

EMPLOYEE CLUBS MAKE FINE 1932 RECORD

WHAT have the Frisco Employee Clubs accomplished during the past year?

Just what amount of business which came to Frisco Lines may be directly laid to the personal solicitation of the various members of the forty-eight active and enthusiastic clubs on Frisco Lines?

During the year 1932, due to the direct and personal solicitation of members of these clubs, there have been routed "Frisco", 4,780 carloads of freight; 4,802 passengers and 6,486 LCL shipments. This record was made in the face of the keenest competition ever experienced by the railroads. The competition extended to pipe lines, bus lines, airplanes, barge lines, trucks—and yet these loyal employes faced the situation with a smile, and because of their intensive efforts, they secured only 2,116 carloads less than they were credited with securing in 1931.

There have been held, at the various points, a total of 265 meetings, which means an average of five a club, however, many of the clubs did not have meetings at all, but were, nevertheless, engaged, at all times, in the solicitation of business, both on and off duty. The St. Louis Girls' Club has maintained the best record of any of the clubs, in that it has missed only one meeting since its inception, and, while that meeting was planned, it was not held because it fell on the date of the burial of F. W. Young, paymaster.

Practically all of these meetings were held at night or on Sundays, and besides the outstanding record of business secured in a most trying year, the loyalty and interest and enthusiasm displayed by these employes in taking time, while off duty, to discuss the problems of the railroad by which they were employed, stands out as a tribute to the officers and the company which they serve.

In one phase of solicitation the clubs, as a whole, have exceeded the previous year, and that is in the number of passengers secured. The countless excursions on Frisco Lines during 1932 appeared to the members of these clubs as an opportunity not to be passed up, and they felt that cooperative work would make for the further success of these events. The record excursions from the River division are not listed in the total of passengers secured by any one club, but, regardless of that fact, every sec-

Number of Passengers Secured Shows Increase Over 1931 Record

M. C. M.

tion foreman, every member of a gang, every member of any department on the Frisco's River division, talked and worked to sell excursion

every member was given full instructions as to fares, arrival and departure of trains, and, fully armed with the necessary information, they were in no small way responsible for the thousands who took advantage of the low fares. A total of 1,502 passengers is credited to the Cape Girardeau Club and 387 to the Chaffee Club.

The same condition existed on the Central division, with Hugo, Okla., responsible for 399 tickets and the Central division with a total of 2,423.

The Springfield Girls' Club was instrumental in getting the rate into Springfield made so attractive that it drew 25,000 visitors into Springfield, Mo., for the Springfield Day celebration held on May 14, 1932. Members of the Springfield Girls' Club were asked to aid materially in planning the big program given on the Public Square, and, while this endeavor cannot be measured in number of tickets sold, the favorable and immense amount of publicity and good will accorded the Frisco through the work of that club was worth thousands of dollars.

Just briefly, let us discuss conditions which exist in a few of the clubs. Reference to the table will show some of the clubs as reporting "No Record Kept", which does not mean, in any sense of the word, that they have been inactive.

The president of the Amory, Miss., club advises that the members of the committees which served the club have, of necessity, been cut off, and the club must be reorganized again. Each member, however, has continued to solicit business, and there has never been a let-up just because no meetings were held. This club took an active part in the "Trade-at-Home" campaign put on by the Amory merchants last summer, and has, in many ways, and through many channels, helped to sponsor community affairs, with credit to its members and the Frisco Railroad.

While a club exists at Carbon Hill, Ala., the members have never had a meeting since its inception. Every employe of that club considers himself, or herself, a personal representative of the traffic department. Luther Booker, its president, writes that seventy-five short hauls were changed to long hauls; LCL picked up forty per cent and passenger business for the last two months has picked up

