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FEBRUARY

1931

Volume VIII

No. V

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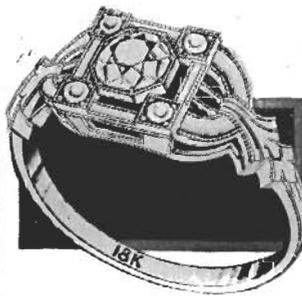
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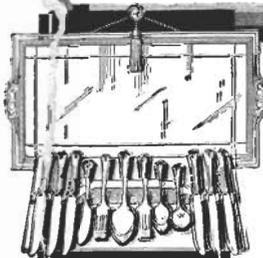


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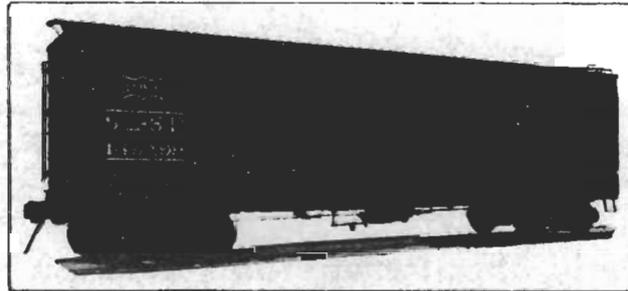
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THE FRISCO EMPLOYEES' MAGAZINE

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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 rate will be made known upon application.

MEMBER



The KELLOGG GROUP

NATIONAL POLICIES HURT RAIL WORKERS

Frisco Switchman Decries Governmental Subsidy of Rail Competitors

By ROBERT A. HALEY
Switchman, St. Louis, Mo.

All over the country applications are being made to abandon short line railroads because they have become a financial drain upon the owners. Forces on existing railroads are being rapidly reduced. Crews are being taken off and stations are being



ROBERT A. HALEY

closed. The job of the railway employe is in jeopardy and it has been placed therein by the acts of government, state and municipality in subsidizing every form of railway competition and in relieving the operators participating therein from paying their proportionate part of the taxes, but most of all by the competitors of the railroads paying starvation wages to their employes.

It is time for railway employes to wake up.

Their jobs are slipping away from them and going to men who get \$20.00

EVERY kind of transportation now operating in competition with the railroads is subsidized by the government. The trucks and busses have their free roadway maintained by the state. The barges have their rivers and canals maintained by the government or the state, airships have their ports provided and maintained by the municipalities. The capital of the railroads is invested chiefly in road and equipment. Approximately 75 per cent of all railroad capital is invested in road which the railroads themselves have built. They not only maintain it themselves, but they must also pay taxes upon it. The estimated aggregate value of the railroads is thirty billion dollars and the ratio between road and equipment at 75 and 25 per cent, thus figuring the railroads have \$22,500,000,000.00 invested in road. The railroad tax bill last year exceeded four hundred million dollars and the greater amount of this vast sum was paid in taxes levied against road.

The chief competitors (waterways and trucks) have no such capital investment and are wholly exempt from payment of such taxes.

The remedy is for the government, state and municipality to discontinue subsidizing the competitors of the railroad and place them on the same footing with the railroad in respect to taxes.

The state not only subsidizes the truck, but the act passed by the legislature under which the truck operates with an exclusive franchise, smacks strongly of class legislation.

The following paragraph is quoted from the law:

"The Commission shall have no power in any event to refuse an application for a certificate of convenience and necessity on the ground that there are existing railroad or interurban railroad transportation facilities sufficient to serve the transportation needs of the territory involved."

By legislative mandate the railroad commission must wholly disregard the rights of the railroad in issuing certificates or permits to trucks. By specific stipulation the railroad commission is directed to protect the interests of the truck, which presumes to hold a franchise entitling it to exclusive right to operate trucks over the highways which the public has built and by specific provision orders the Commission, which was organized to regulate the railroads, to ignore the constitutional rights of the railroad, the principal tax payer.

and \$25.00 per week and our own lawmakers are making it possible.

The present railway situation is only partly due to the depression and is largely due to government policies. Consequently a revival of general business will leave the railroad problem unsolved. The Interstate Commerce Commission for ten years has disregarded the provisions of the Transportation Act which direct it to initiate, modify and adjust rates as to enable the railways, under good management, to earn a fair return.

Right here I would like to call attention to the following from a recent issue of "Railway Age" under the title "Time to Fight It Out", which was a reprint from Wall Street Journal of October 6, 1930. The substance of the article was that the time has come for the railroads, squarely to meet the attack upon their traffic and earnings being made by the carriers on the highways. Further quote—"It is time for railroad managers to stand up and fight it out. There is no quicker or surer way to popular support." This statement can be given a much broader application than it was in the Wall Street Journal. It is time for railroad managers to stand up and fight all who are attacking the railroad industry—those who are attacking it by diverting traffic from it, as well as those who are attacking it by unduly depressing its rates.

The railroads are suffering from excessive competition between themselves and also from Government subsidized and inadequately regulated competition from other means of transportation. It is time to quit fighting each other and begin devoting their energies to combating the powerful external influences which are threatening the future of the entire industry. Motor trucks are becoming serious competitors for freight business of almost all kinds. One important reason is that they take freight direct from the door of the shipper to the door of the consignee.

The time is here when the railroads should carefully consider whether they should not themselves establish, by means of trucks, a pick-up and delivery service which will enable them also to take freight from the door of the shipper to the door of the consignee. When freight is trucked by independent trucking companies to the railroad at one end of the haul and from the railroad at the other end of the haul, the trucking companies make such large charges

for their services that the shipper often finds it more convenient and less expensive to have the entire transportation service rendered by truck. The railroads undoubtedly could establish a pick-up and delivery service by truck in connection with the rail service which would give the shipper a more convenient and less expensive service than that now rendered by trucks in hauling freight over long distances.

The question of the extent to which the railways should engage in pick-up and delivery service is one which they cannot long avoid considering and the sooner they consider it carefully the better it undoubtedly will be for them.

The railroads have been provided for by the investment of private capital. They render a service that is more essential to the public welfare than any other kind of transportation service. It is therefore plainly contrary to the rights of private capital and to the public welfare that other means of transportation should be so aided by the government as to enable them to divert traffic from the railways that the railways plainly need to enable them to make adequate earnings and maintain their service.

What has been said about government aided competition by highway applies with even more force to government aided competition by waterway, because motor coaches and trucks do pay at least something for the use of the highways, while, excepting the Panama Canal tolls, carriers by water have the waterways provided for them entirely at public expense and the federal government, by operating a barge line on the Mississippi River system, has itself engaged at public expense in direct competition with the railway companies.

Do business men think they can consistently profess to believe in private enterprise and the rights of private capital and at the same time seek and accept, for their own selfish purposes, the use of the power of the government and of money raised by taxation to destroy the private capital investment in the railroads?

One of the most gratifying features of the present situation is the attitude of the public towards the railroads and their government-aided competitors. Public sentiment was never more friendly to the railways than now. In all parts of the country attacks are appearing in the newspapers upon the use being made of the highways by motor coaches and trucks which are inspired mainly by growing hostility to them of private motorists. There are increasing signs of public skepticism regarding the econ-

omic justification of extensive development of inland waterways.

Railway labor leaders and employes are awakening to a realization that the kind of unfair competition and unfair regulation to which the railroads are being subjected concern them because of the resulting reduction in number of railway employes.

The Wall Street Journal is right, "It is Time for Railroad Managers to Stand Up and Fight it Out." The railroad industry is being surrounded by serious dangers. The public must

AN EMPLOYEE PROTEST

Robert A. Haley, whose photograph appears on the preceding page, is a Frisco switchman. For seven years he has worked in that capacity in the St. Louis terminals. Prior to that time he served nine years with East St. Louis stockyards as a switchman and yardmaster.

"Bob" Haley is just one of thousands of railroad workers who have watched their jobs slip away before the constantly increasing flood of unregulated, unlicensed competition. For years he has watched the tide increase until it has reached flood stage. But Haley has done more than watch. He has studied causes and effects, and sought to determine remedies. Always he has looked at the problem from two viewpoints, first, as a railroad employe, second, as a believer in the efficiency of the railroad plant.

The editor believes that "Bob" Haley's views will interest thousands of his co-workers on Frisco Lines. They are presented in that light, rather than as a statement of policy on the part of the Frisco management.

W. L. H., Jr.

be told of those dangers. Definite policies must be adopted for the protection of railway earnings. Railroad managements should use every available means to expose the economic unsoundness and danger of prevailing government policies regarding highway and waterway transportation because of their dual tendency constantly to increase taxes and to undermine the earning power and service of the railroads.

Because of the conditions and influences to which the railroad industry is now subject the present generation of railroad managers have a heavier responsibility than any preceding one. They will determine the future of the railways more definitely than any past generation of railroad managers determined it. If the outcome is favorable to the railroad industry it will be so because this generation of managers will make such a fight as no past generation made or was called upon to make.

A PROTEST MEETING

Rail Employes at Sherman, Texas, Form Organization to Combat Bus and Truck

FRISCO employes took an active part in the mass meeting against unfair competition, held in Sherman, Texas, December 30, and attended by more than 200 rail workers, express employes and interested citizens. Among the Frisco leaders in this assemblage were L. T. Jones, agent at Sherman, who served on the committee which called the meeting, and J. L. McDuffie, president of the Sherman Frisco Employes' Club, who was a member of the nominating committee which recommended candidates for offices in the association formed in this meeting to combat bus and truck competition. Jones was appointed by the committee as candidate for secretary of the organization. Among the neighboring towns represented by delegations there were Denison, Dallas and Fort Worth.

Chief speakers in the session were William B. Futral, Rock Island Lines, Fort Worth, who was vice-chairman of the session; J. W. Knightlinger, superintendent of Texas and Pacific Lines, Fort Worth, and John George and C. A. Huguley of Sherman.

Futral, who was recently elected secretary of the Railway Employes' Association in Fort Worth, was the first speaker. He outlined the strict regulations which govern railroad operations as compared with lack of regulation of bus and truck lines.

"The highways have been and are being built with your money and my money," he said. "We don't find bus lines building their own roads as long as we let them use ours. The railroads are tried and proven. Busses and trucks are an experiment and no one can tell how long they will continue to carry on. At present you pay at least one-half of their operating cost by keeping up the highways. We are not trying to put anybody out of business and we are not going to let anybody put us out. We are asking as employes whose jobs are threatened by this new menace, for equality in regulation and taxation."

Knightlinger, the second speaker, also urged all to work for regulation, stating that a year ago two million men were employed by railroads in this country and that by December 1, 1930, this number had been reduced to 1,368,000 because of lack of business. He also called attention to the millions which railways pay for right-of-way construction and upkeep of their property for public service, convenience and safety.

Huguley concluded the meeting by summarizing the points brought out.

FRISCO RELIEF FUND TOTALS \$33,815

AN executive officer of Frisco Lines whose name is almost a household word in the homes of 25,000 employes, puffed reflectively on his pipe as he gazed intently at a sheet of paper covered with figures. Automatically, he drew a pencil from his pocket and underscored one line on the paper. That line read: "Total cash donations on hand—\$33,815."

"I've often wondered about the old-time religion on these modern-day railroads," he said softly, "but this sheet of paper convinces me beyond all doubt that Frisco employes believe beautifully in that fine old Golden Rule—'Do Unto Others as You Would Have Others Do Unto You.'"

Total cash donations on hand—**\$33,815.**

That is the answer made by Frisco workers to the letter dated November 19, and signed by President Kurn, announcing the formation of the Frisco Relief Fund. Sent to all employes, that letter commented on the general business depression and its resultant unemployment.

"With the approach of winter," the letter stated, "it is apparent that some employes of our railway may require assistance to carry them through the winter period. A desire to be helpful pervades every large organization during this difficult period, and Frisco employes are no less eager to be helpful to those members of the 'family' who may be in need. Every Frisco employe will undoubtedly respond to this appeal, and all officers and employes of the company who are able to do so are earnestly urged to contribute to the fund. The need is now upon us and becoming more acute with the approach of cold weather."

Chairmanship of the executive relief committee was given to H. L. Worman, vice-president of operation, and F. H. Hamilton, vice-president, secretary and treasurer, was appointed to handle the contributions.

Results were immediate.

On the same day that the letter was distributed, contributions began pouring in from St. Louis employes and officers, and on the second day a tremendous mail brought additional checks and pledges from points on the line.

When \$30,000 in cash had been received, the executive committee sent out word that no more money was needed immediately and that a second call might be made later on. This statement made little difference in the response, however, and more than \$3,000 has come in since then. Several

Employes Make Enthusiastic Answer to Pres. Kurn's Appeal For Needy Frisco Families

thousand pledge cards are on file in Mr. Hamilton's office, and the amounts of these pledges have not yet been tabulated.

Meanwhile, machinery for the distribution of the relief supplies was set up. At a meeting held in Springfield

Another example of the splendid feeling of loyalty and comradeship which exists between employe-members of this great Frisco "family" is strikingly manifest in the enthusiastic manner in which employes throughout the system rallied to the relief of their less-fortunate comrades. The ink was hardly dry on the letter sent by President Kurn to all employes, announcing the formation of the Frisco Relief Fund and requesting contributions, before money and checks began pouring into the office of the fund treasurer. So generous was the response, that F. H. Hamilton, who has charge of the fund moneys, has concerned himself only with actual cash contributions. Fifteen file boxes filled with pledge cards numbering well into the thousands, remain uncounted and untabulated on a table in one corner of the treasurer's office.

Long has the railroad industry been famed for its zealously in "protecting its own." It is doubtful if any other large industry has so enviable a reputation for conscientiously caring for its employes.

It must be splendid consolation to our fellow-workers who are temporarily "at liberty," to know that their comrades still in the service will see to it that they will comfortably and safely weather the twin storms of icy winter and business depression.

—W. L. H., Jr.

November 20, with all division superintendents, master mechanics and supervisory forces in Springfield, it was agreed that each superintendent and master mechanic should appoint a sufficient number of committees in his territory, to adequately investigate and report upon cases where relief is needed by any Frisco family in which the breadwinner is out of employment, due to the retrenchment in forces. When a case is found, and upon investigation pronounced worthy, full information is sent to C. J. Stephenson and J. K. Gibson in

Springfield. Then an order for relief is given the Central Boarding and Supply Company. This concern is handling, free of charge, all purchasing and ordering of supplies under the relief fund plan, with the exception of fuel. Immediately upon receipt of an approved order, the company makes the shipment to the needy family by baggage, in care of the agent at the point where relief is called for.

At Springfield and Memphis a car of coal has been provided from which fuel orders are being filled, and where fuel requisitions are made at other points instructions are issued by wire to purchase the fuel locally. It is interesting to note in this connection that fuel dealers throughout the railroad's territory, have responded generously to the plan, and have donated several tons of coal for Frisco relief.

In a report made January 18, Mr. Gibson, assistant to the superintendent of motive power at Springfield, states that more than 200 orders for groceries, fuel, clothing and medical attention have been filled. Through orders issued by Dr. Ross A. Woolsey, chief surgeon of the Frisco, all company physicians at points on the line, are giving their services to Frisco families in need of medical attention.

Up until January 18, approximately \$6,000 of the fund had been spent in caring for the needy families of these former employes.

Examples of the families being helped by the relief fund include almost all classes of employes.

A second class machinist with a wife and six children was laid off at the West shops in Springfield, November 4, when the shops were closed. He used his pay check of \$18.00 in fixing up a wood saw by which he hoped to provide for his family. One morning he broke his arm cranking his Ford, and has since been unable to work. The family has been cared for by the relief fund and the father given free medical attention.

For six weeks a former section foreman with a wife and six children has been ill and unable to work. Without income and credit, the family was destitute. The relief fund is caring for them.

A crossing watchman spent from December until June of last year in the employes' hospital, and has been too ill for more than a few days work since that time. His wife is attempting to provide for him and their son

(Continued on Next Page)

PENSION 61 VETERANS DURING 1930

DURING the year 1930 there were added to the company's pension rolls, 61 veterans with a combined service record of 2,103 years, an average of 34 years and 6 months service per man. Of the number added, 36 had reached the retirement limit of 70 years and 25 were compelled to retire because of physical infirmities. The total monthly allowance, based on average wages and length of service, was \$3,996.20, or an average per man of \$65.31.

It is interesting at this point to note that the average monthly pension allowance granted has steadily risen each year from a low point of \$23.44 per man in 1914 to the present average. This corresponds with the gradual rise in wages, the average monthly wage per pensioned employe in 1914 being \$61.24 and in 1930 \$186.36.

The average actual pension allowance paid per man in 1930 was \$46.02 as against \$44.88 paid in 1914.

Among the 61 men added to the "Honor Roll" are two who had rounded out a continuous service record of fifty years or more; Columbus B. Coleman, engineer, Bentonville, Ark., who had 50 years and 5 months to his credit, and Joseph W. Morrill ("Uncle Bill"), of Pacific, Mo., accident prevention agent, with 51 years.

The pension plan has been in operation 17½ years and during that time 1,047 applications have been received of which 13 are still under investigation or awaiting action by the board, 903 have been placed on the pension roll, of whom 398 had reached the age limit, and 505 had become disabled. Four hundred and twenty-six are dead, leaving 477 actually on the rolls at the close of the year. The average length of life of these 426 deceased pensioners was 4 years and 10 months.

The aggregate length of continuous service for the 903 employes, who have been pensioned, was 26,422 years or an average per man of 29 years and 3 months. Arranging the service periods into groups, there were 116 who had less than 20 years service, 399 with service of from 20 to 29 years, 263 with service of from 30 to 39 years, 120 with service of from 40 to 49 years, and 5 with service of 50 years or more.

The average age at retirement of the entire group was 65 years and 5 months.

The total amount paid out in pensions to date has amounted to \$1,955,624.52, and for the year 1930 alone,

Annual Report of Board Shows \$258,450 Paid in Pensions for Year

By W. D. BASSETT



Personally known to hundreds of Frisco employes, and by correspondence to many more, W. D. "Billy" Bassett, veteran chairman of the Frisco's Board of Pensions, has held his present position since May 1, 1913, and has passed upon the pensions of 1,047 applicants. He is the first secretary of the pension board, and was placed in charge of that department upon its inauguration. He began with the Memphis line at Kansas City, Mo., August 1, 1892, as secretary to the assistant general freight agent, and held secretarial positions up thru the traffic department, working as secretary to President Ed S. Washburn in 1898. When the Frisco took over the K. C. F. S. & M. Mr. Bassett came to St. Louis as maintenance clerk, on January 1, 1902, and filled every position in the president's office, at one time serving as chief clerk to Vice-President W. C. Nixon. He spent two years (1911-1913) in Springfield as assistant chief clerk to General Manager Tyler.

\$258,450.75. For the entire period, 421 were paid pensions ranging from \$20.00 to \$29.95 per month; 136 were paid pensions ranging from \$30.00 to \$39.95 per month; 98 were paid pensions ranging from \$40.00 to \$49.95 per

month; 71 were paid pensions ranging from \$50.00 to \$59.95 per month; 50 were paid pensions ranging from \$60.00 to \$69.95 per month; 38 were paid pensions ranging from \$70.00 to \$79.95 per month; 31 were paid pensions ranging from \$80.00 to \$89.95 per month; 17 were paid pensions ranging from \$90.00 to \$99.95 per month; 33 were paid pensions ranging from \$100.00 to \$149.95 per month; 8 were paid maximum allowance of \$150.00 per month.

With the approval of President Kurn, there was organized in June, last, a group composed of such pensioned employes who, at the time of their retirement on pension, had a full service period of 40 years; this is known as the "Old Timers' Club". There were 64 pensioners eligible to membership and at the first meeting held June 3, 1930, 32 were present. Since the organization, 4 have died and 12 have been added and the total membership today is 72. Its president is William H. Van Horn, pensioned engineer, St. Louis, Mo.

During the year, two new features were introduced: one, the issuance to each living pensioner of a handsomely engraved service certificate bearing the autograph signatures of the president and secretary of the company, and having the corporate seal affixed; and the other, the furnishing of 100 business cards to each pensioner as an aid in securing business.

While the majority of pensioned employes are so enfeebled by age or physical infirmity as to preclude their active solicitation, at the same time, much has been accomplished in making friends for the company through these men and the thanks of the company are due them for their efforts.

RELIEF FUND TO \$33,815

(Continued from Page 6)
by selling raincoats from door to door, but having little success. They have been provided for by the fund.

An extra-board brakeman has had no work since September 17, 1930, and his wife and eight children were in highly straightened circumstances until the relief fund came to their assistance.

Here is a sample grocery order provided one family under the relief fund plan: bacon, ham, cheese, lard, onions, potatoes, navy beans, lima beans, baking powder and soda, corn meal, flour, oatmeal, macaroni, milk, evaporated peaches, prunes, raisins, coffee, sugar, syrup, black pepper and salt.

50TH RAIL ANNIVERSARY CELEBRATED

TALES of pioneer railroading are intensely interesting to the modern railroad man and woman, and the struggle which led the first railroad train into Cape Girardeau on January 1, 1881, is one of the unusual bits of railroad romance which surrounds one of the Frisco's main line cities. Cape Girardeau celebrated its fiftieth anniversary of the coming of the first train with graphic descriptions of its building on December 31, 1930.

The history of the building of the first railroad into this city is most complete and the credit for the statistics goes to Major Giboney Houck, son of the late Louis Houck, builder of the old Houck line, later purchased by the Frisco. Before his death, Mr. Louis Houck wrote a complete history of the pioneer railroad, intending to publish it, and his son hopes to have the history in book form before the end of 1931.

The history of the city of Cape Girardeau is woven romantically into the history of the building of the first railroad. Cape Girardeau was founded in 1806, 125 years ago, and members of the Houck family have been prominently identified with its growth for 102 of those 124 years.

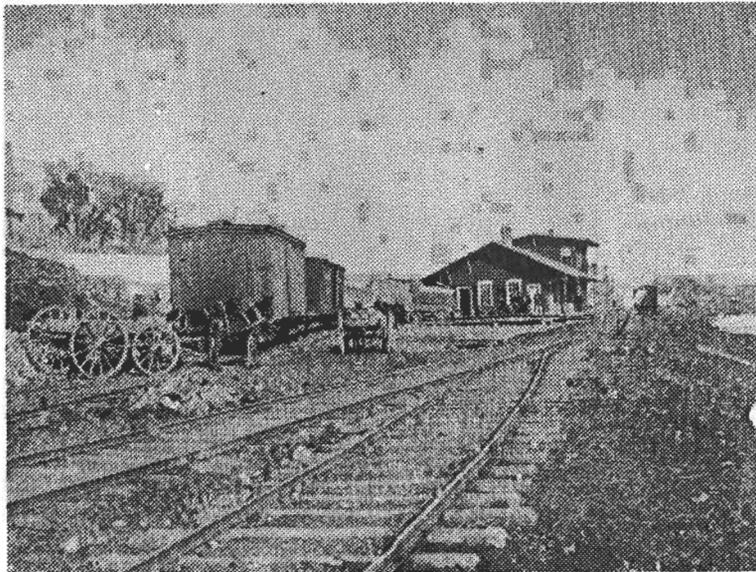
The inhabitants of Cape Girardeau were eager for a railroad. In the early days it was only a thriving little river town, but its citizens felt the need of a railroad, to supplement river transportation and to keep step with the building of railroads in and around that city.

Following the Civil war, the Missouri Pacific railroad had built into Sedalia, and the St. Louis & San Francisco, then known as the Southwest Branch had been completed to Rolla, Mo. The old Wabash, known as the North Missouri, was built to Macon, and the Iron Mountain at Ironton and the Cairo & Fulton had been abandoned.

Solomon G. Kitchen of Bloomfield,

Cape Girardeau Recalls Completion of Houck Line January 1, 1881—Now Part of Frisco

and his associates organized the Cairo & Fulton railroad and secured state aid to build it from Bird's Point west to the state line. However, the Civil war intervened to halt the work after it had been completed from Bird's Point to Charleston, and in 1867 it was sold by the state.



These two pictures, loaned through the courtesy of the Southeast-Missourian of Cape Girardeau, depict two early day scenes in Cape Girardeau's railway history. The picture above shows the first railroad station, then located where the present Frisco freight depot now stands. In this depot the business of the first road was transacted, with the general offices on the second floor.

It was then that the citizens of Cape Girardeau endeavored to secure aid to construct a railroad from Pilot Knob through Jackson to Cape Girardeau and thence to Belmont. The aid was not secured but a liberal charter was obtained and the counties were asked for help.

Bonds in the amount of \$900,000 were voted to build this road in 1859 but the bonds were never issued and the plans fell through. After the war when the state foreclosed its lien on the St. Louis & Iron Mountain railroad, extending to Pilot Knob and Ironton, it was provided that the road should extend to Belmont, but Cape Girardeau did not take advantage of the opportunity. However, in 1868,

when the Iron Mountain began construction of a line 15 miles from Cape Girardeau, the city began to awaken and the old charter of the Pilot Knob, Cape Girardeau & Belmont railroad was revived and revised and Cape Girardeau was permitted to construct a railroad southwest to the Arkansas state line. The township voted \$300,000 in bonds and in December, 1869, the actual construction was started.

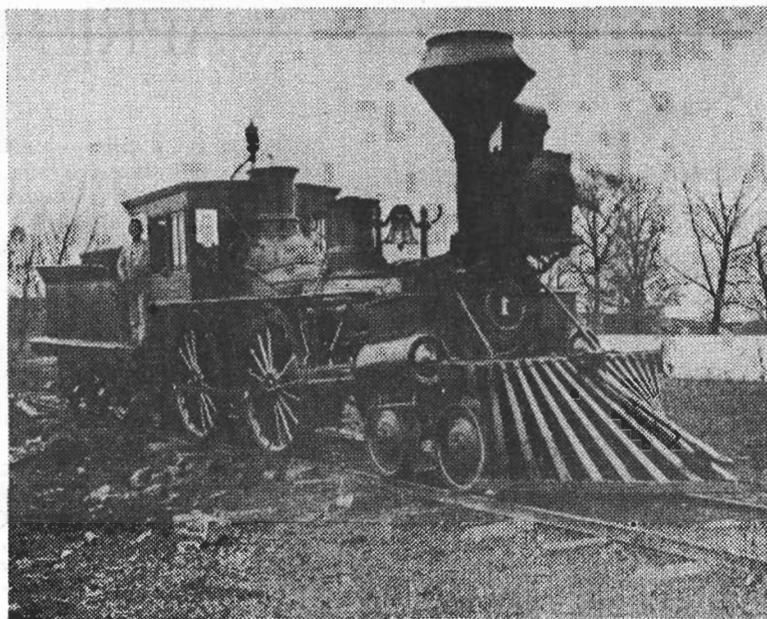
But the \$300,000 did not go far, and the entire amount was used up before the road was completed. Efforts were then made to interest capitalists in the enterprise and a contract was made with the Illinois & Missouri railroad to build a road, several miles of iron rails were laid and a locomotive purchased.

It seemed that the war and business depressions held up this project of building the first railroad. The depression of 1873 stopped all work and the ties rotted out, the locomotive was shipped back to St. Louis, weeds grew up between the rails and all that was left of the project was a great railroad debt.

About this time, Mr. Houck became interested in the railroad. He was a lawyer and handled a suit to remove the railroad company from a controversy in which it had become involved as a result of bonds issued by the Illinois & Missouri railroad. He filed a suit in equity to clear the title to the road in behalf of P. R. Frank, its president in 1875, and was successful in winning it three years later.

After trying to interest the Iron Mountain in taking over the road and failing, Mr. Houck decided to build the road himself, as the main desire of the people of Cape Girardeau was to secure a connection with the Iron Mountain. It was felt that if such a railroad connection were secured, it would mean prosperity for the town as well as an impetus to its growth.

Mr. Houck took the matter up with the citizens of Cape Girardeau, stipu-



The photograph above shows the first railroad locomotive to enter Cape Girardeau. The entrance was made over the newly completed Houck lines at 2:00 a. m. the morning of January 1, 1881—fifty years ago. The locomotive was a wood burner named Louis Lorimier, after the founder of Cape Girardeau, and the engineer in the cab is thought to be Fred Smith, popularly known in those days as "Lava Jack."

lating that if the property of the old State Line railroad was turned over to him free of encumbrance, he would undertake the construction of a line to Delta, the junction point with the Iron Mountain railroad, a distance of ten miles.

It was found, however, that the property of the old company had been sold to local interests and before they would relinquish their rights to the road, \$6,000 must be paid them. On July 28, 1880, this sum had been raised and the old company conveyed the right-of-way to Mr. Houck and the quit claim deed was deposited with Col. Robert Sturdivant to be given Mr. Houck when the railroad was built to Delta, providing that it was completed before January 1, 1881, which was only five months away.

Mr. Houck had undertaken a huge task, as he found when he looked into the condition of the old railroad site to Idlewild in Stoddard County. The crossing over the Iron Mountain at Delta could hardly be located and the old one-story wooden depot there was completely hidden by a growth of weeds and underbrush.

And so on August 3, 1880, a lone negro was sent to clear away the underbrush at the Delta station and Mr. Houck purchased 1,000 tons of rails from the Iron Mountain and agreed with that road for a division of the freight business.

The first carload of rails reached Delta on August 16 and a few men started to work. The men were skept-

tical and feared that the project would throw Mr. Houck into bankruptcy and it was difficult to hire laborers.

In the meantime the time was creeping up and two months of the five allotted to build the road had passed. On the first of October, a mile of track had been completed and the locomotive had arrived.

And here in the memoirs of Mr. Houck are recorded many of the difficulties which went with pioneer railroad building. A severe snowstorm held up the work, leaving the ground wet and muddy. The weather was cold, and there was sickness among

the laborers. The track was being laid through what might be termed wilderness, and the men had to travel by handcar miles to their boarding place and when they would leave their work late at night they could hear the howling of the wolves.

But the weather conditions and the labor troubles were not the only difficulties which Mr. Houck encountered. He found that the engine which he had received, would not run backwards, and the man he had hired as an engineer knew little of the operation of a locomotive.

Rain and snow hindered the progress of the work and on checking up it was found that on December 4, only four miles of track had been laid, with eight yet to be laid to fulfill the contract, taking credit for two miles that had been laid out of Cape Girardeau by the old company.

Mr. Houck promised the men a \$100 bonus if they would lay the track to Long Trestle, located about half way between the Smith farm and the Rock Levee, in ten days, which they did, and he paid them off in silver. On December 30, 1880, he was within 400 feet of the Rock levee and on the morning of December 31 he had crossed the levee and finished the connection with the rails running out from the town. There was about half a mile to go to connect with the old track.

Realizing it would be better to keep the men at work and finish the half mile, Mr. Houck offered them a day's wages if they would work all night. They promised that they would and so kindled fires along the track and at 11 o'clock the rails were joined and the locomotive reached town at 2:00 o'clock on the morning of January 1, 1881, in time to meet the terms of the contract.

The memoirs of Mr. Houck record the reception which they received when the little engine panted into Cape Girardeau with its tired road builders aboard. There was not a light in the town and every saloon was closed and there was no place where the workmen might get a drink of old Bourbon.

It was a dismal reception from the citizens who had clamored so eagerly for a railroad. Of course it was necessary to return and place the track in better shape, but this was done in due time, and later the line was continued on to Hunter and is now a part of the Frisco's Hoxie system.

In 1891, after a court fight with the Iron Mountain over the section of the road he had just finished, Mr. Houck bought the road which had been partly constructed from Kennett to Campbell and completed it, and in

IMPORTANT DATES IN CAPE GIRARDEAU RAIL HISTORY

First railroad into Cape Girardeau completed by Louis Houck on January 1, 1881.

Houck lines in Southeast Missouri sold to Frisco in May, 1902.

First train over Frisco from Cape Girardeau to St. Louis was operated June 1, 1904.

First train to Memphis, Tenn., from Cape Girardeau started on June 1, 1904.

First train over Cape Girardeau Northern Railroad from Cape Girardeau to Jackson was operated November 16, 1905.

Old Frisco depot at foot of Broadway built in 1902. Razed in 1924.

New Frisco passenger station placed in service March 5, 1921.

OKLA. CITY STATION TO OPEN APRIL 1

Construction of New Frisco-Rock Island Facilities Proceeding Rapidly

THE mild winter weather which Oklahoma City has enjoyed, has enabled the contractors to go forward with the work on the new Frisco-Rock-Island station with all possible speed, and the building is well on its way to completion and occupancy the latter part of March or the first part of April. It is located in the southern part of the business district, facing Choctaw Street and extending from Harvey to Hudson Streets.

The improvement consists of a group of three buildings, of which that housing the passenger facilities is centrally located in the block. The other two being attached wings on either side, providing space for mail, baggage and express.

The tracks and train sheds are to the south of the building and are reached by a wide subway or from the lobby in the main building, having connection to each track separately, avoiding the dangerous hazard in crossing tracks.

The mail, express and baggage are handled by six large elevators to lower level of truck tunnel and lifted in like manner through several shafts to track level.

In creating this structure as a whole, a distinct historical or classic treatment has not been attempted, but the facade is more of a modern type and spirit, with a view of expressing the purpose for which it is intended.

While historical forms have been abandoned, the use, however, of such of their details and ornaments, in a lavish manner, but subjected to modern influence and selection, were used, with the prevailing thought to create something new to express the function of these units in a pleasing manner.

This passenger station is of fire-proof construction, the roof being supported on steel trusses, with reinforced slabs to carry the tile roofing material. The walls are constructed of various types of masonry, consisting of reinforced concrete, brick, tile, and having an exterior facing of stone.

The loggia, forming the principal entrance to the building, is reached by a circular concrete driveway approach, the center of which is enriched with a fountain, encircled with floral designs and with a touch of colored lights and spacious lawns on

either side, which lends prestige to this attractive feature.

The exterior face of the building is constructed of rock-faced stone, irregular shapes, to harmonize with the character of design and embellished with smooth stone trimming of simple, but dignified ornamentation, together with the heavy variegated flashed tile roof and decorated openings, blending together, develops the necessary complement of effects in the entire composition.

Extending across the north front, with its heavy beamed ceiling and quarry tile floor, is the entrance loggia, entered through massive stone arches and the center of which front facade is featured by a lofty and decorated stone tower, lending its stately appearance to the general treatment of this central unit.

In addition to the main entrance on the north front, access is also provided on the sides of the building so entrance can be obtained from both Harvey and Hudson Streets.

Facing the main entrance, one enters from the loggia, on the left, the general waiting room, and on the right waiting room for colored. Adjacent to each of these waiting rooms and directly connected are the women's rest rooms, men's smoking rooms and toilet rooms, for both races and sex; the toilet facilities being equipped with the most modern fixtures. The interior decorated treatment of these rooms are designed along simple yet artistic lines.

The waiting rooms are treated with marble and tile wainscoting. That of the general waiting room having engaged marble columns and heavy beamed ceiling, proportionately placed, and designed with bass relief ornamentation, bordering more on the traditional classic precedent.

The waiting room and rooms adjacent, on account of climatic conditions, are provided with high ceilings, permitting of a massive decorative treatment in Venetian and Travertine effects, produced with harmonious color blends and in accord with the colored marbleoid floor and base treatment, in attractive designs.

The large waiting rooms are featured with massive electrical fixtures, especially designed to meet the requirements of the general treatment of these rooms.

Located between the two main waiting rooms is the ticket office, accessible for the purchase of tickets or obtaining information from either one.

Between the waiting room and exit to trains is located a spacious lobby, with walls and floor of marble and tile, the interior of which is likewise treated in similar tones and effects as that of the waiting rooms. From this lobby the various units are reached, which are provided in connection with this facility, for the convenience of the traveling public.

For the purpose of checking parcels and obtaining papers, etc., a news stand is conveniently located in the lobby to serve both races; and adjoining the general waiting room and entering from same is provided a combination lunch and dining room, immediately in rear of which is the kitchen and refrigerating unit for cold storage and providing ice water for the various drinking fountains.

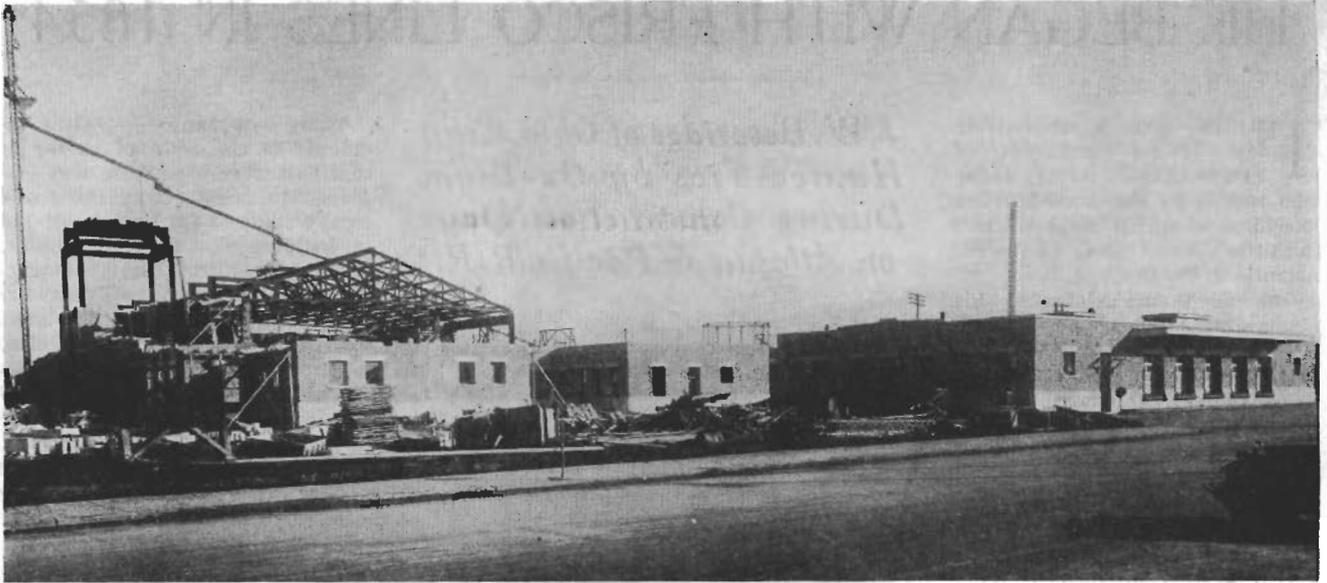
Access to trains is obtained by means of an incline, located across a lobby serving the waiting rooms and in which lobby is also located the women's aid service, the telephone, telegraph, parcel check and baggage check counters, in close, convenient points, all of which are well heated, ventilated and protected from the elements.

Through a small, short passage from lobby, access to station master and passenger agent's office is obtained, as well as a side entrance for trainmen to readily obtain their train orders, also a convenient exit to their wash and locker room.

On the north end of the west wing of this structure is located a wash and locker room, one each for white and colored trainmen. The west and south portion being assigned to mail and baggage purposes, with offices and toilet facilities adjacent.

Elevated platforms are provided in the baggage building unit for the purpose of receiving and handling the various kinds of baggage, on same level as cars, which is now Frisco standard practice. Trunks being carried to and from trains on trucks, never allowing trunks or baggage to be placed on lower floor level.

It may be well to mention here that



The above view of the new Oklahoma City Union Station now under construction was taken Jan. 11. The view is looking southwest and shows the partially completed central building to the left, and the mail and baggage building to the right. The front end of the mail and baggage room will be made into wash rooms and locker rooms for the trainmen. That portion between the two in the distance, shows the facilities for the stationmaster, passenger agents, red caps, etc. The stack, at the extreme right, is from the power house. It is expected the new building will be ready for occupancy by April, 1931.

this system eliminates the customary manner of dragging baggage and grips forcibly from trucks to the ground or lower floor level and again elevating them upon trucks for delivery, which promotes rough and careless handling.

This newer method protects the traveler's luggage, prolongs its service, and keeps it dry and clean, lessening the damage to same and materially assists the handling of this in a careful manner.

The entire east wing will be occupied by the Railway Express Agency. Toilet and locker room facilities being provided. The north end being divided into offices and so arranged for the public to be able to receive and deliver packages at this location.

Both baggage and express building wings, on account of climatic conditions, are exceptionally well lighted and ventilated, having large monitor skylights in roof, with adjustable openings.

There are also provided six large oil operated elevators, provided for elevating and lowering mail, baggage and express from the two operating levels. Necessary number of illuminated weightograph and dial automatic attachment scales are also provided for the purpose of rapid weighing.

Surrounding the east, west and south sides of wings, concrete drive-ways are provided for the delivery of express, mail and baggage. The one on the south forming a connecting

link between Harvey Street on the east and Hudson Street on the west.

In addition, a series of walks surround the facilities, including the pavement adjoining the street. Lawns will also be made, decorated with shrubs and flowers, in rear and sides of wings, and center building.

Train sheds, extending between Robinson and Walker Avenues, a distance of approximately 1,500 feet, in the form of open-type butterfly shape, are provided with covered stairways and elevator leading to subway level, and serve the six passenger tracks. These sheds are constructed on steel column supports and electrically lighted and provided with telephone service for private cars. The hot water supply for the various plumbing fixtures and steam for heating the building and coaches will be supplied from a central heating plant, with modern equipment in every respect.

These buildings will be heated by both unit heater and direct radiation system, the former being automatically controlled to maintain a uniform, even temperature.

The large waiting rooms are heated by mechanical system of air circulation, exhausting the cooler air at the low floor level, and discharging pre-heated air at a higher level, thereby producing by assistance of infiltration a purer circulation of air, as well as a more uniform distribution of heat.

The entire facility will be well

lighted with light standards surrounding the building, and specially designed, large electric fixtures for the various waiting rooms.

It is anticipated that the entire layout will be completed by April first.

TRAINS 98.5% ON TIME

Despite the arrival of winter the on time performance of Frisco Lines passenger trains was up to the usual high standard during the month of December. Four thousand and three hundred eighty-five passenger trains were operated 98.5 per cent on time during the month, bettering the record of November, when 4,220 trains were 97 per cent on time, the monthly statement issued from the office of the general manager, January 5, disclosed.

Of the Frisco divisions, Western led with its 124 trains 100 per cent on time. This was the second consecutive month in which that division has had 100 per cent on time performance. One hundred twenty trains were operated there during November.

River division ranked second during December, operating 798 trains 99.4 per cent on time which compares with the record made there during November, when 770 trains were 98.7 per cent on time.

Northern division was third with 1,054 trains 97.7 per cent on time. During November 1,020 trains were operated on that division and were 96.6 per cent on time.

HE BEGAN WITH FRISCO LINES IN 1854

THERE are comparatively few former employes of Frisco Lines living today who remember the wood burning locomotives which used to pull the little six-car trains on the old Atlantic & Pacific.

One of them celebrated his ninety-first birthday on January 21. His first connection with the old Frisco was to cut cord wood and place it conveniently along the track for those little wood burning locomotives.

This man is James W. Beveridge of Oklahoma City, Okla., who until recently was enjoying the best of health and interested in every movement in the progress of the great Frisco system of today. While he did not live at Oklahoma City when the first Frisco Meteor went through, he did live a short way out, at Spencer, Okla., and vividly recalls seeing the first one make its way into Oklahoma City. Although he was not present at the celebration of the Meteor's twenty-fifth anniversary on March 17, 1927, his son, C. G. Beveridge attended the Chamber of Commerce luncheon where old scenes and times were recalled by the veterans of Frisco Lines.

