with her sons and their families in Tulsa.

William Cannady, conductor, is back on the job again. Bill found that he had bucked too much snow; part of it was OK, but when it came to a week of heavy drifts, it was just too much. He caught cold and the doctor had him tied up at home for a few days.

M. L. Dunning, switchman, was called to California recently on account of the serious illness of his aunt.

Mrs. J. T. Howell and Ernest, wife and son of the agent at Drummond, are planning an extensive trip thru the southeast; will visit in Florida, Mississippi and Georgia before they return.

Mr. H. J. Harriss, dispatcher, is back at work again but cannot talk. "H" is one of those lucky chaps who is seldom ill, but this time Old Man Flu caught him around the throat, so we have the "whispering barytone" with us. He has taken the kidding in good part and the rest of us will probably be in for a session when he finds his voice again.

We extend our sympathy to Mr. J. R. Sickles of the accounting department on the death of his father at Kansas City, Mo., on January 19.

Alfred and Hinson, sons of J. E. Gunning, switchman, have been visiting friends and relatives at Fay, Okla.

Mrs. J. R. Hoy, wife of brakeman, spent a few days in Tulsa visiting with friends and doing some spring shopping.

Mrs. W. N. London, Jack and Marvin, wife and sons of telegrapher at Clinton, have been visiting friends at Vernon, Texas.

Mrs. W. C. Martin and Magdaline, wife and daughter of switchman, have been visiting with friends in Dennison, Texas.

Mr. and Mrs. J. M. McClain and son, Forrest, have been visiting friends in Wichita, Kans.

Frank and Ollie Mae, son and daughter of W. B. Martin, brakeman, spent a few days in Frederick, Okla., visiting friends and relatives.

CENTRAL DIVISION

**OFFICE OF GENERAL AGENT
OKMULGEE, OKLA.**

THELMA I. COBB, Reporter

Mr. J. E. King, yardmaster at Okmulgee, was able to be moved from the City hospital to his home February 13, where he had been confined since January 6, after an operation for acute appendicitis.

Company Doctors T. J. Lynch and J. O. Lowe will move to Tulsa about March 1. They will still be retained by the Frisco Lines. Their many friends in Okmulgee will regret to see them leave this city, where they have long been identified with the growth and welfare of Okmulgee.

Mrs. Thelma Cobb, who underwent an operation for appendicitis at the City hospital a few weeks ago, was able to return to work February 1.

Miss Helen Gorham, expense bill clerk, left February 8 to be treated at the Employees' hospital in St. Louis.

Virgil Rikard, rate clerk, and Key Wilhelm, demurrage clerk, have resurrected their fishing paraphernalia in preparation for their usual favorite sport of fishing. The fact that Lake Okmulgee will be closed for a period of two months will cause them to seek other and more distant fishing resorts.

Mrs. Hazel Jackson expects to take a trip to points in Washington and Cali-

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fornia in the near future.

Joseph L. Hodsdon, our genial handy man, made a short trip to Holdenville a few days ago. He reports the police at that point are wide awake at all times during the day and night.

**OFFICE OF SUPERINTENDENT
ENGINEERING DEPARTMENT
FT. SMITH, ARK.**

PAULINE SMREKER, Reporter

Mr. J. E. Weaver of Portland, Me., is visiting his son, J. G. Weaver, division freight agent.

Mr. and Mrs. J. W. Curry of St. Louis, Mo., visited Mr. and Mrs. F. E. Brannan during the past week.

Arthur Sweat, trainmaster's clerk, was called to Oklahoma City, account the death of his brother. We wish to extend to Mr. Sweat our sincere sympathy.

Tim Krone, who was displaced on position of abstract clerk at the local office, is on leave of absence and has been visiting in DeQueen and Texarkana, Ark.

J. R. Curtis, former instrumentman in division engineer's office, paid us a visit en route from Winner, S. D., to Chicago, where he has been transferred in service of the Chicago and Northwestern Railway Company.

Miss Lorene Craddock, daughter of E. C. Craddock, file clerk, has returned from a visit in Los Angeles.

Erwin Relmer, shop accountant, is away from his duties account illness.

J. R. Trotter finally traded "Leapin' Lena" for a new Chevrolet sedan.

Lawrence Ivie has been appointed special officer with headquarters at Rogers, Ark., vice O. C. Medlin, transferred.

G. W. Walker, special agent, has been transferred to Springfield, Mo., while E. E. Wilson of Chaffee, Mo., comes to the Central division. We wish them both success.

Robert McCulla and mother are en route to California for a visit with relatives and friends in Los Angeles.

Everybody is looking forward to beautiful spring weather, but Dewey Bass seems to be more interested than anyone else, as he has purchased a new motor boat. We are all hoping to get a ride.

TEXAS LINES



Jack Newell, 19-year-old son of Switchman R. V. Newell, Memphis, and who is a resident of Ft. Worth, Texas, graduated from the Polytechnic High School of that city. By his excellent school work he secured a scholarship either at Baylor University at Waco, Texas, or the State University at Austin,

Texas. He was president of the graduating class.

**TRAFFIC DEPARTMENT
FT. WORTH, TEXAS**

CORYLYNE PLEDGE, Reporter

Imagine Frank Hubert's consternation when only eleven days before he would have collected the insurance for his stolen Essex it was returned to him (minus a battery), and his hopes for that new Ford were punctured like a balloon. Frank still contends he will have the Ford, and we wish him luck.

Miss Helen Horrel, secretary to traffic

manager, has just moved into her beautiful new home in Morningside addition. Helen says we are all invited to come out and have a look, providing we leave our shoes on the porch, and we don't know whether these precautions are to keep the dirt out or to keep us from breaking our necks on the high polish of the floors.

Our Frisco Club luncheon February 12 was a big success, as usual, only more so, there being 118 present, and lots of turkey and fixings was disposed of.

Certainly was a sad looking bunch around this place the day the Texas National Bank went "busted." Think most of the losers decided to charge it to experience, but some of the more optimistic ones still have hopes of collecting 25c on the dollar.

Our distinguished visitors for the past month included Messrs. J. L. McCormack, Springfield; Harry Hudgen, Springfield; J. W. Morrill, Pacific, Mo.

NORTHERN DIVISION

NEWS OF PITTSBURG, KANSAS

ESTHER M. CHASE, Reporter

Carl Cowen, formerly warehouse foreman, is now working as yard clerk in Pittsburg.

Thomas A. Peake, traveling passenger agent of the C&A railroad, spent a day in Pittsburg looking after business interests.

Mrs. Ada B. Lynch is now cashier at Neodesha, Kans.

Mr. Don E. Fellows spent a day in Pittsburg outlining plans for flower gardens at our new freight and passenger stations.

The son of our demurrage clerk, who has been ill with scarlet fever, is now recovered.

Messrs. J. W. Nourse, J. B. Hilton and W. L. Coleman visited the station February 12.

The daughter of our chief clerk, Arthur Moran, has been ill with the measles.

Mr. Mackey, traveling auditor, dropped in to see us the afternoon of the 12th.

Mr. Ed Humphries, demurrage clerk, will leave Saturday to enter the St. Louis hospital for a minor operation. We wish him the best of luck and a speedy recovery.

Mr. Sherman, special agent, spent a day in Pittsburg.

ITEMS FROM WICHITA, KANS.

HELEN SHEEHAN, Reporter

Mr. J. R. Koontz, vice president traffic, was in Wichita, February 14 and 15, making an inspection trip and calling on personal friends. While here Mr. Koontz was entertained at Innes' Tea Room, the luncheon guest of prominent Wichita business men.

Mr. G. F. MacGregor, traffic manager at Kansas City, was a visitor in the city on February 14, and called on various shippers.

Mrs. H. L. Byerly, wife of the chief clerk, has recently returned from a visit in Joplin and Neodesha.

Mrs. Ruel Lester, wife of the bill clerk, underwent a minor operation a few weeks ago, and is reported to have recovered nicely.

The spring weather we have been having the past few weeks seems to have taken effect, as we understand that Mr. Murl Calvert is organizing the annual baseball team.

Mr. O. N. Keeling, yard foreman, accompanied by his wife and daughter, have returned from a vacation of several weeks. Mrs. Keeling was taken ill while on the trip, but is now improved.

Mr. M. M. Sisson, general manager, accompanied by Mr. W. H. Bevans and Mr. J. O. Armstrong, made an inspection trip



Lend us a hand, men!

We want to borrow a hand—the hardest-to-clean hand that ever did a dirt-collecting job. In 58 seconds we'll give back that hand so clean that its owner and his wife won't know it. How will we clean it? With Lava Soap. That's all. But that's enough—because Lava is made to drag out grime and grease quicker than any other soap in the world—without hurting the skin. Lava contains pulverized Italian pumice ground almost as fine as flour. It makes a rich, fast-working lather—even in cold or hard water—a lather that gets the dirt and protects the skin. Lava costs only 6 cents or a dime—at any grocery or drug store.

George, the Lava Soap Man

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SEND FOR A FREE SAMPLE CAKE**

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Send me a free sample cake of Lava Soap.

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over the line recently. The Burrton subdivision was included in the inspection trip, and the officials seemed very well pleased with conditions that they found.

Mr. J. W. Gray, Jr., has been assigned to position of third trick yard clerk.

Mr. William Feerick, who was recently appointed general clerk in the freight office, has moved his family from Fredonia to Wichita.

The freight office and roadmaster's office have been repainted and redecorated by Foreman E. G. Caskey and his gang, and we are all very much pleased with the result.

Mr. Henry Lockard has been appointed index clerk in the yard office.

Mr. A. Vaught, formerly section foreman at Andover, has been transferred to the same position at Wichita Heights.