BUSINESS SECURED BY MEMBERS OF THE FRISCO EMPLOYEES' CLUBS YEAR 1932			
	Car Loads	Pass.	LCL
Arkansas City, Ark.....	14	6	47
Amory, Miss.....	28	60	225
Afton, Okla.....	91	215	290
Black Rock, Ark. (Memphis Sub Club)....	12	308	135
Birmingham, Ala.....	105	—	*250
Blytheville, Ark.....	30	10	40
Blackwell, Okla.....	7	—	23
Carbon Hill, Ala.....	75	—	—
Cilinton, Mo.....	17	11	450
Cilinton, Okla.....	4	4	20
Chaffee, Mo.....	17	387	33
Cape Girardeau, Mo.....	25	1,502	52
Dora, Ala.....	43	62	21
Enid, Okla.....	45	60	25
Eagle City, Okla.....	3	—	1
Ft. Worth, Tex.....	100	30	29
Ft. Scott, Kans.....	500	10	2
Ft. Smith, Ark.....	6	—	38
Hugo, Okla.....	23	399	57
Jermyn, Texas.....	75	—	187
Joplin, Mo.....	(No Record Kept)	—	—
Kansas City, Mo.....	243	200	392
Latham, Kans.....	10	5	5
Lebanon, Mo.....	414	—	*268
Lawton, Okla.....	7	5	25
Menett, Mo.....	37	8	—
Muskogee, Okla.....	(No Record Kept)	—	—
Mountain Park, Okla.....	3	4	5
Memphis, Tenn.....	29	12	176
Neodesha, Kans.....	64	17	—
Newburg, Mo.....	(No Record Kept)	—	—
Okmulgee, Okla.....	65	75	500
Oklahoma City, Okla.....	128	24	53
Okeane, Okla.....	12	—	6
Pensacola, Fla.....	25	4	10
Pacific, Mo.....	25	15	33
Sherman, Tex.....	248	13	12
Sapulpa, Okla.....	12	35	75
St. Louis (Girls).....	50	678	—
St. Louis (Men).....	64	18	—
St. Louis Terminal Club.....	864	249	197
Springfield Men's Club.....	533	179	2,161
Springfield Girls' Club.....	510	49	1,067
Thayer, Mo.....	21	30	—
Thomas, Okla.....	11	7	—
Tulsa, Okla.....	104	95	35
Wichita, Kans.....	81	16	59
Vernon, Tex.....	(No Record Kept)	—	—
Total for 1932.....	4,780	4,802	6,486
Total for 1931.....	6,896	3,003	9,823

*Tons—Tons of LCL freight credited to Birmingham and Lebanon Clubs not included in total of 6,486. Other LCL shipments are counted by number of shipments and not by tons.

tickets, and, as a result, 15,104 persons took advantage of the low fares from this one division. Special meetings of the clubs were called, and

fifty per cent. No meetings, but—everybody working hard.

Joplin, Mo., has a most active club. Nine meetings were held during the past year; the club sponsored a special train trip when they visited for a day (March 20) with the club members of Wichita, Kans. A total of 209 employes and friends made the trip. Joplin club members gave a big Christmas party at the Union Station, had erected a Christmas tree and had written and sent some 350 letters to shippers and patrons, thanking them for the business given to Frisco Lines during the past year and asking for their continued patronage. Every member has been hard at work, the club and the railroad have received much favorable publicity, but they have not kept a record of the business secured. One may be assured that there has been a creditable amount, however.

Because of the difficulty encountered in soliciting business in a large city, where traffic men are engaged in that work at all times, it is felt that the record made by the St. Louis Girls' Club is one of which to be proud. Members of that club are responsible for the idea of the Frisco's first "Mystery Excursion" to Sullivan, Mo., when they added to the revenue of Frisco Lines \$637.00. Additional tickets sold by the Springfield Girls' Club (whose members came to Sullivan from Springfield) brought the total to \$691.00.

Women's activities, in conjunction with the clubs, have not been overlooked and ladies' clubs and auxiliaries at a number of points, are functioning and planning programs for their own members, and to the ultimate benefit of the clubs proper. Particularly active ones exist in Kansas City, Tulsa, Clinton, Mo., and Joplin, Mo.

Colored clubs, at a number of points, have been working diligently for Frisco passenger and freight revenue, and have made a splendid showing. Special mention should be made of the colored club of the St. Louis Terminals.