The Beveridge family has an interesting background. They were among those people of Virginia who were driven out of that state, together with the Indians and the grandmother of C. G. Beveridge was a quarter Indian. The family came to Hannibal, Mo., where Mr. James Beveridge was born on January 21, 1840.

He came from Hannibal to St. Louis where he began his work for the old Atlantic & Pacific Railroad in 1854 in the bridge and building department. Railroading was in its infancy at that time, and the ties to build the little railroad were hauled to the points along the line by teams of oxen. The roadbed was made of dirt and no ballast was used to make its foundation firm.

There are two things which Mr. Beveridge delights in talking about and those are his railroad experiences and his service in the Civil War, for he has been receiving a pension of \$100 a month as a Civil War veteran since his service. He was working for the old Atlantic & Pacific when the war broke out and he enlisted on the Union side for a period of three months in the old Missouri Cavalry. At the end of the three months he was discharged and re-enlisted in the

J. W. Beveridge of Okla. City, Hauled Ties by Ox-Team During Construction Days on Atlantic & Pacific R.R.



The above photograph of J. W. Beveridge, pioneer Frisco railman, was taken in 1926, and is his most recent one.

First Iowa Infantry and served until the end of the war.

It is remarkable that he went through the entire war without receiving serious injuries, and only a slight wound in one arm. He remembers distinctly the battle of Wilson Creek which was staged close to Springfield, Mo., and during the late World War he took great interest in comparing the modern methods of warfare with those of Civil War days.

Following the war in 1866 he went to Dubuque, Iowa, where he was married and Mr. and Mrs. Beveridge enjoyed sixty years of married life together. She died following an injury on November 12, 1926.

There are many interesting incidents in the railroad career of this Frisco veteran. He was employed in constructing the track from Pacific to St. Louis, assisted in building the road to Monett, and worked on the construction of the road to Vinita.

The old Atlantic & Pacific completed its road from St. Louis to Vinita, Okla., in 1871, approximately 360 miles, and Vinita remained the western end of the line for approximately eleven years. In 1882 the road was extended to Tulsa and in 1884 to Red Fork, Okla. Mr. Beveridge was one of the builders of this line into Vinita and into Red Fork, and he recalls that the country at that time was a wilderness, with an abundance of wild animals and the principal source of revenue in those days was derived from shipments of Texas cattle, which were transported to pastures in Indian territory in the spring and after they had grazed approximately 100 days, were shipped to market.

When they built the road into Red Fork he recalls that these pioneer railroad men got into a scrap with the Indians and had to take refuge in the turntable pit there to protect themselves from the rain of arrows.

He helped construct the first bridge over the Arkansas River as well as the first right of way track into Van Buren, Ark., and was one of the first men who went through the Winslow Tunnel after it had been cut through in preparation for building of the track.

He recalls that many years ago the old road got into financial difficulties and he had to take script which he kept for several months and finally turned it in for cash with interest.

The old pay car days were recalled by this veteran, and the men were paid only once a month. But living was cheap and they managed to pay their bills and make the pay check last from one month to the next. In the last few years of his service, Mr. Beveridge received \$2.40 a day for ten-hour work, and less than that amount when he first entered railroad work, and the hours were from sunup until sundown.

Commodities at that time were very cheap and when the Beveridge family lived in Springfield, Mo., or a short way out of that city, Mr. Beveridge recalls that they kept chickens

(Now turn to Page 27, please)

25 YEARS WITHOUT AN ACCIDENT

THERE are two things which W. D. Miller, crossing watchman at Springfield, Mo., will dwell upon at length if one should happen to talk to him of his career with Frisco Lines; the first is his gratitude to the Frisco Railroad for the position which it has given him and which enabled him to rear a large family, and the second, his record of twenty-five years of watching crossings at Springfield without a serious accident.

But Mr. Miller is not the only member of the Miller family which has served the old KCFS&M and later the Frisco. His father helped to lay the rails for the old railroad and five of his six sons have at one time or another been employed by the Frisco.

Mr. Miller is on the 6:00 a. m. to 2:00 p. m. shift at the Boonville Street crossing at Springfield, and the reporter found him at his home at 521 Lilly Avenue following his day's work.

"I've served on the Boonville, Jefferson, Main, Campbell and Springfield Avenue crossings since I came to Springfield," he said, "and I am proud to say that in the 25 years that I have served here, there has not been a serious accident. Twice a switch engine shoved a parked car a few feet, but there were no occupants in the car and no serious damage."

Mr. Miller served the old KCFS&M before it was taken over by the Frisco as a member of the steel gang and has helped to lay track on various parts of the line. In 1902 he suffered a serious accident which prevented him from doing any heavy work, and so he served for a time as crossing watchman at Tower Grove, near St. Louis, but has been located at Springfield since 1905. He says out of the several crossing watchmen with whom he exchanged shifts as far back as 1905, he is the only one of the old gang left.

In comparing the old days with today he said he started to work at Springfield at the old Boonville Street crossing where one finds him today, and where he worked 12 hours for \$32.50 a month and got paid once a month. There were then two men on the crossing and his was the night shift. He worked here each night for ten years before he got a day job.

He remembers both the first air-

Crossing Watchman W. D. Miller of Springfield Has Perfect Record



W. D. MILLER

plane and the first train that he ever saw. The airplane was a part of the World's Fair exhibit, and the train was at Cedar Gap, and was a small one and ran over the KCFS&M. It was one of the first trains run into that town, and the little old engine held a great charm for him.

When he first came to Springfield there were but few automobiles, but many horses, and he remembers distinctly that he had to lead the horses across the railroad track, and many of them became frightened at the panting switch engines.

When he recalls thrills, he dwells at length on the runs made by the old horse-drawn fire equipment at Springfield. Boonville Street is a hilly one, with the slope down toward the railroad tracks and he could hear the hoof beats of the horses as they thundered down the hill and it was his duty to flag any approaching train to let the fire wagons by. The scene was a particularly thrilling one, with the smoke and sparks from the fire engine leaving a trail down the hill, and the white horses with tails and manes flying in the wind.

Another thing which Mr. Miller recalls vividly and which relates to

other days, was the tramps who used to come by his little shack after having ridden the "rods" into Springfield and who would beg for a bite to eat. "I'm not bothered with them now," he said, "because of the highways and they usually travel that route now, because they can generally bum a ride."

Of present day traffic, Mr. Miller says that he finds women the most observant of traffic rules and he has less trouble with women drivers than with men. Few men reduce the speed of their cars as they approach the railroad crossing unless the flagman is standing at the intersection.

Mr. and Mrs. Miller have six sons, and all but one of them has at one time or another served the Frisco. F. J. Miller is employed at the Springfield West Shops as a pipefitter and has been with Frisco Lines since his school days; George Miller is a machinist for the Frisco at Springfield and has worked his way up from an apprentice; W. A. Miller is a passenger brakeman for Frisco Lines and has been employed since 1906; J. H. Miller, who now runs a store in Springfield, formerly worked for Frisco Lines as chef; D. B. Miller was formerly secretary to G. H. Schleyer, general manager for the Frisco, but is now employed in the Springfield Court House, and A. N. Miller, the sixth son, resides in California and is the only son who did not serve Frisco Lines at some time.

Mrs. Miller says she has railroaded all her life and now she gets up at 4:00 a. m. to prepare breakfast and a lunch kit for Mr. Miller, "But it seems that when the boys were all at home, most of them came home for dinner."

"How many grandchildren have we?" she said, in answer to the question. "I don't know. I think it's over twenty."

Mr. and Mrs. Miller have made several trips to California to visit their son, A. N. Miller, and on each trip they have taken one or two of their grandchildren.

"There is one thing I would like for you to mention," Mr. Miller said, "and that is my deep appreciation for the many favors the Frisco has granted me and for the work which they have given both myself and my sons, which has enabled us to live. There isn't a finer railroad to work for, and I hope that I can finish out my service until I reach seventy years of age and can be placed upon the pension roll."

NEWS of the FRISCO CLUBS

Thayer, Mo.

The first 1931 session of the Thayer Frisco Employees' Club, held January 8, was an open meeting in which all business men of that city as well as employes were invited to discuss matters of general benefit. A. L. Carr, mayor of Thayer, presided over the assembly, which was comprised of approximately 150 persons.

The principal speakers were S. J. Frazier, superintendent of the Southern division; A. P. Matthews, assistant traffic manager; J. E. Whalen, fuel supervisor; J. D. Reeves, roadmaster, and C. B. Callaham, assistant superintendent. The principal topic of discussion was bus and truck regulation and all present agreed that this competition should be regulated in the same manner as railroads. R. V. Martin, president of the local Chamber of Commerce, who was in attendance, said that he would propose a resolution to his organization, asking D. L. Bales, senator of the 22nd District, and C. C. Jackson, representative, to use their influence toward passing such legislation. Following is the resolution which the Chamber of Commerce passed in a meeting held January 9 and forwarded on that date:

"Be it resolved, by the Thayer Chamber of Commerce, this January 9, that:

"We favor legislation which will put the trucks and busses which operate in competition with the Common Carriers, on a more equal basis with said Common Carriers.

"We address this communication to you, representing us in the State Legislature, and request that you see fit to act favorably upon this proposition.

"This organization is composed of citizens of Thayer, Mo., and we feel that the railroads have done the pioneering and have held a great part in the up-building of our county, state and nation, and that the time has come where it's impossible for them to progress further with more equalization of governing laws.

"We greatly commend the activities of trucks and busses in sections not reached by our railroads and feel that they have served toward the constructiveness of our rural sections, but we feel that railroads do not have a fair break in legislation, taxes, and restrictions, thus we ask for the

two classes to be put on a more equal basis of operation.

"Today, the railroads are among the largest taxpayers in our state. The Frisco Railroad paid to Oregon County, in 1921, county and state taxes of \$6,041.36 and in the State of Missouri a total of \$861,340.39."

The foregoing resolution was signed by the directors of the Chamber of Commerce. The Thayer Employees'



Paul A. Derington, agent at Casey, Okla., submits this cartoon of a Frisco agent sending out a call for prosperity. Paul promises to be a regular contributor with his cartoons on "Frisco Pen Lines."

Club addressed a resolution of similar content to the same legislators.

Election of officers for the ensuing year was the chief business of the meeting of the Thayer Club, held December 20. Twenty-five employes were in attendance.

Walter Davidson, section foreman, was chosen president and T. E. King, engineer, vice-president. T. H. Edmundson, clerk, was re-elected secretary. The meeting was opened with a report by Edmundson on the convention of club presidents which he attended in Springfield, December 8 and 9. Following this there was a discussion of Frisco Benefit work among needy families and the local

benefit committee reported that a number of families had been aided there. Edmundson, who was secretary of the baseball team which the Thayer Club backed during 1930, made his final report on the ball club in this meeting. It was agreed that the club should also have a team in 1931. Refreshments were served at the close of the business session.

Hugo, Okla.

The Frisco Employees' Club of Hugo, Okla., held a spirited meeting December 15, in which they decided to circulate a petition in Choctaw County, urging the Legislature of Oklahoma to promptly enact laws regulating the use of busses and trucks upon the highways of the state. The meeting was well attended.

It was pointed out in this meeting that the ever growing monopoly of the use of public highways by large trucks and busses has greatly increased the hazard of automobile travel and is destroying the highways, built and maintained by taxation. It was brought out also that the railroads who have built and maintained their own roadways have been required through taxation to contribute to the building and maintenance of public highways for the use of their competitors, and this, it was agreed, was a manifestly unfair situation which should be adjusted. Attention was called to the reductions that have been made in the ranks of employes at Hugo through curtailment of train service as a result of competition from motor competition. The present Frisco payroll in Hugo is about \$350,000 annually and the taxes paid by the company in Choctaw County are about \$92,000. It was related that if these sources of income in Choctaw County were to cease, it would mean the closing of about half of the Hugo business houses and possibly three of the public schools.

Committees were appointed in this meeting to circulate the petition and a committee with Dr. G. E. Harris as chairman was appointed to call on the local state senator and representative and present them with the facts before the legislature convened, urging that they use their influence toward bringing about regulation by the legislature.

St. Louis Terminals

The St. Louis Terminals Club's roster of officers underwent but one

Against Unfair Competition

At meeting held by Frisco Employes' Club of Hayti, Mo., on January 5, the following resolution was adopted for presentation to the state senator and representatives from that district:

We, the members of Frisco Employes' Club, City of Hayti, Mo., County of Pemiscot, earnestly urge you in behalf of all fair-minded citizens and ourselves, to use all of your influence in passing of bill taxing bus and truck lines operating in this county for the following reasons:

The bus and truck lines pay no taxes to our county.

They have cut the railroad payroll in this city from an average of \$14,000.00 per month in 1929 to \$7,000.00 per month in 1930. In doing this they have caused quite a few taxpayers to move from this locality to other localities in search of employment.

Whereas, the railroads of this county pay about \$50,000.00 per year taxes and maintain their own right-of-way, the trucks and busses pay little or no taxes and the taxpayers maintain the right-of-way for them.

The railroads pay their employes a fair, living wage and this money is spent in our locality. The busses and truck lines pay their employes a small wage and none of it is spent in this locality.

The railroads are forced to publish tariffs and furnish these to the public in conformity with the law. The trucks and bus lines publish no tariffs.

The rates charged by the railroads are made by the Interstate Commerce Commission. The rates charged by truck and bus lines are made by themselves.

The railroads are forced to quote their rates to the operators of trucks and busses. The truck and bus operators then make a lower rate to obtain traffic that rightfully belongs to the railroads.

The railroads are required to have shippers secure Plant Seed permits and comply with quarantine regulations governing interstate traffic, the truck lines are not required to do this.

The railroads are required to have shippers comply with Bureau of Explosive rules in packing this commodity, the truck lines are not required to do this.

As railroad employes and tax paying citizens we earnestly petition our law makers to correct this now existing condition.

FRISCO EMPLOYES' CLUB, HAYTI, MO.

change in the election held at the meeting of that organization December 18. The following were re-elected: John Daniels, president; Clarence Stookey, treasurer; and William O'Toole, secretary. R. L. Klein was chosen for the vice-presidency. Approximately seventy-five, including a visitor, J. P. Lyons, newly elected president of the St. Louis Men's Club, attended this session.

It was agreed in this meeting that club dues should be reduced from two dollars a year to one dollar and that membership cards should be issued only upon payment of dues. President Daniels appointed Fred Walker and Wilkie Wier to serve as an entertainment committee during 1931, and later in the meeting he gave a report on the convention of club presidents which he attended in Springfield, December 8 and 9. Nearly the entire discussion which followed in this meeting related to solicitation, motor competition, and co-operation among employes, with most of those in attendance taking an active part and making suggestions. A report on solicitation disclosed that business

had been secured by the following: C. R. Catlin, Roy White, John Daniels and H. Robinson.

Ladies' Club, Tulsa, Okla.

The Tulsa Frisco Ladies' Club, assisted by the Frisco Employes' Club, there, gave a Christmas party December 18, which was attended by approximately two hundred employes and guests. Each person in attendance brought a gift which was placed on a Christmas tree and these were later distributed by C. J. Quinn, president of the Employes' Club, and Mrs. J. C. Tegler, president of the Ladies' Club.

Dancing to music furnished by a local five-piece orchestra followed distribution of presents and refreshments were served during an intermission. A number of the presents were re-donated to be given to needy persons by the Ladies' Club. Among the out-of-town guests in attendance were G. W. Moore, assistant superintendent of motive power, and Mrs. Moore; Raymond Ivey, secretary to Mr. Moore; and R. B. Francis, road foreman of equipment.

Fort Scott, Kan.

The meeting of the Fort Scott Frisco Employes' Club, held January 9, was opened with an interesting talk by E. E. Swafford, newly elected president, in which he gave a report on the petitions that are being circulated for legislation against bus and truck competition. More than 2,000 names had been secured in Fort Scott, he said, and about 25,000 on the Northern division. The meeting was attended by sixty-five members and visitors.

E. A. Miller, general agent, in a brief talk told the meeting that business at Fort Scott was comparatively good and C. L. Payne, assistant superintendent, related the activities of neighboring groups of employes. Following this Swafford explained the "Red Ball" system on the Frisco, stressing its advantages to shippers, and Eugene Moore, car foreman, made a few remarks regarding passenger service. Brief talks dealing with the subjects of competition, solicitation and co-operation were then made by L. B. Clary, assistant superintendent, and C. R. Townsend, P. D. Hunt, and Joe Travis, firemen. J. O. Armstrong, division engineer, talked on the purposes of the club and J. W. Slaughter, agent, Railway Express Company, spoke about express service, urging all to solicit. An enthusiastic general discussion followed these talks with nearly all present participating. The following reported traffic tips since the last session of the club: E. E. Swafford; Dewey Queen, of the mechanical department, and Conductor German.

Election of officers for the ensuing year was the chief business transacted at the meeting of the Fort Scott Club, held December 12. Thirty-eight members and visitors were in attendance.

E. E. Swafford, manager and wire chief, FD office, was elected president, and J. O. Armstrong, division engineer, first vice-president. T. W. Moreland, chief clerk, was chosen as second vice-president and J. W. Slaughter, railway express agent, third vice-president. Claude E. Roderick, telegrapher, was re-elected secretary-treasurer.

Swafford opened his administration immediately after taking office by appointing committees to handle bus and truck petitions, assigning each committeeman a street in Fort Scott and extending him power to appoint necessary assistants.

Prior to the election, W. H. Bevans, superintendent of the Northern division, made an interesting talk in which he reported proceedings of the convention of club presidents, held in

Springfield, December 8 and 9. C. L. Payne, assistant superintendent, related his experiences in circulating the petitions for bus and truck regulation among merchants of various towns, pointing out that nearly all of them seemed anxious to sign it. He cited an example of a merchant who was greatly surprised at being informed that he was paying more on trucks shipments than the Frisco's first-class rate.

A report on solicitation disclosed that the following had turned in tips since the last meeting of the club: Claude Reeder, Mrs. Harry Moore, R. C. Darling and Harry Moore. A general discussion followed, in which the out-of-town visitors reported conditions at their respective stations.

Hayti, Mo.

The meeting which A. Hoag, president of the Hayti Frisco Employees' Club, called December 22, was attended by 29 enthusiastic employes and was replete with suggestions for combating bus and truck competition.

It was decided to circulate a petition among the merchants asking them to discontinue the use of truck service and F. X. Schumacher was appointed to call upon them with this petition. Cleo Goodin was elected to fill the office of club secretary, vacated by Frank Morgan, who resigned, until the next meeting which was set for January 5. It was decided that officers should be elected at that time.

St. Louis Girls' Club

The meeting of the St. Louis Frisco Girls' Club, held December 23, was featured by a Christmas program. Mrs. Louise Gibson presided and introduced the following officials: J. R. Koontz, vice-president in charge of traffic; J. E. Hutchison, special representative of the president; F. H. Hamilton, vice-president, secretary and treasurer; E. T. Miller, vice-president and general solicitor, and L. E. Martin, assistant to the president, who represented Mr. J. M. Kurn at the luncheon.

Prior to the luncheon, each girl had been requested to bring an inexpensive toy and these were distributed by Santa Claus, impersonated by "Uncle Charley" Baltzell. Two Red Caps from the Union Station assisted in the distribution. The toys were later sent to children of needy families in St. Louis. An interesting number on the program was a chalk talk given by W. E. Sarius, son of the Frisco agent at Chaffee, Mo. Miss Lucille Troester sang several songs, accompanied at the piano by Miss Emily Sparks, following which Mrs. Gibson gave a report on the convention of club presidents which she attended in Springfield, December 8 and 9. The meeting was

Bus and Truck Petition Signed by 93,616

DO BUSINESS and professional men in cities along Frisco Lines want regulation of busses and trucks on public highways? Do they believe the railways are being seriously injured by unlicensed motor competition?

Do they object to the increasing monopolization of highways by freight and passenger carrying motor trucks and busses?

The answer is, emphatically, **THEY DO!!**

For several weeks a petition embodying the above principles has been circulated among business men in Frisco cities and towns. Copies of the petition were handled by agents and operators and other employes.

The result, on January 18, a total of 93,616 signatures had been affixed to petitions circulated in eight Frisco states. Petitions were not circulated in Florida.

The tabulation of signatures, by states, is as follows:

Missouri	42,839	Alabama	7,361
Oklahoma	16,558	Mississippi	2,170
Kansas	12,945	Tennessee	1,632
Arkansas	9,508	Texas	603

A copy of the petition follows:

We, the undersigned citizens of.....County, State of....., feeling and believing that unrestricted motor vehicle transportation on the highways of the state has grown to an extent that privately owned transportation companies are monopolizing the use of the highways by operating thereon, as carriers of passengers and freight, motor driven busses and trucks of a size and weight and at a rate of speed that is damaging and will ultimately destroy the highways and is making ordinary travel thereon by the public generally hazardous and unsafe. And, in addition thereto, through unfair and unrestricted competition, causing serious loss, curtailment of service and reduction in number of employes of railroads that own and maintain their own right-of-ways, have the greatest number of employes and pay the largest amount of taxes of any industry in the State.

Therefore, in order that motor vehicle transportation may be placed upon a basis more comparable with the railroads and other forms of transportation, we respectfully petition your honorable body to enact legislation regulating motor transportation carriers, conferring jurisdiction upon the Public Service Commission over the transportation of property for hire as carriers on motor vehicles and providing for the supervision and regulation thereof, the payment by motor transportation companies of an adequate amount in license fees or taxes to compensate the State for the use of its highways and providing penalties for the violation of the provisions of the act.

closed with the appointment of a new entertainment committee comprised of the following: Misses Alma Jennings, chairman; Valmeta Grund and Helen Condon. One hundred and ninety four were in attendance.

Fort Smith, Ark.

Planning a program to be broadcast over Radio Station KFPW, Fort Smith, was the most important feature of the meeting of the Frisco Employees' Club, there, held December 15. About thirty members were in attendance. A committee was appointed to perfect arrangements for the program and it was decided that J. E. Hutchison, vice-president in charge of operation, should be the chief speaker if it were possible to have him there on the date of the broadcast, which was to be set as soon as plans could be completed.

It was agreed that instead of having the annual New Year Eve party, the members would devote their efforts to providing Christmas cheer for the needy families of Fort Smith. The next business meeting of the club was set for December 22.

Clinton, Mo.

Piano solos and readings featured the program of entertainment at the joint business and social meeting of the Clinton Frisco Employees' Club and the Ladies' Auxiliary to that club, held December 20, with an attendance of twenty-seven.

The piano numbers were given by Luther Denny Hunter, and readings by Miss Mary Joe Balke and Master Frank Rogers. Following these the meeting was devoted chiefly to a discussion of bus and truck competition in which it was decided that attention of merchants should again be called to the decrease in purchasing power of employes as a result of unfair competition. A report on the petition for regulation of unfair competition, which had been circulated by J. B. Brown, president of the Employees' Club, disclosed that approximately 250 signatures of dependable business men and farmers had been secured. The session was concluded with a general discussion of business conditions and solicitation.

Henryetta, Okla.

A report on the club presidents' convention in Springfield, December 8 and 9, by F. A. McClaren, president of the club, was the chief topic of discussion at the meeting of the Henryetta Frisco Employees' Club held December 16. Eight members were in attendance. A general discussion of solicitation and courtesy to patrons followed this report, with H. G. McKinstry, agent, making a very interesting talk on this subject.

Joplin, Mo.

Sam R. Landrum was elected president of the Joplin Frisco Employees' Club at a meeting held December 18, and W. E. Wade, first vice-president. The following were chosen as second vice-presidents: R. C. Crawford, L. O. Foster, Len Kneeland, Roger Fletcher, Chas. Ferdein and Rufe Kelley; and Wm. M. Roche was elected treasurer.

Following the election, H. B. Wilson, assistant superintendent, brought up the matter of petitions being circulated urging legislation to regulate busses and trucks and these petitions were distributed among the members for circulation.

A report of the treasurer at this meeting revealed that the club had a sizable balance on hand. In the matter of membership cards, it was decided that cards should be mailed to all employes and that they should be allowed to pay from twenty-five cents to a dollar for them as they wished. A report was made upon the "Railroad Day" which was held in Joplin December 16, as a result of a suggestion made in an earlier meeting of the club, and it was decided that the club instead of the company should bear the expense entailed by participation in this event. The Ladies' Auxiliary to the Joplin club elected Mrs. H. B. Wilson as their presiding officer for the ensuing year at a recent meeting.

Pensacola, Fla.

It was decided at the meeting of the Pensacola Frisco Employees' Club, held January 5, and attended by eight members, that a very determined effort should be made to bring out a large attendance for the next session which was set for February 2. Everyone present announced his intention of attending and each promised to bring two or more members to the next meeting.

It was agreed that each member of the club's board of governors should be given a supply of membership cards to distribute among the employes of his department as a start of a drive for membership. The remainder of the meeting was given over to routine business.

THREE SANTA CLAUS'



The Fort Smith Frisco Employees' Club departed from its custom of having a New Year's Eve party and instead used the funds reserved for this purpose to play Santa Claus to children of the unemployed Frisco people of the city. Appearing in the above photograph are three members of this progressive club who took an active part in distributing some forty sacks of Christmas goods, which included candy, nuts, oranges, apples, sweaters, dolls and toys. Reading, from right to left, they are, R. M. McGlasson, chief clerk to division freight and passenger agent; L. A. Tidwell, soliciting freight and passenger agent, and Ed Crandall, clerk, B and B department.

Oklahoma City, Okla.

Election of officers for 1931 was the chief business of the final 1930 meeting of the Oklahoma City Frisco Employees' Club, held December 18. Approximately 350 were present, including the following visitors: S. S. Butler, general traffic manager, St. Louis; M. M. Sisson, assistant general manager, Springfield, Mo.; C. T. Mason, superintendent, Sapulpa, Okla., and R. C. Canady, assistant superintendent, Enid, Okla.

C. A. Moody, conductor, was elected president, and E. E. Harlow, dispatcher, vice-president. Miss Bonnie Battern, stenographer, was chosen for the office of secretary and G. K. Hornung, chief yard clerk, for the treasurer's office. The following were elected vice-presidents to represent the groups preceding their names: engineers, F. S. Ellis; firemen, R. G. Martin; trainmen, W. E. Boyd, switchman; conductors, J. O. Earley; mechanical department, Francis Jones, mechanic; clerks, Walter Pipkin, demurrage clerk, and maintenance of way department, W. E. Fountain, B&B foreman. Following the election brief

talks were made by the visiting officials. A report on solicitation showed that the following had secured business since the last session of the club: Mrs. C. C. Mills, Claude Huff, conductor; W. L. Pipkin, demurrage clerk, and Bert McCaslin, conductor. At the conclusion of the business of the meeting, the Sunset Six orchestra appeared and the remainder of the evening was spent in dancing.

Salem, Mo.

James E. Smiley, engineer, was elected president of the Salem Frisco Employees' Club at that organization's first 1931 meeting, held January 12. B. L. Sankey, conductor, was elected vice-president and E. A. Mooney, brakeman, was re-elected secretary.

The discussion at this session was concerned almost entirely with truck competition, with nearly all present taking an active part and expressing willingness to co-operate in combating that competition. The meeting adjourned at 8:30 p. m.

Wichita, Kan.

Reports of business secured by members featured the meeting of the Frisco Employees' Air Capital Club of Wichita, Kan., held January 12, with fifteen in attendance.

Business had been secured by each of the following, it was announced: A. P. Heiberther, delivery clerk; C. M. Stillsmith, index clerk; A. R. Lester, yard clerk; Merle Calvert, switchman; H. B. Sigler, conductor, and C. W. McGee, switchman. H. E. Morris, assistant general freight and passenger agent, spoke briefly, informing the meeting that he was highly pleased with the proposed two-cent passenger rate and that he believed that it soon would result in enough new business to make it a paying proposition. The meeting was closed with discussion of the petitions that are being circulated for the regulation of bus and truck competition.

Tulsa, Okla.

Selection of officers for 1931 constituted the chief business transacted at the meeting of the Tulsa Frisco Employees' Club, held December 19, in the auditorium of the Genet building there. Approximately fifty members attended this session.

C. J. Quinn was re-elected president of the club and J. L. Porter was elected vice-president. O. Rainey was chosen as treasurer and Miss Letitia Maloney secretary. George Gladson was elected sergeant-at-arms. The newly elected officers each gave a brief talk of appreciation following announcement of returns. A report on solicitation showed that business had been secured by the following: Lon I. Burd, warehouse foreman; W. A. Bryan, rate clerk, and Miss Fannie

Club Members Get Less Business in 1930

Despite strenuous efforts throughout the year ruled by "Old Man Depression," soliciting members of the Frisco Employees' Clubs had to be content with a decrease in carlot, less than carlot and passengers secured through their efforts. Totals on solicitation reports for the year from all the clubs show 7,715 carlots compared with last year's 9,189; 7,319 less than carlot compared with 9,269 in 1929; and 3,982 passengers in 1930 compared with 7,905 in 1929.

Reports of club presidents made verbally at the annual convention in Springfield, December 8-9, indicated that a considerable reduction in reportable business was to be expected, however, and the final tally for the year is far from disappointing.

President Kurn expressed his gratification at the showing made. "We mustn't let this falling off cool the ardor of any of our solicitors among the club members," he said. "Redoubled efforts are highly desirable for 1931."

The detailed record for the year 1930 follows:

Club—	Carlots	LCL	Passengers
Ames.....	9	25	11
*Amory.....			
Arkansas City.....	3	34	7
Avard Sub-Division.....	24	54	11
Birmingham.....		No record kept	
Blackwell.....	374	234	33
Blytheville.....	95		7
Carbon Hill.....		No record kept	
Chaffee.....	47	73	17
Clinton, Mo.....	27	320	19
Clinton, Okla.....	34	68	7
Cold Springs.....			1
*Dora.....		42	54
Drummond.....			4
Eagle City.....	3	4	5
Enid.....	8	33	46
Fayetteville.....	80	63	102
Fort Scott.....	507	67	48
Fort Smith.....	21	90	29
Fort Worth.....	123	19	116
Hayti.....	12	45	34
Henryetta.....	20	31	22
Hobart.....	5	10	6
Hugo.....	3	5	7
Kansas City.....	1,320	155	301
Jonesboro.....	21	160	160
Joplin.....	19	61	45
Lawton.....	6	11	
Lebanon.....		Club recently organized	
Madill.....	54	15	15
Memphis.....	184	565	77
Mountain Park.....	2	4	2
Muskogee.....	97	581	398
Neodesha.....	68	17	32
North End Beaumont Sub.....	7		
Okeene.....	2	22	18
Oklahoma City.....	56	15	110
Okmulgee.....	40	5	3
Pensacola (1st 6 months only).....	73	76	63
Poplar Bluff.....	267		150
Perry Sub (1st 6 months only).....	26		17
Rogers (recently organized).....	2	6	11
Salem.....		No record kept	
Sapulpa.....	43	90	110
Sherman.....	201	9	7
Springfield Men and Girls.....	3,038	4,147	1,342
St. Louis Girls.....	21	50	103
St. Louis Men.....	13		38
St. Louis Terminals.....	426		68
Thayer.....	15		12
Thomas.....	7	16	7
Tulsa.....	78	3	103
Vernon.....	18	40	21
Wichita.....	216	29	133
Willow Springs.....		25	50
Totals.....	7,715	7,319	3,982

*Amory secured long haul on 1,005 carlots on which Frisco could have been short hauled and 132 standing routing orders.

*Dora, Ala., 161 carlot shipments routed for long haul.

E. Turley, clerk. The club's auditing committee gave its annual report on the treasurer's records, which during 1930 were handled by W. M. Kraft, and announced that the balance was \$31.46, complimenting Kraft upon the businesslike manner in which he had kept the records. This committee was comprised of P. L. Brendel and O. P. Rainey. The session was concluded with a general discussion of business conditions, competition and solicitation.

Hayti, Mo.

Election of the following officers was the chief business transacted at the meeting of the Hayti Frisco Employees' Club, held January 12, with twenty-one members in attendance: V. R. Kelly, president; O. H. Marshall, vice-president, and R. C. Goodin, secretary.

A report by F. X. Schumacher concerning a petition that had been circulated asking business men to discontinue shipping by truck, disclosed that all except one or two local merchants had signed it. R. C. Goodin announced that he had invited J. S. McMillan, superintendent of the River division; R. L. Ward and J. M. Crawford to speak at a mass meeting of employes and business men which was to be held in Hayti at a date set later. He also reported he had received a reply from the resolution sent Senator Roscoe Patterson recently. The next meeting was set for January 19.

Neodesha, Kan.

Solicitation and competition were the principal topics discussed at the meeting of the Neodesha Frisco Employees' Club, held January 1. Thirteen members were in attendance.

Among those making especially pertinent remarks regarding solicitation in this meeting were J. M. Hall and George Christy, conductors; Mr. Lyons, brakeman, and C. S. Havens, yardmaster. A. M. Reed, brakeman, made the suggestion in which all present concurred, that in event a two-cent passenger fare is established, an accommodation train out of Wichita in the morning to Neodesha or Cherryvale and returning in the afternoon carrying merchandise, would regain a great deal of business that is now handled by competitors. A. Malmgren, president of the club, gave an interesting report on the convention of club presidents which he attended in Springfield, December 8 and 9, and O. C. Miller and E. E. Carter told the meeting of three families that were helped through the company relief fund and of others that had applied for help. J. M. Hall was elected vice-president of the club for the ensuing year.

Joplin, Mo.

The enterprising Frisco Employees' Club of Joplin and the Ladies' Auxiliary to that organization opened their meeting of January 15 with a novel feature—a radio program from station KWKH, of Shreveport, La. G. R. Maston was the speaker from this station and his address, which dealt with railroad topics, proved both interesting and instructive. Approximately seventy-five attended this session.

Following the broadcast, an election was held to choose a successor for the office of club treasurer, which was vacated by William M. Roche upon his leaving service and O. E. Hackworth was selected to fill the place. It was decided that the club vice-presidents, which represent various groups of employees, should list the men in their respective departments, so that a membership drive could begin. The plan for securing members which was agreed upon was that of selling each a membership card allowing the employe to pay from twenty-five cents to a dollar for it as he saw fit. A finance committee, the chief duty of which will be to authorize expenditures, was appointed, consisting of the following: C. G. Goodman; James A. Sapp, engineer, and A. L. Franklin of the mechanical department. Arrangements were made for keeping an accurate record of freight and passenger tips and these plans include a provision for the reporting of solicitation work at each meeting. J. H. Douglas, general agent, announced that at the last meeting of the Agents' Association plans had been formulated for a meeting of all railroad and express employees of Joplin on January 28, for the purpose of promoting acquaintance and fellowship and to urge them to secure more of the business that is now being handled by busses and trucks. Mr. Douglas mentioned in making the announcement that at that time there were about 612 railworkers in Joplin who receive a total of about a million dollars yearly. At the close of the business session the club and auxiliary joined for refreshments. The next meeting was set for the third Thursday in February.

Kansas City, Mo.

About 450 people enjoyed the New Year's Eve party and dance given by the Sunnyland Club at Drexel Hall the evening of December 31. Moonlight waltzes featured the evening. Just before midnight noise makers were distributed to those present, and the New Year was ushered in accompanied by great hilarity.

A very fine meeting was held at Yale, Tenn., Local No. 19, on January

THEY WON ELECTIONS



The young lady and young man above were designated as the most popular girl and the homeliest man at the entertainment given by the Chaffee Frisco Employees' Club, November 5, for the benefit of the local Provident Association. The young lady is Miss Mary Matthews, daughter of A. N. Matthews, B&B foreman, and her photograph discloses that the audience undoubtedly knew what they were about when they reached a verdict upon her popularity. In the case of the young man, who is Allan (Sammy) Hubbard, son of W. V. Hubbard, conductor, they may have been mistaken—or as one young lady put it, "If he is the homeliest in Chaffee, I am very curious to see some of the handsome men there." Miss Matthews was awarded a seven point compact as a winner in this contest and Sammy Hubbard received a pair of "Saw Mill Sox".

15, at which the supervision were present. These gentlemen were warmly received and expressed themselves as well pleased with the fine spirit of co-operation between the forces at Yale. The high light of the meeting was an action to get a statement of employment and payroll before the Memphis Chamber of Commerce. This is good work that might well be followed by other locals.

Monett, Mo.

J. A. Moran, superintendent of the Eastern division, was the chief speaker at the meeting of the Monett Frisco Employees' Club, held in a coach near the passenger station there January 12, and attended by forty-five members and visitors. Every department of service in the Monett station was represented by one or more employees. C. J. Kunz, president of the club,

presided, and expressed himself as much encouraged by the gain of 18 in attendance over the last meeting. Mr. Moran emphasized that co-operation among employes was more needed at this time than ever before. He concluded by stating that he was ready at all times to serve Monett in any way he could. W. A. Lassiter, a Monett grocer, also spoke, stating that he always insists on his freight being shipped by rail.

North End Beaumont Sub

C. H. Cowles, who has been the progressive leader of the North End Beaumont Sub Frisco Employees' Club during the past year, was re-elected president of that organization at a meeting, held at Winfield, Kan., January 8, and attended by sixteen members and visitors. J. O. Jones, cashier-operator, Winfield, who, in the capacity of vice-president took an active part in all club activities last year, was elected secretary and A. H. Walker, section foreman at Wilmont, Kan., was elected vice-president.

Cowles thanked the members for the confidence they had shown in re-electing him and also gave an interesting talk on the benefits of the club movement and outlined the results achieved by the North End Beaumont Sub Club during 1930. Following the talk by Cowles, there was a general discussion of cotton seed product shipments and of Kansas City local merchandise. All present agreed that the proposed two-cent passenger rate would result in a great deal of business which is now handled by competitors, and several made suggestions for the improvement of passenger service. A. L. Fisher, division engineer, of Enid, who was a visitor at this session, suggested that meetings be held at other points in the territory with local business men as guests, and after short discussion it was decided that the next meeting would be held at Latham, Kan., and that it should be social in nature, with families of employes invited.

St. Louis Men

The diversified program of speeches, music and novelty features at the luncheon of the St. Louis Frisco Men's Club, held December 22, made that meeting one of genuine benefit and enjoyment to all who attended. Approximately 225 members and guests were present.

Claude Ricketts, chairman of the State's Survey Commission, and a former member of the Missouri Legislature, made an especially interesting talk on the Commission's work. Talks were also made by Charles Summers, president of the Quanah, Acme and Pacific Railroad; F. H. Hamilton, vice-president, secretary

and treasurer; Dr. R. A. Woolsey, chief surgeon; J. E. Hutchison, special representative of president, and H. L. Worman, vice-president in charge of operation. Some very pleasing vocal numbers were given at this meeting by Misses Ann Schwartz and Mary Crane. Subsequent to this, Santa Claus, impersonated by "Uncle Charley" Baltzell, gave the meeting a hilarious aspect by distributing toys to the various officials in attendance. Attendance prizes, which consisted of baskets of fruit, fruit cakes, candy and cigars, were awarded to those who drew lucky numbers. Music was furnished during the meal by Bob Anslyn and his Frisco orchestra.

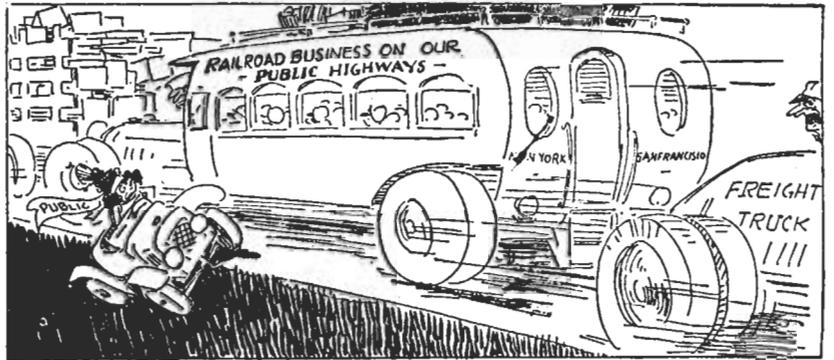
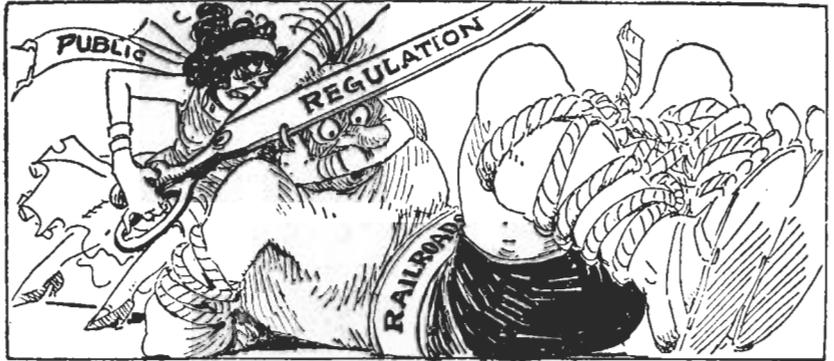
In an election held during December the following officers were chosen by members of the St. Louis Men's Club to serve during 1931: J. P. Lyons, president; R. J. Tschampers, vice-president; Arthur Stoehr, secretary, and J. A. Culver, sergeant-at-arms.

Girls' Club, Springfield, Mo.

A benefit bridge, recently given by the Springfield Frisco Girls' Club, netted \$275.00, which was used to spread cheer among those who were unfortunate at the Christmastime. Donations of friends brought this amount up to \$305.00. The sum of \$25.00 was given to the Frisco Relief Fund and the balance handled by the charity committee, which consisted of Miss Madge Morton, chairman, assisted by Mrs. Kate Beegle, Mrs. Sue Craig, Mrs. H. Dickerson, Misses Mabel Boren, Hazel Clark, Freda Fielden and Loretta Henry. Clothing and food were purchased and taken to the families whose names had been given to the committee and through painstaking efforts and investigation the needs of each family were filled. The committee purchased both the food and clothing at a good discount and the report of the committee shows that nine families were given a two-weeks' grocery order; eight were given Christmas baskets, containing a week's supply of food; 179 children were given candy, nuts, fruit and toys; 181 new garments were given away; 15 pair of shoes; 334 second-hand articles, including clothing, shoes and bedding, and a total of 52 families were aided.

Needy Frisco employes, who were being aided by the Relief Fund Committee, were given toys, candy and fruit for the young members of their families.

THUS IT CAME TO PASS THAT DELILA STARTED BUYING HAIR TONIC FOR SAMSON



J. N. Darling in the St. Louis Globe-Democrat.

ROSES IN ARKANSAS

While the Ft. Smith, Ark., employes did not enter the garden contest on Frisco Lines this past year, the private garden plot of O. H. Linton, car man and box packer, and his wife, of that city, would rival the prize garden at Monett, Mo.

The Lintons specialize on roses and in this plot, 150 x 200 there are more than 300 rose bushes containing 23 different varieties of roses.

Mr. Linton recalls his early boyhood days and the fact that he had always been interested in flowers, and roses in particular. As a student at both the University of Arkansas and

the University of Indiana he took courses in fruit growing, but the growing of roses remained paramount in his desires.

Practically every morning he brings a huge bouquet of tea roses to work with him, distributing them to his many friends, and last year there were roses on his bushes up until Christmas time.