Mrs. H. H. Bowman, wife of yard clerk, was called to Neodesha a few weeks ago on account of the illness of her mother.

**MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.**

H. S. SHIVERS, Reporter.

Due to the extreme cold weather last month we failed to get our items in, as

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when the thermometer went to 20 below nothing, the ink in our ink well froze and before we could get it thawed out it was too late to get the items in time to be printed, so if you will accept the above excuse for failure on our part we will try to tell you some of the gossip of this office.

Everything and everybody has about thawed out. Mary Daily's feet are warm again, John Moffett's ears have healed up after being frozen, Pauline Hoffman has finally succeeded in getting her fingers limbered up, Agnes Lynch has discarded her boots, Dorothy Shippy is wearing only one pair of hose (and they are not wool either), Lucile Witter is

beginning to think about spending her vacation in Minnesota, Bill Edwards still thinks his team will win in the Frisco Bowling League, so if nothing happens for another month we all ought to be able to pull through.

Working crossword puzzles is all the rage with the feminine sex in this office at this time. The ouija board is the next stage and then the case becomes hopeless.

One sign of coming spring was the visit of Don Fellows last month.

We expect to report the start of work on our new office building before long. Yes, this is the same office that was to be built in 1917.

**OFFICE DIVISION ACCOUNTANT
FT. SCOTT, KANS.**

DOROTHY WORKING, Reporter

The old saying, if the ground hog sees his shadow on February 2 we will have six weeks more real winter weather certainly hasn't been true so far this month. We have been having almost perfect early spring weather.

Phil Briggs, completion report clerk, is confined to his home on account of having scarlet fever. We certainly miss Phil and are hoping he will be able to be back with us soon.

Mrs. W. E. Roush, wife of shop accountant, was called to her home in Topeka, Kans., on account of the illness of her mother. We are pleased to report she is improving slowly.

We are very sorry to learn of the serious illness of Mr. L. P. Pipkin's mother. We hope to hear of her complete recovery in the near future.

Mrs. R. E. Pipkin and baby of Sapulpa, Okla., stopped over here for a short visit on their way to Kansas City, Mo.

Miss Marie Hayden, stenographer in superintendent's office, will be Mrs. F. A. Murphy after February 24. She will be married at St. Mary's Queen of Angel church, Monday, February 24, 9 a. m. She will make her future home at Springfield, Mo. Everyone is going to miss Marie and her sunny smile. However, we wish them a long and happy married life.

**TRAFFIC DEPARTMENT
KANSAS CITY, MO.**

W. A. YOUNG, Reporter

Business conditions in our district, as a whole, are good. The loading, so far,

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The Peoples Bank

of Springfield, Missouri

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has not exceeded last year, but it is at least holding its own. The hay movement is getting under headway and a great deal of corn is being loaded. If present indications prove true, the Republican party can take credit for another bumper business year.

Allen Goble has fore sworn all competitive contests. He spent hours and hours thinking up a slogan in the "Slogan Contest" sponsored by the automobile show. He says that he used brain cells that he did not know that he possessed. And all in vain! I have his word for it that the slogan that won the new Hudson great eight was not nearly so good as his own. There is one consolation for Allen—just think of the puzzle practice and the mental stimulation he had working those twenty-five puzzles.

We have not been able to figure out just who lost the fabulous sums that the newspapers made so much fuss about during the recent storm in Wall street. Since that time "Bill" Devinney has blossomed out in a new suit and overcoat, "Steve," the night solicitor, a new overcoat, "Mel" Anderson a new suit, "Johnnie" Schem a new suit and ever so many ties. And, oh yes, "Mel" also has a new pair of rubbers. Our conclusions are that the newspaper stories were a bit exaggerated.

The weather continues to favor "Brad's" little deception. He is still wearing his overshoes in lieu of the regular kind.

**OFFICE OF SUPERINTENDENT
TERMINALS
KANSAS CITY, MO.**

D. H. SWINDELL, Reporter

We were all very much surprised, but it was a pleasant surprise, when we received a wire from Mr. Hudgens' office informing us we had won the Accident Prevention Merit Cup for the last quarter of 1929. The transportation officers, in conjunction with the Sunnyland Club, are giving a free entertainment and dance the evening of February 24 to celebrate the winning of the cup. We are expecting an unusually good time. Mr. J. E. Harris is in charge of the arrangements. This is the first time the Kansas City terminal has ever been fortunate enough to win the cup. However, we are making plans and going to put forth special effort to win it again the first quarter of 1930, thereby permitting us to keep it here for six months.

There's been many a good game of golf shot here in the office this winter. That's when some of us shoot our best games. Understand Alonzo Finn and Howard Hoke are taking up the game this summer. However, the sensation we are all looking forward to is to see Jack Burch, general yardmaster, in a pair of golf knickers. Don't know whether that will materialize this summer or not.

A bowling team picked from the several teams at Kansas City is going to

invade Springfield over Washington's Birthday and endeavor to take the scalp of the Springfield office team. We have some pretty good bowlers at Kansas City, if we can get them all together to make the trip. Take Johnnie Sachen, for instance, understand that boy is good for 200 most any day—or night.

Mr. J. W. Skaggs, superintendent of terminals, took in the Auto Show recently, as did almost everyone in the office. We expect to see the boss drive down in a new Dodge eight most any day now. He says that the new Dodge eight is equipped with everything from a powder puff to a radio. In fact, it has the same thing in the automotive world that Miss Bow has in the movies.

RIVER DIVISION

**BRIDGE AND BUILDING
DEPARTMENT
CHAFFEE, MO.**

ALICE MOONEY, REPORTER

T. W. Hargraves, B&B laborer, is confined to Frisco Hospital, St. Louis, Mo., for medical treatment.

Ed Ewein and gang are doing general repair work in Kennett, Mo.

J. D. Allison and gang are working in Commerce, Mo.

Jim Bailey and gang are working in and around Neely's Landing, Mo.

Harve Forster and gang are working in west of Kennett, Mo.

Mrs. Joe Spradling, wife of B&B laborer, visited relatives in Kennett, Mo.

Jim Inman and gang are working in and around Wilson, Ark.

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Clay Smith, operator, who has been off duty for the past three weeks account illness, has returned to duty.

Elmer Ervin, son of Engineer Ervin, who has been in the hospital for the past three weeks critically ill with pneumonia, is now improving and we hope it will only be a short time until he is up again.

David Hawkins, report clerk, is the proud possessor of a new Chevrolet coach. Tom Scott, former special agent for the Frisco on the River division, visited our office recently. Mr. Scott is now sheriff of Scott county.

Robert Kammer, clerk at Blytheville, Ark., spent Sunday in Cape Girardeau with his family. Bob was yard clerk at this station until a short time ago.

R. E. Meadows, platform foreman, who has been confined to his home account of illness, is again able to be back to work.

W. E. Nichols, former car inspector at Crystal City, has been visiting his son Reginald at Cape Girardeau. Mr. Nichols now resides at Chaffee, Mo.

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time promotes healing. Out-of-door men praise this better way to hold their ruptures. It binds the separated muscle fibres together. It gives absolute freedom in body movement. Over 3,000,000 Brooks Appliances sold.

Write for our 10-day trial offer, and 28-page Rupture booklet. Sent in plain sealed envelope.

Brooks Appliance Co., 108 State St., Marshall, Mich.

**AGENT'S OFFICE—BLYTHEVILLE,
ARKANSAS.**

MARTHA REYNOLDS, Reporter

Mrs. Fred Carlock is on the sick list. Doctor advises she will probably have to undergo an operation before complete recovery.

Bob Kammer of Cape Girardeau, Mo., displaced G. D. Gorham as yard clerk. G. D. Gorham displacing T. S. Cannon, who went to Malden, Mo.

Mr. J. R. Holland, recently made general agent, states he intends to make his home at Blytheville. At present his home is in Chaffee, Mo.

E. N. Johnson of Hayti, Mo., displaced J. F. Zimmer as assistant cashier, effective February 3.

J. Norris Moon, son of Cashier M. T. Moon, recently accepted a position in Plainview, Texas.

Everyone received their 1930 transportation January 31.

**MECHANICAL DEPARTMENT
CHAFFEE, MO.**

LEOTA FRIEND, Reporter

A. W. Brinkman, night roundhouse foreman, was called to Oregon, Ill., February 1, due to serious illness of Mrs. Brinkman, who was visiting relatives.

Sympathy is extended Mrs. T. J. Odom, due to the recent loss of her husband. Mr. Odom was an engineer on the River division, having had twenty-seven years' service.

R. T. Ahlstead is soliciting orders for Stark Brothers' nurseries since the recent reduction in the car department.

Otto Blattel returned to the Frisco hospital February 17. Mr. Blattel has been having some trouble with a bruised finger.

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Cliff Peacher took his mother, Mrs. Sue Peacher, to Mississippi for a short visit with relatives.

Glenna Fay Kay, steno-clerk, spent the recent holiday, February 22, with an uncle in Tulsa, Okla.

In the recent election of officers for the Employees' Club for 1930 the mechanical department has been very much included. We boast a vice-president and four of the eight elected as members of the board of governors for the club. Looks like we are going to have a real club on the River division this year.

R. W. Leonard, motor car maintainer, was confined to the Frisco hospital several days the past month.

Mrs. Marguerite Malone, mother of Mrs. J. P. Reynolds, died at her home in Charleston, W. Va., February 2. Mrs. Reynolds was with her mother at time of her death.

Ed Margrebe, sheet metal worker, is confined to the Alexian hospital, St. Louis, at this time.

Mr. and Mrs. George McKenna witnessed the basket ball game, Springfield vs. Cape Girardeau, played at Cape Girardeau, February 10 and 11.