In the 265 meetings which have been held by the combined club membership, a number of them have been purely business, some purely social, some educational, and many of them combined. In all instances club presidents have asked the leading citizens of the town into their meetings to discuss with them and hear discussed the railroad problems of today, that they might have a better idea of the unfair competition and the struggle that the employes are having daily in their efforts to increase the revenue

that more of their buddies who, of necessity, were cut off, might be put to work again.

As an educational phase, presidents of these clubs have invited Frisco officials, well versed with the situation of today, to address them; lawyers and officials of high rank in civic life have answered the summons to discuss with the employes

THE FRONT COVER

The photograph which appears on the cover was taken by a staff photographer of the Springfield, Mo., Leader, and is entitled "An Etching From Winter's Hand". The scene is of the Frisco's yards, north of Commercial St., Springfield, Mo., taken from the elevated footbridge on Jefferson Avenue.

The heavy snow which lay on the ground covers all inconsequential details and brings out the essential form of things in dramatic relief against the winter background. Even the shadows are definite and geometric on the snow.

the problems of today before club members and visitors, and the clubs in reality have made great progress in the task of "educating the people" to the importance of the rail situation. They have done much, yet they realize that there is much to do. They have made rapid progress, yet the field is fertile before them and they are in no wise satisfied to slacken the traces. They realize that more intense efforts must be put forth than ever before.

As an example of these educational programs, the clubs on the Current River Branch have held a number of the largest meetings of the year with an educational program presented. On May 9, 1,600 persons attended the meeting at Winona, Mo., where they were addressed by officials of the railroad and men of importance in civic life; 400 persons attended the meeting at Fremont, Mo.; 300 persons attended the Grandin, Mo., meeting, and 350 attended a second Winona, Mo., meeting of club members and visitors combined.

And so with the tabulation of the business they have secured during 1932, we turn the page to a new year, with one month of it already stamped in history.

The year of 1933, or at least eleven months of it, lies in front of the members of these various clubs. Their

record of business secured during this year will be according to the efforts extended and the interest and enthusiasm with which they solicit.

Correspondence shows that the clubs which have been inactive, due to curtailment of forces, (in many instances the cut in employes' ranks has taken officers of the club) are going to reorganize. They are keenly alive to the situation and its complications. They feel that even though the crisis in business conditions is not passed, they may do their share to return good business to the rails by personal and intense solicitation.

More power to them, and as they have indicated their wholehearted desire to extend their best efforts toward increasing freight and passenger travel, the management pledges cooperation in all ways possible.

1933 should be a banner year!

160 NEW INDUSTRIES IN 1932

During the year 1932 there was a total of 160 new industries located on the Frisco, the total estimated capital investment in plants and facilities was \$925,420.00, according to a statement issued by the industrial department. These industries included: thirty-seven miscellaneous industries; forty-one bulk stations, petroleum products; twenty-two warehouses; seventeen material and coal yards and mines; thirteen manufacturing plants; nine compresses and gins; six oil refineries and loading racks; five grain elevators; four rock crushers, quarries, sand and gravel plants, chatts; three oil well supply houses; two meat packing plants and one wholesale grocery company.

These industries were estimated to produce a total of 18,000 cars per annum.

The principal decrease, compared to last year, when 251 new industries were reported, is in the number of coal and material yards, last year's number being 32. This is, no doubt, chargeable to unemployment and the substitution of wood for coal. In 1932 there were 74 bulk stations for petroleum products. The demoralization of the oil market is responsible for this big decrease. Last year there were 10 wholesale grocery companies, compared with one this year, due to the economic depression. This is also true of the item of miscellaneous industries, last year there being 62, compared with 37 this year.

It is the opinion of those in charge of the industrial department that with an improvement in conditions, there will be a period of industrial rehabilitation.

OKLAHOMA ASSN. MEETS

A meeting of the Railway Employes' and Taxpayers' Association of Oklahoma City, Okla., was held on December 16, with 75 members in attendance. All officers were present and the meeting was directed by Frank Kesler, chief clerk of the division freight agent of the M-K-T Railway, who was elected president of the organization on October 12, 1932.