Much of the work of keeping the rose bushes healthy and trimmed, falls to Mrs. Linton, who is as interested in the garden as her husband, and she furnishes many a bouquet for the clubs to which she belongs as well as to sick friends.

MERITORIOUS SERVICE

NORTHERN DIVISION

December 14—D. Witcher, agent, Boicourt, Kan., noticed an unusual noise as No. 106 passed his station and found a piece of car spring and marks on the track. It was later disclosed that spring was out of brake rigging on diner in 106. Five merits.

December 10—E. E. Young, operator, Paola, Kan., discovered broken arch bar on train 274 passing Paola. Five merits.

December 11—R. D. Doty and A. M. Reed, brakemen, Neodesha, Kan., helped in clearing main line of derailment near Ashley. Commended.

December 21—C. A. Lyons, brakeman, Joplin, Mo., persuaded a passenger to buy a ticket from Joplin to Cherryvale and continue on train to that point where he caught a Union Traction car to Independence, his destination, when he had intended to leave train at Joplin and go to Independence by bus. Commended.

T. P. Holland, engineer, W. L. Dunningan, conductor and M. B. Holland, brakeman, all of Joplin, Mo., discovered broken angle bar and two broken rails and promptly took action to protect trains. Ten merits each.

SOUTHWESTERN DIVISION

November 12—W. L. Reynolds, yard clerk, Oklahoma City, detected error in weight of car and check-weighed it. Five merits.

December 15—Chas. W. Robbins, telegrapher, Pierce City, noticed what appeared to be a flat wheel on dining car and notified mechanical forces at Monett who found that tread of a wheel was broken out. Ten merits.

SOUTHERN DIVISION

December 17—E. Hollowell, section foreman, Hardy, Ark., made repairs on empty stock car which was off center, saving delay and expense of sending out car man. Commended.

December 24—R. Johnson, conductor, Amory, was thanked by S. J. Frazier, superintendent, for informing him that he had received 15 merits for finding broken rail, through error. Frazier commended each member of the crew and Brakeman Liddell on train 934 for their part in finding this broken rail, December 2, and taking necessary precautions.

November 28—Clyde Gault, conductor, Amory, found broken rail and notified section crew so that it was repaired before trains arrived. Ten merits.

CENTRAL DIVISION

F. H. Caldwell, conductor, and H. W. Robinson, A. T. Beazley and W. E. Wallace, brakemen, rearranged load

A CHRISTMAS PROGRAM

Members of the St. Louis Girls' Club voted to donate \$50.00 to the Frisco Relief Fund for 1930, instead of proceeding with their usual charity program. However, with a balance of \$21.06 in the treasury from the last year's program, and with \$11.16 collected at the Christmas luncheon, they voted at the last minute to pack as many baskets as possible for needy families, names of which were supplied by the girls.

On Christmas eve, eighteen well filled baskets found their way to as many homes and made a real Christmas for their recipients. The baskets contained such nutritious edibles as chicken, potatoes, apple butter, bread, apples, cabbage, celery, carrots, sugar, coffee, flour, canned tomatoes and onions. Toys in abundance were heaped on top of each basket, and members of the girls' club, assisted by John Daniels, of the purchasing department, delivered the baskets.

and restaked car when they found a load of pipe had shifted. Ten merits each.

Robert Journant and C. P. Knighton, B&B carpenters, assisted in extinguishing flames when motor car caught fire. Five merits each.

EASTERN DIVISION

L. B. Doran, operator, Aurora, Mo., secured passengers from Tulsa to Chicago. Commended.

YALE TERMINALS

January 4—R. R. Meadows, yard clerk, Yale, discovered four bales of cotton piece goods destined for Caruthersville, Mo., in car that arrived at Yale as an empty and made proper correction. Five merits.

RIVER DIVISION

November 27—C. Stroud, conductor, discovered broken equalizer on mail car in train 805, set out car and transferred mail. Twenty merits.

November 27—C. Stroud, conductor; J. L. Johnson, engineer; C. W. Vickery, fireman, and Walter Jones, porter, the crew of train 805, discovered bad order condition in baggage car of their train, necessitating it being set out at Menfro. Commended.

December 7—H. Doughty, engineer, discovered switch lined up and locked for siding and stopped train before reaching siding. Fifteen merits.

December 17—Bert McCammon, conductor; R. G. Stackhouse and W. E. Jeffries, brakemen, crew of train 869, made repairs to car of ties picked up at Biggers for Springfield. Five merits each.

J. R. Abernathy, engineer, and M. L. Smith, conductor, promptly handled light engine from Chaffee to Brooks Junction because of fire. Fifteen merits each.

CASUALTIES DOWN 39.9%

Accident prevention work on Frisco Lines was productive of splendid results during 1930 according to the report of H. W. Hudgen, director of accident prevention, Springfield, Mo., which shows that total casualties on the system were reduced 32 per cent in comparison with the year of 1929.

The decrease in total casualties among employes amounted to 39.9 per cent in comparison with the preceding year, the report shows further, and among the different departments maintenance of way, with a reduction of 52.2 per cent had the best record with the mechanical department second, showing a decrease of 48.9 per cent, both in comparison with 1929. Reduction in total casualties in the transportation department amounted to 23.3 per cent compared with the year before. Of the different classifications of non-employes there was a decrease in the casualties among licensees totaling 11.3 per cent, and among passengers the decrease was 9.2 per cent, both compared with 1929. There was a reduction of 3.2 per cent in casualties among autoists during 1930 under 1929.

During the month of December compared with the same month a year earlier, total casualties on the system decreased 49.2 per cent and among all employes there was a decrease of 58.2 per cent in the same comparison. The maintenance of way department was first with a decrease of 69.5 per cent; the transportation department was second with a 55.2 per cent decrease, and mechanical department third with a 54 per cent decrease, all in comparison with December, 1929.

The total decrease in casualties among the classifications of non-employes during December was 20.5 per cent compared to that month the year before. The greatest decrease was among autoists—a reduction amounting to 40.4 per cent compared to December, 1929—and licensees were second with a decrease of 7.1 per cent compared to the same month of the preceding year.

WINS SCHOOL MEDAL

George C. Carson, son of Frank Carson, an employe of the Frisco's Fort Scott forces, is the possessor of a prized medal recently awarded him at the Westinghouse School for Apprentices at Philadelphia. The medal was given for the highest classroom average in scholarship at the school. The medal is of silver, enameled in blue on the front, with the large insignia "W," while on the reverse side is engraved, "J. E. Barkle Award for Highest Classroom Average, Presented to George C. Carson, 1930."

LOCATE 325 INDUSTRIES

Capital Investment of \$9,329,000
Exceeds 1929 Figures

THE year of 1930 has been a good one, all facts considered, according to the annual report of J. B. Hilton, industrial commissioner for Frisco Lines. While the number of industries, 325, is less than in 1929, the total investment is \$9,329,000, considerably more than in 1929. Three industries make up the major portion, the General Mills of Enid, and the Pittsburgh Plate Glass Company at Henryetta, each representing approximately \$2,000,000 investment and the fibre board plant of the Newport-Armstrong Company at Pensacola the latter with an investment of approximately \$1,000,000.

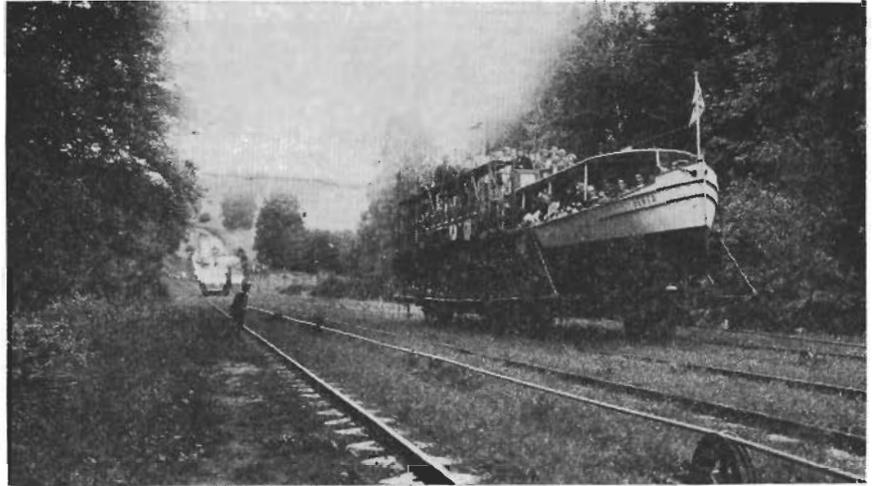
New spur tracks constructed and extensions thereto amounted to 86, the same number as in 1929. These tracks represent an estimated cost to Frisco Lines of \$124,000, to industry \$247,000.

While the number of industries as compared with last year show a decrease, the list includes some excellent concerns, including three small refineries at Oklahoma City and three leases for crude oil loading racks which will bring a good revenue. At Oklahoma City the industrial department was successful in locating the Makins Sand and Gravel Company which handles a ready-mixed concrete business and in addition this company handles 500 cars of cement a year. They have also located their gravel plant on Frisco rails near Sulphur, Okla., insuring us the haul on the entire gravel requirements.

Some of the other concerns located were Loose-Wiles Biscuit Company at Memphis; Oklahoma Wheat Pool Elevator Company at Enid; Kansas Gas & Electric Company's warehouse and storage yard, Wichita; Ranney-Davis Mercantile Company, Wichita; Galloyway Coal Company's building for the Patterson Transfer Company at Memphis; P. M. Bratton Company's warehouse at Ft. Worth; Shell Petroleum Company at Birmingham and D. Canale & Company at Jonesboro.

December of 1930 was perhaps the most active month during the entire year, with negotiations completed for the location of seventeen new industries classified as follows: one coal and material yard; four warehouses; one oil well supply yard; one oil refinery; seven distributing stations for petroleum products; two sand and gravel plants and one miscellaneous industry. These seventeen industries represent a capital investment in plants and facilities of \$645,150 and estimate their annual tonnage to be 4,500 cars.

Here's a Mountain-Climbing Ship in East Prussia



WELL, well, heigho, and happy day—what on earth can this be? We'll agree with you, gentle reader, that at first blush the strange picture appearing above might resemble (faintly, of course), something that a hard-working railroad man might see coming over the bedpost on New Year's morning. But instead of the bedpost those are real rails that the strange beastie is running over, and instead of New Year's morning in a rail-roader's bedroom, it is really a fine autumn afternoon in 1930, in East Prussia, Germany. Charles Layng, transportation editor of the *Railway Age*, who took the picture and sent it to *The Frisco Magazine*, explains that this "mountain climbing ship" is the good motor boat HERTA, and that it operates as one of a regular line of passenger and freight carrying boats in East Prussia, which indulge in a bit of mountain climbing for a portion of their journey. These boats, Layng explains, operate on a canal 125 miles long, which connects a chain of lakes. The level of the lakes varies from 45 to 75 feet, and that made it necessary to build the canal in sections, with land between. This, it will be plain to everyone including little Johnny, aged 6, was necessary to prevent all the water from running into the lowest lake. To get from one section of the canal to the next one, the ships are transported over the hills by means of trucks drawn by cables. The machinery to operate the 30 foot drums over which the cables run is driven by water power. Mr. Layng does not explain what would happen if—and when—the water power would fail or the cables break. However, that's the worry of the East Prussians who use the line, and shouldn't cause any sleepless nights among us Frisco folks.

CAR DAMAGE DOWN

The report on cars damaged by rough handling on Frisco Lines during the year 1930, tells an especially pleasing story in that the number of cars damaged from that cause during the year, decreased 44.1 per cent compared with 1929 and the monetary amount of this damage decreased 59.4 per cent in the same comparison.

The per cent of increase in the number of cars handled per car damaged amounted to 57.5 per cent and the decrease in the amount of damage per car handled was 53.87 per cent, both in comparison with 1929.

Of the Frisco divisions, Central had the best record, going through the entire year with but three cars damaged out of the 373,801 that were handled. Eastern division was second during 1930, handling 814,384 cars with damage to 19 of them, and Southwestern

division ranked third with 25 cars damaged out of 973,295 handled.

Among the terminals, Springfield, Mo., was first. Fourteen cars were damaged there out of 713,231 handled. St. Louis had second best record, handling 703,327 cars and damaging 18 of them and Birmingham ranked third, with 636,853 cars handled and 18 damaged.

Nine cars were damaged on Texas Lines during 1930, out of 130,140 handled there. This compares with 19 damaged there during 1929, when 150,857 were handled and 1928, when 33 were damaged out of 154,851 handled.

Prospect: "I want to pay cash for this car."

Auto Dealer: "Yes, sir, but this request is so unusual that I am afraid you will have to give us references."

"FRISCO" PASSES ON



"Frisco," the dog belonging to Miss Ruby Funk of Wallerville, Miss., and known to every trainman on the Frisco's Southern division, ended his earthly career as guardian of the mail sacks on Christmas Day, 1930.

"Frisco" was bought by Paul Davis, a Frisco fireman, when about a month old, from a party at Portia, Ark., where Mr. Davis's mother was serving as station agent. When a year old he was shipped to Wallerville to R. H. Funk, Frisco mail messenger. Miss Ruby Funk, who serves the Frisco as station agent, took "Frisco" to the station with her while she performed her various duties. He soon caught on to the fact that she had to meet 105 and 106 each day and bring back the mail sack. Although the train did not stop, the mail sack was thrown off.

Desiring to be of some assistance, Frisco began to meet the train and when the sack struck the ground, he would place his paws on it and hold it there until his mistress should arrive, and woe unto anybody who tried to touch it.

It was Frisco's habit to lie in the station and sleep beside the stove. When locals 921-22 would whistle for the station, he would continue to sleep, but just let 105 or 106 whistle for Wallerville and he was up and about his business. Occasionally 106 would go slow enough for the mail clerk to hand the pouch to Frisco, who would take it in his teeth and pull it to the side while 106 passed on. Every engineer, fireman and mail messenger knew him.

But after ten years of service for his mistress and the Frisco, he wound up his earthly career on December 25, at the ripe old age of ten years.

He will be missed by his many railroad friends who knew of his uniring devotion to the small part he played in serving the road on which his mistress was employed.

Delia Skelton, 17, Wins Rail-Bus Debate

WHILE it has long been known that bus and truck transportation was not popular around Winslow, Ark., there is a strong like-



MISS D. SKELTON

likelihood that it is even less popular now as the result of the arguments presented to the people of that community recently by Miss Delia Skelton, 17-year-old student in the Winslow Consolidated High School, who supported the affirmative in a debate on the subject, "Resolved: The Railroad Is More Beneficial to the Community Than Are Busses and Trucks." The logic of this straight-thinking young lady, which is very evident in her talk quoted below, easily won the judges' decision for her side; however, she modestly disclaimed credit for the victory, saying her opponents had very few grounds on which to base arguments.

Miss Skelton lives seven miles from the railroad in the Ozark Mountains and drives that distance twice each day in order to attend school. Her presentation of the subject follows:

"How many of you have ever stopped to think what the Frisco payroll means to your town, community and county? This payroll in Winslow alone amounts to \$35 a day on the average throughout the year and does not include from six to ten bridge men whose homes are here and whose families spend their money here every day. Compare this with the bus and truck lines which come into our town. How many employes do they have in Winslow? Only one lives here. Do they bring money into our town and spend it, or do they take money out and spend it elsewhere?"

"Compare the service given by railroads to that given by busses and trucks. When wash-outs or track trouble cause trains to be delayed or stop, the railways employ scores of men to work night and day in order to keep trains running to give passenger, freight, express and U. S. Mail service to the communities they serve. At present the highway between Winslow and Ft. Smith is being paved and no detour is provided so that busses and trucks can operate. Are the bus and truck companies wor-

ried about serving the people? Just investigate and you will find that they have suspended service over this section of the highway. This, alone, should convince you that the railroads give dependable service at any expense while during hardships trucks and busses cease operation and let the public get along any way it can.

"Railroad trains are much more dependable in all kinds of weather, because they are not hindered by traffic congestion and run on scheduled time. Moreover, they are much safer, because they are very carefully operated and are not continually swinging around on streets, endangering lives. The railways carry many carloads and pieces of freight which could not be handled by trucks. Raw materials, which must be transported to factories to be made into products of value and which could not be handled by trucks without prohibitive cost, come under this head. During 1929, the Fort Smith Rim and Bow Company, alone, spent more than \$18,000 in Winslow for timber (raw material) and the tie companies spent more than this in buying ties. This certainly could not have been handled successfully and economically by trucks.

"Now, consider the taxes paid by the Frisco Railroad in our town and county. During 1929, this was as follows: To School District No. 145, \$936; to School District No. 29, \$2,221.52; to School District No. 129, \$234. State, county and special bridge taxes paid to the foregoing three districts amounted to \$2,948.74. City taxes (City of Winslow), \$121.79. State, county and special bridge taxes paid on valuation in City of Winslow, \$381.20. Total taxes paid by Frisco Lines in Winslow Township, \$6,843.25. Total taxes paid in our county (Washington), \$45,938.38. These figures do not include special taxes such as paid by the many railroad employes on their homes and personal property.

"Now please compare this with the taxes paid by bus and truck lines operating in Winslow and in the county.

"Think of our beautiful new school building—the pride of the city and the community that surrounds it. It was paid for with tax money from the purses of solid, substantial, thinking citizens and the taxes of the railroad. This, alone, should cause you to realize how much our taxes would have to be to have such public buildings if we had no railroad in our community and county."

TELLING THE PUBLIC!

Agent Hulehan Presents Frisco Facts to Cape Girardeau Residents

FRISCO agents may borrow a sheet from the promotion note-book of J. T. Hulehan, general agent at Cape Girardeau, in placing the Frisco before the public in a fair and favorable light. Mr. Hulehan, who has served Frisco Lines as agent at Cape Girardeau since 1922, has gathered together many vital statistics concerning the importance of his railroad to Cape Girardeau. Through the news columns of the Southeast-Missourian, progressive newspaper published by the Naeter Brothers, in Cape Girardeau, he has succeeded in presenting the Frisco's case forcibly to the people of Southeast Missouri.

Not long ago he succeeded in having published the Frisco's taxes paid in Cape Girardeau and the money which is spent there by its employees. An investigation by Mr. Hulehan shows that Frisco Lines stand third in the list of largest tax payers in that city, the Missouri Utilities Company leading the list with \$5,159.54; the Marquette Cement Manufacturing Company second with \$2,890.86 and the Frisco third, with \$1,275.89.

Through an exhaustive investigation Mr. Hulehan compiled figures showing that the Frisco railroad spends \$200,765.90 a year in Cape Girardeau, which includes the payroll of the workers who live there and the expenses of the railroad in operating its office in that city.

Approximately 100 families in the city depend upon the payroll checks of the Frisco, either working directly out of Cape Girardeau or out of Chaffee and living at Cape Girardeau. The payroll to these employes aggregates \$17,084.84 a month, or approximately \$195,017.08 a year.

This is not the only revenue which comes to this city from the Frisco railroad, Mr. Hulehan pointed out. In addition to this amount, the railroad spent the following amounts each year in other expenses; rent \$1,334.40; lights, water, \$1,843.86; storage and upkeep on express trucks, \$400; gasoline, \$420; telephones, \$393.24; ice, \$637.32.

In addition to the above, the Frisco pays annually \$18,776.04 in taxes in that county. This is divided, state tax, \$1,693.63; county tax, \$7,819.46; Cape city tax, \$1,132.29; Delta tax, \$35.93; county school tax, \$7,466.35; special tax, \$628.38.

Recently the Frisco completed installation of a block signal system between the cement plant in Cape Girardeau to St. Louis on its main line at a cost of \$396,000. Of this amount, \$66,151.90 went to the work-

Frisco Display in Springfield Theater



DECEMBER 20 to January 2, inclusive, was advertised as "Frisco Time" at the Publix-Paramount Theatre of Springfield, and very aptly, too, for during that time the first all-sound railroad picture, "Danger Lights," was shown there. While the story was filmed on the Milwaukee Railroad, the Springfield theatre management localized its appeal by giving it a complete Frisco atmosphere.

One of the first steps of the show-house officials, in carrying out this idea, was to call upon Don Fellows, Frisco florist, to arrange an exhibit in the lobby to be viewed by the crowds which bought tickets. The result of the florist's handiwork appears in the photograph above. The display was featured by a complete miniature railway system operated by electricity with a passenger and freight train on the tracks and a tiny bridge which Fellows constructed of solid mahogany. Among the stations

on this system was a replica of the one at Springfield and the signals, switches and trestles on the road were excellent examples of small scale engineering. Characters from the film were represented in the exhibit by small dolls in overalls and across the front of each, a Frisco emblem was prominently displayed. The exhibit was viewed by approximately 25,000 persons during the showing of the picture and both local and regional officials of the amusement company declared that it was the most successful display they had ever used.

The theatre management further carried out the Frisco motif by costuming ticket clerks and ushers in overalls and caps, both decorated with Frisco emblems. Incidentally, the results of this exhibit caused them to call upon Fellows for another exhibit and he accommodated them by replacing the railway display with a beautiful rock garden.

men who spent most of it in Cape Girardeau where they made their headquarters.

Of the employes living in Cape Girardeau, 75 per cent of them own their homes, and 30 to 35 per cent of the Frisco's payroll is also spent in that city.

Cape Girardeau is fortunate in having two fast freight trains operated each way every day on the main line, and passenger service which makes eight trains in and out of the city daily.

It would seem from the above, and Mr. Hulehan is endeavoring to impress upon the people of Cape Girardeau, that the Frisco railroad is one

of its strongest assets and worthy of the support of every man and woman living in that city.

And Then the Fun Began

Master: "Jane, you must get rid of the cobwebs, I've just taken a big one off the bedpost and put it in the fire."

Maid: "But sir, that was madam's ball dress."

"I can't imagine what you bid no trump on when I have three aces and four kings."

"Well, if you want to know, I bid it on one jack with two queens and three cocktails."

SHOW SLIGHT DECREASE

Perishable Crop Movement off
2,175 Cars Over 1929

THE total movement of perishables, including meat, on Frisco Lines during 1930 amounted to 44,862 cars, according to a statement issued by W. L. English, supervisor of agriculture, Springfield. This represents a decrease under 1929 when 47,037 cars were moved. However, when allowance is made for the fact that during last summer the country was in the grip of the most severe drouth on record, it is clear that Frisco Lines does not let even a calamity of major proportions prevent its handling an immense tonnage. Of the cars of perishables handled last year, the number having local origin amounted to 22,007 and the total of foreign cars was 22,792.

The reduction in the total movement was caused to an appreciable extent by a decrease in strawberry crops, according to English. Only 779 cars of these berries were handled in 1930 in comparison with 2,251 in 1929 and the L. C. L. movement equivalent to cars of strawberries was 73 carlots in 1930 and 87 in 1929; however, an increase over 1929 in some products partly offset this. There was a particularly gratifying increase in the number of cars of watermelons handled. A total of 1,054 cars were moved last year in comparison with 1929 when 593 were handled. The second largest increase was in the potato crop. During 1930, the total potato movement was 1,071 cars while in 1929 it amounted to 765. The percentage of increase in the tomato movement was especially large, amounting to 48 cars. **Ninety-five** cars were handled last year in comparison with 47 during the year of 1929. Fifty more cars of butter were handled in 1930 than in 1929. The total movement for last year was 1,297 cars and in 1929 it was 1,247. Cantaloupes and radishes were also among the products which showed increased tonnage. Last year's cantaloupe movement totaled 42 cars which compares with the preceding year when 28 were handled, and 122 cars of radishes were moved in comparison with 111 the year before.

Besides the products of which there was an actual increase in the tonnage moved, there were several which were only slightly short of the 1929 mark and this in itself is particularly pleasing when it is remembered that 1929 was a year of new high attainments in a large number of instances. Only three fewer cars of eggs were handled in 1930 than in 1929. This movement amounted to 2,469 cars last year and 2,472 in the preceding year. Five

A FRISCO QUEEN



ETHEL NATION

The charming young lady in the above photograph is Miss Ethel Nation, comptometer operator in the master mechanic's office at West Tulsa, who was chosen by the Tulsa Frisco Employees' Club as their entry in a contest for the selection of a queen in connection with a Better Baby Show, which the Lions Club there sponsored November 15 to December 20. Twenty girls participated in the contest and the queen was chosen on the basis of votes that were sold with admission to the show, December 20. Of the funds raised by this contest, \$500 was donated to the city schools to buy milk for the under-nourished children and the remainder was used to buy prizes and to meet the other expenses incident to the show.

hundred sixteen cars of grapes were handled last year and 593 in 1929. The movement of dairy products other than butter totaled 1,024 cars in 1930, 61 fewer than in 1929 when 1,085 were moved, and the decrease in live poultry was 52 cars, 2,226 being handled in 1930 and 1,278 in 1929. The dressed poultry movement amounted to 704 cars last year and in 1929 it totaled 903. The 1930 movement of apples was 420 cars and in 1929 it was 871.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employees' Hospital in St. Louis as of January, 1931. They will be glad to hear from their friends:

Reeves, E., Caruthersville, Mo.
 Reeves, J. A., Chaffee, Mo.
 Towers, Grant, Thomas, Okla.
 Harford, W. L., St. Louis, Mo.
 Campbell, W. W., Monett, Mo.
 Jones, E., Memphis, Tenn.
 Peters, S. B., Olathe, Kan.
 Killion, Dr. H. A., Portageville, Mo.
 Morgan, E., Van Buren, Mo.
 Vining, C., Weleetka, Okla.
 Freeman, J., Tupelo, Miss.
 Wilkins, Miss L., E. St. Louis, Ill.
 Van Liew, Miss Mary, St. Louis, Mo.
 Rheurark, J. J., Sapulpa, Okla.
 Piggott, R. J., Thayer, Mo.
 Hanson, A., Joplin, Mo.
 Schellenbach, H., St. Louis, Mo.
 Wolfe, W. W., Monett, Mo.
 Carriker, E., Memphis, Tenn.
 Jones, G., Joplin, Mo.
 Gamble, P. M., Neodesha, Kan.
 Baker, J., Francis, Okla.
 Whitsell, S. W., Crowder, Mo.
 Ward, H., Ft. Scott, Kan.
 Davis, W. M., Brownwood, Mo.
 Herrald, J., Enid, Okla.
 Simmons, K. C., Tulsa, Okla.
 Gardner, H., Oklahoma City, Okla.
 Everage, Wm., Sapulpa, Okla.
 Duckworth, E., West Tulsa, Okla.
 Slaughter, C., Chaffee, Mo.
 Seaman, Ben, Springfield, Mo.
 Schroeder, D., St. Mary's, Mo.
 Lashley, C. R., West Plains, Mo.
 Busby, George, Garvin, Okla.
 McGrath, J. C., St. Louis, Mo.
 Purtle, J., Kansas City, Mo.
 Mills, C. C., Oklahoma City, Okla.
 Moody, James, St. Louis, Mo.
 Abbott, A. S., Salem, Mo.
 Thomas, J. W., Sapulpa, Okla.
 Bradley, J. E., Ft. Smith, Ark.
 Gray, J. W., Lacygne, Kan.
 Teaters, H. J., Joplin, Mo.
 Campbell, C., Amory, Miss.
 Eaker, W. F., Van Duser, Mo.
 Carlson, E., Ft. Scott, Kan.
 Barrett, M. J., St. Louis, Mo.
 Barthal, J. C., Yale, Tenn.
 Briggs, G. O., Chaffee, Mo.
 Davis, H. B., Tulsa, Okla.
 Dunbar, Z. M., Springfield, Mo.
 Hutson, T., Vinita, Okla.
 Jones, O. E., Ft. Smith, Ark.
 Keeler, A., Monett, Mo.
 Kendall, W. A., Ft. Smith, Ark.
 Loftis, Noah, Lawton, Okla.
 Luttrell, J. F., Cuba, Mo.
 Pinnell, A., Moyer, Okla.
 Reynolds, F. C., Aurora, Mo.

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

Leslie B. Lindley, Ames, Okla., December 16. A. L. Milliken, Augusta, Kan., December 16. Benjamin F. Smith, Belton, Mo., December 9. Shelby W. Schroff, Brownington, Mo., December 12. Henry W. Nichols, Cameron, Okla., December 8. Walter T. Baskett, Crescent, Mo., December 8. James O. Smith, Dunbar, Okla., December 8. Russell Vandivort, Eureka, Mo., December 6. Moses F. Russell, Fletcher, Okla., December 10. Homer W. McFarland, Joiner, Ark., December 16. Bazer W. Fisher, Leasburg, Mo., December 16. Burl Cardwell, Leflore, Okla., December 12. Maurice Buttram, McNab, Ark., December 13. George W. Higgins, Tuttle, Okla., December 11. Wilton T. Durham, West Greene, Ala., December 13. Milton B. Reynolds, Bushyhead, Okla., December 31. Wilford Stone, Brownington, Mo., December 29. Ralph M. Dickerson, Brownington, Mo., December 30. Frank M. Rowell, Catoosa, Okla., December 19. William E. Haigh, Eagle City, Okla., December 30. Carl G. Wilson, Headrick, Okla., December 29. Leroy J. Ruess, Imperial, Mo., December 20. Theodore B. Boatman, Keysville, Mo., December 18. William H. Gammel, Plantersville, Miss., December 24. William H. Boriff, Sparta, Mo., December 31. Roy M. Armistead, Stanton, Mo., December 26. Walter E. Guinn, Valley Center, Kan., December 18. John R. Burt, West Greene, Ala., December 30. O. L. Haddan, Bushyhead, Okla., January 6. E. F. Daugherty, Crocker, Mo., January 2. Wilford Stone, Keysville, Mo., January 5. Joseph W. Leedom, Steelville, Mo., January 2. Talmage C. Adams, West Monroeville, Ala., January 5. Leslie F. Lindley, Wilmot, Kan., January 6.

The following were installed temporary agents at the stations which follow their names:

John F. Talbot, Moyers, Okla., December 13. Forest C. Pepples, Pascola, Mo., December 15. Victor De-four, Bennington, Okla., December 19. Charles E. Barnes, Moyers, Okla., December 19. Albert P. Huddleston, Salt Fork, Okla., January 5.

Effective December 10, Bainbridge, Mo., ticket only agency was closed.

Change of agents was made at Galena, Kan., December 16. Robert R. French, Jr., assumed charge of station as temporary agent. No transfer by traveling auditor was made, as cashier handles accounts.

Frisco Employes' Hospital Association

Receipts and Disbursements after September 30, 1930, through December 31, 1930.

Balance brought forward from September 30, 1930.....\$22,172.10

RECEIPTS:

From assessments on members.....	\$64,168.40	
" interest on daily balances in bank.....	70.71	
" interest on securities in Treasury.....	2,777.50	
" donation by St. L.-S. F. Ry. Co.....	162.47	
" sundry accounts collectible.....	1,175.86	68,354.94
" proceeds at maturity, Nov. 1, 1930, of \$5,000 Edison Electric Illuminating Co. of Boston 3 year 4½% Gold Notes	\$ 5,000.00	5,000.00
		\$95,527.04

DISBURSEMENTS:

For payrolls	\$27,821.39	
" professional, ordinary and emergency services.....	15,390.40	
" labor, material and supplies.....	7,107.88	
" provisions	7,714.24	
" drugs	6,976.71	
" light, water, ice, gas, fuel and telephones.....	2,207.80	
" all other expenses.....	922.19	\$68,140.61
" \$3,000, face amount, N. Y., Chicago & St. Louis Rd. Co. Equip. Trust of 1924—5% Gold Certificates, Series L, due March 1, 1936, purchased Nov. 8, 1930, @ 103.7689 (4.20% basis)	\$3,113.07	
Interest (2 mos. 7 days).....	27.92	3,140.99
" \$2,000, face amount, Chicago, Rock Island & Pacific Ry. Co. Equip. Trust of 1923, 5% Cdfs., Series L, due June 1, 1938, purchased Nov. 8, 1930 @ 104.4764 (4.30% basis).....	\$2,089.53	
Interest (5 mos. 7 days).....	43.61	2,133.14
" \$5,000, face amount, The Edison Electric Illuminating Co. of Boston 2 year 4% Coupon Gold Notes, due Nov. 1, 1932, purchased Nov. 1, 1930, @ 99.62 (4.20% basis).....	4,981.00	\$10,255.13

Balance December 31, 1930, p. m., at:
First National Bank, St. Louis, Mo.....* 17,131.30

\$95,527.04

* Subject to \$570.52 of pay-drafts and vouchers outstanding at close of business December 31, 1930.
St. Louis, Mo., January 6, 1931. F. H. HAMILTON,
Treasurer.

(Continued on Next Page)

Effective December 11, Idlewild, Mo., ticket only agency was closed.

Rolla A. Cole was installed permanent agent at Rush Tower, Mo., December 9. He had been acting agent there since December 1. Former agent, A. S. Cole, died November 28.

Orville R. Carson was installed temporary ticket agent at Tower Grove December 15.

Effective December 17, Winborn, Miss., was closed as a freight agency, remaining open as a ticket only agency. J. S. Nichols was installed ticket agent.

Effective December 29, Amagan, Ark., was closed as a freight agency, remaining open as a ticket only agency with same agent—John J. Causey remaining as ticket agent.

Effective December 24, Dunnegan, Mo., was closed as a freight agency, remaining open as a ticket agency, Melvin D. Hammons was installed ticket agent.

Temporary change of agents was made at Galena, Kan., December 17, Jack John Roberts relieving R. R. French.

Effective December 23, Harold, Mo.,

ticket only agency was closed. Harvey Mitchell had been acting as agent since November 5.

Emor D. Chaudet was appointed permanent ticket agent at Springfield, Mo., was closed as a freight agency, since August 26, 1930.

William F. Reckentin was installed temporary ticket agent at Tower Grove, Mo., December 22.

Effective January 2, Netherlands, Mo., was closed as a freight agency, remaining open as a ticket only agency. John B. Lentz was installed ticket only agent.

Effective January 3, George W. Hicks was installed permanent agent at Pascola, Mo.

The Kiss at the Gate

"He kissed me at the gate," said she,
In speaking of her lover.
"I never told of it, but he
Repeated it twice over."

Man wants but little here below;
He is not hard to please;
But every woman that we know,
Wants everything she sees.

BEGAN IN 1854

(Continued from Page 12)

and cows and brought the butter which they made into Springfield where they sold it for 12½c a pound and eggs were five cents a dozen. Clothing was cheap and the demands of these pioneers were few.

The family moved to Spencer and then Oklahoma City around 1900, and Mr. and Mrs. Beveridge bought their little home at 1801 East 24th Street, Oklahoma City. He has five sons, John, who is a farmer; Henry, who is in the mercantile business; Frank, a mechanic; Jim, a building inspector at Oklahoma City and C. G. Beveridge, a prominent contractor of that city. Besides the sons there were three daughters and two adopted children.

The death of Mrs. Beveridge in 1926 was a serious shock to this old veteran, but he decided to keep the little home and secured a man and his wife to live with him and assist in taking care of the home. All of his sons offered him a home with them, but he preferred to remain in his own home. He has a radio which has enabled him to keep in touch with the present day affairs, and it has been a great comfort to him, now that his eyes do not permit him to read to any extent.

There are many hours during which he sits in his comfortable arm chair and recalls his old railroad and Civil War days and one of his sons said that if you wanted to start an animated conversation with his father, just mention either the Frisco Railroad or the Civil War. He is as loyal to his railroad today as he was when he placed the little ties in the dirt bed and started the foundation for one of the most important railroads in the country today. His interest is just as intense, and his love for the railroad just as great as it has always been.

He did not have a hobby. He was much too busy rearing his little family and performing his services for the railroad to take much time from his work, but his sons say that he was interested in the reports of baseball games.

It was his pleasure to ride several times behind the Frisco's big 1500's running out of Oklahoma City to St. Louis and he always marveled at the wonderful change in the motive power of the days of long ago and of 1930, and when he asked how often they changed engines between St. Louis and Oklahoma and was told not at all—the engine ran all the way through, he shook his head thoughtfully, "Well, in the old days

FRISCO EMPLOYES' HOSPITAL ASSOCIATION

(Continued from Page 26)

THE ASSOCIATION OWNS:

	<u>Par Value</u>
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-D (mature January 15, 1931).....	\$ 1,000.00
St. Louis-San Francisco Railway Company 6% Equipment Trust Notes, Series 71-E (mature January 15, 1931).....	9,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1931).....	5,000.00
St. Louis & San Francisco Railway Company, General Mtge. 5% Gold Bonds (mature July 1, 1931).....	4,000.00
St. Louis-San Francisco Ry. Co. Equipment Trust 5% Certificates, Series AA, (mature Sept. 1, 1931).....	3,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series M. (mature April 1, 1932).....	5,000.00
Chicago, Milwaukee and St. Paul Railway Equipment Trust 5½% Certificates, Series C (mature April 1, 1932).....	2,000.00
Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929 (mature May 1, 1932).....	10,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipt. Trust Ctfs., Series V, (mature Aug. 1, 1932).....	9,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
The Edison Electric Illuminating Company of Boston two-year 4% Coupon Gold Notes (mature Nov. 1, 1932).....	5,000.00
Central Gas & Electric Co. Three-year 5½% Gold notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rys., Equipt. Trust 5% bonds, Series K, (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Ctfs., Series A, (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co., Equipt. Trust 4½% Ctfs., Series B, (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co., 4½% Equipment Trust Certificates, Series O, (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Seaboard Air Line Railway Co., First Lien Equipment Trust 4½% Gold Certificates, Series BB (mature Nov. 1, 1933).....	6,000.00
Receivers' Chicago & Alton R. R. Equipt. Trust 6% Ctfs., Series A, (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938).....	2,000.00
U. S. Fourth Liberty Loan 4½% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4½% Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
International Telephone & Telegraph Twenty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1955).....	5,000.00
Ohio Edison Company, First and Consolidated Mtge. Gold Bonds 5% Series (mature Aug. 1, 1960).....	10,000.00
American Telephone & Telegraph Thirty-five year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4½% Gold Bonds Series A (mature March 1, 1978).....	25,000.00
(As at close Dec. 31, 1930).....	\$310,000.00
St. Louis, Mo., Jan. 2, 1931.	F. H. HAMILTON, Treasurer.

we changed those little tea kettles about six or seven times. I have lived to see it grow to its present day state of perfection and I sometimes wonder what progress it will make in the next fifty years."

The Snob

Salesman: "And what kind of horn would you like, sir? Do you care for a good loud blast?"

Haughty Customer: "No. I want something that just sneers."

"Would you like a sonata before dinner?"

Her guest gave a start of surprise and pleasure.

"Thank you," he replied, "I had a couple on the way here, but I think I could manage another."

Book Agent (to farmer) — "You ought to buy an encyclopedia now that your boy is going to school."

Farmer: "Not on your life. Let him walk, the same as I did."

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent, St. Louis

1930 Is Banner Year in Fuel Performance

By ROBERT COLLETT, Fuel Agent

As we all know, the only way to accomplish anything is to have a definite idea as to what we are trying to attain. Having this in mind, the management has for the past several years given us a definite unit of fuel consumption to reach in each class of service for the year, that is—freight, passenger and switch service.

For the year 1930 the following standards were set:

Freight Service—Pounds per 1,000 gross ton miles—166.

Passenger service—Pounds per passenger car mile—14.5.

Switch Service—Pounds per switch locomotive mile—140.

The actual performances made for the year are as follows:

Freight Service—Pounds per 1,000 gross ton miles—163.

Passenger Service—Pounds per passenger car mile—15.2.

Switch Service—Pounds per switch locomotive mile—144.

It will be noted that our performance in freight service was 3 pounds per 1,000 gross ton miles less than the standard we were given and incidentally this compares with 170 pounds per 1,000 gross ton miles for the year 1929, a reduction of 4.12 per cent, as compared to last year.

As we anticipated they would, the new 4200 class engines gave a splendid account of themselves in fuel performance and in addition, the advent of these engines allowed more modern types of power to take the place of less efficient locomotives that were laid up or assigned to lighter work and this, together with the excellent condition in which our power was maintained, the fine interest in fuel conservation on the part of all officers and employes everywhere, particularly including the engineers and firemen, who directly use the greater portion of our railway fuel, brought about these excellent results in spite of a very considerable decline in business and especially the class of business (through freight) that gives us the lowest unit of fuel consumption.

It will be noted that in passenger and switch service we did not reach the standard set, however, we did equal our 1929 performance in both of these classes of service.

The performance in these two classes of service is very gratifying and really better, in comparison to the previous year, than is apparent by merely looking at the figures. For example, in passenger service our average number of cars per train decreased slightly in 1930, compared to



ROBERT COLLETT

1929, and at the same time our passenger cars are continually getting heavier, therefore, even with the same number of cars per train, the train itself is actually heavier, although no more credit is received, due to the fact that our unit of consumption is based on passenger car miles and not the weight of the cars themselves.

In yard service the switch locomotive miles decreased approximately 13½ per cent—1930 vs. 1929—while our total freight business decreased about 12 per cent.

It is apparent, therefore, that more work was required of our switch engines during 1930, and the performance is commendable, due to the fact that we were able to hold our performance to the same figure it was in 1929.

It should be understood, of course, that the switch locomotive mile is based on an arbitrary of 6 miles per hour and the amount and class of work done by the engines in a specified time will, naturally, have a bearing on the unit fuel consumption.

Am sure it will be of interest to all of us to know just what has been accomplished in the way of performance in freight service within the past ten years and am, therefore, showing below the pounds per 1,000 gross ton miles and cost per 1,000 gross ton miles from 1920 to 1930, inclusive.

FUEL PERFORMANCE

Year	Pounds Per 1000 G. T. M.	Cost Per 1000 G. T. M.
1920	255	0.512
1921	239	0.482
1922	240	0.435
1923	233	0.403
1924	200	0.329
1925	187	0.314
1926	177	0.287
1927	176	0.266
1928	175	0.249
1929	170	0.225
1930	163	0.212

36% decrease vs. 1920.

58.6% decrease vs. 1920.

From the above figures it will be noted that each year since 1920 our fuel performance has decreased as compared to the previous year in each instance, with the exception of 1922 as compared to 1921, 1922 being 1 pound per 1,000 gross ton miles higher than in 1921.

The cost per 1,000 gross ton miles, however, has decreased steadily each year since 1920, the 1930 cost per 1,000 gross ton miles being almost 60 per cent lower than in 1920. The cost per 1,000 gross ton miles of course is based on both performance and price and a reduction in both the performance and price of fuel has resulted in the large decrease in the cost per 1,000 gross ton miles figures.

Naturally we are all hopeful that the year 1931 will bring an increase in business as compared to 1930, but whatever the results in this respect it is obvious that we should continue our efforts towards controlling so far as we possibly can, the large item of fuel expense.

We are fortunate in that we will have a slightly better price for fuel

oil during the coming year than we had in 1930. Our coal operators and oil refiners are doing a very good part toward giving us a uniform product in our fuel, well prepared and generally free from impurities.

Our fuel oil, while considerably heavier than when we first started using fuel oil, really results in a better performance when it is properly heated, since the heavier the fuel oil, the more b. t. u.'s per gallon it contains and since all of our fuel oil is purchased on liquid measurement basis and the fact that our firemen are all experienced in handling the heavier fuel oil, this will in itself help to further reduce our unit fuel consumption on oil burning locomotives as compared to former years.