The proudest man in the mill shops these days is John Hooker—the reason is a new grand-daughter, born to Mr. and Mrs. Alfred Brazeal, February 8.

George Bienert, hostler, took his small son Albert to St. Louis Saturday, February 1.

John Crippen and wife drove to Bonne Terre, Saturday, February 15, where they visited relatives over Sunday.

John Kay, machinist, called a holiday February 12 and took Mrs. Kay to Cape Girardeau, where they attended a show.

At this time, Mrs. J. P. Harrison, wife of locomotive engineer, is still confined to Barnes hospital, St. Louis. It is hoped that Mrs. Harrison will soon recover sufficiently to return to her home.

Frank DeGroat of Springfield was in Chaffee a short while recently.

Mrs. H. E. McBride returned to Chaffee, February 16, after a three weeks' visit with her sister in Springfield, Ill.

**OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.**

RALPH STEPHENS, Reporter

Mr. and Mrs. H. H. McGarvey entertained the office force of the accounting

**OFFICIAL FRISCO WATCH
INSPECTORS**

Dilworth Jewelry Co.....Jasper, Ala.
Haltom, G. W.....Ft. Worth, Texas

department with three tables of bridge recently. Dainty refreshments were served. Prizes were won by Mrs. W. S. Johnson and Ralph Stephens. Miss Ila Cook and Mr. Ranney McDonough received the consolation. The guests were Misses Ila Cook, Alice Price, Loretta Kleeman, Mr. and Mrs. W. S. Johnson, Mr. and Mrs. W. R. McDonough, Messrs. J. R. Wilhoit, Maurice Roush and Ralph Stephens.

Mr. and Mrs. W. R. McDonough and daughter spent a recent week-end as the guests of Mrs. McDonough's brother, Oscar Kaiser, at Cape Girardeau.

Maurice Roush spent a few days in St. Louis recently shopping and attending some shows.

Mr. and Mrs. H. H. McGarvey spent a recent week-end in Springfield. Upon their departure from Chaffee, Miss Cook told Mac to be sure and write. The next morning she received a card from Mac saying they were having a wonderful time and wished she was there.

We envy Anne Guethle, B&B steno, who is spending a month's vacation in Palm Beach, Fla., visiting her brother, Miss Doras Looney of Amory, Miss., is filling Miss Guthle's vacancy.

W. C. Campbell is all smiles these days. The reason is the recent arrival of a "bran" new boy. The name selected for him was James Blackwell.

Miss Ila Cook will spend the week-end over Washington's birthday visiting Miss Doras Looney at Amory, Miss.

Mr. J. R. Wilhoit spent a recent week-end in Springfield, Mo., visiting relatives and friends.

The scribe spent a recent week-end in Poplar Bluff, Mo., visiting relatives and friends.

Everyone in the office has tried more or less to get sick the past month, but at this writing we are all feeling much better and looking forward to warmer days and spring.

**SUPERINTENDENT'S OFFICE
CHAFFEE, MO.**

ANNA GOLDEN, Reporter

Mrs. J. A. McAllen has returned home after a short visit with her son at Tulsa, Okla.

Mrs. Lorene Bollinger of the roadmaster's office has been visiting with her relatives at Oran, Mo.

Mrs. V. E. Hopkins and son Billy recently made a trip to Crystal City to visit with friends.

Mr. A. N. Matthews, general foreman B&B, was called to Fort Scott, Kans., the first part of the month account death of his sister.

Mr. and Mrs. W. H. Pryor and little daughter visited in St. Louis over a recent week-end.

Mrs. R. C. Giesike has returned home after spending about two months with

her mother, who has been ill at her home in Sullivan, Mo.

Mrs. H. E. McBride has returned from a visit of several weeks with her sister in Springfield, Ill.

William C. Campbell of the engineering department, is receiving congratulations on the arrival of a son at his home February 7.

Mr. and Mrs. A. N. Matthews have been visiting with Mr. Matthews' brother in Blytheville, Ark.

Everybody is glad to see Miss Elizabeth Grishaber back at her desk looking so well after having to be absent for about a month account sickness.

Miss Belle Kinne recently spent the week-end visiting with her brother at Cape Girardeau.

C. G. Roland was called to Hornersville recently account death of his sister.

Carl Black of the assistant superintendent's force spent several days last month visiting in Memphis.

EASTERN DIVISION

**AUDITOR, REVENUES, TICKET
ACCOUNTING DEPARTMENT**

ESTELLE HILTON, Reporter

John C. Starkey, assistant auditor revenues, attended a meeting of the passenger committee of the Railway Accounting Officers Association held at Savannah, Ga., during the week of January 28.

Jack Herya resigned his position in this office February 1 to take up a position in the accounting department of George D. Bernard's stationery company. Jack is very ambitious and is attending night school at the Washington University, where he will later enroll as a medical student.

Reinhold Buder was confined to his home for several days with a very serious attack of influenza.

We have two new file girls in our department, Ruth Radford, weigh bill filer, and Edna Burre, ticket filer.

Matilda Froh was called to her home in Port Dodge, Ia., January 21, on account of the death of her sister-in-law.

Joan, the 21-month-old daughter of Mr. and Mrs. Earl Hitz, passed away February 6, after a short illness of diphtheria. Mrs. Hitz was formerly Miss Ethel Williams, employed as a stenographer in this department. The department sent condolences.

Mr. and Mrs. Bernard Joseph Ryan are receiving congratulations on the birth of a 9½-pound son, born to them on January 27. He has been named B. J., Jr. Mrs. Ryan is a daughter of Rev. H. F. Bohn, who is employed in this office. Needless to say Rev. Bohn is very proud

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FT. WORTH, TEX.
DALLAS, TEXAS
CHICAGO, ILL.

of his new grandson. The baby's paternal grandfather is also a railroad man, being a passenger conductor for the Missouri Pacific railway.

PASSENGER TRAFFIC DEPARTMENT, ST. LOUIS

RAYMOND H. RINKEL, Reporter

We welcome back into our midst Willard Chilton, who was laid up in the hospital for quite a little while. He is now back on "all fours."

Of course, everyone knows that wedding bells have been ringing in the passenger department recently, and the victims, Edward K. and Delbert F., seem to have quite a bit in common.

It is rumored that "Tom W." has been entering the social world with a bang, ranging from formal affairs (with tuxedos, etc.) to mask balls, dressed as a Spanish toreador. Can you imagine our Tom as a "bull fighter." Maybe he is out to grab some senorita's heart. Is that right, Tom?

Don't let anyone get the idea that our friends Coyle, Beatty and Smith of the mail room are in a new department. The place is just in process of remodeling. It is, however, showing such rapid improvement that even the boys may believe they have changed locations.

TELEGRAPH NOTES FROM EASTERN DIVISION

HELEN FELLOWS, Reporter

C. A. Leonard, agent at Sligo, is on the sick list. He is being relieved by Wilford Oeff.

George Greener, second "SP," Springfield, escaped the severe cold weather in January by a trip to Florida. He has the right idea, take your vacation in the south in winter and avoid the zero weather.

D. Roberts was successful bidder on the vacancy at Southern Junction, Springfield. Harry Land bid in the agency at Leasburg, made vacant by Robert's move. Leasburg is Harry's old home town, and we are glad he is at last successful in getting the job at home.

Forrest DeBerry bid in third trick at St. James.

L. M. Roach was successful bidder on second at Swedeborg and Ray Schmelz successful bidder on third at St. Clair.

The death of Ticket-Cashier-Operator Peck at Clinton has been reported. Also the death of the mother of extra Operator H. A. Atwell of Dixon. To the two bereaved families is extended the sympathy of all.

Homer DeBerry, extra dispatcher, is ill at his parents' home in Stoutland. He was threatened with pneumonia, but at present writing is comparatively out of danger and well on the road to recovery. We are happy to report.

W. W. Lemons, first Newburg, had an interesting and odd experience recently. A woman stepped up to the ticket window and placed some change on the counter, indicating she wanted a ticket. But where to and how to find out puzzled Bill. For the woman was a deaf mute, could neither read nor write and did not even respond to the sign language tried on her by some obliging trainman in the yard office at the time. When asked if he sold her a ticket, Bill replied, "No, how could I when I didn't know where she wanted to go. I'm not a mind reader." However, the woman returned the next day, accompanied by someone who could talk, and who made the purchase of a ticket to Rolla for her.

SPRINGFIELD REVISING BUREAU

E. E. McGRATH, Reporter

We are glad to be able to announce that Mr. Bucklin, who recently underwent an operation for appendicitis, is on the high road to recovery and reports he will be

back with us in a few days.

Mr. Brown made a flying visit to St. Louis to see some relatives. Ben tells us he enjoyed the trip immensely and that the old town looks good regardless of the ever-present "smog."

With the first signs of spring we hear again the old assertion from Messrs. Mauthe and Bierer that they are determined to catch at least one fish if it takes them all year to do it.

We are told the big problem before the great American public today, February 15, is: "Who sent that Valentine?" Nobody here was forgotten, but that kind purchased at the rate of two for a penny we are sorry to say was very much in the majority. You know the kind, the ones that tell you you are anything but a gentleman.

OFFICE OF AUDITOR-DISBURSEMENTS—ST. LOUIS, MO.

DOLYNE SCOTT, Reporter

There were a number of week-end trips over the double holiday in connection with Washington's birthday:

Wilma Kragh went to Cedar Rapids, Iowa, to visit relatives.

Hazel Fairchild and Erma Guerdan made a trip to Tulsa, Okla.

Edith Bradley visited her brother in Quincy, Ill.

Louise Hollingsworth spent the two days in Jonesboro, Ark.

Alma Jennings visited relatives in Chicago, Ill. She was accompanied by Minnette Juhlman of the treasurer's office.