A representative of the Harlow Publishing Company presented a proposition for the purchase of their weekly, which contains editorials on railroad conditions. It was decided that each member purchase copies and pass them on to those interested.

It was reported that 30,000 application blanks had been printed and distributed to the railroad employes of Oklahoma City and about 7,000 had been signed and returned.

The question of securing the cooperation of the legislation committee of the railroads was taken up and discussed fully by all. A committee was then elected to confer with the railroad committee in regard to this matter. Those who will serve on the committee include: Frank Kessler (M-K-T), R. C. Mills (Frisco), Mr. Anderson (Santa Fe), Mr. Palmer (Rock Island), and Mr. Holden (Oklahoma Railway).

Visitors from Shawnee, Guthrie, El Reno and Yukon were present.

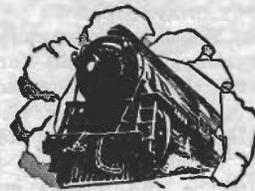
Z. B. CLAYPOOL PROMOTED

Z. B. Claypool, who up until January 1, 1933, was roundhouse foreman for the Frisco at Fayetteville, Ark., was appointed special representative of H. L. Worman, chief operating officer, on that date. Mr. Claypool's headquarters will be in St. Louis, but his work will take him over the entire system.

He has been employed by the Frisco for twenty-seven years and has never missed a payday. His service dates from November 13, 1905, when he was appointed as a draftsman in the general offices in Springfield. He left that position and went into the shops at Springfield, where he served for a time as a machinist and later became testing engineer. From 1912 to 1915 he was general foreman of the shops at Hugo, and from 1915 to 1924 was supervisor of insurance at St. Louis.

In 1924 he became assistant director of accident prevention for the Frisco and moved to Springfield when that department was moved there several years ago. He took up his duties as roundhouse foreman at Fayetteville on April 1, 1932.

Pertinent Press Patter



"AND as the train pulled out, it took with it the little station!"

Whoa! Something seems to be wrong?

Nothing at all. The station at Mt. Vernon, Mo., burned to the ground. An "almost-good-as-new" one was found at Pennsboro, so the Pennsboro station was loaded on a flat car and shipped 17 miles to Mt. Vernon.

Cattle guards were set back, as well as crossing fences and crossing markers, and as the little station breezed through the country it seemed to say—"Come and see me sometime. The door is always open and I expect more business in Mt. Vernon than Pennsboro!"

Quite in keeping with the sales talk of railroad representatives—the above shows that they practice what they preach and "Ship By Rail". So they just nailed a tag on the end of the depot and sent it merrily on its way!

In railroad parlance "the correspondence is self explanatory":

(From Uncle Charley Baltzell to agent at Turrell, Ark.)

"I want to get some information about an old friend of mine who was a side show attraction on the Hallenback circus last summer. His name is Big Jim Tarver, eight foot two inches tall, weight 450 pounds. Jim was talking with me about buying a cotton farm some place in the vicinity of Blytheville, Ark. Gave him the name of several men.

"Am anxious for you to get acquainted with Tarver and make him feel right at home on our line."

(From C. E. Heath, agent at Turrell, Ark., to "Uncle" Charley Baltzell.)

"Mr. Tarver purchased the M. A. Portis plantation, one-half mile northeast of Turrell, consisting of 320 acres. I have had the pleasure of meeting Mr. Tarver and find him to be a very pleasant gentleman and a very strong Frisco booster. Mr. Tarver will receive the same courteous treatment that is given to everybody at this station and we hope to see lots of him.

"Understand Mr. Tarver was not feeling so very well on the morning of December 27th and only ate six pieces of toast, three eggs, nine slices of bacon, in addition to his

extra large helping of cereal, also three cups of coffee. He was very careful to explain to the cafe owner that it was no fault of his that he did not eat more!"