The question has often been asked, especially within the past couple of years, just how long we can continue to further reduce our unit fuel consumption, when will the maximum of efficiency be reached and we finally reach a minimum in unit fuel consumption. This question is always answered by the records themselves; new records being established every day on individual trips which directly affects the monthly averages for the division and consequently the annual performance for the system as a whole.

This of course applies to all railroads the same as our own and I am sure if we all continue the same spirit of co-operation during the year 1931 as has been manifested during 1930, we will see a further reduction in our fuel performance.

Following are some good performances which assisted in bringing about the results which were obtained during the year.

WESTERN DIVISION

Perry Sub: Engineer H. P. COLLINS, fireman GEORGE W. DECKER, engine 1326, Enid to West Tulsa, December 11, handled 220,724 gross ton miles, burned 1,750 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

Engineer F. W. MacFARLINE, fireman CONLEY, engine 1337, Enid to West Tulsa, December 10, handled 226,656 gross ton miles, burned 1,800 gallons oil, performance 7.9 gallons per 1,000 gross ton miles.

SOUTHWESTERN DIVISION

Chickasha Sub: Engineer F. H. ATKINS, fireman D. P. JONES, engine 1102, December 13, Lawton to Oklahoma City, handled 540 passenger car miles, burned 655 gallons oil, performance 1.2 gallons per passenger car mile.

NORTHERN DIVISION

Wichita-Burton Sub: Engineer PHILLIPS, fireman MALMGREN, engine 4011, train 332, Beaumont to Neodesha, December 17, handled 89,034 gross ton miles, burned 3½ tons coal, performance 78 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer MURPHY, fireman ROSENBERG, engine 1522, train 105, Springfield to Thayer, December 21, handled 1,794 passenger car miles, burned 1,612 gallons oil, performance .89 gallon per passenger car mile.

Engineer TRUSLER, fireman DUNCAN, engine 1529, train 106, Thayer to Springfield, December 22, handled 1,932 passenger car miles, burned 1,826 gallons of oil, performance .94 gallon per passenger car mile.

Memphis Sub: Engineer ADAMS, fireman CORGILL, engine 1529, train 106, Memphis to Thayer, December 21, handled 2,016 passenger car miles, burned 1,616 gallons oil, performance .80 gallon per passenger car mile.

RIVER DIVISION

Chaffee Sub: Engineer L. L. COLLIER, fireman C. FRANK, engine 1021, train 802, Memphis to Blytheville, December 8, handled 280 passenger car miles, burned 281 gallons oil, performance 1 gallon per passenger car mile. This is a good performance for a local passenger run.

Engineer BAKER, fireman SLAYDEN, engine 731, train extra road switch, Chaffee to Sikeston, December 10, handled 37,320 gross ton miles, burned 3 tons coal, performance 162 pounds per 1,000 gross ton miles.

TEXAS LINES

Seymour Sub: Engineer BUTLER, fireman STRICKLAND, engine 3, train 25, November 5, Mineral Wells to Seymour, handled 91,800 gross ton miles, burned 1,737 gallons oil, performance 18.8 gallons per 1,000 gross ton miles.

The following good fuel performances were observed by Mr. H. T. Conley, fuel supervisor, while working in the various terminals:

SPRINGFIELD TERMINAL

December 10.

Engineer HOGUE, fireman AVERS, engine 960, performance 104 pounds per switch locomotive mile.

Engineer W. KELLY, fireman NEWTON, engine 3738, performance 83 pounds per switch locomotive mile.

Engineer JENNINGS, fireman GATELY, engine 963, performance 104 pounds per switch locomotive mile.

Engineer MORTON, fireman REED,

engine 963, performance 104 pounds per switch locomotive mile.

Engineer CARR, fireman HIGGINS, engine 3743, performance 83 pounds per switch locomotive mile.

KANSAS CITY TERMINAL

November 20.

Engineer MARSHALL, fireman DAUGHERTY, engine 1259, performance 115 pounds per switch locomotive mile.

Engineer CUMMINGS, fireman J. KOLIE, engine 1241, performance 111 pounds per switch locomotive mile.

Engineer RAGON, fireman MEYERS, engine 1275, performance 135 pounds per switch locomotive mile.

TULSA TERMINAL

December 12.

Engineer M. ALLRED, fireman C. ALEXANDER, engine 3803, performance 113 pounds per switch locomotive mile.

Engineer STUDABAKER, fireman BIGGS, engine 979, performance 131 pounds per switch locomotive mile.

Engineer MULRENNAN, fireman E. DUCKWORTH, engine 3805, performance 146 pounds per switch locomotive mile.

Engineer STANCILL, fireman ADKINS, engine 970, performance 131 pounds per switch locomotive mile.

Engineer GEDDENS, fireman RYKER, engine 988, performance 131 pounds per switch locomotive mile.

Engineer TILFORD, fireman CAMPBELL, engine 988, performance 147 pounds per switch locomotive mile.

REDUCE ERRORS BY 108

Employees whose work is concerned with freight handling ended the year of 1930 very fittingly by reducing the total number of errors during the closing month by 108 under the preceding month. Total errors during December were 452 and during November were 560.

Among the stations in Group One, Tulsa again had the best record and retained the pennant of the group during January. St. Louis 7th Street Station had the second best record in that group, and Springfield was third. A total of 23,341 shipments were handled at Tulsa with seventeen errors and 28,986 at the St. Louis 7th Street Station with 67 errors. Thirty-nine errors were made at Springfield in handling 20,724 shipments.

Birmingham had the best record in Group Two for the second consecutive month and retained the group pennant during January. Seventeen errors were made there in handling 10,827 shipments. Oklahoma City was second in the group, handling 9,150 shipments with 24 errors, and St. Louis Broadway Station third, with 33 errors in handling 8,290.

Here Are Six Sets of Twins From Oklahoma City



THE Oklahoma City employes of Frisco Lines are "saying it" with pictures to prove that Newburg, Mo., is not the only point on the Frisco which can show the readers of the *Magazine* a fine group of twin children of employes.

Above are six sets of the finest twins that Oklahoma City can produce.

At the left, top row, are the twins of Mr. and Mrs. E. A. Couch. Mr. Couch is a signal maintainer for Frisco Lines at Oklahoma City. They are named Harry Vernon and James Richard and are six months old.

Jimmie and Jean Murdock, 22-month-old son and daughter of the Frisco's company physician and wife,

Dr. and Mrs. R. L. Murdock, are pictured in the center.

In the upper right-hand corner are Dorothy and Dorris Long, with little Roy between. The two girls are twin daughters of W. F. Long, main line hostler, and they are four years old, while Roy, the son, is two.

The lower left-hand picture shows E. W. Whitney and his son, Clyde, and his two grandsons, Billie and Bobby, five months old, which, by the way, are Mr. Whitney's first grandchildren. Mr. Whitney served the Frisco as water service foreman on the Western division for 18 years and his son, Clyde, was a pumper at Lamont and Brackenridge for several years, afterwards having a store at Fisher and was Postmaster and sold

tickets for the Frisco there for several years.

The two fine looking boys in the plaid sweaters in the second row, center, are Rex and Russell Jackson, age 6, sons of Mr. and Mrs. D. L. Jackson. Mr. Jackson is a car carpenter for the Frisco.

It was a warm and sunny day when the lower right-hand picture was made of the daughters of Fireman and Mrs. J. H. Lewis. These twins, age 6 months, are named Dorothy Jean and Dorris June Lewis.

Now that Oklahoma City has shown its representative group of twins, members of the *Magazine* staff are wondering what city on Frisco Lines will come forward with another similar group of pictures.

50th ANNIVERSARY

(Continued from Page 9)

1895 it was extended to Caruthersville and in 1899 from Kennett to the Arkansas line.

He organized the Houck's Missouri & Arkansas railroad in 1893 and also built a line from Commerce to Morley, and three years later built a line from Morley to Morehouse and in 1899 finished the extension of this line to Cape Girardeau. The Kennett line in the meantime was connected with Houck's Missouri & Arkansas and in 1902, after further connections were made, all these roads were consolidated with the St. Louis & Gulf Railroad when Mr. Houck disposed of his interests to a syndicate which in turn sold to the Frisco.

One item of interest is noted, and

that is that the \$300,000 railroad bonds which were voted by the township were paid off with license fees from saloons. The permit to use the license money in this manner was secured through R. H. Whitelaw, representative in the legislature with the cooperation of Mr. Houck.

The old Frisco station at the foot of Broadway was built in 1902 and razed in 1904 and the modern station which is now located there was built and placed in service March 5, 1921.

SEAT NEW MEMBERS

Five new members of the system board of the Frisco Association of Metal Crafts and Car Department employes were seated at the ninth annual convention of that association, held in Springfield, December 18.

New members included T. L. Bentley of Enid, L. W. Caviness of Ft. Smith, J. L. Hendricks of Birmingham, H. B. Walker of Sherman and J. M. Sheeley of Chaffee, the latter three re-elected.

The regular routine of business was handled at this convention, with the exception of a resolution which was drafted and presented to H. L. Workman, newly appointed vice-president in charge of operation, which read:

"We, the delegates to the ninth annual convention of the Frisco Association of Metal Crafts and Car Department employes take this opportunity to express our sincere appreciation for your kindly consideration in the past and wish you luck and God speed in your new field of labor. Assembled at Springfield, Mo., December 19, 1930."

The Pension Roll

MARTIN JOSEPH HEALEY, locomotive engineer, Eastern division, was retired November 30, 1930, having reached the age limit. He was born in Manchester, England, Nov. 18, 1860, and was educated there and in the Missouri public schools. At the age of eighteen he entered the service of Frisco Lines as a section hand at Beaver (now known as Piney), Mo., and later was promoted to section foreman there. On March 31, 1886, he became an engine watchman at Rolla. Later he became a fireman and then engineer. He married Nellie F. Sheeran at Springfield, Mo., April 24, 1896, and to them were born four children, all of whom are now living. Mr. and Mrs. Healey live at 1508 North Clay Street, Springfield, Mo. Continuous service of 43 years and 7 months entitles him to a pension allowance of \$105.35 a month, effective from December 1, 1930.



M. J. HEALY

JOHN GRESHAM, pumper, New Albany, Miss., was retired November 30, 1930, having reached the age limit.



J. GRESHAM

He was born at Chesterville, Miss., in 1860, and was educated in the public schools of Pontotoc County, Miss. He entered the service of Frisco Lines as a B&B carpenter, April 11, 1889, working on Southern division bridges. On September 1, 1902, he became a pumper at New Albany. He married Miss Rebecca Carville at Tocopola, Miss., in November, 1879, and to them were born nine children, all of whom are living. Mrs. Gresham is dead. Continuous service of 39 years and 9 months entitles him to a pension allowance of \$35.30 a month, effective from December 1, 1930.

Five Frisco Lines veteran employes, with combined service of 178 years and 1 month, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held December 18, 1930, at the St. Louis general office.

OSCAR HARVEY DUNCAN, steam derrick foreman, Tulsa, Okla., was retired September 2, 1930, because of total disability. He was born at Linn, Mo., August 16, 1876, and was educated in the Missouri public schools. He entered the service of Frisco Lines in February, 1901, as a car man at Fort Scott, Kans., and was promoted to wrecker foreman at Memphis in 1911, and after serving there two months was transferred back to Fort Scott and in 1914 went to Sapulpa, Okla. He married in Fort Scott in 1903 and two daughters, both of whom are living, were born to that union. His second marriage, which was to Mrs. Gudrum Dyer of Sapulpa, took place in 1928. Mr. and Mrs. Duncan live at 20 North Elm Street, Sapulpa. Continuous service of 28 years and 6 months entitles him to a pension allowance of \$71.25 a month, effective from October 1, 1930.



O. H. DUNCAN

FRED ELTON CLARK, passenger and ticket agent, Springfield, Mo., was retired July 28, 1930, because of total disability. He was born at Honey Creek, Wis., August 28, 1870, and was educated at Springfield. He entered the service of Frisco Lines about 1890 as bookkeeper and cashier at Springfield, working there until 1896, when he entered the employ of the Standard Radiator Company of Chicago, Ill. In 1899 he re-entered the service of



F. E. CLARK

Frisco Lines as ticket clerk at the north side station, Springfield. Later he worked as a clerk in St. Louis and then became traveling passenger agent at Atlanta, Ga., and later served successively as division passenger agent at Wichita and Joplin, following which he became ticket agent at Springfield and remained there until retirement. He married Lida Eugenia Smith at Springfield, Mo., November 6, 1896, and to them were born two sons, both of whom are living. Mr. and Mrs. Clark live at 422 South Main Street, Springfield. Continuous service of 30 years and 10 months entitles him to a pension allowance of \$80.75 a month, effective from October 1, 1930.

JOHN KOEHLER, locomotive engineer, Northern division, was retired April 21, 1930, because of total disability. He was born at Marytown, Wis., December 27, 1870, and was educated there. He entered the service of Frisco Lines October 18, 1893, working in the roundhouse at Neodesha, Kan., and became a locomotive fireman July 18, 1897. He was promoted to engineer January 14, 1903. He married Miss Elizabeth Klapparich at Marytown, Wis., November 14, 1900, and to them were born two children, both of whom are living. Mr. and Mrs. Koehler live at 923 Iowa Street, Neodesha. Continuous service of 35 years and 5 months entitles him to a pension allowance of \$87.35 a month, effective from December 1, 1930.



J. KOEHLER

JAMES MANGAN

JAMES MANGAN, pensioned crossing watchman of Springfield, died December 26. He entered service as a section laborer on the Eastern division in September, 1882, and in 1911, became a crossing watchman, serving in that capacity until December 31, 1915, when he was retired because of total disability. His pension allowance was \$20 a month and during his lifetime he was paid a total of \$3,320.



Jimmy Hears an Old-Time Valentine Story from Grandma

"OH, JIMMY," said grandmother, "do you know what February 14th is?"

"Yes, I do—it's Valentine's Day. I know because the teacher has been having us make Valentines. Grandmother, would you like for me to bring home some that I've made?" he said.

"I would like to see them, Jimmy, and I hope you bring them home and perhaps we can make some old fashioned ones like I used to get when I was a girl," said grandmother.

"Were they different from the ones we get today?" Jimmy asked.

"Oh, yes, much more fancy than the ones you find today and I used to come home from school with my arms loaded with huge big red Valentines with white trimmings. You know Jimmy, your grandfather and I fell in love with each other through a number of Valentines and I have them put away in my trunk upstairs."

"Oh, grandmother, tell me about it? We have to write a Valentine story for our school paper next Tuesday and I'd like to tell them about that."

"Well, draw your chair over here and I'll tell you the story. You see we lived in the country when I was a girl, and I went to a little country school. We always made a great deal of holidays and so when Valentine's Day came around, of course we gave all of our little classmates a Valentine.

"One of the ones I received was from your grandfather. Of course it wasn't signed, but he told me later he had sent it and he asked me if I would be his Valentine and I told him that I would.

"And so the years went on and we reached the final grade of school. He used to carry my books home from school for me and divide his lunch with me, and one day I remember, he made me angry. It was just before Valentine's Day. He used to tease me a lot and this day I remember he sat behind me and put my hair, which was braided in long braids, in the ink well. And I went home that night and tore up the lovely Valentine I was going to send him and got one of those comic ones, with a funny face and a little poem beneath. And I sent

it and I remember when he opened it how hurt he was. He thought that I had sent it. And that night, under the door, I found a beautiful one from him.

"School was out and we were free again for the summer and I remember that summer he moved away. He came over to tell me goodbye and just before he left he asked me if I would always be his Valentine and I told him that I expected I would.

"It was ten years before we saw each other again, and we didn't write very much because he didn't like to write letters and I didn't like to do all the writing, but on Valentine's Day we would always exchange Valentines.

"And then one day someone came into town and told me that he was married. I remember that I was deeply touched. Not that we were really sweethearts, but I felt that he would tell me about it if he was contemplating marriage.

"It was only a month until Valentine's Day and I knew that I would know about it soon, and when Valentine's Day came I failed to get my Valentine. I knew then that it must be so.

"I tried to forget all about him and the next year a young man came to town. We met and became acquainted and he asked me to be his wife, Jimmy. I told him I would like to think it over—that I didn't know yet whether I loved him or not. I guess I kept thinking about those Valentines upstairs in my trunk and about your grandfather and my promise to him that I would be his Valentine.

"But this new young man in town was quite persistent, and he insisted that I give him my answer within the month, and that month was February.

"And so February 14th rolled around. I remember that day dawned bright and clear, and I got up with a rather sad heart, and went down to breakfast. And who do you suppose I found waiting for me?"

"The young man who asked you to marry him?" said Jimmy, interestedly.

"No—your grandfather!"

"Then he wasn't married after all?"

"Of course not, Jimmy—and I was so surprised that I could hardly talk for a few moments and then I listened

while he told me that he had come all the way from his former home and wanted me to be his Valentine forever and ever. I told him what I had heard and that I hadn't received a Valentine from him the year before and felt that he must be married. And Jimmy, he told me he had sent it, but somehow I never did get it.

"Anyway, you can just imagine that I called the young man rival up immediately and told him that I was sorry, but that I was leaving town within a week and couldn't marry him. You see, Jimmy, I seemed to know all along that sometime or other I would hear from my old school-day sweetheart, and oh, but I was glad that I had waited."

"Oh, grandmother, that's a lovely story, and you know I'd like to see those Valentines."

"All right, I'll go and get them."

And so grandmother went up to her room and soon brought down the little box which held the Valentines and she and Jimmy looked them over and read the verses and Jimmy thought they were quite the most beautiful he had ever seen.

"And you may have some of them, Jimmy—any of them you wish, because they are much more beautiful than the ones you buy today, and perhaps you can take something off some of them and make up a lovely Valentine for some of your little friends."

"Oh, grandmother, I know I can, and teacher told us we would get an extra grade if we made a very beautiful one and I think that I can, now."

"There isn't any special friend—some little girl that you'd like to give a very beautiful one, too, is there, Jimmy?"

And then Jimmy turned his eyes toward hers a little wistfully. "Yes—Mary Ellen, and I'd like to give her the most beautiful one I could find."

"All right, Jimmy, and I hope that she saves them and maybe sometime in the years to come, the Valentine which you make for her from these old ones, will mean just as much as mine meant to me."

"Well, anyway," said Jimmy, "she's the nicest and prettiest girl in school and I hope she saves them like you did."



VALENTINES

1. Erva Lee, daughter of H. M. Kirkpatrick, Baxter Springs, Kan.; 2. Leo Pickerell, son of section foreman, Pol-lard, Kan.; 3. Donald Ridpath, grandson of M. H. Wood, Olathe, Kan.; 4. Leo Car-detti, son of agent, Knobview, Mo.; 5. Betty and Emogene Parker, granddaugh-ters of M. H. Wood, Olathe, Kan.; 6. Far-rell and Beverley, children of F. M. Car-lock, Hayti, Mo.; 7. Billie, daughter of Huston Wells, Cordell, Okla., and grand-daughter of J. F. Wells, Cordell, Okla.; 8. Jack, son of N. A. Oliver, Neodesha; 9. Earl and Leland, sons of W. M. Purvis, Joplin; 10. Mary, daughter H. F. Hast-ings, Memphis; 11. Wil- liam, son of D. H. Leek, Marshfield; 12. John, son of Extra Operator R. E. Essman.



Homemakers' Page



CUPID is usually depicted dancing in gay abandon, so what could be more appropriate than a dancing party on Valentine's day, February 14? At home, with the living room rugs pushed aside, or wherever the party is held, you can have an equally good time. Here are some suggestions that will help.

The Tree of Fate, laden with hearts—each bearing the name of a famous lover—is the novel method used for matching partners at a St. Valentine's dance.

The girls pick the white hearts and the boys select the red ones. Then Romeo must seek his Juliet, Anthony his Cleopatra, Napoleon his Josephine and so on until every person has found his "true love."

The tree itself is easy to "rig out," since it is only an ordinary clothes tree, to which natural branches have been wired. The branches are hung with slender strands of red and white crepe paper moss, which form the background for the cardboard hearts.

The large conventional flower-pot is really just a piece of red cardboard cut into scallops and curved around the base of the tree. It is joined together at the back with paper fasteners. A large white paper heart, decorated with small red hearts, is glued to the front of the pot.

Visit any stationery or department store and you'll find many heart cut-outs, different styles, different sizes, red and pink, plain and printed. Combine these with twisted festoons or streamers of crepe paper and you'll have the most effective decorations, arranged with but little trouble and expense. For electric light shades use white crepe paper fringe (hung from a hoop), and over this fringe hang hearts on twisted festoons of varying length.

Another way of matching partners for a game or dance is to hang two cardboard hearts from a chandelier or in a doorway about two feet apart. Cut a slit in the bottom of each heart so that when the strings are pulled they will come through the bottom easily. Attach hearts numbered in duplicate to the ends of red twine about six feet long and place them so that the ends hang down from each one. At a signal the boys take the hearts at one end and the girls at the

other. Those with hearts of the same number are partners.

Partners are selected in the usual way and dancing proceeds for a few minutes, when the music stops. The girls form in one circle and the boys in another. A cardboard arrow about thirty inches long is placed on the floor in the center of each circle. The music starts again and all join hands and dance around and around until the music stops suddenly. The person to whom the arrow in each circle points, is to drop out and these two become partners. They may begin to dance at once or may wait until all partners have been allotted, just as the hostess prefers. The whole point of this is—"make it snappy." The music should be fast and only a few measures at a time between the stops.

Of course the matter which gives the hostess a great deal of concern is the lunch which may be served at the close of the evening. Salads and sandwiches, ice cream and cake, with valentine napkins are always appropriate and below are a few which, if they have not already been given a trial, will be found to be most appetizing:

Debutante Ice Cream

2 cups milk	¼ teaspoon salt
3 teaspoons tea (liquid)	Grated rind of 1 orange
1½ cups sugar	1 pint of heavy cream
Yolks 4 eggs	

Scald milk and add tea and sugar. When dissolved, add egg yolks, slightly beaten, and cook until mixture thickens. Add the salt, grated orange rind and cream. Freeze and serve with candied orange peel.

Fudge Cake

1/3 cup margarine	¼ teaspoon salt
1½ cups sugar	½ cup cocoa
3 eggs	1 cup milk
2½ cups flour	1½ cups chopped walnut meats
2 teaspoons baking powder	1½ teaspoons vanilla

Cream margarine and sugar and add well-beaten egg-yolks. Mix and sift dry ingredients and add alternately with milk. Stir in the chopped nuts, well floured and add flavoring. Next fold in the stiffly beaten egg-whites. Bake in layer-cake tins in a moderate oven. When cold, spread chocolate frosting between layers and on top.

Marshmallow Ice Cream

20 marshmallows	½ pint cream (whipped)
1 cup milk	¼ teaspoon vanilla

Dissolve the marshmallows in the milk, in a double boiler over a slow fire. When cool add vanilla and whipped cream. Chill in refrigerator trays, stirring occasionally.

Maple Mousse

1 cup maple syrup	1 pint cream
3 eggs	1 cup chopped nut meats

Heat syrup to boiling point in double boiler. Beat egg yolks and add hot syrup to them very slowly. Whip thoroughly and set aside to cool. Beat whites of eggs and whip cream. When syrup mixture is perfectly cool, beat in whites and cream and add nuts. Place in trays to freeze, stirring occasionally.

Marshmallow and Date Charlotte

2 cups milk	Grated rind 1 orange
2 tablespoons corn-starch	2 dozen dates
½ cup sugar	2 dozen marshmallows
1 egg	Lady fingers
2 tablespoons orange juice	Maraschino or candied cherries

Scald the milk and water in a double boiler, then pour over the cornstarch and sugar which have been thoroughly mixed together. Stir constantly while pouring, return the mixture to the double boiler and cook for 15 minutes. Beat and add the egg, cook a moment longer, then stir in the orange juice and rind, the dates and marshmallows cut into small pieces, reserving a few of each to use as a garnish. When partly cooled, turn into a serving dish (or into individual dishes) lined with halved lady fingers, garnish with the reserved dates and marshmallows and a few cherries to give a high note of color. Chill thoroughly before serving.

Pimento Cheese Salad

1 teaspoon gelatin	Salt and pepper to taste
1 tablespoon cold water	Green peppers
¼ pound pimento cheese	Lettuce
5 tablespoons cream	French dressing

Soften gelatin with cold water and dissolve over hot water. Add this to the cheese which has been rubbed through grater and made smooth and moist with cream, and season to taste. Stuff peppers with mixture and place on ice. When very cold, slice in thin rings and arrange rings on bed of crisp lettuce. Serve with French dressing.



A Fatal Error

"I hear Brown fell down on the state pharmacy examination."

"Yes, he got mixed on the difference between a club and western sandwich."

SERVICE

Doctor (preparing to pull a patient's tooth): "Will you have gas?"

Patient: "Yes, and you might look at the oil, too."

WORSE AND WORSE

Teacher: "Henry, why aren't you writing?"

Scholar: "I ain't got no pen."

Teacher: "Where's your grammar?"

Scholar: "She's dead."

Enough

"I've got half a mind to get married."

"Well, that's all you need."

THE BOSS

"Who did you say was boss of your household?"

"Well, Maggie has charge of the children, servants, dog, cat and the canary, but I can say pretty much what I please to the goldfish."

STILL HOLDS GOOD

Husband: "If a man steals—no matter what it is, he'll live to regret it."

Wifie: "Well, you used to steal kisses from me before we were married?"

Hubbie: "Well, you heard what I said."

ARMY TALK

Daughter: "Did you have many love affairs, Daddy?"

Father (a former captain in the army): "No, I fell in the first engagement."

YES, HE DID

"I hear Smith made a great showing at the track meet the other day."

"He did, he lost his trunks on the last lap."

HIS MONEY'S WORTH

In the old days when country merchants traded their wares for produce, and it was customary to keep a jug under the counter for customers, a lanky countryman came in the store one morning and sat around awhile.

Directly he asked, "Jim, what are knitting needles worth today?" He was told a cent apiece. Then he asked what they were paying for eggs and was told twelve cents a dozen.

He reached in his coat pocket and brought out an egg and said, "The old woman wants a knitting needle."

The store man gave him one and took the egg and laid it on top of the egg box. After awhile the customer asked if it was not customary to set 'em up when a fellow did any trading. The storekeeper told him the jug was under the counter and to help himself. He poured out a drink in the glass and then waited a little while. Finally he said that he always liked an egg in his drink on a cold morning like that. The storekeeper reached up and got the identical egg the customer had brought in and handed it to him. When he broke it, it had a double yolk and the customer said, "Here, Jim, this is a double yolk, you owe me another knittin' needle!"

—(S. L. H.)

TESTED

"How are these lipsticks?" the young lady asked.

"Best by test," answered the handsome drug clerk.

"Well, how do you arrange your tests?"

The Explanation

"What are all those holes in your diploma?"

"I graduated from Chicago U."

HINTS ON GOLF

Take a rubber snake along when you go out to play golf and if you have trouble getting out of sand traps, you can hold the snake up and holler to the others that you finally killed it.

A Scotch House

A Scotchman in planning his new home, left the roof off one room.

A friend asked the reason.

"Oh, that's the shower," replied the Scotchman.

A GENEROUS RAILROAD

A typist was making bills covering brake shoes and said to her supervisor: "Mack, is the Santa Fe generous enough to supply shoes to all the brakemen?"

—(Santa Fe Magazine.)

CORRECT

"They say if there is anything in a man, travel will bring it out."

"That's right. I found that out my first day at sea."

It's Over

The honeymoon is over,

When a wail comes from the flat;
"Don't you dare throw those biscuits,
Do you want to kill the cat?"

A NEW VIEW

If this television thing works out, it won't be such a cause for complaint to get wrong numbers occasionally—providing they're good looking.

GUILTY

Judge (to prospective juryman): "So you've formed an opinion of the case?"

Juryman: "Yes, your honor, one look at that man convinced me he was guilty."

Judge: "Heavens! Man, that's the prosecuting attorney."

Tried and Tested

"Are you sure this suit won't shrink?"

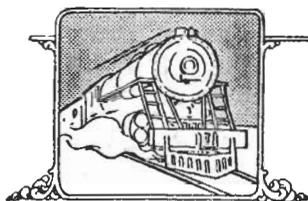
"Oi! Dot suit has been squirted on by effry fire department in town."

CORRECT

Teacher: "Johnny, do you know who built the Ark?"

"Naw."

Teacher: "Correct, for once in your life."



The FRISCO MECHANIC

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



Notes From the General Chairman

By H. E. BURGESS

IN OFFERING the following notes from the office of your general chairman it is thought that they will receive wider circulation than if issued as circular or bulletin letters. These notes will be confined to incidents presented in the office or noted on the road if thought to be of interest to the craft. They are not intended to supplant circular or bulletin letters of a business nature, except that part that had to do with the monthly travels of your general chairman, which part will be discontinued.

It is hoped the notes will prove to be of general interest, and meet with your approval. This office would be very glad to accept suggestions as to your thought along this line.

It is a regrettable fact that eye injuries to our shopmen have shown a very serious increase in the past few months. We had gone along for the past three years without the loss of an eye, but have lost five in the past six months. This would indicate that there had been a let-down in the precaution necessary to protect the eyes.

Everyone should make a resolution that you will use every effort to protect your eyes. If your goggles are defective or if you have none, do not delay getting a pair that are first-class in every particular. Remember, a man with one eye is at a disadvantage compared with one with two eyes.

Play safe; wear your first-class goggles.

Many of the delegates who attended our ninth Annual Convention at Springfield on December 19, have praised the courtesy extended to them by Locals One and Two while in Springfield. They have requested that this office extend their thanks for the delightful Christmas party and visit to the Springfield shops. It is a great pleasure to do so and also to add a kindly note of appreciation for the thoughtful courtesy of locals One and Two that have resulted in such pleasant memories with our out-of-town visitors.

As the convention delegates express their appreciation for the delightful Christmas party, it might be said in

passing that circumstances prevented either one of these locals from holding their parties on the conventional date for such celebration, namely, December 24. But hold them they did, in regal style on such dates as were available. It was not the day of the month that counted, but the fact that these good people would come together and forget all else to do homage to the memory of the kindest and most beloved character that ever appeared on this earth. Not such a bad old world when populated by folk who revere and honor His memory.

One of the outstanding features of the first half of January was the privilege of sitting in a meeting of the apprentice school of instruction on January 8, in Birmingham, Ala.

Brother Joe L. Hendricks gave a blackboard demonstration of the method of applying a cylinder to a locomotive, which he did in a manner highly creditable to himself and to Local No. 18. Of course there were many points of interest brought out in the discussion. The demonstration illustrated the necessity for the proper head studs as a safety measure; the importance of lining to driving pins and axle centers, etc.

This is good work, the sort that will develop the future railroad mechanic of the next decade.

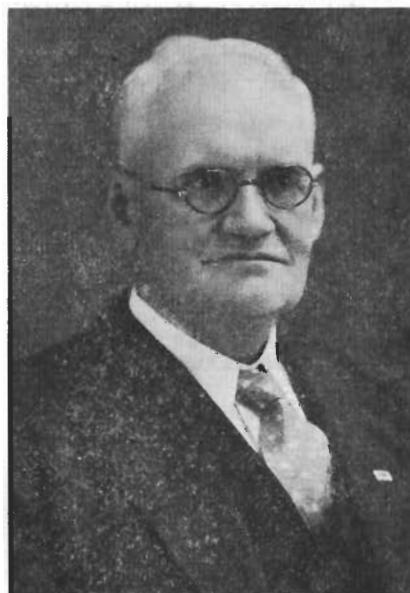
Your general chairman visited Memphis on January 8 and made the acquaintance of a number of the members. However, owing to an error in dates this was not their meeting night, but the boys have a "whale of a meeting slated for a later date," at which your general chairman will pay the visit that was not possible at this time.

Local No. 8, Enid, Okla., had a highly successful meeting on January 12, which was quite a reunion of old friends. No. 8 is doing noble work in that they have adopted two poor families for this period of depression. Judging from the care these unfortunate people are receiving as wards of No. 8, they are indeed fortunate to have fallen into such hands.

H. E. BURGESS ELECTED Succeeds Junkins as Association Chairman, December 1

THE selection of H. E. Burgess for the General Chairmanship of the Frisco Association of Metal Crafts and Car Department Employes was announced on December 1. He formerly served the Central division as division chairman and was re-elected. His second term was to begin on December 19th, 1930.

He has been an ardent supporter of the association from its inception and



H. E. BURGESS

was a member of the committee that drafted the present new constitution.

The other members of this committee were Claude C. Bond of Enid, Oklahoma, and Roy O. Salsman, now of Wichita, Kansas.

Mr. Burgess was chairman of the committee that wrote the new ritual that is about to go to the printer. His associates on this work were Claude C. Bond of Enid, Oklahoma, and John S. White of Tulsa, Oklahoma.

He entered Frisco service for the first time during the world war, taking the place of a man who had gone to France.

He was employed in the water service department at Fort Smith. He re-entered the service on December 20, 1922, again as water service mechanic, which position he was filling when called to the leadership of the Shop Crafts.

FRISCO MECHANIC FAMILY NEWS

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

J. D. WACEY, Reporter

C. C. Clark, engineer, is on the sick list. L. F. Way, conductor from Brownwood switcher, is in the Harris Hospital for an operation.

Walter Crain, fireman, out-battled an attack of the "flu" in the Sherman Hospital recently.

Miss Helen Blentlinger, daughter of C. E. Blentlinger, car foreman, and G. W. Wade were married December 24, and left the next day for Houston, where they will make their home. We extend our congratulations and wishes for a long and happy married life.

G. D. Skelton, hostler, and wife spent the holiday period in the vicinity of Omaha, Neb., and report a splendid visit. Congratulations are offered to Messrs. Worman, Surlis and Lister on their new appointments, effective January 1.

Our congratulations are also extended to Mr. I. K. Leach, appointed yardmaster to succeed the late W. H. Thompson and Mr. T. E. Brooks, appointed night yardmaster in Mr. Leach's vacancy.

John R. Ferguson, president of Local No. 25, F. A. of M. C. & C. D. E., attended the shop craft meeting in Springfield, December 19.

Mr. G. W. Moore, assistant superintendent motive power, was a visitor here January 10.

General conditions in this section appear to be slightly improved after the expected depression following the holidays. Let's get together "Fellows" and support our Employes Club, turn in our traffic tips and make a real, earnest effort to encourage the use of Frisco service during 1931. At this critical period, a loyal employe's duties are not over when the whistle blows; he should lend his aid and support to all organizations protesting the use of bus and truck traffic under the present unfair conditions.

GENERAL YARDMASTER'S OFFICE—OKLAHOMA CITY, OKLA.

S. K. HORNUNG, Reporter

The Frisco is starting the New Year using their own passenger station facilities, after being with the ATSF for a number of years. The new Union Station will not be completed until some time about April 1, but temporary quarters have been established near the new station site, and the Frisco joint with the Rock Island started using the temporary station December 1. It is quite a busy place, twenty passenger trains either arriving or departing within a 24-hour period. Mr. L. A. Fuller, formerly of Kansas City, is the new day station master, and Mr. W. Williamson is the night station master. The Frisco gained two ticket clerks in the change, and several other less important positions.

Night Yardmaster Herndon, Switchmen E. A. Frick, E. V. Denniston and E. T. Brown have all been off on account of sickness recently.

Operator N. Burch was called to Denison, Texas, December 28, on account of the death of his wife's sister.

We are pleased to be on the receiving end of some of the new business originating on the Frisco's new line into Drumright, Okla. The Sloan-Forsberg Oil Co. and the Magnolia Petroleum Co., both receive carloads of oil and gasoline from Drumright. The Sloan-Forsberg people receive an average of about two carloads per day. I understand from Trainmaster Cleary, the Frisco has been getting from 12 to 20 carloads of oil and

gasoline each day from Drumright, which is certainly encouraging.

The general business depression has not seemed to have affected building operations in Oklahoma City. Two 33-story buildings, The First National Bank, and the Ramsey Tower, now being under construction, and the 11-story Black Hotel just having been completed. Before these two large buildings are completed, the Frisco will, no doubt, have handled into Oklahoma City a fair share of the building material required.

Since our last report, C. C. Atterbery, who was chief clerk in the general yardmaster's office has been made chief clerk in the agent's office. G. K. Hornung took Mr. Atterbery's place. C. B. Hinsey, former chief clerk in the agent's office, has been promoted to Traffic Manager Snyder's force.

Mr. R. L. Allred has returned to the yard office as third trick bill clerk at east yard. Mr. Allred has been working at Francis the past few months, but the position he had there has been discontinued. Allred displaces J. W. Barkalow, who has taken the position of second trick yard clerk at the east yard. This leaves L. M. Lee too young in seniority to hold a position at the yard office.

Switchman W. B. Bartley is the latest Frisco employe who has had oil found on his property. Oil was struck on his lease January 7, and from indications will be a large producer.

We are pleased to report that former Assistant Superintendent E. L. Hill has returned to his old passenger run on the Red River Sub-division, running between Tulsa and Sherman.

At the last meeting of the Frisco Employes' Club, Conductor C. A. Moody was elected president of the club for the year 1931. Lucille Battern of Mr. Snyder's office is the new secretary, and the writer is to continue as treasurer.

LOCAL No. 31—BACONE, OKLA.

N. T. RISNER, Reporter

Local No. 31 is 100 per cent. Everyone is back, working after the Xmas holidays. The annual election is over, and everyone is satisfied. Mr. Dan Gorman reports a splendid visit to Springfield.

Mr. M. T. Caughman and wife spent a few days in Pawhuska.

Mrs. N. T. Risner and sons, Claude and Billie, spent a week visiting friends and relatives in Durant.

Mr. Clyde Frazer still believes there is a Santa Claus. Mr. Frank Maxey doesn't believe there has ever been one. Frazer gave the proof there is one, and we agree with Mr. Frazer, because no one else could have selected so many nice presents.

Now that the bird season is over, most of the boys have hid their guns away until another season. Some fellows say Mr. Rabbit is still good and have a line drawn on them till the warm weather drives Mr. Rabbit to the mountains, where he sleeps all day in the cool and dense shade of the tall oaks that grow by the brook where we murder so many innocent worms by pushing a jagged fish hook through them for some sucker to pull off, and we report a bad day to fish. We still believe there are large fish to catch, so we will tell more fish stories as the weather permits.

SUPERINTENDENT'S OFFICE WEST SHOP

RUSSELL B. TODD, Reporter

The Frisco mechanical supervisors, Local No. 1, will hold their monthly meeting January 23 to elect officers for this year.

James R. Rowden of the store department died suddenly of heart trouble November 12. This shop extends sympathy to the family.

Joseph R. Yates, formerly distribution clerk, was called back to work in this office January 2.

Mrs. Leo Reddick, wife of machinist apprentice, has returned from a three weeks' visit in Los Angeles, Calif., where she visited friends and relatives.

Miss Alma Northcutt, stenographer in the coach department, is confined at her home at this writing account of sickness. We hope she will return to work soon.

Anyone attending the Paramount Theater noticed a very fine display in the lobby which was arranged by D. B. Fellows, Frisco florist. This display was an advertisement to the Frisco.

Robert Y. Mansfield, machinist apprentice, who was laid off June 1, 1930, was called back to work January 2.

Henry Nelson is the new stock clerk in the store department, transferred from general store to west store.

William White, stock clerk in the store department, has returned to work after a spell of sickness.

The Night Lecture School held in this office for apprentice boys was started January 14 after the shops reopened.

Fred Rauch, draftsman in this office, spent a few days last week in St. Louis and reports a very fine trip.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Mrs. Maggie C. Ross, mother of Mrs. L. C. Akin, died here December 29. We extend our sympathy to Mr. and Mrs. Akin and family.

Mr. and Mrs. C. O. Mitchell and daughter spent the Christmas holidays with relatives in Afton, Okla.

Mrs. Virgil Yeagain was called to Advance, Mo., account of the sickness and death of her grandfather, Judge Grant W. Sample.

Miss Helen Pelley of Sherman, Texas, was a guest of Miss Janice Coffey recently.

J. S. Gee, father of Mrs. Charley Niemeyer is seriously ill at the Niemeyer home in West Tulsa. We wish him a speedy recovery.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSIE L. BRANDON, Reporter

Sam Hays, car inspector, is off with a very severe case of lagrippe; he has our best wishes for a speedy recovery.

Roy Twigger, extra inspector, is working in Sam Hays' place while he is off sick.

Louis Bunch, car inspector, was off one day on the sick list but is back at work again.

Mrs. A. E. Sprague and son, William, wife and son of A. E. Sprague, delivery clerk at the freight house, is visiting with relatives at Warrensburg, Mo.

Major Wingo, picker at the freight house, has traded his house and lot in town for a suburban five-acre tract.

William Evans, lamp tender south train yards, is back on the job again after spending a week visiting with relatives in Tulsa, Okla. He reports a nice trip.

Lewis J. Cane, crossing watchman, is sick and in the hospital. At this time we are glad to report that he is improving nicely and hope he will be on the job again soon.

Albert Atwood is relieving Mr. Cain while he is off on account of sickness.

Ed Borkman, picker, has traded his property in town for a five-acre suburban home, and is trying country life again.

J. J. Hoffinger, wife and daughter are back home again after spending a week visiting with relatives at Fayetteville, Ark., and they report a nice visit.

Jesse L. Brandon and Mrs. Brandon spent the week end visiting with relatives in St. Louis, Mo.

LOCAL No. 7—FT. SMITH, ARK.

J. N. COLEY, Reporter

Local No. 7 is beginning the New Year, 1931, with a 100 per cent membership and every member of this local has contributed to the Frisco Relief Fund.

At the regular meeting in December, Mr. L. W. Caviness, first class sheet metal worker and president of the Frisco Employes Club, was elected division chairman to succeed H. E. Burgess, who was elevated to general chairman of System Committee.

At our first regular meeting in January a very interesting and encouraging report of the general convention held in Springfield the latter part of December was made by our new president, Mr. John R. White, and L. W. Caviness, division chairman. On the evening of January 5, the employes of the roundhouse and car department at Ft. Smith met with the master mechanic and his supervisors for the purpose of organizing an apprentice school. It was decided that the best result from these classes would be obtained by discussion and explanation of the general shop work of all crafts in plain shop language. Interstate Commerce Rule requirements will be explained by the supervision. Trained mechanics will be called upon to make twenty or thirty minute talks and sketches on blackboard as the proper method of performing his particular work. It was also decided at our last regular meeting that the meeting hour would be changed from 7:30 p. m. to 7:00 p. m. during the winter months. Local No. 7 meets each first and third Tuesday evening at the W. O. W. Hall on Ninth street.

A cordial invitation is extended to all visiting members to meet with us.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Jack Burch, general yardmaster at this terminal, turned over a new leaf on New Year's day by relinquishing his old Pontiac car and driving down in a dazzling new Marmon sedan.

Curtis Kincaide and Barney Scanlon have traded jobs, Barney taking the day inspector's job and Curtis returning to the night lead job.

The plot of ground lying between carpenter shop and wheel pit, which was used as a lumber storage yard for many years prior to the erection of the new mill shop, was depleted of the last pile of lumber in December and immediately made into a wheel storage yard to care for the wheels reclaimed when obsolete freight cars were recently destroyed at Rosedale. Frank Westerman says he had to act quickly before the ground was seized for a miniature golf course.

Frisco Lines has been given an abundance of favorable publicity by the local press since filing applications to establish a two cents a mile coach rate.