Vashti Grimes went to her home in Memphis, Tenn.

Dolyne Scott visited at her home in Mountain Grove, Mo.

E. A. Ford made a trip to Cedar Rapids, Iowa.

W. J. Kelley and family visited in Memphis, Tenn.

Henry Grupe is the proud owner of a new Essex coupe.

W. J. Meador resigned about the middle of January to accept a position in Galveston, Texas.

OFFICE OF FUEL AGENT ST. LOUIS

LOUISE GIBSON, Reporter

On Monday, February 3, there was a meeting of the fuel supervisors in Mr. Collett's office. Those in attendance were: Messrs. J. H. Curry, G. T. Allison and H. T. Conley of St. Louis, Geo. L. Schneider of Sapulpa, P. V. Hammersly of Ft. Smith, W. A. Crawford and C. J. Beshears of Springfield, also Mr. H. E. Martin, chief clerk, and Mr. F. H. Schick, statistical clerk. Fuel economy, as usual, was the paramount subject of discussion.

Mr. E. L. Woodward, one of the field editors of the Railway Age, was a caller on Mr. Collett the past week.

Miss Bertha Ward, one of the former members of the Frisco family who will be remembered by many of the employes on the twelfth floor, was a guest of Miss Eleanor Finn at our last Frisco Girls' Club luncheon.

Mr. H. E. Martin, our chief clerk, has taken to bowling with a vengeance and is piling up an average that is making some of the seasoned bowlers in the Men's



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YOU never will know the true delights of tobacco until you smoke a pipe,

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Pride in their jobs, pride in their roads, pride in the fact that they are railroad men are fine national characteristics of your true American railroader. This same proud spirit backed by indomitable skill and courage has made our railroads supreme in the world today.

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**OVERALLS
UNION-ALLS
JACKETS..**



*"Just
Like
Dad's"*

League sit up and take notice.

During the recent sub-zero weather Mr. Al. Lutz, after exerting all efforts and exhausting his vocabulary, even after enlisting the assistance of Ted Buermann, our strong man, had to leave his car parked in the downtown district and use the street cars, but this item should really not appear here, rather in the publication of the local street car service sheet.

Mr. Gaylord Hodges was ill a couple of days with a cold. Gaylord says they don't have such weather on the plains of Texas where he hails from, and we know he came from there because he says "goobers."

Ted Buermann is wearing a new suit, but that isn't why he went to the tailor's in such a hurry a few forenoons ago.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Miss Maude Bedell was absent several days the week of January 19, account of being sick.

Miss Jack FitzJohn was not able to be at work for four days account of having an operation on her foot. We are glad to say she is able to be at work now.

Edgar Ward has been given the position as messenger boy here in this office. We are glad to welcome Edgar to this office.

The girls of this office had a spread at noon January 29. Through the kindness of some of the men in the office we had ice cream, coffee and everything.

During the cold weather everyone has been wearing heavy clothing, but we think Miss Pearl Fain has us all beat. Pearl has two sisters at home and we haven't found out for sure but we think they both had to stay home one of the coldest days because Pearl had on enough clothes for three people.

We are sorry to report that Floyd Yates is in the hospital. We are in hopes he will soon be able to be back at work.

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

Herb Mahler, our new invoice clerk, is going along nicely—slow, but sure.

We wonder why Grace McEvoy always says the first hundred years are the hardest.

Will someone please mail Martin Hickey a bell?

Margaret Cowan asks: "Which is the correct way to eat an apple?" With your mouth, Margaret.

From Mary Graddy: "Why did they put so many s's in Mississippi?" Well, Mary, for the same reason they put in so many f's—to keep the river from overflowing.

Irwin Wegener, representing the Belleville, Ill., branch of the purchasing department, wants yours truly to solve the following:

"Sunday morning my brother and I rode to church in our family auto. My brother was seated in the rear seat and I was driving. After arriving at church we found our four wheels were gone. How come?"

Irwin, while your family machine was running the past 25 years, the carburetor was naturally wearing and throwing off bits of carborundum. These bits would fall between the wheels and harden. When you were on your way to church

your wheels wore completely down and you were running on this hardened carborundum. Get some velocipede wheels.

Clark Pinkerton says Maplewood is a nice town, but my, what a walk.

So far we only have six positions filled for the Purchasing Department 1930 Ball Club: Martin Hickey, piteher; Clark Pinkerton, catcher; R. E. Drake, first base; Lynn White, coach; J. D. Nettleship, umpire; yours truly, bat boy.

ASSISTANT SUPERINTENDENT'S OFFICE—NEWBURG, MO.

A. J. BRESHEARS, Reporter

Brakeman J. C. McGrath and R. J. Stricker were visitors in Pensacola, Fla., a short time ago. Evidently they were not entirely overcome with the delights of that much-discussed climate, however, as they were not among the missing but a few days.

Conductor C. P. Dyer has been on the disabled list for the past few weeks on account of a little accident he had while shaving some short while ago. He had the misfortune of applying to his face by mistake a very strong disinfectant, causing painful injuries to his face and eyes.

Brakeman H. C. Waggoner has been displaying a badly discolored optic and minor bruises about his face as a result of being hurled to the floor while riding in his caboose a few days ago; the result of an unusual jerk on the caboose. However, the injury was not serious to the extent of causing him to lose any time.

Due to additional reduction in force, four more brakemen have been cut off the brakemen's board. These men are: C. E. Mullen, J. W. Hume, J. A. Barnicle and R. J. Stricker.

On Sunday, February 9, a meeting was held at Tower Grove by the section foremen of the First and Second Track divisions. All the foremen of both divisions were present and a very successful meeting was reported.

Within the next few days flashing light signals will be in operation at all the street crossings in Rolla, Mo.

Reports concerning the new iron mines near Salem, Mo., are that business is very good at this time. We are told that large quantities of ore are being shipped from both mines.

We failed to mention in our last issue an item of particular interest. Brakeman and Mrs. N. O. Delashmit, Newburg, are the parents of a daughter, Patsy Ruth

PATENTS
TIME COUNTS IN APPLYING for patents. Send sketch or model for instructions or write for Free book, "How to Obtain a Patent" and "Record of Invention" form. No charge for information on how to proceed. Clarence A. O'Brien, Reg. Pat. Att'y, 417-B Security Savings & Comm'l Bank Bldg., Wash., D. C.

Delashmit, born December 11.

Mr. L. G. Roseman has succeeded Mr. H. B. Hutton as special officer at this place. Mr. Hutton resigned the position after having been stationed here for the past year.

A meeting of the section foremen of the Third Track division will be held in Lebanon, Mo., Saturday, February 22.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

On February 1 the 1930 membership campaign of the Frisco Veterans' Association was inaugurated and on February 15 the enrollment had gone over the 200 mark, which was establishing a splendid record for the two weeks intensive campaigning.

Betty Adams, file clerk, enjoyed an early vacation this year, visiting relatives in Blackwell and Tulsa, Okla. She was accompanied by her sister on the trip, which was made via the Chrysler route.

We are glad to report that T. D. Quinn, claim investigator, has returned to the office after several weeks absence account a serious attack of the flu.

Mamie Gurley, file clerk, and Freddie Draughon of Mr. E. F. Tillman's office, left on vacation February 15. Their itinerary includes such interesting places as New Orleans, Jacksonville, Miami, Atlanta and Havana, Cuba.

Ruby Northcutt, dictaphone operator, enjoyed a week-end visit with friends and relatives in Mountain Grove the latter part of February.

Mrs. Loree Acton, file clerk, was entertained royally in Lawton, Okla., over Washington's birthday.

St. Valentine's Day was observed by all the folks in the claim department. Kathryn Young and Lenora Sutherland, typists, celebrated in more ways than one, for the fourteenth happens to be their birthday, and from the looks of the gifts they received, one would have thought that Santa had made an early call in the year 1930.

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DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD

PEARL A. FAIN, Reporter

The recent storm caused quite a bit of damage over the Frisco lines and on one night Mr. C. E. Wheatley, division storekeeper, and Jack Gannon, stock clerk, were called back to work to help the night men, Mr. G. L. Pickle and Geo. McGilvery, load wire for the Southern division. And the car number for that particular occasion will not soon be forgotten by those men, namely: SF 36627.

E. A. Thomas has been on the supply car line some twelve years and he tells us that the month of January was the worst weather he had ever experienced. On January 17, from Hugo to Madill, Okla., a regular blinding snow storm was experienced.

Mr. Thomas is now off duty account having trouble with his left eye, in which could settled. He has been taking treatments every day for some time now at the hospital, and at present he is somewhat improved.

Sincere sympathy is extended to Mr. and Mrs. S. R. Gardner in the death of their small son, Raymond, whose funeral was held in Springfield the morning of January 31. Mr. Gardner is division storekeeper at West Tulsa.

Mr. Hart Howard is working on the supply cars this month in the absence of E. A. Thomas.

Sincere sympathy is extended to Mr. and Mrs. C. C. Meyer in the death of their two-year-old grand-daughter, Elva Sue Forrester.

Mr. C. E. Wheatley and daughter, Marguerite, were called to Rich Hill, Mo., the 14th by the death of the infant son of Mrs. Robert Burns. Mrs. Burns is Mr. Wheatley's sister. They have our sincere sympathy in their sorrow.

Bud Carter of this department was called home recently by the serious illness of his sister, Miss Cora Carter, who suffered a stroke which affected her right side, but at the present writing she is able to be up.

F. M. Bishop is spending a week in Newark, N. J., visiting relatives and friends.

Mrs. Laura Thomas, wife of Mr. Thomas, who is checker in this department, spent a week recently in Pensacola, Fla., and reports the weather there to be splendid.