Never were those who have the wherewithal to give more lenient than at present. Frisco clubs throughout the system took good care of the poor at Christmastime. The Frisco Men and Girls' Clubs of St. Louis packed 148 baskets; the Springfield Girls' Club gave both money and baskets, the Enid, Okla., shops crafts' organization aided the poor, and the Joplin Club had a fine Christmas program at the Union Station, and the shop crafts' organization of Springfield donated thirty baskets to the Sunshine Club for distribution to the poor.

And never before was the appreciation so sincere. The letters of "Thank You" would bring tears to the eyes of those who read them!

Approximately 500 cords of wood and 5,500 tons of iron remained after 481 antiquated coal and box cars were dismantled at the Springfield Shops.

The iron was immediately shipped away to be sold for scrap, but the Frisco management did a magnanimous thing and donated the cords of wood, free of charge, to more than 500 former Frisco employes who had been laid off.

Think of the tiny little hands held up to warm stoves—the little singing teakettle—the skillet with its meat for dinner, sizzling over the warm fire, and think of the fathers and mothers who, in the warmth of their homes, were grateful for the generosity of the Frisco management.

How do you like Pertinent Press Patter?

It is written around clippings from various newspapers on Frisco Lines, commenting on subjects of interest to Frisco employes or concerning Frisco people or Frisco property.

Send in little stories of unusual happenings so that this little part of the magazine may maintain interest! Make the sketches short, newsy and, of course, every little sketch must be concerning something which has really happened!

AGENCY CHANGES

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

William S. Wright, Valliant, Okla., January 2; Jerry H. Hodnett, Pettigrew, Ark., January 3; Henry M. White, Clayton, Okla., January 3; George A. Bond, St. Paul, Ark., January 3; Jacob Gerlach, Tuttle, Okla., January 4; William Summers, Elkins, Ark., January 3; William L. Piercy, Grant, Okla., January 4; Guy W. McLin, Frederick, Kans., January 4; Conrad L. Strauch, Piedmont, Kans., January 6; Emery E. Smith, Kawanee, Mo., January 7; George K. Paterson, Joiner, Ark., January 7; George E. Mills, Frenchman's Bayou, Ark., January 7; Wallie E. Loch, Carthage, Mo., January 7; Benjamin F. Young, Elsinore, Mo., January 9; Webster E. Head, Keiser, Ark., January 9; LeRoy L. Holt, Garvin, Okla., January 9; William W. Norwood, Buhler, Kans., January 9; James E. Sandlin, Haworth, Okla., January 9; William M. Webber, Risco, Mo., January 10; Oliver Kerfoot, Pochahontas, Ark., January 11; Frank Van Pelt, Davenport, Okla., January 10; James F. Baugh, Carl Junction, Mo., January 10; Walter J. Curtis, Farmington, Ark., January 10; Charles E. Clark, Leflore, Okla., January 11; Claude S. Fisher, Leon, Kans., January 12; Charles W. Miller, Rudy, Ark., January 12; Claude Mitchell, Cameron, Okla., January 13.

ACCIDENT CUPS AWARDED

The accident prevention cups for both the transportation and mechanical departments were awarded for the last quarter of 1932, the mechanical department cup to remain with A. C. Reeves, superintendent of the West Shops at Springfield, Mo., and the transportation cup, held for the third quarter by J. W. Skaggs, superintendent of terminals at Kansas City, to be forwarded to R. W. Brown, superintendent of the Western division.

The mechanical department cup has been held by Mr. Reeves and the employes under his supervision for nine consecutive months, and they are making every endeavor to keep it permanently.

The transportation department cup was awarded to J. W. Skaggs for the first quarter of 1932, was then passed on to C. T. Mason of the Southwestern division for the second quarter, returned to Kansas City for the third quarter and was forwarded to W. R. Brown, at Enid, whose men claimed the best record for the final quarter.

F. G. LISTER PROMOTED

Succeeds J. W. Surles as Supt. of Motive Power

F. G. LISTER, former assistant superintendent of motive power, was appointed superintendent of motive power, with headquarters at Springfield, Mo., succeeding J. W. Surles, on January 1, 1933. The announcement was made on December 29 by H. L. Worman, chief operating officer.