Our first snow on October 19 was followed by nearly three months of unusually mild weather, but we were given a jolt on January 14 when we awoke to find the mercury hovering around six degrees above zero.

Pullman service on Frisco Lines out of Kansas City has been improved and made more attractive by installing new Pullman cars in all lines operating out of this yard. All cars are of solid steel construction and have the plate steel exterior finish, instead of sheathing, which makes them harmonize with our own cars. Coaches in the crack Kansas City-Florida Special have the semi-private sections, larger dressing rooms, porcelain lavatories, latest type lighting fixtures and interior finish, and are the most beautiful cars ever operated in this train.

Sympathy is extended to John O'Leary, tinsmith, in the death of his mother on January 6, at her home near West Plains, Mo.

NORTH BACK SHOP

ALEX WATT AND GORDON YOWELL
Reporters

Lake McKnow, machinist of Sherman, Texas, who was laid off at the north shops, has been called back to work at the north machine shop.

Sherman Ellis, electrician, was off recently with a badly sprained ankle, but he is back to work now.

Luther Cage, machinist apprentice in the roundhouse, has been transferred to the back shops to complete his time.

Jewell Divan, machinist, and wife went to St. Louis during the Christmas holidays.

Machinists John and Alfred Decker had the misfortune of losing their mother recently. The north shops joins them in sympathy.

L. H. Roach, special equipment machinist, was in Pensacola, Florida, ten days recently, working on a brown hoist.

We hear that Rauland "Circus" Moore had an interesting time during his vacation at Christmas.

Frank Wiseman, third class boiler-maker, is back at work now after being off with an injured hand.

Henry McCaffrey, machinist apprentice, resigned from the service recently.

F. L. Leonard took advantage of the short layoff the last of December and with his family visited relatives in Des Moines, Iowa.

(Bill) Buler and family spent the holidays in Pensacola. He being an ex-soldier of the World War, was more greatly interested in the Fort situated near there.

Pete McSweeney, lead man in air room, is still suffering with the injury to his hip which was sustained during the icy period of last January.

Johnny Babb, oil reclamation operator, spent the vacation period visiting a sister in Paragould, Ark.

Elmer Harris also visited his father in Dallas County near Buffalo.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Local No. 1 gave a Christmas program Friday evening, December 26, at the Association Hall, the affair being very enjoyable to everyone, especially the kiddies who were all there and all of them receiving a present which made their little hearts glad. In all there were about 400 present. Music was furnished by the Davis Merrymakers.

At the meeting of Local No. 1 December 26, a singing choir was organized and the purchase of song books was authorized. The books have arrived and the first practice was held Friday, January 9, the result being gratifying to all. We expect to have an old time singing meeting soon. Thomas Brown, truckman in the roundhouse, is the leader.

Willie Holmes, machinist on dead work, had a very unwelcome experience Friday evening, December 9, when he started to park his car, a Model A Ford sedan, near the meeting hall of Local No. 1. He was accosted by highwaymen who at the point of revolvers forced him to drive them several blocks. They then made him get out and took his car away. As yet no trace of it has been found.

Olan Bull, machinist on dead work, received a Christmas present in the form of a nine-pound girl. The young lady has been named Elizabeth.

David Ragsdale has returned to work after several nights off on account of illness. Mr. Ragsdale is an engine watcher on the third shift.

John Farley, machinist on the third shift, has also been a victim of illness, having lost several nights recently.

William Hutchinson, sheet metal

worker, layed off recently for a few days, and the news from Ozark seems to explain the reason, which is to the effect that he and Mae Carter were granted a marriage license there. Congratulations!

Uriel Atwell, cinder pit man, has the sympathy of the roundhouse employes in the loss of his father whose death occurred during the past month.

Mrs. W. E. Gooch also has the sympathy of the roundhouse employes in the loss of her mother who died New Year's day. Mr. Gooch is a welder on the day shift.

H. W. Schellhardt, machinist on dead work, is at present at Salem performing the duties of foreman during the illness of Mr. Abbot, the regular foreman.

Don Monroe, supplyman, made a holiday visit among friends and relatives at Kansas City during the latter part of December.

Stanley Wood, son of the late P. O. Wood, has been assigned to a permanent first class machinist job at Kansas City, after having worked a like position here for some time as extra man.

Leo Diebold, machinist on dead work, made a holiday visit spending two weeks at Chaffee where he formerly was employed before being transferred here four years ago.

Richard Aldrich, supplyman at the passenger station, has been off due to illness for several weeks, and we are sorry to say is still unable to report for duty.

George (Ike) Alward, sheet metal worker, is traveling a fast pace at present in that new Model A Ford sedan which he recently purchased.

In the death of Frank Murden, retired express messenger, the Frisco has lost a loyal employe, and your reporter keenly feels the loss of a personal friend, having been acquainted with him for many years. Incidentally, this is the first break in the ranks of the famous long time service crew on the Chadwick branch train crew, who gained much publicity several years ago for their long service, but the mechanical servant, Engine 592, has been supplanted by the larger and more powerful Engine 1003.

WEST SHOP MECHANICAL NEWS
SPRINGFIELD, MO.

A. H. BISHOP, Reporter

Wade Baldrige, machinist apprentice, left the service January 1 to operate a filling station in Willow Springs, Mo.

Glen Taulbee, machinist, left the service January 1 to accept a position in California.

Allan Vollman, pipefitter, visited in Cabool, Mo., recently.

O. T. Genung, machinist, worked at Pittsburg, Kans., the month of November and December.

L. D. Plank, machinist, with Mrs. Plank, visited in California during the holidays.

Al Gruismyer, cab foreman, with Mrs. Gruismyer, spent several days in Tampa, Fla., the early part of January.

Hal Ingram, machinist, with Mrs. Ingram and son, Junior, spent the holidays in Wyoming and California.

Charles Lowe, machinist, and A. E. Godfry, boilermaker, spent the holidays in the hospital convalescing from operations.

We wish to extend the sympathy of the west shops to Charles Kennedy, machinist, and Mrs. Kennedy in the recent death of their infant son.

Funeral services for the late William Goodson, veteran coach carpenter, were held Sunday, January 11.

Howard Wallace, sand blast operator, and George Law, electrician, are in the hospital at present writing.

Frank Neely, machinist, and his prize bird dog are complaining of the hardships of bachelor life. Mrs. Neely is visiting in California.

We wish to extend the sympathy of

the west shops to Al McMimsy and family in the recent death of their son.

Adolph Pickering, George Kent, Jr., Eugene Wall and Robert Mansfield, machinist apprentices, were called back to work January 2 to fill the vacancies of Howard Hulse, Leonard Reddick and Leo Reddick, transferred to north roundhouse, and Wade Baldrige, resigned.

LOCAL No. 30—PITTSBURG, KAN.

N. T. MAHAN, Reporter

We are sorry to report the death of Engineer H. A. Blakesley. Mr. Blakesley died in Mayo Brothers hospital. We wish to extend our deepest sympathy to the family.

Fireman James Thompson is off duty for a few days on account of the death of his mother in Oklahoma.

O. T. Genung, machinist, of Springfield, has been working at this point for a few months, but has been called back to Springfield to work. All the boys hated to see Ora go and hope he will come back some time.

David Dewar, machinist at Springfield, has taken the place of Mr. Genung, who was called back to work at west shops.

William Chaney was off duty a few days with a badly cut hand.

Fireman Clyde Kerley has gone to Ft. Scott to work on 111 and 112. The boys all hope he likes the job.

Mr. and Mrs. Richard Morris and family motored to Baxter Springs New Year's day.

Claude Steeley has taken the third shift in the roundhouse, working as a machinist.

WEST COACH AND PAINT SHOP

FRANK SCHELLHARDT, Reporter

Rudolph Messerli, carpenter, and family, spent the holidays visiting relatives in Minnesota.

J. D. Gully, carpenter, and Mrs. Gully, announce the arrival of a fine baby boy on Thanksgiving day. A bit old, but news worthy of mentioning nevertheless.

J. J. Thurston, formerly of the north shop, is at present checking piece work at the coach shop.

Harry Holden, mill shop foreman, recently spent a few days enjoying that wonderful Florida climate at Pensacola.

Floyd Roberts, carpenter, is confined to his home on account of having scarlet fever.

Alex Filleni, carpenter, spent the holidays on a motor trip to Illinois.

Miss Alma Northcutt, stenographer, has been away for the past few weeks due to illness.

We regret to announce the death of William Goodson, veteran coach carpenter, at his home here on January 8, after a long illness. We extend sympathy to members of his family.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

Raymond, son of R. F. Dees, pipeman, is back in school after a brief illness. Supplyman Connie Gideon is the proud owner of a new Radiola 80.

Mrs. J. V. Adams, wife of day locomotive inspector, and children spent the holidays with relatives in Birmingham.

Jean Allen, young daughter of Store Room Clerk J. C. Allen, is rapidly recovering after several weeks of confinement.

We welcome Brother H. H. Johnson, triple rack man. Brother Johnson came from Big Shelby here.

Machinist John T. Bolding and wife are the proud parents of a new baby girl. The young ladies' name is Robbie Muriel.

We offer sympathy to Birmingham Car Foreman R. H. Lamm and family upon the death of Mr. Lamm's brother.

Mrs. A. B. Holmquist, wife of night locomotive inspector, was a pre-holiday visitor in the city of St. Louis.

Barney Hathcock of Jackson, Mich., spent the holiday with Pipeman R. F. Dees and family.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. and Mrs. D. B. Ege are driving a new Chevrolet sedan.

Mrs. E. F. Fuller was called to Springfield account serious illness of her father, Mr. J. W. Vinson.

Mr. Ivan Fuller and Ellis Grayson were among the turkey hunters lately who saw the game but brought no game.

Mr. Thos. Staggs and E. R. Moore returned from down in Texas from a two weeks' hunt. They brought home a five point buck deer.

Mr. and Mrs. Harvey Green spent a few days in Garfield, Ark., visiting folks.

Mr. and Mrs. S. E. Fellows and daughter, Ruth, spent Christmas in Springfield with Mr. and Mrs. Don Fellows.

Mr. and Mrs. F. W. Oltman visited Springfield during the holidays.

Mrs. E. F. Fuller spent the holidays in Springfield.

Mr. and Mrs. Fred Wilson spent the week during the holidays in Rogers, Ark.

Mr. and Mrs. C. H. Deskin of Lindenwood spent a few days during the holidays visiting home folks.

Mr. and Mrs. C. D. Ward are the owners of a new Chevrolet coach.

Mrs. F. A. Fuller spent ten days visiting with her son, L. A. Fuller, of Oklahoma City.

B&B, SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

W. E. Fountain and gang are busy making general repairs in the yards at Oklahoma City, also taking care of the B&B work in connection with the new Frisco depot.

W. A. Lantz and gang are constructing a new bridge for the underpass on East Reno, Oklahoma City.

Virgil Leak and gang are making repairs on roundhouse at Afton; also have freight platforms to renew at Vinita, Chelsea and Claremore.

E. F. Maggi and gang are working on the Frisco underpass connecting the Durant-Denkson highway with the government's free bridge which is under construction across Red River.

O. V. Smith and gang are making repairs on West Tulsa roundhouse, also taking care of the necessary work in connection with the buildings of the new depot at Tulsa.

S. H. Dean and gang are finishing the new bridge across the South Canadian river near Tuttle, Okla.

Frank Woodard spent a couple of weeks visiting friends and relatives in Springfield, Mo.

S. H. Dean is back on the job after spending a vacation motoring through the Ozarks with his family, also visiting friends and relatives in the vicinity of Springfield.

John Leslie has a 30-day lay-off, and with his family is visiting relatives at Prairie View, Ark.

Miss Maude Dean has returned to her college studies at Chickasha after spending her holiday vacation with her parents, Mr. and Mrs. S. H. Dean of Vinita.

William Everage is confined in the Frisco hospital at St. Louis.

Mrs. Elzie Leak, who has been critically ill for some time is reported convalescing.

Charley Shelton is recovering from a severe rising in his head.

Carrie Franklin is back at work after a short illness.

John Smith has reported back to work after an illness of three months' duration.

WEST SHOPS—SPRINGFIELD, MO.

J. R. FRANK, Reporter

Mr. and Mrs. Frank Matney have recently returned from a trip visiting in the east.

Jerry Dickens, boilermaker, who is confined in the hospital is reported doing nicely.

Mr. John Stagner has been making repairs and alterations to his home on West Lynn street.

Mr. and Mrs. Henry C. Bird spent the holidays visiting relatives in Lockwood, Mo.

A very enjoyable Christmas is reported by members of Local No. 2. Christmas baskets were delivered to our fellow members who had the misfortune of not being employed at this time.

Mr. and Mrs. Charles Milner and little daughter, Kathleen, spent the holidays visiting in Detroit, Mich.

A. E. Godfred, boilermaker committeeman, has been discharged from the hospital where he underwent an operation for appendicitis.

Our deepest sympathy is extended to G. S. Brawley, machinist, in the loss of his wife. Mrs. Brawley is survived by her husband and two little daughters.

CAR DEPT.—FT. SCOTT, KAN.

JAMES N. HARGROVE, Reporter

The holidays are over and everyone has settled back to work to make 1931 a more successful year for both themselves and the company.

Sorry to report that Palmer D. Watson, coach cleaner, has been off several days account of illness. Hope he is able to be back to work soon.

Mrs. Moore, wife of Eugene Moore, car foreman, spent a week-end in Ft. Scott, spending Sunday along with Mr. Moore at the home of Mr. and Mrs. L. L. Graham.

Ernest Meatty, coach cleaner, and wife took a trip to St. Louis visiting relatives and friends.

The regular monthly meeting of the Frisco Employees' Club was held January 9 with a large attendance. We were glad to see the car department so well represented and want to take this opportunity to urge every one to attend these meetings and help make this a bigger and better club.

We are glad to report that business is getting a little better at this place and we only hope that it will continue to do so.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

T. E. Sams, conductor, is now in the St. Louis hospital.

Roy Bryan, pumper, of Hoxie has now been transferred to Mountain View, Mo.

Fred Reef, pumper, of Mountain Grove, Mo., was called to Thayer account death of his mother.

Mrs. P. A. F. Ingle, wife of agent, and daughters, Virginia and Edwina, are now on a visit to Guin, Ala., visiting Mrs. Ingles' father and mother.

Robert Henkie has now bumped the third trick yard clerk.

C. E. Maxwell, fuel foreman, was a visitor at Myrtle, Mo., W. N. Andrews filling vacancy.

Jack Madden, coal chute man, and family visited at Myrtle, Mo.

W. N. Andrews, coal chute man, made a trip to Carbon Hill, Ala.

Mrs. W. N. Andrews, wife of coal chute man, is now on the road to recovery after being sick for several months.

Mrs. Dorothy Caw, daughter of John D. Phillips, engineer, was united in marriage Saturday, January 3 to a Mr. W. L. Rethusick.

W. H. Denton, fireman, is now on a visit to El Paso, Texas, visiting his brother, Emmett, brakeman, who is in a sanatorium. In the absence of Mr. Denton, his home burned to the ground.

C. L. Edwards, fireman, was unfortunate to have his home destroyed by fire.

Mrs. Homer Crass, wife of fireman, is now in Kansas City on a visit.

Sam Wesley Woolridge, water service man, was united in marriage to Miss Viola Mills at the bride's home Saturday, December 27, by Rev. J. H. Woolridge of Willow Springs. We join in wishing them all happiness.

W. N. Boles, clerk at Hardy, was cut off. W. N. Manning is now extra helper.

Otis Sartin, helper at Imboden, is now visiting relatives at Hardy.

Helper Rich at West Plains was cut off, effective January 10.

Business at West Plains is still holding its own with an increase of \$1451.15 over 1929.

Van Miller and wife and B. F. Piper and wife of West Plains were pleasant visitors at the Frisco club of the eighth. They were delighted with the enthusiasm shown by the many members who were present.

We regret to learn of the death of mother of Helper James Rich of West Plains.

Clarence H. Kline, wife and son of West Plains, made a trip to Jackson, Tenn.

F. V. Watts, cashier, of West Plains has been quite sick but glad to report is now on the way to recovery.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

W. H. Marrs and wife spent a delightful two weeks on the west coast the latter part of December. They visited in Los Angeles, Oakland and other points and also made a trip into Tia Juana, Mexico. Bill says that everything is wide open there, also that he went over there with thirty-five cents and came away with a quarter and a dime.

The sympathy of the department is extended W. D. Wood of Muskogee, Okla., who is well known to a large number of the boys in the department, in the death of his father, J. R. Wood, who died at the home of W. D. Wood January 5.

Numerous changes have been made recently in the lineup here in this department. W. H. Brook has had the most varied experience, having filled three assignments in as many days. He is now assigned as assistant foreman here, supervising from Springfield to Dixon, while J. S. Wood is assigned to St. Louis, working this way to Newburg.

The writer and wife took an enjoyable trip during the holidays, visiting friends and relatives in Mount Vernon, Mo., Ft. Scott, Kans., Nevada and Kansas City, Mo.

The writer also made a trip to Memphis December 21.

Seems as though most of the W. S. bunch stayed pretty close to home the past holidays as none have had any items of interest for the reporter, hence the short column.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Eb. Nease and gang are repairing bridges on the Chadwick branch.

Bill Hines recently was in the hospital for several days on account of an injured hand he received while working on a bridge near Rolla, Mo.

Jim Carter and gang are doing general repairing on bridges and buildings on the High line.

Less Woldridge, B&B mason, has taken

a 60-day leave of absence on account of sickness.

Repairing of bridges and buildings in and around Newburg recently was done by Charley Wallace and gang.

General repairing in St. Louis is being done by Bill Skyles and gang.

Clyde Cunningham and gang are repairing culverts on the Rolla Sub.

Charley Baron and gang are busy trying to keep up the emergency work in Springfield.

CAR DEPARTMENT—YALE, TENN.

A. R. SPRINGER, Reporter

The holidays are over and most all of us are back on the job to do our best and make 1931 happy and prosperous for all concerned. All but the Sunday forces at this point spent from December 20 to January 2 visiting relatives, entertaining company, hunting, fishing and many other things too numerous to mention. All had a wonderful time during the holidays.

Mr. Robert Stevenson, bill clerk, is with us again after going to St. Louis hospital to have his tonsils removed. Glad to see you back "Bob."

Mr. Hurburt Johnson, air brake man, was transferred to Amory, Miss., December 15, where he will work in a newly opened triple track room. We wish you success Hurb.

Mr. L. E. Savage, car repairer, was attacked by a mad dog the first part of December and has been taking treatments.

Mr. Alfred "Tinnie" Merrill, steel car repairer, was painfully but not seriously injured in an auto accident during the holidays. We hope to have him back with us soon.

A. R. Springer, reporter, also had an accident. Ford total wreck. No one hurt.

The Frisco Relief Committee at this point is doing great work; food, fuel and wood being delivered daily to needy employes out of work. The employes here certainly appreciate what the officers are doing in this matter and will cooperate with them in every way possible.

Mr. John Britch has thrown away the old T Ford and is trying to drive a Model A. He will be OK when he learns. He said it comes uncranked a lot but he is learning fast.

C. E. King, air brake man, is off account of illness. Hope to see him back soon.

If it is sausage you want, see S. C. McKee the blacksmith and sausage man.

LOCAL No. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

The ladies' auxiliary of Local No. 1 gave a Christmas entertainment on December 26 which was enjoyed by all present.

Local No. 1 extends their sympathy to John Decker in the death of his mother.

Local No. 1 met Friday, January 9 in regular session with the ladies' auxiliary present. The local has purchased some new song books and opened the meeting by singing a few selections. A very good meeting followed. Six applications for membership were received with \$136 taken in during the meeting. Mr. Burgess, our general chairman, was present and gave us a talk which was very much enjoyed by all present.

Local No. 1 is very proud of the ladies' auxiliary and on learning that their treasury was getting low, voted to give them \$50.

The local is planning on having an oyster supper on January 23, which will be followed by an entertainment.

Local No. 1 was very sorry to learn of the death of Mrs. McConnell, mother of Mrs. Will Gooch.

Local No. 1 extends their sympathy to Ivy L. Pence and family in the death of his wife.

LOCAL No. 26—SHERMAN, TEX.

JOE J. BRYAN, Reporter

Mr. and Mrs. George Cherry and son, Billy, have returned to Memphis after spending the holidays with Mr. and Mrs. W. W. Johnson.

We are sorry to report the death of A. Nunley, blacksmith, who died December 30. Mr. Nunley was well liked by all who knew him. The Frisco employes extend their sympathy to his family.

Miss Ruth Walker, daughter of B. B. Walker, division chairman, spent the week end in Dallas visiting friends.

We are sorry to report Luther Lawrence is back in the hospital, but we are hoping he will be out with us again soon.

Frank Tuttle and Buddy Clarkston were patients in hospital the first week of this year.

Pat Murphy was married during the holidays. We wish the couple much happiness and prosperity. We are glad to have you, Mrs. Murphy, as a member of the Frisco family.

The new officers of Local No. 26 of Sherman are as follows: T. E. Giddens, president; E. E. Green, vice-president; Joe J. Bryan, secretary-treasurer.

After about sixty days of shut down in Sherman shops and car department, practically all men were called back January 2. (Thanks Mr. Frisco.)

Our apprentice school conducted by Mr. Hall and Mr. Fuller is hitting on all six. Much good is being accomplished from this school by those who are taking an interest in it.

We are sorry to say Eli Boatman and Charles White, coppersmiths, who have been off several months from sickness and accident, are not yet able to report for work, but hope to soon.

Let us not forget we have much work ahead of us, to help our railroad and ourselves. So pep up and get busy.

LOCAL No. 20—HUGO, OKLA.

F. D. KNIPP, Reporter

Fred Jarrell, machinist, and wife have just returned from a few days' visit with Mr. Jarrell's mother in Parsons, Kans.

R. M. Brown, machinist, who has been laid off here, is now trying to make a few extra days, but is having a hard time this month on account of the shops being shut down the last few days of December.

W. F. Moore, machinist, has purchased another car but the name on it was dim and I could not make it out.

C. E. Potts, night machinist, has become a whittling expert and is willing to enter a wood whittling contest with any Frisco man on the road.

Sam Hollins, machinist, returned home from a visit to his mother in McAlester, Okla.

R. A. Wright, third class machinist, has reported that he has more automobiles than any poor boy on the Frisco.

G. G. Ford, third class machinist, has purchased a new Ford after the arrival of a little Ford at his home. Sounds like a garage to me.

Tom Tinsley, night coppersmith, made a record speed trip the other night to Bockchito. Sneeze the name of that town off of your system, will you?

J. L. Stephens, night boilermaker, left his pipe in the air room a few nights ago. It was smoked by several and the pipe was returned to Lee. I think that pipe of peace was too strong for the boys.

E. W. Holt, third class boilermaker, a World War veteran who was one of the first soldiers in and the last out, is anxiously awaiting the soldier's bonus bill to be paid off.

J. H. Rees, locomotive carpenter, had

his entire family and some friends spend the holidays with him.

J. W. Winfrey, stationary fireman, had eleven of his children spend the holidays at home.

W. E. Mathes, electrician, has 46 chickens and claims he gets 45 eggs every day.

Leo Patton and Reed Tyus say they are going to South America.

The Frisco boys here have organized a night school to meet every first and third Fridays with Mr. Crawford and Mr. Garrison at the head of it. We all had a fine meeting last Friday and prepared a future program for the next meeting night which will be held with Clyde Knight as instructor on valves and R. D. Walker to make a talk on shoes and wedges.

R. D. Walker, machinist, has eaten so many rabbits that he hops now instead of walking, but he did not try to fly during the bird season from eating so many quail.

C. E. Potts, night machinist, has moved again. Nothing new.

W. E. Mathes, president of Hugo Local No. 20, went to Springfield December 19 to attend the annual convention of the shop crafts and reports he enjoyed the banquet.

LOCAL No. 19—MEMPHIS, TENN.

L. V. GLASS, Reporter

Mr. J. J. Hazel, president Local No. 13, attended the annual convention in Springfield; his wife and two little sons accompanied him on the trip. After the convention Locals No. 1 and 2 gave an entertainment which was enjoyed very much by Mr. Hazel and his family.

All roundhouse employees save quite a bit of time by not having to go to the store room so often since the officials at Yale have placed all sizes of nuts, cotter keys and washers in the tool room for roundhouse and erecting shop use.

Engine 1043 was the victim of a rush act January 8. Engine arrived over drop pit at 9:52 a. m., one pair wheels were dropped, journals turned and one new crown brass. The job was finished and the engine was out at 2:15 p. m., exactly three hours and fifty-three minutes working time. The job was handled by the roundhouse force.

Well, Dan Cupid's true marksmanship was fatal to J. R. Perry. He was married to Miss Bobbie Roberts of this city December 13. Every one wishes them a very happy and prosperous married life.

Every one at Yale expresses their deepest sympathy to Norris Marlon in the recent death of his brother, Eldon, at Hartsville, Ala., who was accidentally killed December 16.

Mr. Galen Hughes, machinist apprentice, and his wife spent the holidays in Murray, Kentucky, visiting relatives.

Will Stephens and Charlie Jackson, colored laborer and engine wiper, on their rounds between engines save part of their wages by picking up useful material. You would be surprised at the quantity of nuts, cotter keys, washers and other useful material they have turned in to the supervision in the last sixty days.

Willard Abercrombie and Thomas Davis, machinist apprentices of Kansas City, stopped over at Yale January 10 to pay Mr. E. F. Tuck, general foreman, a short visit. They were on their way home after spending several days in Cuba.

Mr. Otto Kettman, division chairman, has returned after attending the annual convention in Springfield.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Mrs. E. E. McMahan is spending the winter in Los Angeles, Calif.

James Camp and wife visited at the home of Mrs. Camp's parents at Dig-

gins, Mo., about New Years.

Fred Phillips has been in the Frisco hospital under the doctor's care the past three months, but has returned to work again.

Leonard Clark is the proud father of a nine-pound boy born at his home on New Year's day. The youngster has been christened Glenn Leonard.

Mrs. Earl Gooch has been called to the home of her parents at West Plains by the serious illness of her younger brother, who has pneumonia fever.

Eddie Fuerst went to St. Louis for a short visit during the holidays. Mrs. Fuerst, who had been there visiting for some time, returned with him.

Mrs. Vance Blakely is improved some at this writing, having undergone a major operation the past month at the St. John's hospital. We hope she has a speedy recovery in the near future.

James Klingings is visiting with relatives in Kansas at present. Mr. Klingings has recently traded his home on West Walnut Street in Springfield for a forty-acre farm near Willow Springs, Mo.

Mr. and Mrs. Charles Headley have had as visitors at their home over holidays, their two sons. One being a school teacher in Dodge City, Kans., and the other a business man in St. Louis.

Dick Lambert, signal shop man, has been keeping the signal shop going all alone the past month, the balance of the signal shop force being laid off. Dick says he does not have time to get lonesome, there is so much work for him to do.

John E. Kellogg, reclamation plant shop committeeman, reports 81 representatives from the reclamation plant went to Joplin to attend the railway employees' meeting, held there on the night of December 16 in protest against trucks and busses.

Our sympathy is extended to Bill Woods in the death of his father, J. R. Woods, who died at Muskogee, Okla., and was buried at Springfield. Bill has been working for the Midland Valley railroad since he resigned with the Frisco three years ago. J. R. Woods was the father-in-law of L. A. Zollar, our shop checker, to whom our sympathy is also extended.

Guy Tummons, who is employed in the stationary department, was elected vice-president of the Ozark Pigeon and Small Stock Association for the year 1931 at their meeting on January 12. Guy took some nice prizes last year at the state fair on New Zealand red rabbits and pigeons and we hope he has as good success the coming year.

Ed Davis, accompanied by Mrs. Davis and daughter, spent two weeks in northern Iowa visiting the old homestead of his boyhood days and renewing old acquaintances. They report a splendid trip traveling via Frisco to St. Louis and the Wabash the rest of their journey.

David McCullah has taken over the sub-agency under Mr. Friend for the American Laundry. Due to the recent lay-off of several of his customers, who have not called for their laundry, he has accumulated quite a large collection of shop clothes and announces that if they are not called for he will be compelled to have a sale of unclaimed shop wearing apparel to square his accounts.

The writer wishes to correct the statement made in last report that Virgil Brown, son of Theodore Brown, was attending Washington University. The statement should have been that he was attending St. Louis University at St. Louis. Virgil is an all-round athlete, and his ability in that line won him a free scholarship in the university he is now attending. He was in Springfield to visit his parents during holidays.

Charley Craig and wife and three sons went to Okeechobee, Fla., to visit during the holidays. They went to Pensacola first over the Frisco, and after visiting there went on to the extreme southern part of Florida. Mr. Craig and eldest son have returned, but Mrs. Craig and two younger sons are remaining in Florida for a while to test the effect of

that climate for her health. Mr. Craig says he was wondrously impressed with the scenery, climate and people he came in contact with while on his visit.

Charley Mikeswell informs the writer that he has secured several new customers in his radio business due to the publicity that was given him in this column in the December Frisco Employees' Magazine, for which he desires to express his thanks. Among his recent sales of radios are J. C. Potts, Sam Robinson and Charley Stopp—all fellow-shoppers. Mr. Potts says he has not been able to get Nichols Junction over his set yet, but can always get Amos and Andy and they satisfy him. The first night that Mr. Stopp radioed, he sat up until every station had signed off, and next morning when he awoke he didn't have time to get breakfast before he came to work, but rushed to the shop in his car to check in on time.

The writer went to Washington, D. C., on a sight-seeing vacation during holidays, and also to visit relatives who live in Washington and Virginia. Was much impressed with the grandeur of the Capitol City and the splendid architecture of the government buildings. Visited the White House, Capitol building, Congressional Library, U. S. Treasury, Sherman statue, Washington monument, Lincoln memorial, Lee mansion, Washington's Mt. Vernon mansion and tomb, tomb of the Unknown Soldier and many other famous places of historical fame. Went through the Smithsonian Institute and saw the "Spirit of St. Louis" in which Lindy spanned the Atlantic. Visited the Washington Navy Yard and got a close-up of the 16-inch guns Uncle Sam uses on his warships for our national defense. Had an invitation, and accepted, to take dinner with the marines stationed at Arlington, Va. Found that we in Missouri had not experienced near so severe a drouth as that in the Blue Ridge mountains of Virginia, where good sized rivers had gone dry and the fish were entirely killed, and all streams will have to be stocked again.

LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

Mrs. John White, wife of division chairman, spent Christmas holidays visiting in Ft. Worth, Texas, and New Mexico.

W. M. Putman and Ralph Blackburn, machinists, spent a few days in Springfield with home folks.

Mr. L. A. Mack, roundhouse clerk, was surprised the other night when he went out to get his car for a ride, but someone else had beat him to it. So Mack is looking over the used car markets.

Paul White, machinist, wife and son spent the holidays visiting in Western Oklahoma and Texas.

Joe Kay, boiler inspector, spent Christmas week visiting his brother in Chaffee, Mo.

F. R. Mock and Andrew Finley spent Christmas with their folks in Denison, Tex.

Herbert Dellis, machinist, and family spent 15 days with the home folks in Palestine and Houston, Tex.

P. J. DeBrosse, machinist, is confined to St. John's hospital account operation for appendicitis. We wish "Red" a speedy recovery.

Tom Harris, car man, and family visited in Eastern Oklahoma during the holidays.

The writer and family visited with home folks in Ft. Worth during the recent holidays.

Our sympathy is extended to Henry Fulk who had the misfortune to lose his mother the last of December.

Local No. 17, Frisco Association, met January 5 with a large attendance, having over 115 present. This was starting off the new year right and we hope the attendance keeps up during the balance of the year. A hearty invitation is

extended visitors and supervisors.

K. C. Simmons, pipeman, is confined in St. Louis hospital for treatment.

W. M. Bow, tool room man, is off sick at this writing.

Harold Davis, machinist, has been laying off the past 15 days account illness.

Harry Bingham arrived at work the other night wearing a smile. The cause was the arrival of the stork at his home with a 14-pound girl. Congratulations to both mother and father.

Mrs. R. E. Bohon, wife of general foreman, spent a few days visiting in Illinois recently.

Clyde Fike and wife have returned from Missouri after a short visit.

C. M. Phillips, third class machinist, spent a week visiting home folks in Pawnee, Okla.

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

W. I. Foster, B&B paint foreman, has recently returned from a business trip to Chicago.

Charles Trantham, B&B painter, and wife are the proud parents of a 10-pound boy born December 2.

Owing to the very inclement weather the B&B paint gangs have been pulled off for the time being.

Mrs. Brasher, wife of Berry, has returned from a recent visit with relatives in Joplin.

The paint gangs have recently completed the painting of the baggage trucks at the passenger station at this point. They are painted bright green with black trimming.

Mrs. Ida Leroy of Denver, Colo., recently visited with Mr. and Mrs. Loud Acuff of this city. Mrs. Leroy is a sister of Mr. Acuff who is a B&B painter.

Congratulations are in order for Arthur Bunch, correspondent for the B&B gangs, who embarked upon the sea of matrimony during the holidays. Have not yet learned the former name of the new Mrs. Bunch, but the entire B&B and water service departments extend every wish for a long and happy wedded life.

JOPLIN, MO.

R. C. FLETCHER, Reporter

Car department employes at Ruth Yards were laid off the last part of December and the roundhouse forces were put on "Sunday basis" in order to meet the budget. All employes laid off went back to work on the second of January.

Mr. Sharp, inspector at the roundhouse, got a new eight cylinder Oakland sedan for Christmas.

Mr. G. R. Jones, night roundhouse foreman, laid off sick on the eighth of January and was taken to St. Louis hospital on the night of the eleventh. He has a severe cold that borders closely on pneumonia. Here's hoping for a speedy recovery.

Mr. E. L. Sharp is acting foreman in Mr. Jones' place.

Mr. Loyd Lackey, night machinist at roundhouse, was sick the first week of the new year.

On December 18 the Employes' Club held their regular monthly meeting to elect officers for 1931. Mr. Sam Landrum of the freight house was elected president, succeeding Mr. A. L. Allison, engineer. Mr. William Wade, engineer, was elected vice-president. The club also voted to pay the Frisco's share of the expenses for the recent mass meeting of railroad employes held at Memorial Hall. This "truck competition" is really our fight and the club stands out as a unit with money and time to fight it out.

While we are on the subject: This is to inform each employe that he IS a member of the Employes' Club by virtue of his being an employe and while dues are not compulsory it is expected that each employe help share its ex-

penses. While the amount is left optional it was suggested that one give one hour's pay as a minimum and one dollar as a maximum. This is to be the yearly dues. Last year the club finished with some money in the treasury. Each employe is expected to give of his time to attend as many of the regular meetings of the club as possible.

The first fuel meeting of the year was held in a coach at Sixth street at 7:30 p. m. on the fifth of January. The attendance was exceptionally large and all departments were represented.

Mr. F. G. Lister, assistant superintendent of motive power, was here with Mr. W. B. Berry, master mechanic, visiting the roundhouse on the ninth of January.

Mr. L. O. Foster, president of the shop crafts, attended the annual convention of the A. F. of M. and C. D. E., held at Springfield on December 19.

Having the 11:00 p. m. switcher pulled off puts Engineers James Sapp and John Haas back to firing. Mr. Sapp on the 6:30 a. m. job and Mr. Haas on the 3:30 job. Firemen Clyde Gordon and Harry Baker being cut off the board as neither man has any road rights.

Motor Car 2110 is laid up because of a broken sand board. Mr. Jack Redyard, traveling maintainer and electrician, was here on the thirteenth to assist in the repairs. Mr. Foster and Mr. Lawson of the car department put up a new sand board and applied new hangers. This is the first time the car has been off the run because of repairs since it has been tying up at Joplin.

LOCAL No. 5—ST. LOUIS, MO.

ROBERT W. REED, Reporter

Local No. 5 has been having some very interesting meetings lately, having an average attendance of seventy-one members at each. There has been very few new members admitted lately as all regular assigned and half of the extra eligible employes are members.

Brother H. E. Burgess, newly elected general chairman, was a visitor at St. Louis on January 2 and 3, and attended our regular meeting held on January 2. As far as can be ascertained, Brother Burgess heartily meets with the approval of the membership of Local No. 5, and we are hoping he visits us again soon and often.

The membership in the Lindenwood roundhouse alone subscribed to the recent Frisco Relief Fund drive to the tune of \$1,345. This does not include the membership in the car department or the supervisors at this point.

Our sympathy is extended to Ernest Carriger, machinist, in the loss of his mother, who died at the age of 74 on December 21 at Patterson, Ill.

Our sympathy is also extended to Roy Booker, machinist, in the recent death of his brother in Bristow, Okla.

Roy White, laborer in the passenger roundhouse, Lindenwood, has been off the most of the past month with a lame back.

John Sellars, sheet metal worker, is also suffering with back trouble and has been absent for a couple of weeks.

F. C. Loos, millman, who was injured in December, returned to work on January 12. The vacancy of Loos was filled during his absence by James H. Martin, former millman at this point.

Arthur Burks, machinist, is now sporting a new Pontiac coupe. Guess transportation in St. Louis was too slow for Arthur.

Max Hosang celebrated his birthday by having lunch at the home of Henry Hunkinson on January 4 which consisted of goose and cranberries and all the other trimmings, and in the evening a crowd of the boys and girls gathered at the home of Hosangs and those old German songs were the principal entertainment of the evening. However, Max was at work on time the next day as though nothing had happened.

Fallie Jamison, boiler maker at Linden-

wood, submitted to a blood transfusion on January 3 for the benefit of his sister, Mrs. Gallian, who has been in ill health for some time and was in a falling condition. However we now learn that the patient is fast on the road to recovery.

Fred Gibbons, roundhouse foreman in the freight end, has been off sick for a week, but is now back looking fit as a fiddle.

Mr. William B. Murney was a visitor at Lindenwood the first week in January, meeting the old friends and pals. We understand Mr. Murney is moving his family and personal effects to Springfield, account of having been appointed general foreman at that point.

Neal Garner, wife and daughter spent a vacation in Springfield the first week of January.

Lowell E. Jason and wife and daughter also spent a week's vacation during the holidays in Springfield.

Quite a lot of noise has been made lately about seniority and bumping. Some favor point seniority, some division seniority, etc. We think seniority rights should extend north and south to the limits so that we can bump south in winter and bump back north in summer! Do we hear a second?

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mrs. Robert Pritchett and children spent the Christmas holidays with her parents at Cushing, Okla. Mrs. Pritchett is the wife of Robt. "John L." Pritchett, sheet-metal worker.

Mrs. B. G. Adams and baby daughter, Barbara Ann, visited home folks in Springfield first part of December.

T. L. Bently, our newly elected division chairman, attended a meeting of system board in Springfield, December 18-19.

C. L. Carver, machinist, and family attended a family reunion of the Carver family in Canadian, Texas; also visiting Amarillo and other points during the holidays.

Mrs. Wm. Phillips, wife of our general foreman, recently had a very exciting as well as a dangerous experience while driving to Guthrie, Okla., to spend the day. A tire blew out causing the car to swerve and strike a culvert, wrecking the car but fortunately no one was seriously injured. Mrs. Phillips had her father and nephew with her.

Mr. Earl W. Young and family spent the Christmas holidays visiting home folks in Springfield, Mo.

Wm. V. Caywood, piece work checker in car department, who recently underwent a tonsil operation in St. Louis hospital, has returned and is back on the job.

Elmo Sistrunk, airman in car department, wife and daughter spent Christmas with her relatives in Hillsboro, Texas.

The small daughters of Mr. and Mrs. M. A. Wagoner, Misses Georgiana and Evelyn Rose, have been quite ill for a while but are improving at present.

Local No. 8 elected the following officers to serve the coming year: division chairman, T. L. Bently; president, C. C. Bond; vice-president, M. A. Wagoner; secretary, Elmo Sistrunk; treasurer, T. B. King, and R. J. Jack, son, chairman of shop committee. With these splendid brothers in charge we are looking forward to another successful year's work.

On the evening of December 19 Mr. and Mrs. William Phillips entertained the Bonus Tu Mus card club with a 6:00 o'clock Christmas dinner, each lady bringing a covered dish. The table was beautifully decorated with a Christmas tree center piece, and blue candle holders at each end of the table containing red candles. The hostess had provided a large Christmas tree in the living room from which each guest received a gift. The evening was very enjoyably spent playing cards, the members present being: Mr.

and Mrs. Mike Wagoner, Mr. and Mrs. B. G. Adams, Mr. and Mrs. Wilbur Ayeres, Mr. and Mrs. Elmo Sistrunk, Mr. and Mrs. H. H. Fuller and Mr. and Mrs. William Phillips. The special guests of the evening were Mr. and Mrs. Tom King, and Mrs. Funk.

Mr. and Mrs. William Cooper are the proud parents of a baby daughter, born December 14, Lois Darline being the name.

Mrs. C. C. Bond and daughter, Jessie Claudine, wife and daughter of C. C. Bond, welder, spent some time recently with her parents at Delhart, Texas.

Mrs. Maud Powell of Guthrie, and son, Jack Powell, of Claremore Military Academy, spent Christmas holidays with their sister and aunt, Mrs. William Phillips.

The Bonus Tu Mus Card Club met in the home of Mr. and Mrs. C. C. Bond, Thursday evening, January 1. Refreshments were served at the close of the evening. Mr. and Mrs. H. H. Fuller made the highest scores of the evening, and booby prizes went to Mr. and Mrs. Wilbur Ayers.

Mr. T. E. Carter, Sr., airman in the machine shop, and wife spent a short vacation with relatives in St. Louis recently.

L. C. Dickinson, chief clerk in store room, was united in marriage to Miss Irene Cole, daughter of Mr. and Mrs. R. B. Cole of 1602 W. Main street, on December 21, 1930. They spent their honeymoon and Christmas with Mr. Dickinson's parents at Amory, Miss., and points in Alabama. We join their host of friends in wishing them a long and happy life together.

Mr. Chas. Vistine and Mr. Herbert Rash, car department employes, have recently started broadcasting over radio station KCRC at Enid. Their programs are proving very popular, and "Vistine and Rash" will be a regular feature of station KCRC.

Mr. Frank S. B. Harkey, painter, spent the Christmas holidays with his parents in Senath, Mo.

Mr. Frank S. B. Harkey, painter, and Mr. H. L. Garringer, secretary to master mechanic, spent New Year's day in Springfield visiting friends.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

J. Waide, machinist, had the misfortune to get his knee injured recently. T. Purdy is filling the vacancy.

On account of the drastic reductions in the force during the holiday season, many of the fellows who were affected availed themselves of the opportunity and spent the holidays with relatives elsewhere. Am glad to report that all are back at work at present.

J. Ash, machinist, and Mrs. Ash spent the holidays with relatives in Springfield, Mo.

J. B. Nelson, machinist, and family spent the holidays with relatives in Pensacola, Fla.

The Frisco Relief Fund responded promptly in the relief of John Tillery, ex Frisco man who was in dire need of the necessities of life. The value of this organization is sincerely appreciated and is a God-send to the Frisco employes who are in dire circumstances.

Joe Hendricks, division chairman, and J. W. Drake, president, Local No. 18, attended the System Convention at Springfield, Mo., recently. They reported a very enjoyable time and said they were treated royally by the Springfield locals.