Mr. A. M. Click, stock clerk, is rejoicing over the return of his wife from Wood-river, Ill., where she has been visiting her sister for two weeks. Mr. Click says those two weeks seemed like a year to him.

Mrs. Joe Earl, wife of store trucker, has been confined to her bed several days with the flu, but is feeling some better at present.

Mr. C. E. Wheatley and his friend, Dr. Huffman, went rabbit hunting one Sunday recently in the neighborhood of Mt. Vernon, and we are told they bagged some fifteen rabbits.

Joe Wilson is sporting a new car. The car itself is not new, but it is new to Joe and he tried it out the other day to see if it would stand a trip, as Joe is contemplating strongly on making a fishing trip soon.

OFFICE DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

R. G. LANGSTON, Reporter

G. J. Williams fractured the middle finger on his right hand while bowling with the "Meteors," Thursday night, January 30. Of course the accident kept him from bowling the following Thursday, but while practicing a few days ago on the new alleys opened upon Commercial street his score was 193. Guess it will take more than a broken finger to keep "Doc" from making a good score.

Broe Mitchell was a visitor February 1.

C. N. Small served several days on jury service in criminal court during the week of February 10.

A. S. Owens and family were called to Tulsa February 14 account the death of his nephew.

The usual comic Valentines made their appearance in the office February 14. Some of them were rather warm, but all accepted them in good humor and the display furnished some hearty laughs.

Several of us have been fortunate in having the old desks dolled up with sand paper and varnish. Those that have been repaired certainly add to the appearance of the office.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

A recent event of special interest to this department was the marriage of one of our stenographers, Coral Mae Ooley, to our former assistant chief motive power clerk, W. J. Craig, now head of the MCB department. The single-ring ceremony was read by the Rev. Mr. C. Emerson Miller at his home and only immediate relatives of the two families were present. Our best wishes go with the bride and groom and we hope the journey on which they have embarked will be a pleasant and successful one.

Frances Waide (successor to Coral Ooley) is the latest addition to our office force, and we wish to give her a most hearty welcome. We hope she will enjoy our fellowship and find railroad work interesting.

We all agree that J. L. Ryan chose the nicest and best way possible to announce the arrival of the latest heir to the Ryan throne when he passed the cigars and candy around. Little William Arthur and his mother are doing nicely, but J. L. complains from lack of sleep account so much static in the house these nights.

Our office boy, Francis Westenberg—better known as "Jerry"—is one of the outstanding bowlers in the Frisco league. He is recognized as a persistent "pin getter."

Of all the sporty guys, none can beat our car clerk, J. W. Seabough, when he goes riding in his new sport model Dodge, and we readily agree that "Doc" might be justly proud of her.

There is quite an argument about getting our office properly ventilated during the winter months. "Betty" Blake says if you lower the windows from the top you get a stiff neck, and some of the men complain if you raise windows from the bottom you get cold feet. "Jerry" Westenberg seems to have solved the problem by wearing spats.

Most birds (and some people) migrate south in the fall or early winter. Not so

Jimmy Burns. He chose a beautiful day in February to turn his face southward.

Guess some high-jackers thought J. E. Potts' car was a racer. At any rate it disappeared recently and when located near Mansfield (where it had been abandoned) it had in it what was later proved to be some confiscated or stolen dry-goods. Thought it was awfully hard on "J. E." and the "Mrs." to have to walk home from the show that night with the solemn feeling that they might never see their car again, the police returned it next day, little worse for the trip.

Who among us would not have nervous prostration—or something more serious—were we to receive a dozen or more comic Valentines in one day. How Lyle Jones recovered so rapidly from the shock is a mystery to us.

Hazel Clark, the champion lady bowler in the Frisco Girls' League, received a most unique Valentine through the mail February 14. It was a miniature bowling pin; so small that there was barely

Rainshine Baseball

Here is a new game with all the thrills of baseball brought right into your club room. After business meeting your members and friends will want to play. You will not tire of this game. The Joplin Frisco Club gives the game hearty endorsement. Any number of persons from two to eighteen may play. Cost of entire outfit is not great. Write today for particulars. The game will put new life into every Frisco Club.

The Rainshine Game Company
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You cannot do much with the small monthly premium while working, but You or Yours can do something with \$1,000 or a monthly income which the small monthly premium pays for when Sick or Hurt and unable to work.

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees in the United States and Canada.

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Classified advertising under this heading will be charged for at the rate of 5 cents per word with a minimum of 75 cents. Cash must accompany copy.

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No capital or experience needed. Commissions in advance. Established 40 years. Samples Free. Mailson Factories, 564 Broadway, New York.

BARGAIN—21 JEWEL "BALL" official R. R. standard watch—practically new. 14 k. white gold Boss case. First check for \$30.00 takes it. Money refunded if not satisfied. A. Miller, 2024 Howe Street, Chicago, Illinois.

room on it for a postage stamp, Hazel's address and the appropriate words "To My Valentine," encircled by a heart. Hazel is still guessing who her unknown admirer is.

Millie Alcorn took advantage of a double holiday recently and paid her sister, Mrs. J. B. Gilliam, who formerly worked in this office and now lives in Tulsa, a pleasant visit.

We are sorry to report that Mr. J. C. brough and moved into it first of February, recently passed away. We extend our sympathy to the family.

The many friends of Mary Turner Stover, who has been in Prescott, Ariz., for the past three years trying to arrest a case of tuberculosis, will be glad to know that she is well on the road to recovery. Mary is fortunate in that she is not confined to a sanitarium and has her mother with her most of the time.

We miss J. W. Guthrie, who is in St. Charles inspecting the new cars being built there for the Frisco.

Lyle Jones solved a mystery for us when he explained that his recent trip to McAlester was made to visit a sister. We thought he was going there to see someone else.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Employees of the telegraph office in St. Louis extend sincere sympathy to Gerald Monks, messenger, in the loss of his father, who passed away February 7, following a long illness.

George F. Linster, assistant superintendent, has recently moved into his new home at 905 Pickwick, which he purchased last month.

G. A. Burd, late night wire chief, has also bought a new home on South Kimbrough and moved into it first of February.

D. M. Pickel, telegrapher "S" office, was in the St. Louis hospital from February 1 to 6, account throat trouble. He was relieved by C. C. Fuller, extra telegrapher.

Violet Orendorff, chief telephone operator, Kansas City, spent February 16 in Springfield visiting at the home of her sister.

We extend sympathy to Miss Mayme Conroy, PBX operator, Kansas City, whose mother passed away February 15.

R. E. Hulet, cashier-operator at Ash Grove, was off duty several days this month account serving on jury at Springfield.

A. P. Parks, night fire chief at Ft. Scott, has been honored in his election to the board of directors of the local R. R. and city Y. M. C. A., being elected president for the coming year.

Miss Florence Lacher, PBX operator, Tulsa, has returned from a two months' vacation spent in California.

E. F. Oakes, telegrapher, Sapulpa relay, spent February 9 in Dallas visiting his parents (who recently moved there from Wichita Falls).

Gene Autry, the singing operator at Sapulpa, expects to make another trip to New York this month, where he will do some more recording for two different phonograph record concerns.

C. E. Roderick, operator, Ft. Scott relay, is quite a gun enthusiast. Co-operating with the Y. M. C. A. he has recently organized a rifle club. Needless to say he has many applicants, as all boys love a gun.

P. L. Marksbury, former messenger in Ft. Scott relay office, and now yard clerk at Ft. Scott, announced his marriage, which occurred February 2.

J. A. Miller, Jr., operator at Pleasanton, worked in the Ft. Scott dispatcher's office February 8 and 9, doing relief work.

Messrs. C. A. and Dick Teubner, cashier and agent at Pleasanton, have received word of the serious illness of their

aged mother, whose home is in Watsonville, Cal.

**MONETT LOCOMOTIVE DEPT.
MONETT, MO.**

MARGUERITE FROSSARD, Reporter

Once again things are looking familiar over in the roundhouse office on the night shift, with Paul Holland seated at the clerk's desk. Paul had been off since November 11, due to eye injuries received while on a hunting expedition, and everyone is glad to see him back on the job.

In case you all haven't heard about it, we can't seem to forbear mentioning the fact that the Eastern division is proudly fostering the silver loving cup given as an award for the least number of personal injuries sustained during the last quarter of 1929. We've been a long time meriting it—therefore it is the more appreciated!

The death of little Loretta Moore, the 14-year-old daughter of Engineer John Moore, who departed from this life on February 1, was indeed sad. She had been in poor health due to heart trouble for something over a year, but was believed to be improving until seized with the short illness which preceded her death. Our heartfelt sympathies are tendered the bereaved family.

A former contemporary, J. N. Wood, who is now located at Birmingham in the capacity of electrician, visited friends in Monett on January 31.

J. D. McDunner, hostler, is confined to the hospital in St. Louis, where he underwent on operation the first part of February. Everyone hopes for a complete and rapid recovery for Mr. McDunner, as he has been in falling health for some time.

And now more trouble and grief! That fiendish demon Fire completely destroyed the home and household effects of William Walpert, machinist, on the morning of February 7, giving the family time only to make a hurried exit from the flames. It left them in the street, without even sufficient clothing, but kind friends come to their assistance and offered temporary shelter. The loss was partly covered by insurance, but so many treasured possessions cannot be replaced!

An exact duplicate of Hades at its hottest! Such is a picture of the home of M. H. Cruise (gleaned from his own description) since the installation of a new hot air furnace, which he set up himself by dint of much strenuous manual labor and long hours of toil. But the results, so it seems, were well worth the effort!