Mr. Lister came with Frisco Lines on April 1, 1926, as chief mechanical engineer in the office of H. L. Worman, then superintendent of motive power. Prior to his coming with Frisco Lines he was employed in 1901 as locomotive draftsman for the Wabash; worked as locomotive and car draftsman for the Northern Pacific,



F. G. LISTER

and later became head draftsman. He left the latter position in 1911 to become chief draftsman and mechanical engineer for the Spokane, Portland and Seattle Line, where he remained until 1916, when he went with the El Paso and Southwestern as mechanical engineer. That road was taken over by the Southern Pacific on November 1, 1924, and at that time Mr. Lister was made master car builder of the combined lines.

He served Frisco Lines in the capacity of chief mechanical engineer from April 1, 1926, to December 17,

RIVER DIVISION SCORES

Another fine performance record has been brought to the attention of the Magazine by J. S. McMillan, superintendent of the River division. Mr. McMillan advises that members of the 83rd Track division of the River division have not had a personal injury in twenty-one months.

The 83rd Track division had a total of sixteen sections up to April, 1932, when the number of sections was reduced to eight. In addition, Mr. Lowry, the foreman, has worked an extra gang of foreman and fifteen men since February, 1931, and during the past two years unloaded 899 cars of cinders on his track division; unloaded 32,636 lineal feet of rail which the gang re-laid, and loaded up 21,010 lineal feet for shipment, without incurring a personal injury on the entire territory for a period of twenty-one months.

Mr. Lowry's appreciation of the co-operation received from his men is contained in the letter which is quoted below:

"All Foremen:

"Wish to thank each one of you for your help and good work in holding a clear record for personal injuries during the entire year of 1932, as we went through the entire year without any personal injuries.

"In fact, it has been twenty-one months since we had a personal injury on the 83rd Track division.

"Mr. McMillan and all officials appreciate this performance, and it is something for us to be proud of.

"L. A. Lowry, Roadmaster."

1931, when he was made assistant superintendent of motive power.

Mr. Surles, whose future plans are not known at this time, came with Frisco Lines in 1923 as superintendent of the Frisco's North Side Springfield Shops. He resigned in 1925, with the intention of retiring from railroad work, but in 1926 he again rejoined the Frisco's mechanical force, when he took the position of master mechanic at Sherman, Tex. On July 28, 1928, he was made superintendent of the Frisco's West Shop at Springfield and held that position until he was made assistant superintendent of motive power on February 27, 1930. Before coming with Frisco Lines he served a number of roads, following the completion of his apprenticeship, including the Houston & Texas Central and the Southern Pacific. He also served for a time as superintendent of plants for the Grant Locomotive & Car Works at Houston, Tex.

NEWS of the FRISCO CLUBS

Frisco Girls' Club, St. Louis, Mo.

The annual Christmas luncheon and party of members of the Frisco Girls' Club of St. Louis was held at Hotel Statler on December 22, and it proved to be a most enjoyable affair, with 153 members and guests in attendance. Guests of the club included J. M. Kurn and John G. Lonsdale, receivers, Messers. J. R. Koontz, E. T. Miller, B. T. Wood, S. S. Butler and W. L. Huggins, Jr.

Martha Moore, associate editor of *The Frisco Employes' Magazine*, presided, and introduced the receivers and officials for a brief talk. The Missouri Pacific Quartette furnished a delightful program of spirituals and popular songs during the luncheon. They were in charge of Joseph F. Wunderlich. All past presidents of the Frisco Girls' Club were introduced, which included Loretto O'Connor, Lydia Peterson and Louise Gibson. Miss Moore expressed the appreciation of the club for their leadership and excellent handling of club affairs. She then turned the meeting back to Marian Witte, present president, complimenting her, on behalf of the members, for the excellent manner in which she had headed the club during a most trying year, and presented her with a beautiful potted plant from members of the club.

Ten attendance prizes were distributed, the numbers for the winners being drawn by Mr. Lonsdale. Immediately after the drawing of the attendance prizes, R. J. Tschampers, of the accounting department, acted as Santa Claus and distributed bags full of ten-cent gifts. Gifts for the guests were placed at the plate of each at the speakers' table.