We are sorry to report that our beloved brother Gene Caldwell had the misfortune to lose his left hand in an accident while on duty. At the present he is improving very rapidly and we hope to see him out again soon.

Mr. and Mrs. C. A. Gateley, blacksmith, spent the holidays visiting relatives in Arkansas, Tennessee and Mississippi. They report a very enjoyable time.

We of Local No. 18 were honored with the presence of Mr. H. E. Burgess, general chairman system of the general system board, last meeting night. He gave a very good talk on the importance of the organization.

C. Fleck, welder, and family spent the holidays visiting relatives in Florida.

Roy Ramey, pipefitter, spent the holidays with his family in Springfield.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Al Bishop, machinist and family spent Christmas holidays with Mrs. Bishop's parents at West Plains, Mo.

J. A. Cooper, boilermaker, and family spent Christmas at Stockton, Mo., with home folks.

George Law, electrical crane operator, was ill in St. John's hospital for a few days.

William Rose, boilermaker, spent a few days in Jonesboro and Mark Tree, Ark., during the holidays.

Jerry Dickens, boilermaker, has been ill in the St. John's hospital during first week of January. Am told at this writing that he is back on the job again.

Oscar Lee, boilermaker, was absent from work about two weeks from injuries, but is at work now.

J. H. Wallace, mechanical laborer, is off from work on account of injury. But we hope he will soon return to work.

Ladies' Auxiliary of Local No. 2 elected officers for year 1931 at their last regular meeting in December, and the following were chosen: Mrs. Charles Lowe, president; Mrs. A. E. Godfrey, vice-president; Mrs. Frank Brake, secretary; Paul Rice, trustee.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Louis Weider, father-in-law of Mike Faber, engineer on the Rolla Sub, died January 8. We extend our sympathy to Mr. Faber and relatives.

Miss Camilla Harpe, daughter of conductor on Rolla Sub, spent a few days visiting friends and relatives here this month.

Mr. and Mrs. Harry Warford, and son, Gene, was called to Kansas City January 11 on account of the death of Mrs. Warford's brother. Mr. Warford is engineer on the Rolla Sub.

Morris Hudson and Ralph Waltrip, clerks, of Monett, Mo., have bumped in here.

Mrs. Charles Fulton and Billie Dean visited a few days in Springfield this month.

Harold Stolle, clerk, is now located at Salem, Mo.

Harry McDonald, of Richland, is now working as helper here.

J. A. Osborne, chairman of the clerks, visited in between trains here, January 17.

Rose Mary and Grace Morgan, daughters of Harry Morgan, dispatcher of Springfield, visited friends and relatives here a few days this month.

Lee Thomas, switchman, has taken a leave of absence and has gone to Hot Springs, Ark.

LINDENWOOD MECHANICAL AND CAR DEPARTMENTS

D. F. TOBIAS, Reporter

Car Inspector Gus H. Stein is working in place of Piece Work Checker R. H. Snodgrass at present. Roland went to the hospital December 16 and the doctors kept him there, much to his surprise.

And that reminds us our supply of bachelors is getting very low. G. H.

Stein was married December 20 and after a short honeymoon in the south is at home to his many friends at 3355 Oxford, in Maplewood.

F. C. Loos sustained slight injury in the mill shop December 29. His place was filled by James H. Martin. F. C. motored to Cape Girardeau and visited friends prior to returning to work.

Car Repairer W. E. Gordon visited friends and relatives in Memphis, Tenn., during the holidays.

At this writing James E. Gordon is slowly recovering from a severe cold which has kept him from work the past ten days.

Electrician W. W. Eddingfield returned to work January 3 after having lost over a month from a wrenched knee. Our old friend "Jimmie" Cunningham worked in his place during this time. Incidentally, did you know "Jimmie" just loves pork?

His new radio got a much needed rest Christmas day when our chief clerk, R. E. Willer, spent the day with home folks.

Car Inspector W. L. Detwiler returned to work January 11 after having lost six weeks' time account a fractured arm. Part of his time off was spent visiting friends and relatives in Kansas City.

Charles C. Connelley, locomotive inspector, spent his Christmas holidays visiting friends and relatives in Texas points which included Fort Worth, Dallas and Henryetta, Okla.

Mary Ann, young daughter of our assistant general foreman, Fred Gibbons, is recovering from an attack of the measles.

Ted Barnett, one of our boilermakers, is also famous for his success as a hunter. After spending the holidays at Lobada, Mo., he returned with his coon dog, "Old Rooter," that his friends here might see for themselves just what a real coon dog is.

J. M. Jenkins and friend, Miss Matilda Womack, officiated as best man and bridesmaid at a wedding recently in Owensville, Ill.

Herbert Cellar and family motored to St. Johns, Mo., in their new Studebaker car for the Christmas holidays.

Mrs. W. J. Henry, wife of Machinist W. J. Henry, is visiting relatives at St. James, Mo.

Assistant General Foreman Fred Gibbons was on sick list in the early part of the month. Machinist J. S. Abbott filled his place during the time.

E. H. Chapman of Springfield visited at the home of our locomotive inspector, V. V. Chapman, during the Christmas holidays. V. V. says they had plenty of quail served in the dining room.

Machinist Lowell Amos reports quail shooting very good at his home town of Nixa, Mo., during the Christmas holidays.

Machinist C. H. Deskin and wife visited with home folks at Newburg, Mo., New Year's day.

Welder Allie Jones spent the holidays with home folks at Amory, Miss.

F. F. Earnhart, a machinist of Oklahoma City and brother-in-law of Inspector V. V. Chapman, was released from the Frisco hospital and returned home a few days ago.

J. H. Sanders and family visited home folks and friends at Nashville, Tenn.

A holiday to a railroad man seems mostly an opportunity to go hunting and fishing. Ed Bozeman found plenty of the sport at Troy, Mo., in Lynn county. Claims he bagged 18 rabbits. And James Hall says the fishing on South Fork river near West Plains, Mo., was so good he got a hundred pounds. Just what kind of bait did you have, Jimmie?

"Casey" Jones paid us a pleasant visit on her return from Chaffee where she has been employed on a temporary position in the office of Superintendent J. S. McMillan. Miss Jones, formerly a stenographer in this office, has many friends in St. Louis and Springfield and doesn't hesitate to say "hello."



Frisco Family News

EASTERN DIVISION

CLINTON AND OSCEOLA SUB.

MRS. A. W. LIFFEE, Reporter

Most everyone is back on the job after the holidays; starting the new year right. There has been some changes. The bill clerk job was pulled off. This displaced Ben Settles. He bumped Dick Shaw, the car clerk and Dick bumped Garland Webb. Mr. Webb has taken a job at Deepwater. The pool run was pulled off which displaced a crew.

Engineer Fuller has taken the Switcher. Tom Burn, engineer on passenger, was off during the holidays. Engineer Duden filled his vacancy.

Jack Trushell, brakeman on 20 and 21, was home for Christmas. His vacancy was filled by Jaba Hood.

Mr. Coppage, superintendent, called a book of rule meeting December 28. It was well attended. Mr. Coppage reports that this division had only five accidents during the past year. Also the watch inspection on this division was 100 per cent.

Those that are on the sick list are: Engineer Loafman has been off 15 days; Engineer Shaw is off; Conductor Kline was off several days; Tom Wallace, hostler helper, was off a week, his vacancy being filled by W. J. Hood, fireman.

Our deepest sympathy is extended to H. L. Young, fireman, because of the death of his father. Mr. Young's father was 87 years old, and was a Civil war veteran.

Jim Staples, conductor, had the misfortune to fall and dislocate his knee the night before Christmas. He was taken to the hospital in St. Louis. We are sorry to report he is not doing so well. Mrs. Staples and little daughter, Martha Jean, went to see him over a recent week-end.

Mrs. Frank Wilson, wife of Engineer Wilson, visited in K. C. last week. Chess Hunter, third trick operator, spent Christmas in Cave City, Ky., with friends.

Mr. and Mrs. Chas. Grimes and children of Springfield visited here during the holidays. Chas. is a fireman on the west end.

The reporter was in Springfield during the holidays.

Old man stork sure has been busy. Sunday, January 4, he visited the home of Mr. and Mrs. George Church, leaving an eight-pound baby girl. This little lady has been named Mary Ellen. Mr. Church is one of our most popular conductors. Mrs. Church will be remembered by her many friends at Springfield as Miss Newton before her marriage.

And January 8, Mr. Stork appeared at the home of Mr. and Mrs. J. F. Newberry and left an 8½ pound boy. This little fellow has been named Billy Gene. Mr. Newberry is a brakeman. We are sure he will be all smiles now.

Dorothy and Carl Wallace, daughter and son, of Tom Wallace, hostler, spent Christmas at Hallettsville, Texas, with their brother.

Mr. and Mrs. Bill Graham and son, Stanley, spent Christmas with her parents at Vista. Mr. Graham is a brakeman.

Mr. and Mrs. W. H. Johnson visited their daughter, Mrs. Harlen Mills, at Buttler over the week-end.

Mary Jo, the little daughter of Fireman Harris, is very ill with pneumonia at this writing. We wish her a quick recovery.

AURORA, MO.

J. FREEMAN WILSON, Reporter

Mr. Fred L. Hendrix exercised his seniority rights in bumping B. P. Ramey, second trick ticket clerk at Aurora, Mo., December 6. They are moving here soon.

Mr. and Mrs. Ted Wilson and family of St. Louis, spent the holidays with the former's parents here, Mr. and Mrs. J. Freeman Wilson.

Mrs. Nellie Moe Wies, of Memphis, spent the holidays here with Mr. and Mrs. John L. Mace and family.

Mr. O. N. Keeling has bid in section foreman position on the Aurora-Greenfield Branch, and has moved here and bought property. They like Aurora fine.

Mrs. John L. Mace did her holiday shopping in Springfield.

All the railway employes at Aurora, Mo., are fighting the busses and trucks. We hope soon to put them out of business.

Mrs. Ernie Riddle, wife of agent at Arlington, Mo., is visiting her mother and family here.

Mr. Chas. Stockton, section hand, has moved back to Northtown. Chas. says Southtown is too lively for him.

AURORA, MO., GEENFIELD-AURORA BRANCH

L. B. DORAN, Reporter

Not seeing any notes in December magazine, will try to tell you that we are still on the map and doing business.

Our very efficient scribe, Mr. B. P. Ramey, former ticket clerk at Aurora, Mo., was bumped the first of December by Mr. Fred Hendrix. Mr. Ramey has taken a three-months leave of absence.

Mr. E. B. Miller, former conductor on branch, who has been off the run for more than a year account his health, is reported as improving. Conductor George Thrall, was off three or four days in December, going to St. Louis on business. He was relieved by Mr. Allison of Ft. Scott, Kan.

Ira Pilkington, brakeman, laid off few days to relieve the unemployment situation, and visited his daughter at Pennsboro.

We have a new road master on the branch line, Mr. Harry Cooper. Mr. Tom Hall, transferred to north end, Ft. Scott to Kansas City.

Mr. C. K. Bennett, agent at Mt. Vernon, bid in the agency at Galena, Kans. and has gone to his new job. Mr. H. E. Vermillion, relief agent is working Mt. Vernon until the job is bulletined and bid in.

The Carnation Milk Condensery at Mt. Vernon shipped out 472 car loads of milk and about 100 cars of less than car load shipments and in turn received 363 car loads, consisting of cans, coal and other supplies during the year 1930.

This is an industry that we people in this part of Missouri are proud of, and

justly so, for it takes several "contented cows" to produce more than 550 car loads of condensed milk, and with all those cows there is work for lots of people and they all have to have freight and the trucks are not getting all of it yet.

Mr. A. D. Stearns, an invalid brother of Mrs. George Thrall, came in the first of January from Milwaukee, Wis., for a visit with Mr. and Mrs. Thrall.

Mr. Allen Owen, second trick operator at Globe, reports catching a bass in Spring River at Verona that weighed one and a half pounds. I suppose that the big ones all got away from him.

Mr. Owen and the writer went to some of the mining holes in Aurora recently to fish, but the fish were not hungry.

Bumping is the order of the day now and it is hard to keep up with the boys at Globe and third at N. Y.

The writer went to Tulsa, Okla., December 17, and while there was able to get some passengers for Frisco Lines. Boys, let's keep our eyes and ears opened for any business we may find, even if we are off duty and out of our home state, for we need all we can get and that is the way our salary is paid.

If we have no business, we will soon have no jobs. Nuff Sed.

ST. LOUIS TERMINALS

ROBERT A. HALEY, Reporter

The writer was off sick from December 15 to 27 inclusive, five days of which were spent in Frisco Hospital. Thankful I was permitted to return to my home December 24 to be with my family when Santa made his annual visit. Now am glad to be able to work again as often as opportunity permits.

While in the hospital I saw a number of our old comrades there who no doubt many of you will recall. Mr. William Davis, of Memphis, Tenn., for 31 years switchman and yardmaster, now retired. He had been under medical treatment for some time, but has returned home again.

Engineers H. C. Campbell, Edward Williams and John Green of Chaffee, Mo., Conductor James Stump of River division and J. C. McGrath, brakeman of Eastern division, all were patients while I was there and I am glad to report that all were doing nicely.

We are also very sorry to report that while in the hospital we were made very sorrowful account of the death of Engineer Marberry, which occurred December 19. He had been very sick for several weeks. He will be missed by both the Frisco railroad and his many friends.

On January 8 a petition was being prepared at Eldon, Mo., to send to Gov. Caulfield, asking his aid in securing necessary regulation of motor trucks and busses on Missouri highways. The problem was discussed at a mass meeting Monday night, December 5, 1930, which was attended by about 1000 persons including employes of the Rock Island railroad, business men and farmers. Those who were sponsoring the petition said it would contain about 700 names. We think this was real action. May we not take it as a reminder?

We are very happy to report that business has increased sufficiently in the Chouteau avenue yard to necessitate a 11:00 p. m. engine. David F. Page has

been assigned as foreman, Clarence Carter and Jess Mastin as helpers. East-bound business seems also to be increasing recently. Let us hope it continues until we are doing a good business again.

Sorry to report the illness of Switchman Henry Clendennin who has been off nearly three weeks. Hope he will be able to return to work soon.

MONETT YARD

FRANK KYLER, Reporter

Monett Yard has felt the effects of the nation-wide business depression. At the present time only five regular yard engines are in service at this point. Business is picking up, however, and we expect to be back to normal rating before very long.

Switchman O. G. Donlavy is a patient at Mayo Brothers hospital at Rochester, Minn., and has undergone a major operation. He is reported as doing nicely and it is hoped he will soon be able to return to his home.

Engineer Theo Frossard has taken an additional leave of absence due to illness.

D. Marshall, S. O. Rittenhouse, Jess Newberry and other quail hunters noticed the scarcity of birds all during the season and not until a few days after the season closed did they discover the cause. Pinkie Bowen got a shavie then and several new coveys of quail were seen wandering about in search of new cover.

Switchman H. C. Flemming has been laying off due to an infection in his left ear, but is now able to be at work.

S. O. Rittenhouse and L. A. Taylor relieved E. B. Spain and W. P. Fenton on their jobs as assistant yardmaster during the middle of the month.

W. L. Cannady and family spent New Years with their daughter and son-in-law, who live at Dallas, Texas.

Robert Baker is relieving Carrol Donlavy as caller while Donlavy is at Rochester, Minn., where his father is a patient at Mayo Brothers hospital.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

The recent death of Mr. A. R. Hull on January 9 at St. John's Hospital was quite a shock to his friends and loved ones. Mr. Hull was employed in this department up until the time he went to the hospital about six weeks previous, for treatment of diabetes and seemingly he was getting along just fine, but we understand a sudden heart attack caused his death. Sincere sympathy is extended from this department to his family and loved ones.

We also extend sincere sympathy to the family and loved ones of Mr. A. W. Pertuche whose death occurred recently. Mr. Pertuche was the father-in-law of Clarence Woodall who is employed in this department.

O. H. Miller, stock clerk, had the misfortune to let a joint slip and fall on his left foot about the first of the month and break his big toe, but at present he is again able to walk much better.

Oscar Cook was asked "why the mustache" and his answer was "hard times." Speaking of hard times, we should all get busy and boost our passenger service more than ever now since the new two cents a mile rate goes into effect February 1.

W. D. Price is experiencing his first stage of "old age" as he recently had all his teeth pulled and his gums are still so sore that he cannot wear his new teeth as yet, and he says that soup gets pretty tiresome at times.

Marguerite Wheatley, daughter of Mr. C. E. Wheatley, division storekeeper, was married secretly to Mr. Guy E. Rees on December 14 at Rich Hill, Mo., and announcement was made of their marriage

on December 24. We wish for them many years of happiness. Mr. Rees is a younger brother of Mrs. C. E. Wheatley who until recently was Mrs. John A. Moser. Mr. and Mrs. Rees are at home at 1825 N. Grant avenue.

Congratulations from this department also go to Mr. Arthur Bunch, our neighbor reporter for the bridge and building department, who recently married Miss Veda Wallace of this city.

Merlin Simpson left the night of January 12 for Chicago, Ill., to join the ranks of the United States Navy. Merlin is a nephew of Oscar Cook of this department.

Hart Howard has been away from work for the past two weeks account having met with an accident while unloading a car at the general store. The big toe of his left foot was badly mashed and the others were badly bruised but we hope he will soon be able to return to work.

Luther Riddle, better known to his friends as "Jake," comes to Springfield from Newburg, Mo., and has "bumped" our messenger, Jimmy Walsh, to the south side. We hate to lose Jimmy but we welcome "Jake."

It was reported in last month's magazine that Mrs. George A. Stephen, formerly Miss Bertha Reed of this office, was in the Ryburn-King hospital at Ottawa, Ill., but we are glad to report that she is now able to be at home and able to do her own work after two weeks' treatment and may good health continue to be hers.

Joe Drennan visited this office the other day and he is looking and is in the best of health. He has just returned from Chicago where he received a diploma from an electrical school there and is visiting relatives and friends here. He is undecided as to whether he will accept work in Milwaukee just now or whether to return to St. Louis and finish a course of study with an undertaking company there. Joe was formerly employed in the store department here and whatever his new undertaking may be, we wish him the best of success.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

STELLA COMEGYS, Reporter

Miss Maude Bedell spent December 20 and 21 in Kansas City visiting her sister.

Miss Barbara Murray spent Christmas in Denver, Colo., visiting her aunt.

Emmett Mayabb was absent several days in December, having been called to Denver, Colo., on account of the serious illness of his father. However, his condition became improved—Emmett was able to come home before Christmas and reports his father is in no immediate danger at this time.

Mr. and Mrs. Henry Mellon spent December 13 and 14 in St. Louis.

Mr. Luther Utley spent Christmas with his mother in Dallas, Texas.

January was the first stormy day of the year here in Springfield. It rained, sleeted and snowed all in one day and for a few minutes it was doing all three at the same time; and according to the old time weather prophecy, July of this year will be some month.

This office received a Christmas card from Mr. and Mrs. M. J. Cleary, wishing each of us a Merry Christmas. Mr. and Mrs. Cleary are living at Valley Junction, Iowa, and write that they are enjoying good health and are as happy as can be. Members of this office are wishing the very best for them in the New Year.

The "Meteor," a representative bowling team from the division and stores accountant's office and this office, surprised the early "dopesters" of the Frisco Bowling League by finishing in fifth place and in the "select division." Due to many novices included in the team, a disastrous early start was made. The

first twelve games bowled were in the lost column and it was due to the good work of Denham and Fullerton, assisted by Williams that the team began respecting the ninth column. Mayabb, Gannon, O'Kelly and Small are making progress and with a little more experience these bowlers will develop into top notchers. Watch out for them next year!

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

A bright spark blew into the office this morning whom we recognized as Raymond Ivey. Raymond has been off sick for a week or more and we are pleased to see him back on the job.

We congratulate Chesley Looney on his promotion to the position of secretary to J. W. Surles, our new superintendent motive power. Chesley is filling the place left vacant by "Scottie" Russel, whom Mr. Worman could not part with when he went to St. Louis. Don't know which is the greater, our loss or "Scottie's" gain; but since we had to give "Scottie" up we are glad to see Chesley get the promotion.

Waller Heck and family spent the holidays with relatives in Ft. Scott, Kan., and report a very pleasant trip.

Mrs. P. F. Spangler recently returned from a visit with friends and relatives in sunny Alabama—but we are predicting she will be going back soon if this cold weather keeps up.

Our mechanical engineer, J. L. Ryan, is attending a meeting of the ARA Committee on tank cars in Chicago at this writing.

We are sorry to report that F. M. Ferbrache is off with a severe cold, and trust he will soon be back on the job.

Our office was honored with a visit from John Forster recently. Mr. Forster is looking none the worse for several weeks' stay in the St. Louis hospital, which only proves that "you can't keep a good man down."

Helen Yates spent a recent week end visiting with friends in Kansas City.

A new stenographer, Francis Walde, has been added to the mechanical department ranks and is now enlarging her vocabulary and list of shorthand outlines in electrical terms. She says she believes Mr. Baker coins most of the words he uses; or else he knows more than Webster, Edison and Steinmetz all put together.

We are glad to report that J. W. Guthrie is able to be back on the job again after an absence of several weeks spent in the St. Louis hospital, where he underwent an operation.

As usual, the white Wyandottes raised by John Rogers took most of the blue ribbons in a recent Ozark poultry show. If you want to see some real birds, you should visit John's poultry farm on South Jefferson. Know personally that you will receive a most hearty welcome from both Mr. and Mrs. Rogers.

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SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mr. C. A. Hamm, signal supervisor, Southern division, has been away on sick leave for the past six weeks. We hope he is feeling better and will soon be back at his duties.

Little Jimmie and Elizabeth Jane Ball, children of D. A. Ball, clerk, have had a siege of chicken pox, but are now entirely recovered.

Mrs. W. G. Nash, wife of signal maintainer at Stroud, Okla., visited in Springfield recently.

Mrs. C. C. Woodfill and daughter, Ruth Margaret, wire and daughter of signal maintainer at Nichols, Mo., are visiting Mrs. Woodfill's parents in Paola, Kans.

Mrs. F. E. Wait, wife of signal maintainer at Hoxie, Ark., visited relatives in Aurora, Mo., the first part of January.

Mrs. Elmer Henry and son, Elmer, Jr., wife and son of signal maintainer at Conway, Mo., have returned to their home after a visit in Springfield.

Mrs. R. D. Bunch and son, Leroy, wife and son of signal maintainer stationed at Cuba, Mo., are visiting in Kansas City.

H. M. Cushman, assistant signalman, and wife are rejoicing over the arrival of a little daughter, Carol Lee, weight eight and one-half pounds, at their home in Claremore, January 6.

The writer enjoyed the interesting and instructive talk on traffic tips by Miss Martha Moore at the January luncheon of the Frisco Girls' Club, given at Heer's Tea Room. Miss Morton, chairman of the charity committee, also gave a very interesting talk on what that committee has been doing; in fact, the luncheon was one of the most interesting we have had and seemed to be greatly enjoyed by every one present.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

Kathryn Risser of the O.S.&D. department and mother, Mrs. Rose Risser, spent Christmas with Miss Marjorie Risser, who was employed in this office up to the time of her resignation in November, 1928, when she accepted an excellent position with the Tulsa World at Tulsa, Okla.

C. H. Rice, chief O.S.&D. clerk, recently received news that his father, who lives in Rogers, Ark., had been seriously injured by a fall upon the icy pavement. Mr. Rice went immediately to Rogers and brought his father to this city for medical attention. We wish for him a speedy and complete recovery.

Marie Morelock, on the "extra board," was back in the office for a few days during December and filled the position of office girl.

Mamie Gurley, file clerk, enjoyed short trips to St. Louis and Kansas City during January.

W. N. (Ducky) Doss, claim investigator, has purchased a lovely new home on Delmar street.

AUDITOR REVENUES ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Gus Gabauer and family spent Christmas with relatives in Kansas City, Mo.

On January 19 Mary Van Liew underwent an operation for gall stones. She is at the Frisco hospital. James Abernathy is filling her position in this office. Estelle Hilton visited relatives at Moran, Kans., over the New Year holidays.

Col. Stoehr and wife attended a New Year's party and banquet given at the executive mansion in Jefferson City, Mo.

Victoria Matrose spent Christmas day with home folks in Gillespie, Ill.

The writer is enjoying a visit from her daughter, Mrs. Robert Wynne, of Chicago, Ill.

OFFICE SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

I don't know much except what I pick up here and there in the railroad world and from Evangeline Adams of the Forhan's radio hour, but according to everybody in general, times are going to be better, and according to Evangeline in particular, that "transportational body" called Jupiter, is nearing the planet on which we live and hence BUSINESS is bound to get better. I trust she is right and here's hoping by the time this is published we'll be enjoying plenty.

Plenty of business, I mean — and we should, with that new two-cent passenger rate that becomes effective February 1, and incidentally with that new rate, F. L. DeGroat, car service agent, this office, and one of the traffic captains is expecting a lot of traffic tips. Let's all get busy with tips.

It's almost time for frilly valentines and heart-shaped candy boxes, and it seems rather late to speak of Christmas presents, but just had to tell you about Freda House's lovely diamond ring that she's wearing on the third finger of her left hand and which she says Santa brought. We congratulate the said Santa.

Also there were a number of new radios dropped down chimneys and a beautiful wrist watch that the reporter is very proud of and some of the Frisco youngsters received electric choo-choo trains which their Daddys enjoy more than the kiddies, so all in all, the entire office had a grand Christmas and did its part in keeping money in circulation.

However, our fun was a bit saddened by our chief file clerk's sorrow. Our hearts go out in sympathy to Helen Deckert in the loss of her mother, Mrs. Elizabeth Deckert.

We had a few tag-end vacations to get out of the way and the fortunate ones were Elbert Hunt and Vinnie Hindman, who enjoyed Christmas vacations like boarding school kids home for the holidays.

We started out the new year with a brightening up with soap, water and paint—the "inner shrine" (front office) blossomed out in newly varnished desks, painted floor and new calendars, which started us off with a bright New Year and makes Tom Feehan and Will Gray have even better dispositions than they had, and that's all the news until next time.

MILL STREET PASSENGER STATION—SPRINGFIELD

W. S. WOOD, Reporter

Despite the fact that our force was reduced in anticipation of dull business after the holidays, travel has held up surprisingly well at Springfield. The district Kiwanis convention and the Canner's convention were both held here early in January, while the furniture market and several conventions in Chicago were well attended by local people. Mr. Chaudet has been giving special attention to tips turned in by club members and others, making personal calls, if possible, and it seems that these efforts are bearing fruit.

The following reductions in force were made: One ticket seller was taken off, leaving us only one ticket seller on each shift, the position of assistant baggage-master was abolished and that of stenographer and information clerk was reduced from a seven-day assignment to six. Gerald Viggers, who was the unlucky man in the ticket office, took a job in the north yard office; Max Weaver displaced Blaine Killingsworth

at the freight house; Dollie Hinkle's only reaction was a flying trip to Kansas City. She reports a pleasant journey, a good dinner on the "Sunnyland" and much fun in Kansas City.

Clay C. Dillard, cashier, has been under a severe nervous strain for the past few weeks due to the serious illness of his wife and her father, Mr. Doss. Mrs. Dillard had to undergo a major operation very suddenly after having been at the bedside of her father for some time. She is on the road to recovery now and Mr. Doss is also somewhat improved.

We are having a great many inquiries about the new two-cent fare to be put in effect by the Frisco on February 1. Whether this new rate will be a success from a revenue standpoint or not remains to be seen, but the Frisco has received much valuable publicity by being the first large road in the country willing to take so serious a step to try to win back some of the business lost to the private car and to bus competition, which has been by no means fair.

You don't have to invent mouse traps to have the world make a path to your door—just go in debt.

OFFICE OF MASTER MECHANIC SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

We've been trying to get someone to ask Mrs. Thompson if Charley is staying at home nights and using that smoking jacket Santa brought him. At any rate, we've got it all fixed up to assess his personal record with five demerits for every hole he burns in it.

Speaking of Santa Claus, those orange colored suspenders he brought Ed McKenna sort of lit up the place, didn't they?

Loren Loveless returned to work January 16 after a five months' leave due to illness. We welcome him back to our office force.

Ed McKenna, who filled the vacancy of Loren Loveless, has now taken his former assignment at Ft. Smith, Ark.

Some folks may not shine when it comes to making golf scores, but Allen Moore and Ed Baron are still talking about the perfect ones they make on our brighter winter Sundays.

George E. Dillard, retired road foreman of equipment, was in the office the other day and told us he is deriving a great deal of pleasure from his radio these long winter evenings.

FRISCO STOCKYARDS SPRINGFIELD, MO.

K. A. McEWEN, Reporter

We are this month making our debut in the columns of the Frisco magazine. We have heretofore been an unheard of, but seemingly necessary, portion of the system.

Mr. and Mrs. Ralph McHam made a flying trip to Paris, Texas, the first part of the month. They reported warm weather there and roses in bloom.

After a slow start on our mule season this year, we are beginning to get a break and expect to be busy for the next few months. We certainly need this business to keep up our average. Hard to tell where this year's crop of livestock is coming from for we certainly did our share of depopulating the country of dumb animals the past year. And if you don't believe this you should come out and watch us load a couple of hundred Missouri mocking birds, also known as mules.

The B&B department have finished repairing loading chutes, platforms and pens at the West Yards in anticipation of heavy business.

Mr. E. F. Tillman, general livestock agent, was a visitor at the yards a few days this month, renewing acquaintances with members of the stockyards.

OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

On New Years, Hobert F. Madison quit smoking. His friends are doing all they can to encourage him in this resolution. Paul A. Moffitt likewise quit but no one knows it as he made no mention of the fact.

Misses Bernet and McClernon visited in Tulsa. Norman Sutton worked a few days in our office this month during the absence of Miss McClernon.

Messrs. King, Arnold and Coble are to be classed among the intellectuals for they took in a performance of "The Strange Interlude" at the Shrine Mosque. Z. M. Dunbar, our chief maintenance clerk, is still in the St. Louis hospital to secure treatment for an injured eye. He will, of course, appreciate hearing from his friends.

Instead of hunting up (or manufacturing) additional news this week as I should have done, I went to bed to placate a feverish cold. Have often wondered if we get out of work because we are sick or if we get sick to get out of work.

SPRINGFIELD FREIGHT DEPOT

M. M. A. LARKINS, Reporter

It looks like it won't be long now until return of Chief Bill Clerk Charles Anderson, who is so nicely recovering from his recent operation for appendicitis at Frisco's hospital.

J. Max Weaver is the present possessor of the position of yard clerk, which in the past few weeks has proved a favorite for the "bumpers."

Mr. Wallace Hay, chief delivery clerk, and Mrs. Hay are preparing for their winter's visit with daughters in Los Angeles.

Miss Blanche Handley, typist, enjoyed Christmas day spent with her parents near Lebanon.

Miss Mae Lundstrum, expense bill clerk, again went to Tulsa for New Years.

And it appears that Messenger Clarence Pearce is expecting to go places—St. Louis and Ft. Worth.

Regret to report death of brother of Check Clerk Fred Cunningham in local hospital January 15.

**OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.**

MARIE ARNOLD, Reporter

Maud Bell, one of our quiet local record clerks, recently gave us a complete surprise when she appeared one morning with the usual solitaire on her third left finger, which usually means a vacancy in the office in the near future.

Several girls from the office recently served on committees arranging for the bridge and pinocle party for raising money for charity work of the club, and others are still deep in the work of distributing this money, together with other gifts of clothing and money to the poor and needy of our city.

Lillian Yates of the typing department was chairman of the committee arranging the luncheon and interesting program for the Girls' Club this month at Heers' Tea Room.

Charles Butrick, Jr., our former file clerk, has resigned this past month after having accepted permanent employment with the Colonial Drug Company.

James Collins, our cutting machine operator, gave the office a scare one morning recently when he left the office in the middle of the morning for the hospital, where he was told to stay at home a few days—that he probably had scarlet fever. However, the dreaded fever did not develop and James was back on the job again in a few days.

We regret that our first report for the

year 1931 carries news of a death, Elizabeth Dunbar Casteel, who passed away December 20 in the St. Louis hospital following a serious operation one week previous. Our sympathy is extended to her husband, Carl G. Casteel of the demurrage department, and to their small son.

**OFFICE SUPT. TERMINALS
SPRINGFIELD, MO.**

NORMAN HINDS, Reporter

Homer Fitch has been absent from his duties the past thirty days on account of having an operation performed on one of his legs which is healing, though rather slowly.

Mr. and Mrs. Ed Wadley and family spent the Christmas holidays visiting relatives in Thayer, Mo.

L. L. Harris, who has been confined to the local employes' hospital, has been able to resume his duties.

Frank Parker is back on his job after enjoying a visit with relatives in Olathe, Kans.

C. R. White recently enjoyed a few days pleasure as a huntsman but is reported to have had small success in shooting his intended victims.

L. P. Lavelle, night general yardmaster, has returned to his duties after enjoying a short vacation. L. V. Carner handled Mr. Lavelle's position during his absence.

The opening of the west shops January 3 necessitated placing the west shops switch engine to work again. O. B. Smith, W. F. Woods and S. J. Dailey were the successful bidders for the position as switchmen on this engine.

G. L. Johnson has bid in the Phelps avenue job as a helper, succeeding B. G. Dorris who recently vacated the position.

George Sisk, extra assistant yardmaster and regular switch engine foreman is off duty due to an accident which painfully and severely injured one of his feet.

Joe Westfall was off duty a few days on account of illness.

Otto Simon is again working days as his night job was pulled off on account of reduction of forces and he bumped on a day position.

SOUTHWESTERN DIVISION

**TRAFFIC DEPARTMENT
TULSA, OKLA.**

MARGERY A. O'BRIEN, Reporter

Now that the holidays are all over and everybody has gotten back into the harness we are all looking forward to a good month.

Our soliciting freight and passenger men report a different atmosphere pervails and that in calling on their friends around town for business many shippers and receivers of freight are very optimistic, looking forward to better conditions. Business is picking up and we are going right after it—the past week showed a nice increase over the previous few.

Tulsa continues to enjoy mild weather.

When Colonel Jonah paid a visit to Tulsa the other day he made the official announcement that the new Union Depot would be ready for occupancy by March 15. Everyone in Tulsa is anxiously looking forward to the formal opening of the new station.

Main street viaduct was opened to traffic recently and this is an added attraction to Tulsa. It is quite an improvement in the way of relieving congestion in traffic as heretofore all traffic was stopped on either side of the railroad tracks to allow trains to pass and it caused much dissatisfaction and criticism among our citizens due to the delays caused, etc.



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| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> C. P. Accountant |
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Name.....Age.....
Occupation.....Employed by.....
Street Address.....
City.....State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada.

There only remains one more viaduct to be opened up, Boston street. This street leads to the main entrance of the station and when it is finished it will add materially to the general surroundings of the station. Formerly Boston street was closed.

Many of our folks spent the holidays out of town visiting with their families and all report a wonderful time.

TELEGRAPH NOTES

W. K. BAKER, Reporter

At the very threshold of the new year the grim reaper made a last attack on our ranks; our New Year's eve was saddened by the passing of A. R. VanLew, agent at Fort Sill, Okla. Well liked and well thought of by all, Mr. VanLew signed "30" at 7:45 o'clock, December 31, 1930. In his passing we lost one of our most beloved agents. He was always fair and square with everyone he came in contact with. The Southwestern division extend to his bereaved family their sympathy.

A. E. McCans, second Bristow, off few days account bad cold which settled in his eyes; relieved by Baker and later by G. O. Pickett.

W. B. Mullens, agent at Depew, is back on the job after submitting to a blood transfusion at St. John's hospital in Tulsa in an effort to bring his wife back to health. Last reports were she was improving gradually.

R. D. Richey, second trick, Snyder, off few days account sickness; relieved by G. O. Pickett.

A. N. Graves won the third trick at the Tulsa interlocker tower.

Understand R. Corruthers, W. B. Holland and C. L. Dunbar were very successful in obtaining names on their bus legislation petition, obtaining four hundred and fifty names. Good work.

Carl G. Wilson is the new agent at Headrick, vice J. E. Johnson.

Frank M. Rowell to agency at Ca-toosa, vice Mr. Babcock to new agency at Drumright.

Fort Sill, Oklahoma.

We desire to thank our many friends for their kindness and words of comfort given during the illness and death of our husband and father, A. R. Van Lew.

Also we wish to thank those who sent the lovely floral offerings.

Mrs. A. R. Van Lew and children, Frank, Charles, Mary Kathryn and Elizabeth.

OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

Herman Bolen, second trick train clerk, spent the holidays with his mother in Dallas, Texas.

A. H. Graves, telegrapher, Southwestern division, has been assigned third trick telegrapher-towerman, Tulsa.

Mr. and Mrs. C. E. Shue were called to Dixon, Mo., account serious illness of Mrs. Shue's mother.

L. S. Kirkpatrick, yard clerk, is visiting friends in El Paso, Texas.

Mrs. Jos. N. Paisley and little daughter, Ann Rita, have returned from Valley Junction, Iowa, where they visited Mr. Paisley's mother.

Geo. M. Boucher, switchman, has been absent from duty several days account illness.

R. E. Hayes, switchman, has returned to duty after an absence of several weeks account injured foot.

C. D. Conners, switchman, is absent from duty account illness.

Mell Coley, yard clerk, has been laying off several weeks account illness. According to last reports he was improving.

Mr. and Mrs. Fred Cole have returned from Memphis, Tenn., where they visited with their daughter and other relatives.

The viaduct at Main street was completed and opened for traffic January 8. Work is progressing nicely on Boston grade separation, this being the last viaduct to be constructed in connection with the new Union Depot program.

Tulsa terminal joint with Southwestern division held their regular monthly accident prevention meeting January 13. Several out-of-town visitors were present and an interesting meeting was reported.

TULSA REVISING BUREAU
TULSA, OKLA.

MARGUERITE HEFREN, Reporter

Quite often one goes wandering and Guy Miller happened to be "it" this time. Wandering into the police court contributing to the fund. Reason—violation of Rule 2, traffic law, not stopping at red signal. Guy says hereafter red signals will mean STOP.

Since our last report one of our assistant revising clerks left us. Robert McDermott accepted a position in the Memphis revising bureau. We wish Bob success in his new position, however, we were sorry to see him leave Tulsa.

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Ed Freiner is quite elated that the baggage office has moved into their new quarters in the new station as he does not have to travel such a distance for the mail.

George Jauss, formerly of this department, visited us January 8 on a home-ward trip to Chanute, Kan.

Marguerite Hefren visited in Kansas City January 17.

Congratulations are extended to Mr. and Mrs. E. F. Freiner, who have just returned from St. Louis. Mrs. Freiner was formerly Miss Dorothy Hausmann, Belleville, Ill., and again we all join in wishing them happiness.

OFFICE OF GENERAL AGENT
OKMULGEE, OKLA.

THELMA I. COBB, Reporter

Christmas is always a time of festivity, merrymaking and family reunions, and many of our force spent the holiday season with relatives. Mr. and Mrs. H. T. Wood, and family, spent the day with their parents in Sasakwa, Mr. Wood returning that night and Mrs. Wood and children remaining for the rest of the vacation period. Mr. and Mrs. E. K. Rik-

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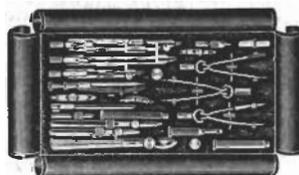
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ST. LOUIS, MO.

ard and Mr. and Mrs. V. W. Rikard, and their families, spent Christmas Day with relatives in Chandler. Mr. and Mrs. Charles A. Beard spent several days in Enid with Mr. Beard's brother. Mr. and Mrs. John Lancaster and son spent Christmas in Ada.

The condition of Mr. A. W. Reese, switchman, who was seriously burned early in November, remains unchanged. Mr. Reese is still confined to the City Hospital.

Mrs. G. A. Brundidge, wife of the general agent, has returned from Chicago, where she spent several weeks visiting with her son, M. M. Brundidge, and family.

Mrs. Bracey Bishop and daughter, of Tulsa, spent last week with her parents, Mr. and Mrs. J. E. King.

Mr. and Mrs. A. T. Ekstrom had as a guest during the holidays their son, Mr. Leo Ekstrom, of San Antonio, Texas.

**MECHANICAL DEPT. NEWS
TULSA, OKLA.**

**L. A. MACK & ETHEL NATION,
Reporters**

Mrs. W. R. McLinn and children of Kansas City have returned to their home after a short visit with her sister, Mrs. Wm. F. Krafft and Mr. Krafft.

Mr. and Mrs. Chas. G. LeFevre spent New Years in Springfield. They report a very enjoyable time.

Mr. Joe Kay, staybolt inspector, spent the holidays in St. Louis, visiting with friends and relatives.

Miss E. Kalt, general clerk, visited with home folks in Monett the week-end of January 10.

Bowling was resumed January 8th, after a two-weeks' vacation. The Frisco Red Ball team is now in first place. Stay right in there, boys, we are betting on you.

Mrs. Chas. G. LeFevre, wife of our genial electrical foreman, is visiting with her daughter, Mrs. L. C. Klose, and Mr. Klose, in Elkhart, Ind.

Mrs. Eliza Londigan and daughter, Mrs. Al Adams, mother and sister of Mr. M. L. Londagin, have returned to their home in Gentry, Ark., after several months' sojourn in Tulsa.

Mr. and Mrs. D. L. Forsythe, and Miss Babb, sister of Mrs. Forsythe, were Tulsa visitors for a few hours, January 3.

The sympathy of the organization is extended to Miss Myrtle McConnell in the recent illness and death of her aged father at Edmond, Okla., December 27.

Mr. "Tony" Phillips has returned to work after being confined to the St. Louis hospital for about ten days.

Mr. Lewis C. Johnson, carman, and wife, have the heartfelt sympathy of all in the loss of their infant son, Dec. 18.

Mr. Henry J. Ray, machine foreman, Bard L. Abernathy and Herbert P. Miller, blacksmiths, W. B. McGaugh, car clerk, and Wm. F. Krafft, secretary to master mechanic, from Tulsa, and Mr. R. W. Harper, from Birmingham, attended a trial at Vinita, Okla., January 15.

Mrs. G. A. Gladson, wife of car inspector, is enjoying the nice, warm sunshine of West Palm Beach, Fla., while visiting with Mr. and Mrs. Ben Shirk.

Mr. J. H. Bingham, machinist, is the proud father of a fourteen-pound girl, born on January 10.

Mr. C. C. Higginbotham has been away from duty on a short hunting trip.

We were very glad indeed to have as a visitor, Mr. C. C. Saner, engineer, Creek Sub of the Southwestern division, who has been confined to the St. Louis hospital for some time for treatment of his throat.

Mr. Cleo Duckworth is in the St. Louis hospital. He is reported doing nicely.

Mr. J. J. Rkeuark, fireman, is in the St. Louis hospital, ill with pneumonia. He is reported on the road to recovery.

Mr. E. T. Humphrey, engineer, West Tulsa, is away on a short vacation.

Mr. L. D. Hale, fireman, is off on ac-

count of illness, as well as Fireman J. H. Pacaud.

**TULSA FREIGHT OFFICE
TULSA, OKLA.**

MARY JENKINS, Reporter

Tulsa has started off on the right foot again this year. We have the pennant for the least number of errors for December.