**OFFICE SUPT. TERMINALS
SPRINGFIELD, MO.**

NORMAN HINDS, Reporter

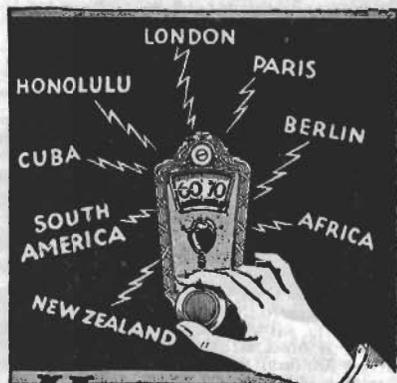
Mr. and Mrs. Raymond Van Hook announce the birth of a son and heir. This momentous event occurred February 2. The youngster has been named Raymond Lewis.

Archie Lamb made a brief visit to St. Louis recently, where he received medical attention at the Employees' hospital.

Tom Turner is sporting a new and beautiful car which he recently purchased.

Dollie Hinkle at the present time is off duty due to illness. It is hoped she will soon be able to resume her position.

Mrs. W. P. Gustin, wife of general



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Your broadcast receiver is useless below 200 meters, but the Super-Wasp, swooping down to 14 meters, and up to 500, unlocks a new world of trans-oceanic radio you never heard before! And you get it directly from the foreign station and not from a local rebroadcast. Enthusiasts report European, African, South American and Australian stations. Music amazingly new. Welcome variety for listeners "fed up" with domestic radio programs! To assure consistently satisfactory operation, Pilot engineers developed the Pilotron P-227, which naturally makes it a splendid tube for broadcast receivers.

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Kit K-115: The A.C. Super-Wasp. Use your own ABC pack or Pilot K-111 at \$16.50, specially designed for the Super-Wasp. Power Pack and Tubes Extra **\$34.50**

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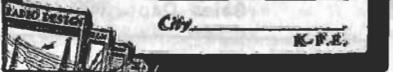
Costs only 50c and includes Ispef pin, certificate and "Radio Design" Construction Quarterly, the Guild's Official Organ. Enclose 50c coin or stamps to Radio International Guild, 103 Broadway, Brooklyn, N. Y.

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Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

No. 918-920 Brooklyn Ave.
KANSAS CITY, MO. Extension 0336



Yardmaster Gustin, is convalescing after a major operation. We hope Mrs. Gustin will soon regain her former health.

Dave Payne is enjoying an extended vacation in Texas with friends and relatives. W. H. Ritter is working Mr. Payne's position during his absence.

B. W. Gaffga is off duty at the present writing on account of illness. It is hoped he will soon be able to resume his work.

Mr. and Mrs. Jack Beshears announce the birth of a baby daughter, which occurred January 19. The young lady has been named Jo Ann Louise.

Mrs. B. G. Dorris and infant daughter are enjoying a lengthy vacation in Arizona and New Mexico.

**OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.**

MARIE ARNOLD, Reporter

First a cough and then a sneeze, then—"Shut the window before I freeze." No, this is not our morning song, but what we hear the whole day long. And what we'll continue to hear until Old Sol begins to beam on us a little more steadily than he has during the past month. Sleet and snow and icy winds such as we have had are a good prelude to our song.

While we shiver and shake, Blanche Bramhall of the record department writes from San Diego, Cal., of just starting for a plunge in the ocean and of visits to sunny Tia Juana!

Cold weather brought on a severe and very painful attack of asthma and bronchial trouble for Mrs. Bertha Arnold of the record department and she is still in St. John's hospital, where she has been confined since the middle of January, and does not anticipate return to the office for another month.

We are glad that the condition of Emma Granade's mother was sufficiently improved that she was able to return to the office about the middle of February.

Ida M. Blood of the typing department enjoyed a part of her vacation in Boston and the balance not so enjoyably, suffering with the flu contracted on her trip.

Lillian Yates of the typing department entertained the other typists in her home Saturday evening, the fifteenth, with a bridge party.

The sympathy of the office is extended to Nellie Clifton and her family in the recent loss of her father through shock and injuries received in an automobile accident. Nellie was spending a part of her vacation at home at the time the accident occurred. Funeral services in Seneca were attended by Ruth Owen and Beatrice Arnold from the office.

AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

Three of our switchmen are occupying space in the Frisco hospitals at this writing. Howard F. White in Springfield and O. U. Vermillion and L. A. Taylor, St. Louis.

Mr. and Mrs. Jesse Newberry spent a delightful two weeks vacationing in Florida this month.

Conductor J. J. Charles has taken a run on the Bluebonnet, Monett to Denison, and says they are enjoying delightful spring weather in Texas.

The first sign of spring arrived this

station in the form of a car load of crate material, unloaded by John Mulkey, a successful strawberry grower.

A very interesting and well attended Book of Rules meeting was held at Monett January 28, conducted by Assistant Superintendents H. W. Hale and H. B. Wilson.

Mrs. S. P. Jolley, wife of switchman, was operated on at a Springfield hospital January 20.

Mr. and Mrs. Ellis Nunneley are the parents of a daughter born January 24. This makes three charming daughters for the Nunneley household.

The funeral party with the remains of J. G. Taylor, retired Frisco veteran, passed through Monett January 20 en route to Peirce City, where he was buried in the city cemetery beside his wife. Mr. Taylor was well known in Monett, having had his headquarters at this station when serving in the capacity of civil engineer.

Carl Archdale was called to Kansas City February 3 on account of the illness of his sister.

Ralph E. Stewart, who has held the position as special officer at this station for the past several years, has been transferred to Chaffee, which means a promotion. Mr. O. C. Medlin comes from the Central division to take the vacancy at Monett.

ST. LOUIS TERMINALS

WILLIAM GAGHYAN, Reporter

Switchman William Heath, 4:45 p. m. transfer job, has returned to duty after being off with an injury to his arm.

Yardmaster Morris at Ewing avenue days, is again out to better his record of 1929, and is making a good start for 1930. Luck to you Tom, in business obtained.

Yardmaster Lew (Uncle Wigley) Olliges, Ewing avenue night shift, was a recent recipient of a basket of hand picked orchard ripened oranges from Mrs. Olliges, who has been in California since last fall for her health. We are glad to hear Mrs. Olliges was able to do this, which shows an improvement in her health.

We extend our congratulations to President John Daniels of the St. Louis Terminals Club for business obtained in 1929 and also for the wonderful start he has for 1930. Keep the good work up, John.

Yard Engineer Walter Abel has returned to duty after being off duty several days account injury received at Compton avenue viaduct on January 28.

Switchman Harry Doud is the new foreman on 3 p. m. Lindenwood job, and his two helpers are Charles Voorhees and George Davis.

Switchman Harry Heller is a frequent visitor these nice days around the Gratiot Yard. Here's hoping Harry will soon be able to return to duty. Harry suffered a broken ankle on September 7, 1929.

Switchman and Mrs. Robert Haley are proud parents of a baby boy born on January 4.

Switchman Tom Gibbons has returned to duty after an absence of several months, and we are glad to have him back with us again, as your pleasant disposition is always welcome any place.

Clarence Stookey, timekeeper Tower Grove, was a recent victim to a highway robbery. Clarence does not mind the \$2.60, it is the feeling of looking into the barrel of a gun. Clarence says it was

"Do I smell a short circuit, or your pipe?"



BUT why smoke a pipe that smells like burning insulation? . . . The poor chap probably never heard of Sir Walter Raleigh's favorite smoking mixture. He doesn't know there's a tobacco so mild and fragrant it gets the O. K. of even the fussiest pipe-sniffer. He doesn't know that true mildness needn't sacrifice body, flavor and "kick." He doesn't know he can smoke a pipe all day long without getting himself or anybody else all hot and bothered. In other words, he hasn't met Sir Walter Raleigh. Some day he will. Let's hope it's soon.

How to Take Care of Your Pipe

(Hint No. 4) Don't use a sharp knife to clean out the carbon. You may cut through the cake and chip the wood. A lot of little "wood spots" take away from the sweetness of a pipe. Use a dull knife or reamer. Send for our free booklet, "How to Take Care of Your Pipe." Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 114



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RALEIGH**

Smoking Tobacco



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Refinery on Frisco Lines—BLACKWELL, OKLA.

Sales Dept., 609 Kennedy Bldg., TULSA, OKLA.

as big as Mike's smokestack.

The writer and Mrs. Gaghyan have returned from an extended trip to Fort Smith, Russellville, Ark., Hugo, Paris and Dallas, Texas. The trip also included a New Year's visit with Yard Engineer Joe Beckerleg and Mrs. Beckerleg, and veteran disabled Engineer Harry Swinger, and also attended an Unknown Friend party given by Division 83 of the Auxiliary of Engineers at Springfield.

We wish to extend our sincere sympathy to Yard Engineer George Kutz in the recent death of his mother, Mrs. Dora Kutz.

Switchman William C. Plank recently underwent an operation at the Frisco hospital, and is doing fine at this writing, and we hope for early health and return to duty.

Eastern Division Passenger Engineer Harry Dean has been confined for the last ten days in the Frisco hospital.

Switchman William Gretsck has been substituting of late as yardmaster, 4 p. m. shift, in Carl Tony Harmon's place.

We wish to extend our congratulations to the newly elected officers of the St. Louis Terminal Club, and we extend our co-operation and support for a successful year.

Switchman and Mrs. Robert Fletcher are the proud parents of a baby boy.

C. A. Murphy, yard clerk days, Ewing avenue, is off duty and at the present time confined in the hospital, and will enjoy a visit from his many friends.

Fireman Oscar Lawson has returned to duty after being off several weeks, confined to the hospital.

Terminal Superintendent P. W. Conley, Tower Grove headquarters, recently suffered a broken limb while making an inspection at one of the local industrial plants, and we all extend our sympathy and best wishes for an early return to duty.