Delightful selections from the quartette closed the meeting, and the girls returned the gifts as they left the luncheon, and they were placed in the baskets to be packed for the poor.

Additional requests for baskets, which came in since the last report, brought the total baskets delivered to the poor at Christmastime by members of the Frisco Girls' Club of St. Louis to 148.

Each basket contained a liberal supply of potatoes, coffee, sugar, flour, apple butter, bread, canned goods, a callie ham, candy and toys.

Many of the baskets were called for, but more than half of them were delivered, Leo Van Ness, of the accounting department, assisting the girls materially in delivering them. Countless letters of appreciation were received by the club, after receipt of the baskets, many of them advising club members that they would always remember Frisco Lines and the Girls' Club, and would use the Frisco in traveling when possible.

Afton, Okla.

Thirty-one employes and seven visitors were present at the January 2 meeting of the Frisco Employes' Club of Afton, Okla. The meeting was held at 7:15 p. m., with President W. M. Estus presiding.

W. H. Shedlebar, in charge of the traffic committee of the club, reported the reduction in LCL rates within the State of Oklahoma, as well as reduction on milk and cream. He also furnished information relative to reduced rates effective February 10, 1933.

A report of tips received, covering freight and passenger traffic, including some permanent routing orders from two firms doing business in Afton, was made.

Following Mr. Shedlebar's report, President Estus talked on the decreases at the station of Afton during November, making comparison of inbound freight revenue and the payroll, and the money spent in Afton by employes monthly. He said members of the club felt justified in asking the business men of Afton to increase their rail movements, thereby helping to protect the employes who were citizens and taxpayers of Afton. Mr. Estus further stated that there are now 33 regular men on the payroll, in addition to 25 who lay over at Afton, the entire number distributing better than \$1,000 a month among the firms of Afton.

J. E. Springer, division freight and passenger agent of Joplin, followed with a very interesting talk on general conditions. His subject was "Trucks Demoralizing Farmers' Market and Trade Unions".

M. E. Walsh, Frisco agent at Miami, Okla., and various members of the Afton Club made short addresses, making suggestions as to securing business for Frisco Lines.

Tulsa, Okla.

Members of the Frisco Employes' Club of Tulsa, Okla., have just elected officers for the year of 1933. J. C. Burnett, locomotive yard engineer, was elected president; Dewey Hickock, city ticket clerk, vice-president; N. H. Burch, telegraph operator, secretary, and F. J. Wilson, chief clerk to freight agent, was elected treasurer. The office of sergeant-at-arms will be filled by an appointment of the president.

Joplin, Mo.

Many citizens of Joplin, Mo., and travelers via Frisco Lines enjoyed the Christmas programs which were presented in the Union Station at Joplin on December 23 and 24.

A huge Christmas tree, gaily trimmed, was placed in an advantageous position in the waiting room and representatives from various clubs in Joplin presented programs of caroling; the Joplin Furniture Company loaned the club a radio-victrola machine, and the Markwardt Bakery provided suitable Christmas records, used to intersperse the vocal programs.

On Friday evening, December 23, following an entertainment consisting of carols, recitations and musical numbers furnished by members of the families of the Frisco Building employes, a twenty minute address was presented by Rev. Cliff Titus of the Community Church, which was followed by a Christmas party held for Frisco employes and their families, and Frisco Building employes and their families. Santa Claus was present and distributed 150 popcorn balls to the assembled. About two hundred persons were present.

The Christmas tree, shown in the accompanying photograph, was selected by building manager Moulton and trimmed by his help, and the little church, shown in the foreground beneath the tree, was made by one of his men. Gladys Johnson, an elevator girl, played Santa Claus.

Three hundred and forty letters were sent to principal receivers in Joplin by the Frisco Employes' Club, thanking them for the business given the Frisco in 1932. The letter read as follows:

"As we close our accounts for 1932, we would be remiss in our duty if we failed to acknowledge