Miss Irene Bryan, daughter of W. A. Bryan, chief rate clerk, entertained at a bunko party, Thursday the 8th. Mrs. Edward Friener was the guest of honor and was presented with a kitchen shower.

Maynard Woodcock, of the agent's office, and Miss Lois Thurman were married Saturday, December 20, 1930. Here's wishing them a long and happy married life.

Mrs. Marley Sloan, wife of check clerk, will leave this week to visit relatives in Colorado Springs, Colo.

Mr. R. A. Workman, father of Goldie Workman, tonnage clerk, has been confined to the Mercy Hospital at Fort Scott, Kan., where he underwent an operation on the eye. We are pleased to inform his Tulsa friends that he is getting along nicely.

Mrs. Arthur Miller, wife of Arthur Miller, cashier's office, visited relatives in St. Louis, Mo., during the holidays. Mrs. Miller was accompanied by her small daughter, Marjorie.

**MECHANICAL AND TRANSPORTATION DEPARTMENT
AFTON, OKLA.**

LUTIE D. DAVIS, Reporter

We want to express our sympathy to Conductor Chas. Tibbitts and family, having recently lost three members of his family.

Mr. and Mrs. J. F. Irby, who have operated the Hotel Afton, for railroad men, for the past ten years, moved to their recently purchased property west of town. Mr. and Mrs. Lavelle Truman now have charge of this hotel.

We want to express our sympathy to Mrs. Harry Blaksley, having lost her husband, Engineer Harry Blaksley, whom we all remember, having worked so long in to Afton.

Mr. and Mrs. M. W. Loyd and son, Francis, left Saturday night for Miami, Fla., where they expect to spend a month with Mr. Loyd's sister and husband, Mr. and Mrs. Fred Seager.

Mrs. Everett Estus, who left last week for Sulphur, Okla., was accompanied home by her son, Everett, Jr.

Harry Moorehouse and family have visiting them Mrs. M. V. Moorehouse and son, D. W. Moorehouse, of Cairo, Ill.

Mrs. H. R. Foley visited friends in Springfield, Mo., Saturday and Sunday.

Miss Catherine Hogan is spending the week-end with her father, E. P. Hogan. Mr. and Mrs. J. C. Rider have visiting them Mrs. Rider's mother, Mrs. Della Boggs, of Pryor, and their daughter, Miss Zetta Rider of Miami.

We are sorry to learn of the death of "Mother Hamilton," who, for the past two years, has been serving meals to a number of railroad employes. We always found ourselves welcome and left her table always satisfied. We want to express our sympathy to the family. We will all miss "Mother Hamilton."

**40th AND 43rd TRACK DIVISION
SAPULPA, OKLA.**

J. A. McMILLAN, Reporter

The three-mile extension of the Shamrock Branch, from Shamrock to the Tidal Oil Refinery at Drumright, has been completed and we are receiving an average of 20 car loads of gasoline per day. A 1600 class engine has been placed in service on this branch to take care of the

increase in business. The three-mile extension is a real job of railroad construction, being built of 75-pound rail, all treated ties, ties all tie plated and good, wide fills, ditches, and surface ditches are provided, grading being done by Allhands and Davis and the track work by Reid and Lowe.

Construction work in Oklahoma City is continuing, the new station being about 50 per cent complete, power house about 90 per cent, Walker Street subway about 50 per cent, and track work is entirely completed. A new track, 650 feet long, has been constructed in the new freight yard to take care of business for the Makins Sand and Gravel Co., a large concern in Oklahoma City. A big loading rack has been constructed in the east yard on track No. 9, which will mean additional business.

Mr. O. H. Reynolds has been appointed water service foreman on this division.

A meeting of the section foremen of the 40th track division was held at Claremore, January 11. A full attendance was reported and the meeting was beneficial from an instruction standpoint.

A 2,650-foot track is being constructed near West Tulsa to serve the Standard Paving Co.

The Frisco east yard at Oklahoma City was threatened by a big oil fire, Saturday, January 3, when a slush pit ran over and waste oil became ignited at High Street. The fire lasted several hours, due to a 16-inch gas line catching fire and was only overcome by use of Foamite, a chemical that smothers fire.

**ACCOUNTING DEPARTMENT
SAPULPA, OKLA.**

V. L. THOMAS, Reporter

Mr. and Mrs. E. Reimer visited with friends and relatives in St. Louis, Mo., during December.

Mr. C. C. Long spent the holidays with his family in Ft. Scott, Kan.

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Miss Maurine Mahan spent Christmas day with her family in Oklahoma City, Okla.

Messrs. Peake and Barnard, completion report engineers, were away from the office several days during December and January, account assisting engineers on other divisions, with the preparation of completion reports and field checks.

Mr. R. Acker, of the St. Louis office force, was a visitor in this office for a few minutes during the month of January.

Mr. Wm. Morris spent Christmas Day visiting with friends and relatives in Enid, Okla.

Account reduction of forces, Mr. Phil. Briggs displaced C. C. Long on the position of general clerk in this office. Mr. Briggs was formerly general clerk at Ft. Scott, Kan.

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

W. T. Gordon, dispatcher, and wife have gone to Havana, Cuba, for a three-weeks' vacation. They will stop at intermediate points. The Bordons are being accompanied by their brother-in-law, Dr. S. M. Richey, Frisco surgeon at West Tulsa, and Mrs. Richey. Both the Gordons and Richeys are great golf enthusiasts and from their luggage looked as though they were going to try out some of the southern courses.

J. E. Whalen, conductor, received a letter recently from Mr. and Mrs. Short, parents of Frisco Whalen Short, who was born on Mr. Whalen's train. They say the baby is now fourteen months old and has never been ill a day. They seem to have an affection for the Frisco and joined its family, as they keep Mr. Whalen posted on his namesake.

Several Frisco employes attended the inaugural ball at Oklahoma City, among them being Ed. Williams, conductor, and John Stroud, engineer.

H. O. Brenner, dispatcher, spent a few days at the home of relatives at Soldier, Kan.

F. A. Smith is relieving Dispatcher Gordon while on his vacation.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Mr. J. T. Pearson, yard foreman, at Cape Girardeau, spent Christmas in Springfield, Mo., visiting his sons.

Alberta and Adolphia Foreman, daughters of bill clerk foreman, spent Christmas in Cape Girardeau with their parents.

Mrs. E. F. Smith and daughter, Shirley Ann and son, Jack, daughter and grandchildren of General Agent J. T. Hulehan, drove here from Abilene, Texas, to spend the holidays.

Mrs. Mayne Jeffries, sister of Mrs. Harry Allard, visited here during the Christmas holidays. Mrs. Jeffries lives in Batesville, Miss.

Mr. Harry Allard, claim agent, was confined to his home a couple days, account of sickness. However, he is up again and feeling much better.

Cleatus Price, clerk at Poplar Bluff, visited our office recently.

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6% Dividends on Full Paid Stock

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mr. and Mrs. Paul Krueger paid a short visit to their Chaffee friends, while spending the Christmas holidays with W. H. Krueger and family at Cape Girardeau.

Riley Gray of Fronfelt has been filling temporary vacancies on stenographic positions in the superintendent and assistant superintendent's offices.

Mr. and Mrs. T. J. Fatchett had as their guests during the holidays Mr. and Mrs. Chas. Allen of St. Louis.

Mr. W. H. Brooke and Miss Ione Fields visited with Mr. and Mrs. E. L. Brand during the holidays.

Mrs. Roy Abernathy has been visiting with relatives in Springfield, Missouri. Mr. and Mrs. M. E. Gesi and two daughters spent the holidays with relatives in Ste. Genevieve, Mo.

Mrs. Roy Fatchett and daughter, Dorris May, were the guests of Mrs. Fatchett's mother in Hot Springs, Arkansas, during the Christmas holidays.

Mr. and Mrs. Dean Underwood and son, Gayne Paul, accompanied by Paul Clellan, of Poplar Bluff, motored to Sparta, Illinois, to spend several days with relatives during the holiday season.

Mrs. D. E. Gelwix, of Springfield, Mo., has been visiting with Mr. and Mrs. W. B. Thompson and other friends in Chaffee.

Miss Marion Sample, daughter of Dr. G. A. Sample, our local surgeon, has returned to Columbia, Missouri, to resume her studies at Stephens College after a visit with her parents.

Mrs. Norbert Spaulding entertained the Frisco Girls' Bridge Club recently at the home of Mrs. Ira Sale on Parker avenue. Miss Lorene Bollinger received prize for high score.

Miss Myrl Jones has returned to her home at Springfield, holding stenographic position in superintendent's office for about three months. Miss Jones made a number of friends in Chaffee and especially among the office force, who regret to see her leave.

Mr. and Mrs. Norbert Spaulding have gone to Hayti, Missouri, where they will make their home for a while.

Robert Beers has resigned as stenographer in the assistant superintendent's office to accept position with the War Department of the Government and will leave for Washington, D. C., in a few days.

Mr. and Mrs. E. W. Smith and son, Gene, spent New Years with friends in Memphis.

Mrs. J. L. Mumma has been visiting for a few days in St. Louis.

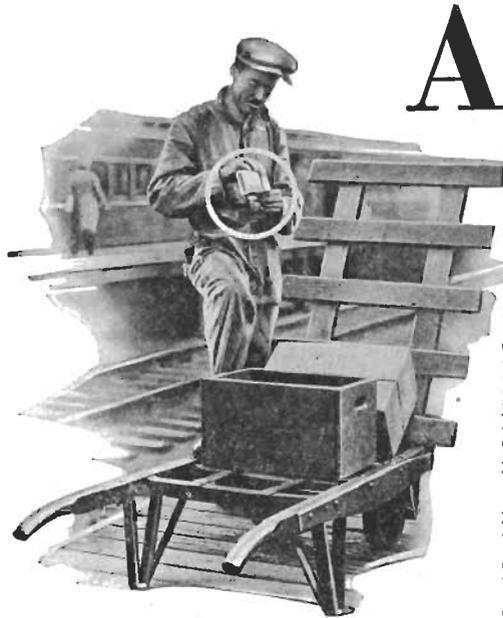
Miss Leota Friend returned to Kansas City, Sunday, December 28th, after spending a few days with her parents in Oran, and her sister, Mrs. John Metz, in Chaffee. Miss Elizabeth Grieshaber entertained with a bridge party for her one evening during her visit.

POPLAR BLUFF, MO.

CLEATUS PRICE, Reporter

Mr. J. M. Odom, clerk, has bid in position as clerk at Hayti, Mo., and will protect his newly assigned duties within a few days. Mr. Odom is taking a few days off at the present time.

Mr. A. E. Payer, agent, is taking a short vacation. He is being relieved



A pause for a pipeful after the rush

R. R. Barnes is baggage man at the Chicago Terminal of the Illinois Central Railroad. It's a tough job, calling for plenty of muscle . . . and hustle. "A pipeful of Edgeworth," he says, "sure does taste good after the rush of transferring baggage is over."

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EDGEWORTH SMOKING TOBACCO

by Mr. E. Zimmerman, as agent.
 Mr. Joe Huber, Jr., is working the position as yard clerk, here, at the present time, bumping Cleatus Price.
 Mr. J. B. Hilton, industrial commissioner from St. Louis, was with us January 13. He was called to Poplar Bluff to help out in locating a location for a Government hospital.
 Mr. J. A. Robinson, operator towerman, has purchased a new Essex sedan.
 Mr. A. E. Payer is spending a few days in St. Louis and Springfield, Mo.

**MECHANICAL DEPARTMENT
 CHAFFEE, MO.**

R. E. RICE, Reporter

Former Master Mechanic W. B. Thomson is to be retired from the service, January 31st, account of reaching the age limit. Mr. Thomson has been in the service of the company continuously since 1904 and served as master mechanic at Chaffee for 14 years. At this writing plans are under way for a testimonial banquet to be given in honor of Mr. Thomson at Chaffee, January 23rd, with many of the local business men in attendance, in addition to Mr. Thomson's railroad friends. Mrs. J. S. Meidroth, who is in charge of the arrangements, has promised us a complete and detailed account at a later date.

Thos. G. Blackwell, engine watchman at Cape Girardeau, lost considerable time the latter part of December and first part of January account of sickness, part of which time was spent in the St. Louis hospital. Mr. Blackwell has now recovered and is back on the job.

Joe Baronowsky has been seen riding about town in a new car. On being questioned, Joe says it's only a demonstrator; but it is rumored that it will be in his hands before spring.

Frisco folks were grieved to learn of the passing of Engineer W. L. Marberry at the St. Louis hospital, December 20. Our sincere sympathy is extended to the family in their loss.

M. J. Barrett, ex-road foreman and engineer, is at present in the St. Louis hospital recovering from an operation. We are glad to hear that his condition is improved and we hope to see him back among us soon.

Thomas E. Williams, engineer on the St. Louis Sub, who is now on leave of absence, was a visitor to the shop.

Car Inspector Walter C. Smith is in training for an acrobat career and has progressed so rapidly that he can now descend a ladder without holding.

Mill Machine Man Oral Whitaker returned to work January 2nd, relieving R. K. Indermuehle, extra, who returned to Springfield.

Mrs. Geo. Vogle of Oran and Miss Leota Friend, of Kansas City, paid visits to the mechanical department during December, though unfortunately not at the same time. Miss Friend was formerly secretary in this office and Mrs. Vogle, until her marriage, was steno-clerk in the office.

Chief Clerk George McKenna announces the arrival of a 7 $\frac{3}{4}$ pound baby daughter on December 29th, Miss Teresa Elizabeth. Mother and daughter are doing nicely.

Engineer John P. Harrison returned to work, December 24th, after an absence of several months, placing himself on the 12:01 midnight switch engine job at Chaffee.

John Crippen, ARA clerk, has just received his car from the back shop where it has been undergoing some extensive repairs.

Mr. E. J. Wegmiller, master mechanic of the C. & E. I. at Salem, was a visitor at Chaffee, January 15th.

Electrician R. L. Bare, of Springfield, worked one day at Chaffee in vacancy of V. E. Collins.

For the year 1929 the Frisco paid \$23,397.80 in taxes in Scott County, \$2,429.40 in the city of Chaffee.

Mr. L. O. Thompson, traveling electrician, did some electrical work at Chaffee during January.
 The following employes are reported on the sick list at this writing: A. J. Dumey, carman; Charles Ball, painter; V. E. Collins, electrician, and L. J. Schetter, material man.

**OFFICE DIVISION ACCOUNTANT
 CHAFFEE, MO.**

RALPH STEPHENS, Reporter

Tim Murray has been trying to get on the sick list. However, not on his own accord. The "flu" seems to be after him, but at this time he has it fought off and is back on the road to complete recovery.

Miss Ruby Stephens recently entertained the Frisco Girls' Club with three tables of bridge at the home of Miss Anna Kane. Prizes went to Miss Elizabeth Grieshaber and Miss Anna Golden.

Ranney McDonough has already started preparation for the Easter parade, having purchased a complete new outfit of clothes and is still buying.

The Frisco Club has formed a basketball team and joined a Munny League at this point. They expect to meet the Frisco team at Blytheville in the near future.

Miss Ruby Stephens will spend a few days the latter part of January in Ft. Scott on personal business.

The division accountant's office extended sympathy to Mr. A. N. Matthews, account the recent death of his father.

The installation of automatic block signals on the St. Louis Sub has been completed and they are now in operation. This is quite an improvement for the River division.

The major portion of that part of the Leachville Sub, which is to be abandoned, has been removed. Completion of this work is expected about February 1.

**AGENT'S OFFICE
 BLYTHEVILLE, ARK.**

MARTHA REYNOLDS, Reporter

Miss Virginia Blomeyer, daughter of Mr. E. F. Blomeyer, agent, spent the holidays with her folks in Blytheville. She is attending Arkansas University. Among the others home for the holidays, was J. Norris Moon, son of M. T. Moon, cashier at Blytheville.

The Frisco Employees' Basketball Club of Blytheville are playing the Frisco Employees' Club of Chaffee at Blytheville, Saturday night, January 17. Everyone is expecting a big time.

Robert Holland and wife are visiting with Mr. and Mrs. J. R. Holland.

Mr. and Mrs. R. R. Brown spent Sunday the 28th with relatives in Hayti.

Mrs. John Poindexter, wife of platform foreman, has been visiting points in Oklahoma for the past three weeks, returning home at Blytheville Wednesday, January 7th.

Quite a change has been made in the operators of the Blytheville switcher. It is no longer a local switcher, but a road switcher, covering quite a bit of territory south of Blytheville, formerly only doing Blytheville switching.

**TRAINMASTER'S OFFICE AND
 LOCAL FREIGHT HOUSE
 CHAFFEE, MO.**

ILA COOK, Reporter

We thought when the holidays were over that everything would settle down to business—to better business for 1931, but we are recovering slowly.

Since that thought occurred, the position of stenographer and car distributor in this office has been abolished. Our steno, Miss Mary Ferrell, bumped into the superintendent's office and Norbert Spaulding bumped the operator at Hayti. A number of other changes have also been made, but they are being made so

quickly, we cannot be for sure who has what position.

In view of the above situation, everyone enjoyed Christmas as much as possible. All the girls and boys were home from college, including Wayne Buckhannon, Roy and Eugene McConachie from the University of Kentucky, Miss Ethel Mae Robinson from Fayette and Joe Peacher from Oskaloosa, Iowa.

Mr. and Mrs. Frank Morgan and daughter, Juanita, spent the holidays with relatives in Vienna, Ill.

V. E. Hopkins is starting the New Year right by following the slogan, "Spend your money and better prosperity will follow." He has just purchased a home on Parker Avenue.

Mr. and Mrs. W. H. Williams spent Christmas week with her parents in Carthage, Mo., and his mother in Sapulpa, Okla.

Mrs. T. T. Johnson entertained her sister and husband from Jackson, Miss., during the holidays.

We extend hearty congratulations to Mr. and Mrs. A. W. Aubuchon on the birth of a son on January 2.

Miss Marjorie Gordon spent New Years with her aunt in Memphis.

Mrs. James Morgan and son, Jerry, of Hayti, Mo., were recent visitors in Chaffee. We are glad to know that Mrs. Morgan is well on the way to permanent recovery after a serious illness.

Mrs. T. J. Odom is reported to be improving nicely after having a minor operation in the Frisco Hospital.

Mrs. Alvin Klages entertained the Young Matron's Class of the Methodist Church with a New Year party at her home on Elliott Avenue.

Mrs. W. S. Johnston and daughter, Rosemary of Wilson, Ark., were guests of Mrs. A. W. Fay, January 4.

Miss Marian Sample, daughter of our company physician, spent the holidays with her parents here. Miss Marian is a student at Stephens College, Columbia. While at home, she entertained two of her schoolmates, Miss Esther Steele of Dexter, Mo., and Miss Kathleen Maupin of Bloomfield, Mo.

Mr. and Mrs. Haws, who have been the guests of Mr. and Mrs. Leo Lane, have returned to their home in Flint, Mich.

Our sympathy is extended to the fam-

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ily of W. L. Marberry. Mr. Marberry passed away in the Frisco Hospital recently. He had been a locomotive engineer on this division for many years and was liked and respected by all his associates.

Mont Proffit spent Christmas with his parents in Oklahoma City.

Bob Kammer is working on the day caller's job after being bumped as clerk.

Sorry we could not have had a more cheerful report, but with half the homes in town quarantined with scarlet fever—well, will try to do better next time.

NORTHERN DIVISION

OFFICE OF SUPT. TERMINALS
KANSAS CITY, MO.

TOM KEHOE, Reporter

Just a word in the interest of the petitions that have recently been distributed among the employes in every department of the Frisco. The importance of these petitions cannot be overestimated. The situation in which the railroads find themselves at the present time is indeed serious. It is to be regretted that we did not foresee the impending danger of such unfair competition before motor vehicle transportation became so strongly organized. However, I believe all persons connected with the railroads, and their families, should extend every effort to place motor vehicle transportation on a basis more comparable to that of the railroads. One way in which we can help bring about this equalization is by doing everything possible in obtaining signers for the petitions. At the present time, some 7,000 signatures have been sent in from our office, and we hope to secure at least that many more before February 1, 1931. Let's all get behind this situation and do our bit!

We regret to learn that Mr. C. C. Mills, accident prevention supervisor, has had to return to the hospital, due to an infection in his knee, which was injured sometime ago. We wish him a speedy recovery.

J. O. Armstrong, division engineer, Fort Scott, was in Kansas City January 7 and 8, where he, assisted by Mr. A. J. Finn, roadmaster, made a survey of the right-of-way in the coach yard in connection with the proposed new coach yard. They also made a survey on the east side of the city in connection with the 1931 bridge program.

Z. B. Claypool, assistant accident prevention director, was in attendance at the accident prevention meeting held in the office of superintendent of terminals, Kansas City, December 17, 1930. We were pleased to have Mr. Claypool with us.

Among the more prosperous members of the department who have been fortunate enough to secure new cars recently are Mr. J. Burch, general yardmaster, who surprised us by appearing with a new Marmon straight eight sedan and Mr. W. F. Kane, assistant yardmaster, who is sporting a new, shiny Pontiac sedan.

W. E. Baer, operator, OX office, recently returned from a short leave of absence, which he spent with his parents in Hepler, Kan. He had a very pleasant visit. He was relieved by Operator H. E. Vermillion, who seems

to be the regular relief man for the OX office, and might eventually fall heir to this job when "Old Father Time" reaches out and grabs Baer.

Mrs. H. H. Frie, wife of yard clerk, was called to Shreveport, La., December 28, because of the illness of her mother.

We are glad to see Switchman R. B. Hatcher back on the job after a brief sojourn in the St. Louis hospital.

The game of "Bump" that is so popular at the present time has placed Glen Ballenger, formerly assistant car record clerk, as chief caller; Guy Munn, formerly yard clerk, as second trick caller; Mike Abbiatti as B&B foreman in place of H. Clason; and Kerby Fouts, formerly B&B foreman as B&B carpenter, Kansas City. Mr. Henry Spencer, formerly chief caller, resigned January 3, much to the regret of many employes on the Kansas City Terminal division.

William Walsh of the revising department, started the New Year by re-

porting the loss of his 1922 Dodge "town car," which was stolen from in front of his house January 3. It is rumored that some of the neighbors might have had it removed as objectionable scenery, since the junk dealers do not handle "antiques." Up to the present time the car has not been located. We feel, with Willie, that the "black cats" are still following him, and are sorry about his loss.

L. B. Clary, assistant superintendent, Fort Scott, visited our office on January 2, showing evidence of having been in a severe automobile accident. As it happened he was fortunate to escape with minor cuts and bruises and an injured finger. The accident occurred on Highway No. 40, while he was on his way to Leavenworth the night of December 25. His car struck a culvert as he was passing another car and turned over twice. He was pinned beneath the car and was released by a passing motorist who took him to the Providence hospital, Kansas



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City, Kan. The car was completely demolished.

William Paul Cunningham is to be retired on February 28, 1931. Mr. Cunningham entered the Frisco employ December 1, 1884, as switchman at Kansas City; was transferred in 1889 to passenger train flagman, Northern division, and in 1890 was transferred back to Kansas City yard as pilot, which position he has since held. Mr. Cunningham will be missed by his many friends and associates.

"Boots" Abercrombie and wife returned January 12 from a belated honeymoon which they spent in Havana, Cuba, and basking on the beach in Miami. Mr. Abercrombie is the star second baseman of the Frisco baseball team, and during his spare time is a machinist in the roundhouse. He reports having had a very pleasant time.

Fred Sharp, conductor, suffered a broken nose recently in a fall when a train broke in two. He has been confined to the St. Louis hospital where his nose was operated on January 7. Mrs. Sharp reports that the operation was successful and that his condition is good. She left January 8 for St. Louis to be with her husband during his illness. We hope Mr. Sharp will soon recover. Mr. Sharp is chairman of the Brotherhood of Railway Trainmen.

Yard Clerk C. W. Childers recently made a trip from El Paso, Texas, where he has been convalescing, to visit his wife and friends in Kansas City. His health has improved since he has been in El Paso and he was looking fine. Mrs. Childers is singing over WLBF in Kansas City, Kan. She is very talented and is featured three nights a week over this station.

I want to congratulate Reporter Mark M. Cassidy of the general agent's office on his "reportorial bow," made in the January issue of this magazine, and, since he has seen fit to mention the pinochle game, will say that as a pinochle player he makes a good reporter. Keep up the good work, Mark—I'm with you.

Switch Foreman H. M. Heminger had the misfortune to break his leg in an automobile accident shortly after midnight, January 13, while on his way home from work.

**OFFICE OF SUPERINTENDENT
FORT SCOTT, KAN.**

BLANCHE BICKNELL, Reporter

The first fuel conservation meeting for Frisco employes of the Northern division for the year 1931 was held at Joplin on January 5.

Harry Waters and wife spent ten days visiting friends and relatives in Alabama.

Earl Schumaker substituted a few days in the engineers' office in the absence of George W. Scott, who was off account sickness. Fred Freese worked Schumaker's job.

Leonard Bowers spent the holidays with his parents, Mr. and Mrs. G. L. Nelson. Leonard attends the Ottawa University.

"Bus" Rae spent the holidays with his parents, Mr. and Mrs. Guy Rae. "Bus" attends Kansas University.

A. L. Milliken has been assigned to the agency at Augusta, Kan.

E. P. Knox and wife visited in Eldorado, Kan.

Mrs. J. J. Grueninger of Kansas City, Mo., visited relatives and friends in Fort Scott, Kan., for a few days. Mrs. Grueninger's husband is employed as foreman of the sheet metal department at Kansas City. Mr. Grueninger has been in the service of the Frisco Railway Company for 49 years. Mrs. Ed Brenner and Miss Edna Rodekopf of Kansas City, accompanied Mrs. Grueninger to Fort Scott.

D. M. Pickel has taken over the position of cashier-operator at Augusta, vice W. E. Guinn. Guinn going to Valley Center as agent.

Mrs. H. E. Clark has returned from a visit to California.

Miss Margaret Hendricks has resumed duty after a short vacation in Detroit. Miss Helen Devine has returned to Springfield, Mo.

Mrs. C. J. Heltz and Mrs. S. Vennum were called to Booker, Texas, account the death of their sister.

Joe Mathais, formerly of the engineers, has returned to Kansas City after spending a week visiting friends.

A. J. Bicknell and W. G. Bicknell spent two days in Chanute, Kan., attending the funeral of their uncle, George Bicknell, of Chanute. W. E. Bicknell accompanied them. Mrs. A. J. Bicknell and family, of Pittsburg, visited in Fort Scott.

Bobby and Betty Baxter are home from a holiday visit in Minneapolis, Minn., with their aunt. Miss Marjory and Miss Jean Baxter have returned from Oklahoma City where they visited their sister, Mrs. G. E. Calder. They are the children of R. M. Baxter, brakeman.

**MAINTENANCE OF WAY DEPT.
FORT SCOTT, KAN.**

MARGARET HENDRICK, Reporter

For the past several weeks Mr. J. O. Armstrong, division engineer, has been holding meetings with the section foremen at various places on the division in connection with the new system of maintenance of way timekeeping.

Miss Margaret Hendrick is at present enjoying a delightful vacation in Detroit with relatives. She left Fort Scott on November 15, stopping over at Chaffee to visit Miss Ruby Stephens, formerly of the superintendent's office on this division, and also spent several days in St. Louis with Mrs. John Soraghan, nee Dorothy Working. She stayed in Detroit over Christmas but returned to Fort Scott December 29.

Joe R. Jarboe, formerly rodman in this office, has accepted the position of assistant county engineer at Oswego.

Frank N. Beighley, until recently rodman in this department, is now holding a position with the Stone and Webster Corporation at Warsaw, Mo. This company is now constructing the Bagnell dam at that point.

Geo. Scott, B&B maintenance clerk, is off duty at time of writing account a touch of the flu. We extend our best wishes to him for a speedy recovery and hope to have him back soon.

E. R. Schumaker, roadmaster's clerk, is now working the position of B&B maintenance clerk, while Fred Freese is relieving on his job.

We extend our sincere sympathy to Mr. J. O. Armstrong, who was called to Holton, Kan., on account of the illness and death of his mother.

Jess R. Mathias, formerly of this department, expects to return to the Kansas State Agricultural College at Manhattan during the next semester.

I. C. Cassil and C. F. Trinkle, who were also former members of the engineering force on this division, have accepted positions with the State Highway Department of Kansas and are stationed at Fort Scott.

At the close of the year 1930, Roadmaster W. I. Elliott, headquarters at Fort Scott, Kan., reached the time for his retirement from active service. Mr. Elliott, more familiarly known as "Bill Elliott," had spent 46 years of his life in faithful service to the Frisco. He has earned his right to take a long vacation now, and we all wish him many happy carefree days; also hope he will drop in now and then to visit us.

H. W. Cooper, formerly roadmaster, with offices at Pittsburg, Kan., has replaced Mr. Elliott and we are sure Mr. Cooper will enjoy his new work at Fort Scott.

Mr. and Mrs. F. E. Short, transitman in engineering office, and wife made a flying trip to Rolla, School of Mines, to attend a holiday Sigma Nu Dance, and reported a fine time.

George Scott is again back at the office and in fine health again. Mr. Earl Schumaker has returned to his duties as roadmaster's clerk. He had been working at Mr. Scott's desk.

Miss Helen Devine has returned to

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her home in Springfield, Mo., after relieving the stenographic position in the engineer's office.

Frank Jones, B&B clerk, is certainly busy these days hunting rabbits—and reports he has had great luck.

Henry Bever, section laborer pumper, and wife and children, of Farlington, Kan., spent an enjoyable two weeks visiting relatives in Bylas, Ariz.

J. O. Armstrong, division engineer, was busy the latter part of December making trips over the road instructing the maintenance of way department employes in the use of the new time-keeping system.

Sympathy is expressed to Mr. H. G. Classen, bridge foreman at Fort Scott, account death of his father.

KANSAS CITY, MO.

MARK M. CASSIDY, Reporter

Elmer Lindeman had a tough time trying to get an electric train for his boy on December 16. All the men had a fine time playing with it during the noon period.

Al Westerman and Bill Collins, long known for their hardheartedness, were the ringleaders in securing a collection for the purchase of a doll for the little girl who sells magazines here during the noon hour. The child was nearly overcome with pleasure when Georgia Rich presented the doll to her. In her excitement she ran off and forgot her magazines and when called back said sales for the day were off.

David Todd was the proud recipient of a turkey the day before Christmas. His smile was like the beaming sun when the Western Union boy brought it in.

George Wilson was off the day after Christmas, maybe because he couldn't resist playing with that electric train his boy received for Christmas.

The position held by Emma Bruner in the revising bureau was abolished on December 18. Emma has decided to stay in town and wait for business to get better. We hope that the wait will not be for long.

Due to depressed business conditions, several positions were abolished in the office. The positions were: Lankford in the accounting department; Geo. Wilson, in-train desk; Wolters, bill clerk; Nicholson, through-record clerk; Gastman, claim clerk; Barbee, lister-operator in the cashier's department,

and Michels, connecting line freight delivery.

As many would like to know who "bumped" whom, I'll endeavor to catalog them. Lankford bumped Cassidy in the cashier's office, Cassidy bumped Hickey on the bill desk. Wilson took the night team-track job, while King bumped Cassidy, who bumped Ruisinger. Ruisinger bumped Frances Lad-eski, who had been bumped by Irene Barbee, so Frances bumped Cattana-ch. Cattana-ch had bumped Elsa McMickle as a result of Michels taking the switching job. Gastman went on the day team track job, while Pete Fra-cul took the sealer's position in the ware-

house. Nicholson and Wolters re-sumed positions as messengers, orig-inally held by them.

Considerable interest has been shown in this locality, due to the announce-ment of the Frisco that passenger rates in day coaches and chair cars would be cut to two cents per mile. The Southern Kansas Stage Lines was the only company to file a protest with the Public Service Commission of Kansas. However, this protest was withdrawn by the attorney of the Stage Lines January 5.

Henry Herman has purchased a new Majestic radio and now listens to Amos 'n Andy every night at 6 and 10. Like

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NEWS OF PITTSBURG, KAN.

ESTHER M. CHASE, Reporter

Miss Eda Nigh and Miss Hannah Gaw spent Christmas in Lawrence with Miss Gaw's parents.

We are sorry to report the death of Mrs. Thompson, mother of J. L. Thompson, fireman. We extend our heartfelt sympathy to the family.

William Tristler, formerly of Girard, is the new roadmaster in charge of the thirteenth track division. We wish to welcome Mr. and Mrs. Tristler to our city.

R. M. Church and family spent Christmas in Kansas City with his daughter and family.

A farewell party in honor of Mr. and Mrs. H. W. Cooper, who recently moved to Fort Scott, was held at the home of Mr. and Mrs. Carl Chase on December 27. We wish them success in their new location.

We regret very much to report the death of Mr. H. A. Blakesley, who passed away December 26 at Mayo Brothers in Rochester, Minn. We wish to express our heartfelt sympathy to his widow.

**TRANSPORTATION DEPARTMENT
NORTHERN DIVISION
FORT SCOTT, KAN.**

MISS GLADYS ROTH, Reporter

Dispatcher W. B. Kepler was off latter part of December enjoying the holidays.

Miss Madge Sullivant of Columbus, Ohio, spent the holidays with Trainmaster R. H. Hubbard and wife and other friends in Fort Scott.

Chief yard clerk, Clarence Jones, spent the week-end of January 10 in Kansas City.

Telephone operator, Miss Alice Hogan, spent Christmas with relatives in Lexington, Mo.

Trainmaster's clerk, Frank McCann, wife and small daughter, spent Christmas holidays with relatives and friends in Kansas City.

Mrs. A. D. West and daughter, Geraldine, wife and daughter of switchman, spent the latter part of December in Kansas City.

Claim Agent F. E. Murphy was called to Canada account serious illness of his mother on January 2.

F. F. English was off the first week in January account vacation. He spent most of the time driving around the country and says they enjoyed it very much.

Road foreman of equipment, G. A. Ermatinger, and wife are the proud grandparents of a baby girl, born January 8. The mother, Mrs. Mike Mulvey, and daughter are both reported as doing fine. Mrs. Mulvey was formerly Miss Lucile Ermatinger.

Account running out mileage, conductors Burris and Parsons, from Monett, are working between Fort Scott and Neodesha on the Bull Moose runs.

Account illness of his wife, Conductor Geo. Seiber is laying off runs 117-118. Glad to report that at present writing Mrs. Seiber is getting along nicely.

Clarence Heltz is running on runs 117-118 account Seiber off.

Yard Clerk S. C. Vennum was off a few days during January account acting as jurymen in the January term of court.

Dispatcher W. I. Kipp and wife had as their guests during the holidays their daughter, Mrs. Frederick Commons and husband of Kansas City; also their son, John.

J. H. Saunders, of the M-K-T. visited at the home of Dispatcher M. W. Sullivan during the latter part of December.

Dispatcher F. F. English and wife

entertained their son, Lloyd, and wife from Wichita during the holidays; Miss Dorothy McWilliams, niece of Mrs. English from Des Moines, Iowa. Also Mr. and Mrs. G. A. Hoffman of Chicago. Mr. Hoffman is a representative of the Chicago Tribune.

At the meeting of the Frisco Club, held in January, wish to state we had a good attendance and had a wonderful meeting, main topic of the evening being bus and truck business and in this connection wish to state that the Union Town Cicero made the statement that in Allen county the railroads paid a total tax of \$110,000 while the buses paid a tax of \$8.50. Wonder if the county wouldn't notice it if the railroads were not operating in that county. Let's all get together and push the railroads.

Mrs. F. F. English, wife of dispatcher, left the 14th for a visit with relatives and friends at St. Louis, Indianapolis and St. Marys, Ohio.

Engineer R. Y. Humphrey and wife have returned from a month's visit in California. They visited at several different points in the west.

L. O. Gardner, tracer clerk, was off few days during January account sickness. Mr. W. H. Chesney worked as tracer clerk during this time.

C. E. Roderick, operator in the relay office at Fort Scott, is organizing a rifle club, 50 foot indoor range at the Y. M. C. A. All interested are invited to get in touch with Mr. Roderick and especially all Frisco employes, as he expects to organize both a junior and senior league and hopes to be able to have a Frisco team. Mr. Roderick has a certificate for teaching this in schools and colleges and is therefore in a position to give some helpful pointers to those interested in that line of sports.

**OFFICE OF MASTER MECHANIC
KANSAS CITY, MO.**

LEOTA FRIEND and MARY DAILEY, Reporters

Mr. and Mrs. W. M. Medlock entertained Mrs. Medlock's brother, Floyd R. Cooney and wife, January 17 and 18. Mr. Cooney is cashier for the Missouri Pacific Railway at Coffeyville, Kansas.

Signs of the times, prosperity and cold weather, Lucile Witter and Agnes Lynch wrapped up in new fur coats.

Homer Shivers was absent from his desk a few days the first of the month due to a severe attack of the flu. V. G. Pack, of the north yards, assisted on Mr. Shivers' desk during his absence.

Believe it or not some folks still have birthdays. January 12 was the red letter day for Lucile Witter, due to it being so far past pay day and too soon after the Christmas holidays we were unable to help her celebrate.

We were glad to receive a telephone call during the holidays from Miss Neona Bienert, who was visiting relatives in Kansas City. Neona is the granddaughter of "Mother" and "Dad" Bienert of Chaffee and known over the system, as many a Frisco employe has enjoyed a meal at the Bienert table and then been challenged to a game of pinochle by "Dad".

Pauline Hoffman wants someone to figure out a new calendar on which George Washington's birthday will always come on Saturday or Monday and thus afford the P. W. Gs. a two-day holiday.

On Monday morning, recently, Alvin Moline of the store department appeared at the office "half-shot". Yes, we grant that is rather a jar to anyone knowing Alvin and his never-indulging habits and we hasten with the following explanation. At least as it was given to us. While rabbit hunting, a stray shot struck him on the left cheek leaving that part of his face considerably bruised, but Alvin has shouldered his musket again and is ready for another hunt.

Mrs. Margaret Lynch, mother of our

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file clerk, is making an extended visit with her daughter in Chicago.

At this writing J. G. Purtle, machinist, is confined to the St. Louis hospital.

Tom Keyhoe tells us he played the role of Santa Claus Christmas eve, but we've been wondering just how he managed to get down the chimney?

Mrs. C. H. Dingman of Springfield accompanied her husband to Kansas City the first of the month and while here was taken quite ill, making it necessary that she remain in the city for several days.

If we may use the title of the new photoplay, let's JUST IMAGINE—

Nick Fracul wearing a derby.
Lucile Witter taking reducing exercises.

Mary Dailey getting a permanent wave.

Tillie Friend flirting.
Agnes Lynch without a smile.

Pauline Hoffman without an appetite.
Bill Edwards accepting bad money.

H. F. Shivers working overtime on Saturday.

R. E. Breedlove arriving at the office AFTER 8:00 a. m.

Alvine Moline without a girl friend.
Walt Medlock refusing to bowl.

Alonzo Pinn walking on tip-toe.
Machinist Apprentices Thos. W.

Davis and W. C. Abercrombie and wife, returned January 13 after an interesting three week trip which included different cities in Florida and Havana, Cuba. They tell us that at Key West where they stopped for a couple of days they hauled in 185 lbs. of fish during two hours of fishing. They described the hilarious New Year's Eve in Havana, took us on an imaginary tour of Cuba, and in fact have us all planning a Cuban trip as soon as finances will permit.

STOMACH PAIN STOPPED

People with stomach trouble who have tried nearly everything, need not give up hope—the original Biscal Ulcer formula is now available in tablet form. Almost immediately it gives relief from severe pain, indigestion, gas and acid conditions—improvement is steady and rapid. While taking Biscal Tablets, you are able to eat 3 meals a day. Write today for particulars if you desire quick relief. Biscal Tablet Co., Suite 262, 3119 Troost, Kansas City, Mo.

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Good commissions paid to advertising solicitors for this publication. Prefer that applicants be engaged in professional or mercantile lines. For particulars address: Adv. Mgr. Frisco Employes' Magazine, 743 Frisco Bldg., St. Louis, Mo.

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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.

LARGE IMPORTER of necklaces offers exclusive agency and entirely new proposition. Enormous demand. No competition. Unlimited possibilities. La Romance, 566 Broadway, New York.

Misses **Mary** and **Hilda Dailey** had as their guests over the New Year holidays, their cousin, **Mrs. J. P. Quigley** and **Mr. Quigley**, at present located at **Eldorado, Kansas**.

Mrs. Daisy Stannard, stenographer in store department, visited friends in **Oklahoma City**, January 24 and 25. **Mrs. Stannard** formerly was employed in the office of one of **Oklahoma's** Governors and quite naturally was interested in the recent inauguration of "**Alfalfa Bill**" **Murray**.

Mrs. Melvin Northrip of **Parsons, Kansas**, visited **Miss Mary Dailey**, January 19.

**OFFICE DIVISION ACCOUNTANT
FORT SCOTT, KAN.**

VASHTI GRIMES, Reporter

We were, indeed, sorry to lose **H. H. McGarvey**, shop accountant, who was displaced by **L. B. "Speedy" Reed** December 29th. **Mr. McGarvey** exercised his seniority in the office of division and stores accountant at **Springfield**, displacing assistant bill and voucher clerk. A hearty welcome is extended **Mr. Reed**.

W. A. Worden of **Springfield** displaced **H. A. Mitchell**, assistant bill and voucher clerk, December 29th. As that position was abolished January 14th, **Mr. Worden** returned to **Springfield**.

H. A. Mitchell displaced **J. P. Briggs**, general clerk. **Phil** exercised his seniority at **Sapulpa**. Although we are sorry to lose him, hope he sticks this time to avoid the high cost of moving, this being his third move.

Helen Roberts and **Vashti Grimes** attended the **Sunnyland Club** dance at **Kansas City** on New Year's Eve.

H. A. Mitchell spent January 11 and 12 in **Topeka** attending the inauguration of **Gov. Woodring**.

D. Tiffany spent New Year's Day in **Carthage, Mo.**

Vashti Grimes spent Sunday, Jan. 11, in **St. Louis**.

WESTERN DIVISION

**TRANSPORTATION DEPARTMENT
ENID, OKLA.**

CAMPBELL & HICKS, Reporters

We extend our sincere sympathy to **J. A. Campbell**, switchman, in the recent loss of his mother.

Mrs. C. E. Jones, who has been quite ill, is convalescing nicely at this time and will, no doubt, be fully recovered before long.

Mrs. J. D. Fountain, who has spent the winter in **California**, is expected back soon.

Mrs. Wm. McKenzie, wife of operator, spent a few days visiting her parents at **Roosevelt, Okla.**

Mrs. C. A. Park, wife of the agent at **Lucien**, has been visiting with friends in **Tulsa**.

Mr. P. G. Whitson, operator, has gone to **Wellston, Okla.**, where **Mrs. Whitson's** mother is very ill. We sincerely wish her a speedy recovery.

Mrs. P. B. Slack, wife of the clerk at **Covington**, spent a few days in **Tulsa** recently.

C. O. Adsit, agent at **Terlton**, had to lay off for a few days recently to have his tonsils removed. He was relieved by **J. P. Sheets**.

R. A. Carruth, second trick towerman at **Enid**, had to lay off for a few days, account illness. He was relieved by **W. A. West**.

We extend our sincere sympathy to **Mr. and Mrs. Jack Lesnett** in the recent loss of their infant daughter, **Betty Jean**.