We wish to extend our sympathy to the family of John Lynch, Eastern division engineer, whose death occurred recently. Engineer Lynch is a brother-in-law of Switchman Mat Carrigan of the Ewing avenue job.

We wish to extend our heartfelt sympathy to the widow and family of our fellow worker and brother club member, Fred Bloecher, whose death occurred recently.

Jean Cunningham, per diem clerk third trick, Gratiot yard, has just returned from a trip to sunny California and sporting a fine coat of tan.

Switchman Joe Wrest has returned to duty after being off on account an injury sustained while cleaning out a switch point.

Switchman Fred Wein of the 11 p. m. Lindenwood job has returned to duty after being on the sick list for about ten days.

We extend our congratulations to Dr. Earl L. Rice, house physician at the Frisco hospital, and Mrs. Marie Roffmann, whose marriage occurred on December 25, 1929, and are now at home to their many friends at the Winston Churchill apartments.

Robert McCausland, check clerk at Seventh street, has left for an extended trip to Pensacola, Fla., and hope that the trip will be enjoyable as well as health restoring.

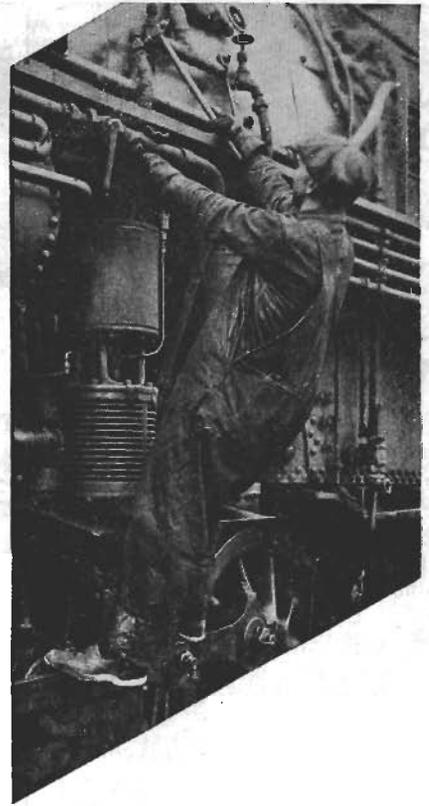
We are sorry to see that P. T. Moran is still on the sick list, and hope for an early return to duty.

Mr. H. C. Cole of Potosi, Mo., is visiting with Mr. John Daniels, president of the St. Louis Terminals Club, and wife, at their home, 3812 Omeara street.

Switchman Walter Boren and family have taken possession of their newly purchased home at 6957 Lindenwood place. Congratulations, Walt.

We extend our congratulations to John R. Davis for the rescue by him of the young 3-year-old son of Mrs. Violet D. Delacasa of 7321 Commonwealth avenue, Maplewood, from the River Des Peres.

Engineer C. C. Bohannon, West Tulsa, is doing fine at the Frisco hospital and will be glad to receive letters or visits from his friends there.



H'm... he's hard on rubbers

Not an easy job, this one of Tony Baffo's. But it's a vitally necessary job—many lives depend on the engine inspector.

It's not an easy job for ordinary rubbers. They'd wear out in no time at all.

So Tony Baffo, who is Engine Inspector in the 26th Street Yards of the Illinois Central Railroad, wears "U.S." Patrols.

They stand up better than ordinary rubbers. They are an extra heavy rubber made for just such hard wear. They are made of an extra heavy rubber with a reinforced vamp. They have an extra heavy sole with a bumper heel that laughs every time you use it as a lever to kick off your Patrols.

Look for the blue bind at the top—that shows that it's the real thing—a pair of "U.S." Blue Ribbon Patrols.

MADE BY

United States Rubber Company
The World's Largest Producer of Rubber



The rubber ribs over the instep of this "U.S." Blue Ribbon Boot protect the big veins. Men in bridge gangs like this protection. They like the long wearing qualities of this boot. So look for the blue bind around the top the next time you need a pair of tough, full-protection, comfortable boots. "U.S." Blue Ribbon Boots will give you full satisfaction.



"U.S." BLUE RIBBON heavy footwear

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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	Elastic Limit
	lb. per sq. in.	lb. per sq. in.
Wrought Iron Bands—	40,000	25,000
Cast Steel Bands—	70,000	36,000

We can effect a saving in manufacturing cost and insure long wearing bands that are free from failures.

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KERITE



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NEW YORK CHICAGO SAN FRANCISCO

Grover Miller, yard clerk Gratiot, has returned to duty after being off account blood poisoning in his hand.

Mr. and Mrs. E. J. Rose are the proud parents of a baby girl, born January 2, named Dorothy Agnes.

Frank Pinney, switch foreman Gratiot train yards, is sporting a new Hupmobile coupe. Frank is learning how to drive it and hasn't hit anything yet.

The stork visited the home of Switchman J. W. McClure and wife on February 5 and left a baby boy.

Bill Adkins, bill clerk Gratiot, recently purchased a Ford coupe. Bill started on a trip to Moberly, Mo., in his car and hadn't gone far when he burned out all the rods on his car and sold it for junk and came home on the train. Bill is a firm believer that the auto will never replace the good old trains.

The Nighthawks and the Owls, the two Frisco teams in the Railway Clerks' Bowling League in St. Louis, report steady progress. Friday, February 14, the Nighthawks rolled the CB&Q Mouses and beat them two out of three games.

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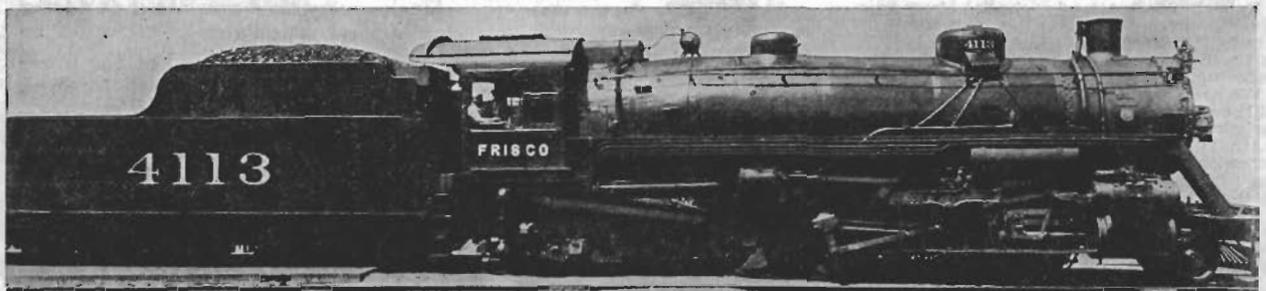
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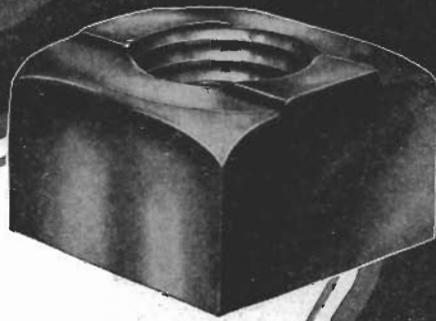
915 Olive St., St. Louis, Mo.

Praetorian Bldg., Dallas, Texas



St. Louis-San Francisco locomotive which made the remarkable endurance run of 7350 miles in July, 1929, without having the fire knocked. This Mikado type locomotive was built in 1923 by

THE BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA



Just Enough

“How long should a man’s legs be?” Abraham Lincoln wrote a perfect specification: “Just long enough to reach the ground.”

How much lock should a Grip Nut have? Just enough to withstand all service strains - - and stay locked.

More than “just enough” lock means *unnecessary* labor in application.

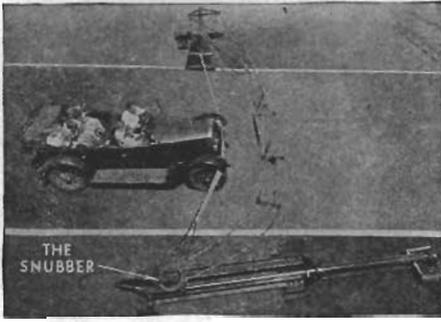
Eighteen years of painstaking research, rigid tests, and satisfactory service on 82% of the Class 1 railroads, support the claim that Grip Nuts have “just enough” lock.

GRIP NUT COMPANY

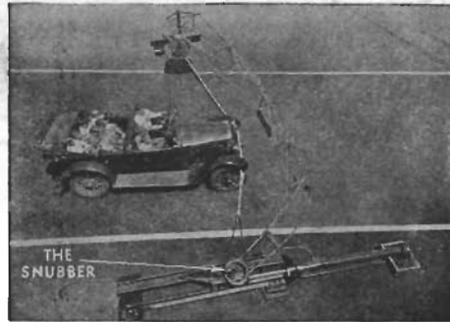
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CHICAGO, ILL.

Twenty-three Years of Quality



At the moment of contact with the barrier the wire rope gives an even bearing against the car. The snubber has not started to act.



Compare the position of the snubber in this picture with its position in the illustration at left. Here the snubber has moved to take up the shock.

A New Crossing Gate and Highway Barrier

The Highway Guardian Preserves Life and Property

by

W. G. GREENE

A FEW years ago, a man was content to carry his products to market in wagon trucks and entertain his family on Sundays in horse-drawn carriages. This day has passed. Everyone is keyed to the fast pace of the age and is crying for more speed.

Like many things, traffic has undergone a complete transformation. No longer is the ordinary crossing gate and road-side signal capable of providing the necessary safety to the 27,000,000 motorists on our highways.