Mr. Ed. (better known as "**Red**") **Ehrman**, carman at **Clinton**, is getting along as well as can be expected from the effects of an automobile accident near **Perry** on January 1. **Mr. Ehrman** was critically injured and it is probable he will be absent from work for some time to come. We wish him a complete and speedy recovery.

We have had some changes in the telegraph department, only two operators working in the **Enid** relay office. **A. P. Huddleston**, who was displaced, was

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checked in at Salt Fork, "bumping" J. P. Sheets, who is now on the extra board.

The second trick operator's position at Bessie was abolished, relieving W. E. Haigh, who exercised his seniority at Eagle City, "bumping" L. F. Lindley, who was checked in as agent at Wilnot, relieving F. F. Cappus, who went to the second trick job at Arkansas City, "bumping" W. McKenzie, who, in turn, "bumped" in on the third trick, relieving C. A. Hurst, who is also on the extra board.

R. Etchison, extra operator, has returned to his home in Hatton, Ark., until more work shows up.

Jack Harriss, caller and son of dispatcher, is recovering nicely from an emergency operation for appendicitis. Jack had been working right along when he suffered an acute attack and was rushed to the University Hospital at Enid.

Mr. J. J. Bernard, passenger conductor, who was forced to lay off on account of illness, is getting along nicely and we hope to see him back on his run before long.

WICHITA, KANS., NEWS

LOTA L. WILLIAMS, Reporter

Another year and another magazine, but all is quiet! I agree with Mr. Byerly of the local freight office, who, when I asked for news said, "News seems to be mighty scarce, in fact more so than hen's teeth or a human being not trying to get the almighty dollar." Have asked everyone around here that looked as though he might be keeping something important in the way of news from me, but answers are all alike. However, he did come across with some items of interest.

Engineer E. N. Walker reports his son, John Walker, storekeeper at Memphis, Tenn., in Colorado for his health. All are hoping that the climate will benefit in hastening his recovery.

S. P. Haas, general agent, and Mrs. Haas returned recently from a week's visit with their son, Warren, at Minneapolis and with Mr. Haas' brothers at Omaha, Nebr. Mr. Haas reported the weather there exceptionally good for this time of the year.

The Frisco employes of Wichita extend their sincere sympathy to Ralph Dinsmore, cashier, in the death of his father, G. W. P. Dinsmore, of Los Mollinos, Calif. Mr. Dinsmore was 91 years of age at the time of his death on December 12, 1930. Until a few years ago Mr. Dinsmore was a resident of West Plains, Mo., where he had lived for 12 years and will, no doubt, be remembered by Frisco employes of that city.

Mrs. J. E. Shea and son, Keith, of Fredonia, Kan., mother and brother of H. L. Byerly, chief clerk, returned to Fredonia after an extended visit with Mr. and Mrs. Byerly of Wichita.

Friends and acquaintances of Junior, J. W. Gray, were delighted to have him in Wichita again for a few days, relieving Dewey Frye, yard clerk, who vacationed with friends and relatives at Joplin, Mo. Junior is extra clerk, now, with headquarters at LaCygne, Kan.

'Tis reported that Rate Clerk W. R. Caskey had a narrow escape from serious injury a few days ago—it seems that four car drivers were vieing with each other for first honors in reaching home and lunch. Caskey had the inside track and the outside drivers found it necessary to crowd in to the curb because of traffic from the other direction, and Wilbur had no alternative than to drive "Black Beauty" up a lamp post, giving himself a slight shake-up, but doing little damage to the car. We understand the city has presented him with a bill for one steel lamp post, to cover replacement of the one broken.

W. H. Bevans, superintendent, Fort Scott, and E. E. Carter, assistant superintendent, Neodesha, were in Wichita, on business, January 14.

Mr. H. E. Morris, assistant general freight and passenger agent, attended the annual Chamber of Commerce banquet at Winfield, January 13. Despite it being the 13th, Mr. Morris reported a very enjoyable time.

The Frisco seems to have started something when they proposed lower passenger rates. Those present at the regular monthly meeting of the Wichita Employes' Club, strongly advocated improved train service if we are to realize any benefit from the proposed reduction.

Mules are mules, but they were given a special train to markets in the Southeast, this as a result of the annual Wichita sale last week.

W. H. Van Horn, switchman, will return to work January 16.

The Frisco had in three new 3700 engines from Fort Scott, to be used at the Wichita Terminal Association yards for a period of six months, alternating in this service with other roads.

Mr. H. A. Baker, soliciting freight and passenger agent, accompanied by Mrs. Baker, was in Springfield, January 12, attending the meeting of the District Governors of the Kiwans in the interest of the Frisco.

H. E. Morris, assistant general freight and passenger agent, with a few other Wichita people, received a very unusual 1931 calendar, printed in Japan for the Japanese government railroads and mailed out from Tokyo by Gyoji Arar, director of the board of tourist industry for the Japanese roads. The picture shows a typical Japanese scene, with a girl in native dress, shrine and cherry blossoms. Mr. Morris considered it a very arresting demonstration of advertising by a Japanese company.

Though some mornings are cold and frosty, Ed. Immele can be seen stepping blithely along on his way to work, having decided to park his "buggy" at home and get some "ozone on the hoof"—that is, when his alarm clock does its duty by awakening him early.

Frank Archer, being an Amos and Andy enthusiast, sometimes stays up quite late at night listening in. One morning, after such a night, he slept quite late and when he came to the office it was learned that in his hurry to get started from home, the Ford having balked, he spent some time searching the telephone directory for Amos and Andy's taxi, but finally gave up and called a "Yellow!"

He did it once too often—Bill Baker, being inclined to disregard a stop signal on the outskirts of town, was caught "red-handed" in the act one morning and had to pay for the privilege, which he did quite gracefully.

CENTRAL DIVISION

MECHANICAL DEPARTMENT
CENTRAL DIVISION

IRENE WOESTMAN, Reporter

Lewis Crawford, son of Mr. and Mrs. M. L. Crawford, has returned to St. Mary's College at St. Mary, Kan., after spending the holiday vacation with his parents in Ft. Smith.

Judging from the large number in attendance and the enthusiasm that is being displayed, a great deal is going to be accomplished through the instructions the men at Fort Smith are receiving at the night vocational school.

Mr. E. L. Reeves, car inspector at Ft. Smith, has returned to work after an absence of about two months, due to illness. Mr. Reeves had to undergo a very serious operation at the Frisco Hospital in St. Louis, and now he cannot give too much praise for the excellent service and the wonderful treatment he received while he was there.

Mrs. W. L. Corrotto and daughter, Imelda, have returned from a visit with

Mrs. Corrotto's son, William Corrotto, and wife in Amarillo, Texas.

Effective January 16, Mr. E. T. McKenna is returning to his former position at Fort Smith. For the past several months he has been working temporarily in Springfield; however, we believe he is glad to be back in Arkansas, at least we are pleased to see him return to this division.

TEXAS LINES

TRAFFIC DEPARTMENT
FORT WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

We wish to welcome our new steno, Mrs. Miller, who is taking Corylyne Pledge's place. We hope Mrs. Miller likes the work, the people and the surroundings.

Corylyne Pledge, our able reporter, has taken a leave of absence account ill health. We certainly miss her and hope she will return "good as new".

Our Frisco Employes' Club has been in the throes of an election of officers and the campaigning has been fast and furious. New officers will be installed on the 20th of this month and everyone is highly interested in the outcome of the election.

Rosemary Oliver, a student now in the University of Wisconsin at Madison, spent the holidays with her parents. Rosemary reports some exceedingly chilly weather up around Madison way.

City Solicitor N. L. Law reports spring not far in the distance, from the way his hens are beginning to lay. Mr. Law is the egg provider for the office and we haven't heard of any refunds account bad fruit as yet.

Mr. McFrancis reports an enjoyable vacation and we presume the shine was taken off the new Chivvy during that time.

LOCAL FREIGHT OFFICE
FORT WORTH, TEXAS

J. P. SPICER, Reporter

Mr. G. E. Littlefair, our general agent and mighty nimrod of the southwest, journeyed to Gillispie County during the deer season and brought back a big 9 point buck. He reports, however, that game was more scarce than usual, due perhaps to the severe drought in that section last summer.

Mr. P. C. Reeves, our auburn haired station accountant, is constructing a new domicile on his extensive estate at Magnolia Manor. Mashed fingers and lacerated hands attests the fact that he is doing considerable carpenter work himself.

Mr. M. C. Wiggins, collector, spent Christmas at May and Brownwood visiting friends and relatives.

Mr. Tom Burt, claim clerk and Olan Frazier, messenger, visited relatives at Comanche on Christmas Day.

Mr. L. A. Brown, bill clerk, had an amusing experience during the holidays with two giant sky rockets. The first one placed at an improper angle instead of lofting skyward sped at a terrific pace towards the front porch of his home where a gathering of guests had assembled to view the fireworks.

**FT. SMITH ICE AND
COLD STORAGE CO.**
COLD STORAGE FOR ALL PERISHABLE
MERCHANDISE
Storage Capacity, 125 Cars
Daily Ice Making Capacity, 125 Tons
FORT SMITH - - ARKANSAS

Panic reigned when it struck one of the guests, fortunately doing very little harm or injury. The other one fired in the back yard got loose from the sky rock stick and chased Brown half way round the house, missing his left ear by a fraction of an inch as it whizzed past.

Rex Cooper, receiving clerk, recently embarked on the turbulent seas of matrimony. We extend to both bride and groom our heartiest congratulations.

Much interest has been evinced during the hectic campaign for votes for the president and vice-president of the Frisco Employes' Club. It is an intra-departmental scramble for ballots and has created lots of enthusiasm, which is a good thing for the club.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

A. E. Nunalley, blacksmith, died December 30 at Vernon, Texas. The family had spent the holidays with his daughter in West, Texas, and were returning to Sherman when he was taken suddenly ill at Vernon. We extend our sympathy.

L. T. Cox, water service man, took unto himself a wife, Saturday night, January 10th. We extend congratulations to the happy couple.

L. J. Lawrence, painter, is a patient at the Wilson N. Jones hospital at present.

Bert Baldwin, laborer in this department, severed connections with the Frisco, January 1st, to become a farmer. He has moved to a farm near White Mound, Texas.

J. T. Bell, section stockman, and family have been entertaining Mrs. Bell's mother and sister of Temple, Texas.

C. M. Matlock, engineer, is a patient at the Wilson N. Jones hospital.

C. V. Montgomery and H. R. Glasscock of this department have returned from a trip on the supply cars to Brady, Texas.

The railway employes of Sherman and vicinity held a joint meeting at the Central High School Auditorium on December 30, relative to bus and truck regulations. There were about 300 in attendance, including a large delegation from Denison. A similar meeting was held in the high school auditorium at Denison, January 2, and a large delegation of employes from here attended.

V. P. & G. S. OFFICE FT. WORTH, TEXAS

MARY BESS SMITH, Reporter

An outsider would hardly recognize the ole Frisco offices down here, now. The unexpected has happened! Interest and enthusiasm are running at high pitch! The race is on; the "Battle of Ballots" is in full swing. Well, here it is: the president and vice-president, Frisco Employes' Club, for the year 1931, are about to be elected. (Miss Leda Belle Durrett was unanimously re-elected secretary—it not being possible to make any improvement.) Sorry, that at this time, am unable to advise result of the election—but right now, Messrs. Ben Lewis and A. T. Todd are running neck and neck in the race

for the president's office and Misses Helen Horrell (Perfect Blond) and Mary Bess Smith apparently very well matched in the race for the vice-presidency. 'Ray! Loud cheers! The interest created and manifest in the club this season certainly looks encouraging and everybody feels confident that it will last and that the Ft. Worth Club, this year, will indeed be a success. (This is just a suggestion, but "Co-operation and Solicitation" might be a good combination for us to work toward this year.)

Mrs. O. H. McCarty had not completely recovered from a serious operation, when she became ill with pneumonia and had to return to the hospital. We are indeed glad she is improving and is apparently out of danger.

Sorry to again report that Messrs. Burton and Miller, timekeepers in our auditor's office, are on the sick list. We sincerely hope by the time this is published they will be able to be back with us.

Rather brief, but non-the-less enjoyable, holiday trips were made by the following:

Mr. and Mrs. F. L. Perkins made a hurried automobile trip to Greenville, where they visited relatives.

Miss Ethel Freeman visited friends in San Antonio.

Miss Evelyn McQueen motored to Bridgeport with friends during Christmas.

As always, we experienced a big thrill at seeing Mr. and Mrs. W. O. Moore and Jean Marie when they were down during the holidays. And did Jean Marie look adorably plump and cute?

We want to be sure and say we certainly enjoyed having Messrs. J. H. Doggrell, J. B. Hilton and R. Collett visit us recently. We're always glad

to have visitors from the other offices down here.

We understand Mr. L. C. Wilds' mother, who was dangerously ill during the holidays, is slightly improved and we hope she continues to improve.

SOUTHERN DIVISION

LOCAL AGENT'S OFFICE ALICEVILLE, ALA.

L. S. BROPHY, Reporter

The New Year is here. Let's hope for a better business during 1931.

Our through business to and from AT&N Ry., Aliceville, during December, 1930, exceeded that of December, 1929.

Engineer Burris, Fireman Calhoun and Conductor Trotter have bid in the pile driver and at present are driving just north of Aliceville.

John Meeks, son of cashier-operator Meeks, who is attending the College of the Ozarks, spent the Christmas holidays with his parents and while here contracted a case of the flu, which delayed his return to college some few days.

Paul Schmitz, engineering department, Memphis, spent Christmas with his family and relatives at Aliceville.

Mrs. P. C. Brophy, of Mountain Grove, Mo., mother of L. S. Brophy, agent, spent the holidays with her son and family here.

We have not seen a snow flake so far this winter, but at this writing it is threatening.

We are reliably informed that the market on pine lumber has made a nice advance the past few weeks, which

**Large Enough
To Serve Any ...
Strong Enough
To Protect All**

**Mercantile-Commerce
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FIRST NATIONAL BANK OF BIRMINGHAM, ALA.
FRISCO DEPOSITORY

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OKMULGEE, OKLAHOMA

We appreciate your account.
Capital and Surplus \$350,000.00

means we will begin to move some of that commodity in the very near future.

Clerk W. W. Moore and family spent New Year's day with relatives in Memphis.

On December 15 Louie Koll was appointed engine watchman at this place, relieving John W. Mynatt. Mr. Koll is an ex-Frisco engineer with some 30 years to his credit.

**JONESBORO TICKET OFFICE
JONESBORO, ARK.**

W. A. SANDERS, Reporter

R. S. Baily, president Frisco Employees' Club of Jonesboro attended club meeting at Springfield December 8 and 9.

Dave Thomas, conductor, is back on his old run, No. 244 and 245, after working in passenger train service in absence of regular conductor.

J. B. McCaskill, brakeman, off several days in December account sickness, but at time of writing he has greatly improved.

C. D. Rogers, telegrapher, is back on second trick at Jonesboro, bumping E. R. Billinsley, extra man.

Pete Osburn, telegrapher, from South end, Pratt City, has bumped Peter Mirak off second trick at Turrell, Ark.

H. W. Wells, freight traffic agent, NCSTL Ry. headquarters, Memphis, paid this office a visit during December.

C. W. Yarbrough, telegrapher, off on leave of absence, account health, writes from Roswell, N. M., that he is making it pretty good and expects to be back in this country in a short while on a visit. All the boys around Jonesboro and on line know Carl and we are glad to receive word of his recovery.

C. H. Howell, clerk, has been bumped at Amory and has returned to Jonesboro. He expects to work extra board at Jonesboro.

E. E. Fletcher, traveling passenger agent for the Pullman Company, was a Jonesboro visitor in December.

C. W. Nickless, traveling passenger agent N&W Ry., called on us recently.

MAGNOLIA, ALA., TERMINAL

T. MUNN, Reporter

All concerned very active recently in handling petition with public with reference proper taxation and supervision over bus and truck lines using our public highways in competition with railroads.

I believe we have learned we have the public with us in this matter if we are to judge the number who signed as against those refusing to sign. With this information it seems our legislators would feel obliged to take some action in this matter.

1931 not getting cranked off as we hoped for, but we can see some signs of improvements, the weather man has failed to give us any weather so far, favorable to car load loading through this section.

Our daily press indicates general business is on the up-grade and we feel that we will gradually improve our business.

O. L. Robinette, agent, West Monroeville, in Pensacola hospital with case typhoid fever, having just recovered from pneumonia. Extra Byrd filling in on West Monroeville agency.

W. R. Powe, agent, Kimbrough, relieved few days during holidays.

Operator Isbell, second trick, Boligee, off sick, relieved by Tomlin from third, J. E. Price filling in on third.

Jones & Jones, Hybart and Goodway agents, a little previous this year, having already taken their annual vacation of one day, relieved by extra men.

B. Robinette, second, Magnolia, relieved by extra Rock, few days, account illness of his brother, O. L. Robinette.



HOOD RUBBERS
are built to scuff around in

ON the trains, kicking "the dogs," scratching through the yards—railroad work knocks the spots out of ordinary rubbers. That's why Hood sends men right out to talk to the fellows who use their shoes, finds out just the kind of stuff to put into every Hood rubber—and here's the result—We're building rubbers that stand the gaff—Extra thick soles that wear and wear—Bumper edges on heels and toes—Reinforced tough uppers that don't crack or check—All in all, a rubber that gives you more than your money's worth of real wear.

The POSTSHU (illustrated above)—gives that greater service for the money, which makes it an outstanding value. A special Hood process molds all parts of the rubber into one complete piece. The upper cannot separate and this insures greater strength and longer wear. Famous Hood grey outsole with bumper edge. In both black and red colors.

We make a complete line of all kinds of rubber footwear for the whole family. Honest values every one. Look for the Hood Arrow when you buy the next pair.

HOOD RUBBER COMPANY, INC.

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**HOOD MAKES CANVAS SHOES · RUBBER FOOTWEAR
TIRES · RUBBER SOLES AND HEELS · RUBBER FLOOR TILING**

Lineman Longs headquarters still Magnolia, but it's almost useless to call for him at headquarters.

"Bull" Durham having been displaced, Grubbs bumped in on third Magnolia. Mr. Adams went to West Monroeville agency.

DORA NEWS

L. S. SHIFLETT, Reporter

Looks as tho Dora will have a new reporter soon, as so many operators have been cut off past week, ye ole reporter will be bumped.

T. J. McCabe, passenger conductor for past 3 years, is back with us again, having been bumped back in freight service, bumping Conductor Looney off Sipsey run. Looney Bumped J. H. Roberson off Dora hole job, giving Joe the brake handle.

Operator J. T. Isbell, from Boligee, Ala., paid us a visit last week.

A substantial increase noted in our LCL merchandise business since the first of the year.

R. Connell and wife spent the holidays in Martin, Tennessee, with Mrs. Connells' father. Ralph didn't have a bird story to tell this time.

A. Greer relieved Connell while on vacation.

F. M. Scott, operator, is coming back to us, having been cut off at Amory. Bumping A. S. Thomas off first trick, Dora.

AGENT'S OFFICE WILLIFORD, ARK.

L. W. JOHNSON, Reporter

Effective January 9, second and third trick here abolished. W. C. Harris bumped Agent McClelland, Turrell; third trick Operator Johnson waiting for several older men effected by reduction, older than he, to place themselves before bumping.

H. T. Wilkinson, agent, Bono, stopped off 103 last week as he returned from visiting his father-in-law, J. E. Good, at Altoona, Kans.

Frank Zitzman, signal maintainer, has purchased a general motors radio, which he claims is giving good service.

Otis Kent has been appointed to handle the U. S. mail for night trains, here. He was in signal service until December 1st when reduction cut him off.

Earl Metz was bumped at Mt. View, and stopped here on way to bump at Turrell or Clarkdale. It has been a long time since Earl has been out where we could see him, however, he still looks natural.

Reduction may cause many of us to hunt new scenery and leave old friends.

Cleve England, section foreman Truman, visited his daughter here Sunday, January 11.

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

C. J. Thompson, assistant to superintendent terminals, spent several days in Chicago recently visiting his brother.

Sympathy is extended to L. Z. Rodgers, car inspector, in the death of his wife who passed away on December 19. The remains were taken to Decatur, Ala., for interment.

Sympathy is also extended to R. H. Lamm, chief joint inspector, in the death of his brother who died in a local hospital January 5. The remains being sent to Amory, Miss., for interment.

Mrs. M. H. Jones, wife of conductor, is visiting in Meridian, Miss.

W. D. Jolley, switchman, was called to Nashville, Tenn., recently account of illness of his sister.

M. H. Ford, chief yard clerk, and Mrs. Ford spent the Christmas holi-

Keep HEALTH on schedule with this delicious cereal



RAILROAD men can't afford to be listless and loggy. Upon their work depends the safety of thousands of people. Upon them also depends the transportation of the goods of the nation.

Often emergencies give you only a few minutes for meals. Unless you watch what you eat, you may become upset. Take the precaution of including plenty of roughage in the diet.

Without roughage, constipation sets in. Headaches, dizziness, listlessness follow. You lose health. Efficiency and vitality are lowered.

A delicious way to obtain this vital roughage is by eating Kellogg's ALL-BRAN. Two tablespoonfuls daily are guaranteed to prevent and relieve both temporary and recurring constipation. In severe cases, use ALL-BRAN with each meal.

In addition ALL-BRAN also furnishes your body with a supply of iron, which builds up the blood. Milk or cream brings out the wonderful nut-like flavor of ALL-BRAN. Add fruits or honey for variety. Served everywhere. Sold by all grocers. Made by Kellogg in Battle Creek.

You'll enjoy Kellogg's Slumber Music, broadcast over WJZ and associated stations of the N. B. C. every Sunday evening from 10.30 to 11.00 (Eastern standard time).

Kellogg's ALL-BRAN

The popular Health Combination is Kellogg's ALL-BRAN and Kellogg's Kaffee Hag Coffee—the coffee that lets you sleep.



days with Mrs. Ford's parents in Montgomery.

R. W. Warren of Philadelphia, Pa., is visiting his sister, Mrs. W. A. Drago and General Yardmaster W. A. Drago. Mr. Warren is a former employe of the Frisco, having been employed at St. Louis and Springfield. Mr. Warren is now connected with Gimble Brothers in Philadelphia.

J. A. Morton, clerk, and mother have returned from Nashville where they were called account of illness of Mr. Morton's sister.

The following announcement will be of great interest to the many friends of J. H. Johnson, clerk in superintendent terminals office, also of Miss Doras Looney, who is the daughter of Conductor and Mrs. C. N. Looney of Amory, Miss.

"Mr. and Mrs. Claude N. Looney, of Amory, Miss., announce the engagement of their daughter, Doras Josephine to James Hewitt Johnson of Birmingham, Ala., the wedding to be solemnized on January 21 at 10 o'clock at the First Presbyterian Church in Amory."

J. M. Bates and J. C. Bates, clerks, Birmingham terminal, and their families, spent the Christmas holidays with their parents in Graham, Tenn.

PENSACOLA, FLA., NEWS

GERTRUDE BAZZEL, Reporter

Glad to report that Miller Christie, clerk local agent's office, is getting along nicely after having been in the hospital for about two weeks account accidentally shooting his foot while duck hunting with friends shortly before Christmas.

Mr. and Mrs. W. H. Crow and family spent Christmas with relatives in Memphis.

Miss Eleanor Estein, who is a student at the Louisiana University, New Orleans, spent the holidays with her parents, Mr. and Mrs. A. N. Estein.

Mr. Howard Humphreys, superintendent terminals, was the guest of his parents in Lima, Ohio, Christmas.

Miss Margaret Stewart, spent Christmas day in Memphis.

The writer had as holiday guests her brother, Clifford, and brother-in-law and sister, Mr. and Mrs. L. E. Brooks and their son James, of Jacksonville.

Among the January visitors were: Dr. R. A. Woolsey and B. T. Wood, of St. Louis.

L. E. Tiller, former yard clerk, has displaced H. H. Moore as demurrage clerk in local agent's office; while E. M. Trail, extra clerk, Amory, is acting as temporary yard clerk here.

H. H. Moore, former demurrage clerk is visiting his father, who is quite ill in Jackson, Miss. We sincerely hope for a speedy recovery.

R. J. Kilcrease, former third trick operator Pensacola, is now agent at Frisco City.

Mr. J. B. Morrow, of St. Louis, and Mr. A. G. Anderson, of Atmore, attended the annual meeting of Escambia County Growers Association at Ensley, January 13.

B&B AND WATER SERVICE DEPT. SOUTHERN DIVISION

BILLYE CHILDS, Reporter

With the New Year, things in the B&B department started humming again. Pile driver work was resumed on the new line January 5. Foreman Chastain in charge of the driver.

Mr. J. W. Evans, our clerk, was anxious to feel fresh for a new start in 1931, so he took the last day of 1930 on his vacation. Johnnie was deer hunting. He also took December 22 off for the same purpose.

Mr. R. E. Gaines, foreman at Birmingham, spent the holidays with his family in Amory, Miss.

Mr. and Mrs. G. A. Campbell, with

their sons, Charles and Fred, of Springfield, visited in Lin Creek, Mo., in the early part of January. Mr. Campbell is our water service repairman at Yale.

John Lawrimore, with his family, have recently returned home from an extended stay in Jacksonville, Fla. Mr. Lawrimore is one of our E&B carpenters.

Ralph Gaines, eldest son of Foreman R. E. Gaines, reports a delightful hunting trip into Alabama recently.

One of our pumpers, Mr. John Gresham at New Albany, retired from the service and went on the pension roll January 1.

Mrs. G. A. Campbell of Springfield, visited her husband in Memphis over the week-end of January 11.

TRAIN MASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

We wish to congratulate Agent and Mrs. J. Pickett, of Demopolis on the arrival of a new daughter, Lois Jeanette, born December 29th, 1930.

Mrs. Z. G. Simmons, wife of brakeman, is recuperating from an operation performed several weeks ago in the Amory hospital.

We are very sorry to learn of the death of Mr. C. J. Paessler January 15 at Phoenix, Arizona. Mr. Paessler was ticket agent at Tupelo, and had been in the service of the Frisco for about twenty years. We offer our sympathy to Mr. Paessler's relatives and family.

We are glad Miss Mildred Gergory, daughter of Conductor Gregory, is out again after a recent illness.

Porter Jim Madison died in Birmingham January 3, 1931. Jim had been in the service since 1915. We offer our sympathy to his family.

Miss Doras Looney, daughter of Conductor C. N. Looney, Amory, was married at 10 a. m. January 21, 1931, to Mr. J. H. Johnson of Birmingham. We offer them our congratulations.

We are glad to learn that operator O. L. Robinett is somewhat better following quite a serious illness of pneumonia and typhoid in the hospital at Pensacola.

We regret, very much, the death of the mother of Dispatcher T. D. Wages, who died in Birmingham January 5, and offer our sympathy to the family of Mrs. Wages.

Mrs. C. O. Hegberg, wife of engineer, has had her daughter from Springfield, Mo., as her guest for several weeks.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

J. E. Patton, soliciting freight and passenger agent, did not have a very enjoyable New Year's eve, having undergone an operation for appendicitis about seven o'clock that date. He is just able to be up again and we hope will soon be back with us.

As a special compliment to the traffic department employes, Mr. and Mrs. A. P. Matthews held open house New Year's day. Their hospitality was greatly enjoyed. Mrs. Matthews is a very charming hostess and it is always a pleasure to be included among her guests. Mr. Matthews is assistant traffic manager, Memphis.

Mrs. Hubert F. Hastings spent New Years visiting her mother in Hardy, Ark.

W. H. Crow and family of Pensacola, spent the Christmas holidays visiting relatives and friends in Memphis. We are always happy to have Mr. and Mrs. Crow with us again.

The members of this department extend sympathy to J. K. Oliver and family of Birmingham in their recent bereavement.

Miss Betty Stewart, stenographer in this office, enjoyed a week-end with her sister in Gasden, Ala., this month.

W. C. Hamilton, rate clerk, was away during Christmas account illness.

A. T. Sullivan, formerly assistant general freight agent for this company, was a visitor in our office January 15. He is now connected with the Rice Growers' Association, Stuttgart, Ark.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Louis Hanover, chief cotton clerk, visited relatives in Milwaukee December 20, 21, and 22.

On December 22, we had another reduction in force, that of assistant disposition clerk and cotton clerk at Riverside Compress. W. Y. Billings, who was on the disposition desk, bumped H. S. Crothers as expense clerk; Crothers going to Yale as yard clerk, and J. T. Carrigan bumped on accounting clerk position.

Mrs. T. E. Bagwell and baby, family of rate clerk, spent December 23, 24, 25, 26, 27, and 28 in Townley and Carbon Hill, Ala., with relatives, Mr. Bagwell going down for Christmas and returning with them on the 29.

Mr. and Mrs. F. T. Stroud, utility clerk, visited relatives in Kosciusko, Miss., December 24, 25, 26, 27 and 28; Miss Faye Barbee, extra clerk, working in Stroud's place.

Gordon Robertson, cashier, spent December 25, 26, 27 and 28 in Mountain Grove, Mo., with his parents.

Others spending Christmas day at



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—ED. ADV.

home were Miss Ethel Copeland in Springfield; H. C. Fryar and family, in Jonesboro, and J. F. Wright in Hoxie.

T. P. Lockhart, accountant clerk, was unable to work several days latter part of December due to illness.

Mrs. Lella Lenihan, stenographer-clerk, spent Sunday, December 28, in Jonesboro with her sister, Mrs. George Beebe.

G. E. Jauss, rate clerk in the revising bureau, didn't more than get here when R. V. McDermott of the Tulsa revising bureau bumped him, his position there being cut off. Mr. Jauss went from here to his old home Chanute, Kan.

L. W. Tankersley, claim clerk, was off several days latter part of December and first of January account serious illness of his daughter, Mrs. Fannie Grimes, who died January 5. Sincere sympathy is extended this family in their great loss.

S. L. Oliver suffered several days recently from a sprained ankle, and it didn't happen on Christmas eve, but he did lose his overcoat that afternoon.

Account another reduction in force January 5, Mrs. Lella Lenihan, stenographer-clerk, bumped on utility clerk position; T. E. Bagwell, rate clerk, bumped on cashier's position at West Memphis, Ark., J. T. Carrigan, accounting clerk, as bill clerk, and Louis Hanover, who was on temporary cotton job, went to Yale as yard clerk. F. L. Aikin, who was cashier at West Memphis, displaced J. L. Edwards in the cashier's office here, Lee going to the platform as check and receiving clerk.

A. V. Garrett, OS&D clerk, has been off several days account illness, with J. T. Carrigan working in his place.

D. E. Creeden, disposition clerk, was off January 10 account illness; W. Y. Billings working in his place.

J. F. Walsh and R. V. McDermott, rate clerks in revising bureau, were in a terrible automobile accident January 11. They were in Francis' car and he was driving, they were on Summer avenue coming towards Memphis when a woman motorist's car skidded and caused a head-on-collision. They were both badly hurt, McDermott was moved to the Frisco hospital in St. Louis January 14 and as yet we have not heard from him. Francis is now at home and able to be up, and we are in hopes they will both be able to return to work soon.

Leon Rohrbaugh attended a system board meeting in St. Louis January 11 and 12.

**DIVISION ENGINEER'S OFFICE
MEMPHIS, TENN.**

C. C. SICKLES, Reporter

Government engineers are placing a large mat along the river extending from the old round house site to the Harahan Bridge.

George Edward Koontz, who is attending the S. M. U. at Dallas, spent several days latter part of December with his parents here.

H. E. Crowder, former instrumentman in this office, is now doing time keeping work for the McMurray Contracting Company at Pacific.

Sidney Beacon, division engineer of

the Missouri Pacific at Palestine, Texas, and a former Frisco engineer, visited a few of his old friends in the engineering department.

O. E. Haman, former rodman in this office, is now in the employe of Kenneth Markwell at Memphis.

J. P. Bruton, and wife, attended the funeral services of Mrs. Carl Casteel at Springfield latter part of December.

Earl Peak of Sapulpa has spent some time at Memphis recently assisting with completion report work. Earl worked in this office for quite some time and we are glad to have him back.

C. L. Gilbreath writes that he has entered the grocery business at Carthage. "Tubby" worked in this office for a long time and we wish him much success in his new work.

Cecil Scott and family of Springfield, spent the Christmas holidays visiting at the C. M. Scott home in Memphis.

While passing through Memphis on the 14, H. B. Barry of St. Louis came to the office for a while. He told of the splendid time he had on his recent hunting trip, his biggest kill being a deer.

We notice Jimmy Mathis, wrecking foreman, driving a new Pontiac sedan. Some class.

E. F. Salisburg, chief engineer of the L. & A. Railroad, was a recent visitor at this office.

C. W. Werdein, former operator, spent the holidays in Memphis visiting friends.

We are very sorry to learn of Mr. Lamkin's relapse and sincerely hope by the next writing we can report that he has fully recovered.

W. B. Dallas is in rather serious condition, having recently undergone a major operation. We wish you a speedy recovery, Dallas.

Elon Taylor was in the office recently visiting friends. Elon is now with the T. & P. at Dallas.

Vashti Grimes of Fort Scott visited friends at the office while in Memphis.

Harry Likens enjoyed a week's vacation in December spending it at Springfield and Fort Smith.

C. E. Reed and family, visited relatives in Lake City latter part of December.

We, the entire office, extend heartfelt sympathy to Billye Bennett in the

loss of her father, C. C. Childs, January 14.

YALE, TENN.

MABEL WOODMANSEE, Reporter

We have the pleasure at this time of reporting that Mr. L. P. Cochran, former chief clerk, has been appointed to the position of acting division storekeeper at Yale. Congratulations and best wishes for your continued success, Mr. Cochran.

We are also very glad to have Mr.



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Millard D. Rhodes, formerly the price clerk, on the new position of chief clerk to acting division storekeeper, and Mr. Rodney E. Wilcox as price clerk and hope they are pleased with their new appointments.

Mr. Norman P. Jones, whom I understand is direct from St. Louis, is a new addition to our force here at Yale as stock clerk. We are very glad to have Mr. Jones with us and hope he will like Memphis well enough to want to stay.

Mr. Robert A. Evans is the new night store helper working on the position from 4:00 p. m. to 12:00 midnight, having displaced Frank W. O'Neil.

We were very sorry to have to give Miss Margaret Stewart over to the people at Pensacola where she displaced Miss Barbara Bennie in the local freight agent's office account seniority.

Everyone reports a grand and glorious time Christmas and New Years and believe each and everyone is ready to settle down to business again until ole Santa heads this way again.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

Among our holiday visitors was Elon (Rock) Taylor, who was a member of our office force for about fifteen years and later worked in division accountant's office. Rock is now with the Texas & Pacific at Dallas.

Ralph Williams, previously with division accountant here, now located at Ft. Smith, spent holidays in Memphis and was a visitor to our office.

R. R. Lamkin, our jovial chief operator, has been confined to his home account illness for the past few weeks. Mr. Lamkin's many friends wish for him a speedy recovery and return to the office.

The entire office force extend to Miss Billye Bennett their sympathy account death of her father on January 14.

Account Walter Allen displacing him as roadmaster's clerk at Magnolia, Steve Williams is again with us, working temporarily in time keeping department.

OFFICE OF TERMINAL ACCT. BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

J. B. Henson and Mildred Williams Johnson were married on December 24, 1930, and left on the Sunnyland that night to spend their honeymoon and Christmas with Mr. Henson's parents living in Doniphan, Mo. Mr. and Mrs. Henson enjoyed their visit in the country and the excitement of a big "barn-storming" crowd of his old acquaintances celebrating the wedding with every kind of a noise-making object. Mr. and Mrs.

Henson returned to Birmingham December 28 and are at home at 1518 Woodland avenue, West End.

Louise Weidmann's two nephews were taken sick with scarlet fever on Christmas Day and due to the quarantine, Miss Weidmann was able to spend only part of the day at home. The two boys are recovering nicely and Miss Weidmann expects to move back home in a few days.

Mr. and Mrs. G. T. Dunlap had as their guest, his uncle, Thomas L. Hasler of Springfield, Mo., January 10 and 11. Mr. Hasler is one of the Frisco's old veterans, having first entered the service of the old Atlantic and Pacific, (at that time extending only from St. Louis to Rolla, Mo.), as a pumper at St. James, Mo., in 1862 at the age of ten. During the war between the states, Mr. Hasler left the service but re-entered again on May 1, 1872, as a fireman and was promoted to an engineer in two or three years time, which service he was in when pensioned about November 1, 1921. Mr. Hasler can tell many interesting stories about happenings during the early years of the present Frisco railway, especially changes in locomotives and passenger and freight cars. Although in service for nearly fifty years, this was his first trip south of West Plains, Mo., however, he expressed the desire of making a return trip to Birmingham real soon.

GILMORE, ARKANSAS

OLIVER J. GULICK, Reporter

Extra Gang 207, under Foreman Grady Bishop, is now located at Gilmore and are dressing track between Gilmore and Turrell.

We are experiencing some sure enough winter weather throughout this part of the state and have traded our BVD's for some of the long red kind.

Mr. A. E. Beebe, conductor on 931 and

938 on the Columbus Sub., just returned to work after a visit in Kansas City, Mo., and Neodesha, Kans., but was recalled to Neodesha by the death of his sister-in-law.

Mr. Bob Murdick of Amory, Miss., and who is an engineer on the Columbus Sub., spent the Christmas holidays, visiting with relatives and friends at Ft. Smith, Ark.

Section Foreman A. E. Rigsby of Gilmore, Ark., with Mrs. Rigsby and children, spent Christmas Day with relatives at Nettleton, Ark.

We are sorry to learn of Conductor C. C. Mills of the Southwestern division being back in the hospital at St. Louis on account of his injured knee and are wishing for his speedy recovery.

Mr. John Deamer and Mrs. Deamer of Amory, Miss., spent the early part of January visiting with their friends and relatives at their old home at Hugo, Okla. Mr. Deamer is an engineer in freight service on the Columbus Sub.

L. W. Bishop of Kolola Springs, Miss., is now foreman on extra gang 202, now located at Thornhill, Ala., where he is spotting and dressing track between Thornhill and West Greene, Ala.

We understand that Conductor W. W. Campbell of the Kansas division, and who is in the St. Louis hospital, is doing as nicely as could be expected.

Mr. Steve Williams, who has been roadmaster's clerk at Magnolia, Ala., has been displaced by Mr. W. A. Allen, formerly timekeeper in the Memphis office, account of force reduction.

Ditcher 99100 has been pulled off the 22nd Track Division at Gilmore and billed to Demopolis, Ala., on the 92nd Track Division, where an extensive ditching and bank-widening program is to be put into effect.

Mrs. J. B. Trotter of Sulligent, Ala., has been visiting the past two weeks with her husband, Mr. J. B. Trotter at Gilmore, where Mr. Trotter is agent.

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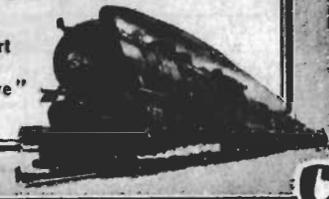
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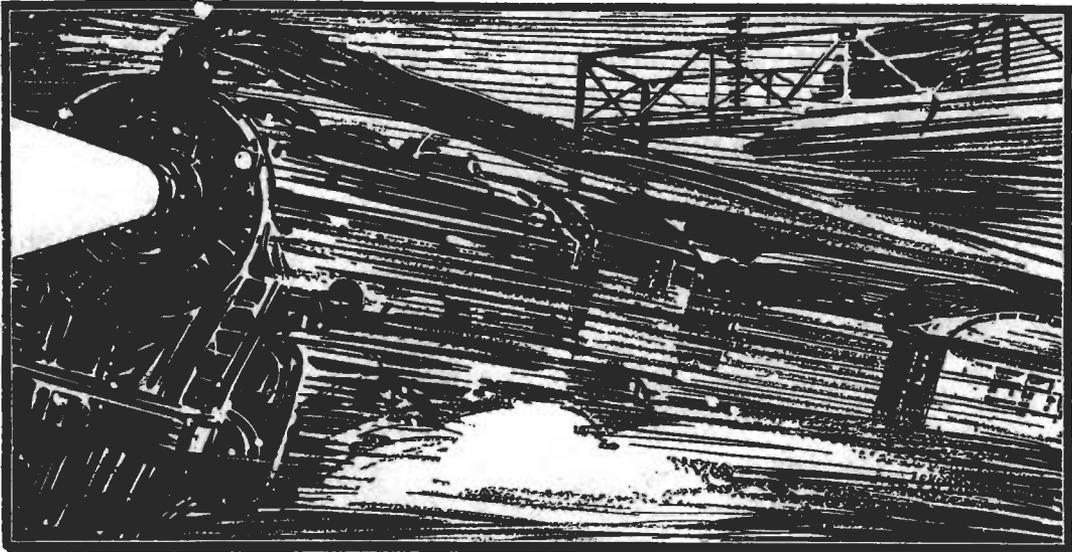
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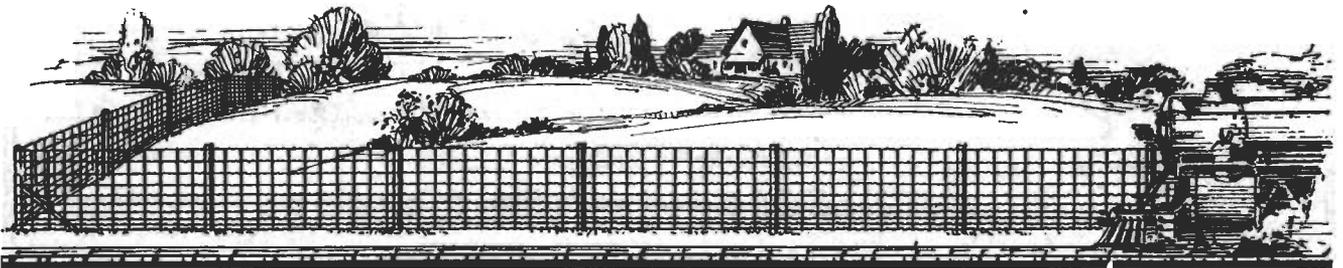
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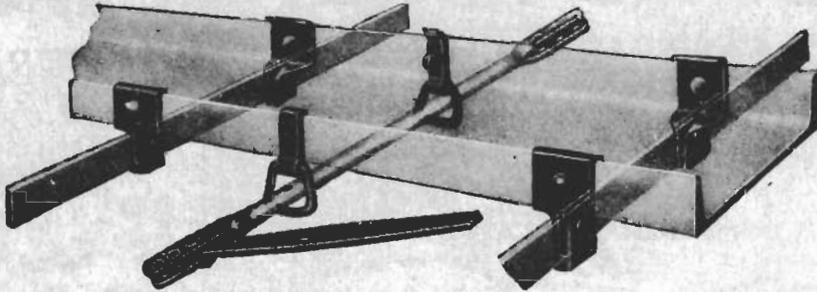
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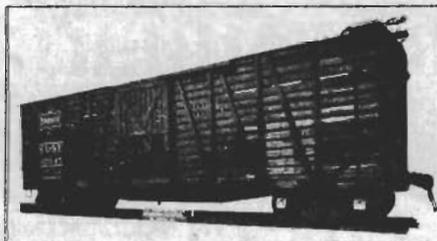
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