A student of the present situation cannot fail to be impressed by the increase in accidents at grade crossings, due to the inadequacy of the present protective devices. Safety devices for the control and protection of traffic have, in general lagged far behind the demands imposed by modern traffic conditions. Up to the present time the generally accepted form of protection has been the common type of railway signal gate, supplemented by lights or bells. The crossing gate is nothing but a visual warning in the middle of the street. The fact that it spans the roadway and in order to pass it, it must be pushed aside or broken, may mean that it is a distinct kind of visual warning. But these gates are effective, as their name implies, only as signals. They are themselves incapable of retarding the movement of a vehicle toward the point of danger.

An analysis of crossing accidents shows that while crossing gates of the present type afford the best protection, that even with crossing gates closed there are over 31 accidents per year per 1,000 gates in service. During 1928 more than 10 per cent of the grade crossing accidents occurred at crossings protected with a closed gate or a watchman. Therefore the protection of the conventional crossing gate does not go far enough. This is further emphasized by the fact that 25 per cent of all grade crossing accidents were caused by vehicles running into the side of the train and that in one-third of the cases where this occurred the crossing was protected by a watchman, gate or signals. A barrier is needed that effectively prevents the motorist from passing—a barrier that he cannot crash, once it is lowered across the road.

To make the gates in the form of rigid, unbreakable

barriers has been tried, especially at bridges and ferry landings. This, however, fails as a solution of the problem, for while the rigid gate may prevent vehicles reaching the point of danger, it merely substitutes one form of danger for another. Collision between a high-speed vehicle and the rigid gate may be quite as serious as the form of accident which the gate is intended to prevent.

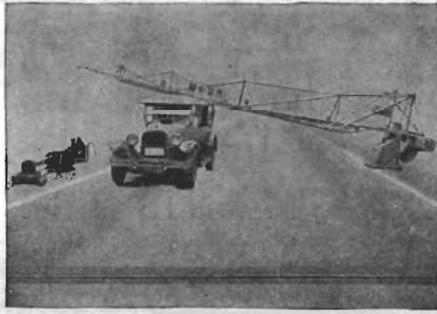
The difficulty with the rigid barrier is that the new principle which it introduces—the "positive stop"—is only effective as regards safety on the tracks. The arrangement may prevent collision of a vehicle with a train, but adds the hazard of collision of the vehicle with the rigid barrier. Safety is the ultimate goal of protection. There is no point in killing or injuring a person just short of the tracks in order to prevent his being killed or injured on the tracks. The rigid barrier merely substitutes one form of danger for another.

Day by day, the public clamor for grade crossing elimination becomes more persistent and, as a result, the railroads and tax payers are faced with the expenditure of hundreds of millions of dollars if the most urgent demands are met. Furthermore, highway expansion of the country is progressing rapidly. During last year alone, there were three times as many new crossings constructed as were eliminated.

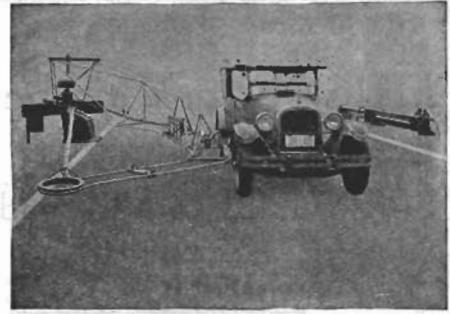
In view of this, elimination of all grade crossings is impossible because of "physical reasons and prohibitive costs." The time factor is another handicap. Despite the most vigorous efforts, the elimination of a grade crossing necessitates months of construction work with disruption of traffic and other inconveniences.

Mere physical accomplishment of the task of complete crossing elimination would involve generations of time. Finally, there are many grave disadvantages attendant upon grade separation, such as increase in grades, restriction of railroad expansion, difficulty of connecting branch tracks, etc.

Elimination of grade crossings on an adequate scale is impractical, yet the demand for safety is immediate and insistent. We cannot sidestep the grade crossing problem. We must meet the challenge of the changed conditions surrounding it. How can this be done?



If a lowering barrier comes in contact with the roof of a car it causes no damage. A pressure of 5 pounds stops its motion instantly.



Caught between lowered barriers, a vehicle can push a barrier out of the way and drive to safety. The barrier then closes and locks over the snubber.

The only real solution of the problem has come from the ingenious conception of Mr. Joseph Strauss, eminent Consulting Engineer—The "YIELDING BARRIER." The fundamental idea consists of interposing a flexible barrier between the oncoming vehicle and the danger it faces. This barrier offers a resistance to the vehicle and brings it to a gradual stop without injury to the vehicle or its occupants.

The Highway Guardian is the realization of the Strauss idea. Vehicles cannot crash through it. It has power to bring them to a dead stop before they reach the rails. If the driver fails to halt his vehicle in the face of the danger, the Guardian will halt it for him. The result of the addition of the "positive stop" feature is, therefore, to make safety as regards collision of vehicle with train independent of either the driver's receipt of warning or his actions. Even a heavy truck can hit the Guardian at speed without injury to the driver or vehicle itself. The motorist and railroad are protected.

In construction, the Highway Guardian consists of four major parts, viz:

- (a) The yielding barrier arm.
- (b) The pedestal supporting the barrier arm and in which is housed the operating mechanism.
- (c) The snubber over which the barrier arms locks when in the closed or down position, and which provides the yielding resistance.
- (d) The foundations for supporting pedestal and snubber which the barrier arm pivots for vertical movement. Inside the pedestal is arranged all the operating and control mechanism which consists of:
 - (1) Motor-driven hydraulic pump.
 - (2) Hydraulic cylinder and piston for raising barrier arm.
 - (3) Magnet and pilot valve for controlling motor and hydraulic cylinder.
 - (4) Hydraulic reservoir.
 - (5) Relief by-pass valve to control pressure in hydraulic cylinder.
 - (6) Suitable switches for lights, sirens, etc.

The Snubber

The snubber is located on the right hand or opposite side of the road to the pedestal and is arranged with an engaging post over which the outer end of the barrier arm fits when in closed position. The engaging post is so shaped that the barrier arm locks under the post when the barrier arm is struck by vehicles approaching track, but allows the barrier arm to lift and swing free if the

barrier should be struck by a vehicle leaving the track. The snubber is mounted in a heavy steel frame and consists of crosshead, which is an integral part of engaging post, connected through a piston rod to a hydraulic dash pot and permits of a movement approximately parallel to road. The resistance to movement increases proportionately to the speed and weight of the vehicle striking the barrier and in this manner the moving vehicle is gradually stopped in a definite distance.

The Yielding Barrier Arm

As shown in the illustrations, the barrier arm consists of a light but strong skeleton steel work formed in the shape of a crescent or bow, securely fixed to a pivoting base which, in turn, is mounted on the pedestal. A steel cable is tautly stretched to form a chord of the crescent so as to form a resilient member for contacting with oncoming vehicles. The whole barrier arm can pivot on the pedestal, both vertically and horizontally, and the whole structure is balanced so that when lowering to closed position a force of only five pounds is sufficient to arrest the motion of the barrier.

The reason for providing the horizontal movement is that, should a vehicle strike the barrier before it is in locked position, the barrier will be pushed harmlessly to one side, allowing the vehicle to proceed.

Even when the barrier is in locked position, it is still free to swing away from railroad tracks, thereby permitting vehicles to escape should they be caught between the barriers. All movements of the barrier are so controlled that violent motion at any time is eliminated; consequently, no serious damage can occur to vehicles, operators or passengers.

Operation

The Highway Guardian is suitable for any one of the following means of operation:

- (1) Manual
- (2) Semi-automatic
- (3) Automatic

but the operating mechanism for the barrier is identical for each method.

At a fraction of the cost, the Highway Guardian accomplishes the results for which crossing elimination is now demanded. In fact, with only a part of the funds now authorized for crossing elimination, so many more Highway Guardians could be erected that the net results would be vastly improved protection—considering the highways of the country as a whole.

Crossing protection—automatic, positive and complete, is the answer to the railroad's highway crossing problem and is truly offered by The Highway Guardian.

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101 S. Clinton St. CHICAGO

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 Cyclopedia, 1922 Edition

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East St. Louis - Illinois

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 Equipment Co.**

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For Dependable Service

"VILOCO" Pressed Steel Brake
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"VILOCO" Automatic Rail Washer

"VILOCO" Bell Ringer

"VILOCO" Exhaust Pipe

"VILOCO" Improved Sander

"VILOCO" Pneumatic Whistle
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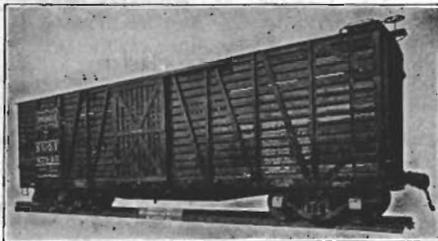
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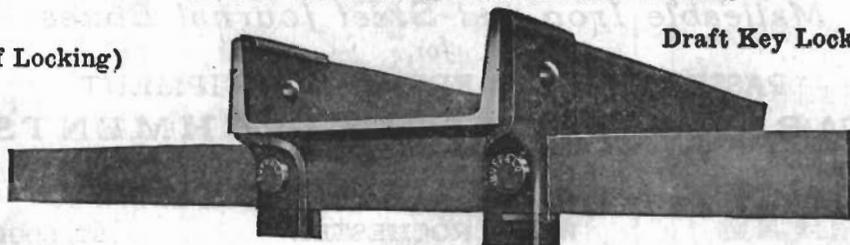
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Lv Dallas.....	9:00 am
Ar Waco.....	11:40 am
Ar Temple.....	12:53 pm
Ar Austin.....	3:15 pm
Ar San Antonio.....	6:10 pm

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