

with Frisco Lines as a fireman on the KCFS&M, out of Kansas City, February 7, 1895. He was promoted to engineer in 1899. He was in freight service several years and then returned to passenger service, running between Sapulpa and Ada, and between Tulsa, and Sherman, Tex. On November 24, 1892, he married Anna Heiler, of Slater, Mo., and to them were born one daughter and two sons. Mr. and Mrs. Disney reside in Sapulpa, Okla. Continuous service of 38 years and 2 months entitles him to a pension allowance of \$82.90 a month, effective from November 1, 1933.

ROBERT ROY LOVE, conductor, Southern division, was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 28, 1863, at Princeton, Ill., and was educated in the schools near his home. He served the Burlington Railroad as brakeman and freight conductor before coming with Frisco Lines as a freight conductor on February 16, 1896, on the Southern division. He was promoted from freight conductor to passenger conductor, October 1, 1903. On July 28, 1892, he married Lettie June Ellison, of Wahoo, Nebr., and to them were born one daughter and three sons. Mr. and Mrs. Love reside in Amory, Miss. Continuous service of 37 years and 8 months entitles him to a pension allowance of \$78.55 a month, effective from November 1, 1933.

WILLIAM HENRY JOHNSON, brakeman, Central division, was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 7, 1863, at Huntsville, Mo., and was educated in the schools of Macon County, Mo. He was employed by the A. and O. Ry. as a conductor between Rogers, Ark., and Southwest City, Mo., coming to Frisco Lines as a freight brakeman on the Central division, November 20, 1900. He has served as freight and passenger brakeman on the Central division continuously. He married Sally Arthur, of Bentonville, Ark., who died in 1895. He then married Minnie Clark, who died in 1909. He married Elizabeth Brown on June 17, 1917. Mr. Johnson has three sons and one daughter. Mr. and Mrs. Johnson reside in Fayetteville, Ark. Continuous service of 32 years and 11 months entitles him to a pension allowance of \$47.50 a month, effective from November 1, 1933.

ULYSSES GRANT KNOX, engineer, Central division, was retired from active service August 7, 1933, due to

total disability. He is 65 years of age, born September 15, 1868, at Americus, Mo. He was educated in the schools near his home and came to Frisco Lines August 28, 1896, as a brakeman out of Texarkana, Tex. He then served as locomotive fireman, and was promoted to engineer on the Arkansas and Choctaw Railway, which later became the property of the Frisco. When the Frisco acquired this railroad, they took over four engineers with full seniority, and Mr. Knox was the senior engineer. He married Tyllye McCasland, of Durant, Okla., in 1904, and to them were born one son and one daughter. Mr. and Mrs. Knox reside in Hugo, Okla. Continuous service of 31 years entitles him to a pension allowance of \$57.05 a month, effective from November 1, 1933.

WILLIAM LEE LANE, section foreman, Eldorado, Okla., was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 2, 1863, at Powhattan, Ark., and attended the schools of Argyle, Tex. His first position with Frisco Lines was as section laborer at Hightower, Okla., April 1, 1903. He was promoted to section foreman March 4, 1904, at Eldorado, Okla., and has remained in that capacity and at that point during his entire service. On October 14, 1894, he married Lizzie Gentry, of Argyle, Tex., and to them were born seven sons and one daughter. Mr. and Mrs. Lane reside in Eldorado, Okla. Continuous service of 30 years and 6 months entitles him to a pension allowance of \$32.70 a month, effective from November 1, 1933.

GRANT WOOD, conductor, Southwestern division, was retired from active service February 15, 1933, due to total disability. He is 68 years of age, born March 7, 1865, in English Town, N. J., and educated in the schools near his home. He served the Lake Erie & Western Railroad as brakeman, the TP&W Railroad, the Big Four, the C&EI, the Great Northern, Rock Island and Midland Valley Railroads before coming with Frisco Lines as a freight brakeman out of Oklahoma City, September, 1907. He was made freight conductor July, 1908, and passenger conductor, November, 1925. On March 24, 1903, he married Rosa Lee Reed, of Ft. Smith, Ark., and to them were born two sons and one daughter. Mr. and Mrs. Wood reside in Oklahoma City. Continuous service of 25 years and 4 months entitles him to a pension allowance of \$45.95 a month, effective from November 1, 1933.

WILLIAM COLUMBUS STRAWHUN, engineer, Central division, was retired on February 28, 1933, due to his having reached the age limit. He was born in Rolla, Mo., and educated in the schools near his home. His first position with Frisco Lines was as an engine watchman between Fayetteville and Winslow, when the line was being built, in 1882. He then worked in the roundhouse at Newburg in 1883; fired between Newburg and St. Louis in 1887; served as engineer between Newburg and St. Louis in 1898; between Sapulpa and Sherman as fireman and engineer in the spring of 1900. In the fall of 1902 he went with the Kennefick Construction Company between Okmulgee and Muskogee then returned as fireman and engineer between Muskogee and Okmulgee in the spring of 1903, and as yard engineer, Muskogee, since 1908. He married Mrs. Lucy Bright, of St. Louis, Mo., in the fall of 1888, and to them were born two sons. Mr. and Mrs. Strawn reside in Muskogee. Continuous service of 24 years and 8 months entitles him to a pension allowance of \$35.40 a month, effective from November 1, 1933.

BENJAMIN FRANKLIN YOUNG, agent, Williamsville, Mo., was retired from active service October 31, 1933, due to his having reached the age limit. He was born October 22, 1863, near Burfordville, Mo., and attended the schools at Cape Girardeau, Mo. He worked for various lines before coming with Frisco Lines as agent-operator at Senath, Mo. He also served as agent at various points on the line. On January 29, 1886, he married Narcissa Helderman, and to them were born four children. One daughter was clerk and telegrapher at Senath, Mo., and a son, Raymond, died in the service of the Frisco as a locomotive fireman. Mrs. Young died in 1896. Mr. Young married Lou E. Page, of Whittington, Ill., and to them were born three boys and one girl. Two of the sons studied telegraphy at Delta, and each worked for the Frisco between 1913 and 1917. Continuous service of 22 years and 9 months entitles Mr. Young to a pension allowance of \$29.25 a month, effective from November 1, 1933.

In Memoriam

JOHN ASHLEY MORTON

John Ashley Morton, pensioned locomotive engineer died at his home in Ft. Scott, Kans., on December 6. He

was born September 24, 1869, at Waseca, Minn., and entered Frisco service as a locomotive fireman at Ft. Scott, Kans., on November 5, 1895. He was promoted to engineer in 1901 and served in that capacity until retirement. His pension allowance was \$81.20 a month and during his lifetime he was paid a total of \$2,481.25.

HENRY PITMAN

Henry Pitman, pensioned pumper of Farlington, Kan., died at his home on December 19. He was born August 7, 1871, near Leavenworth, Kans., and entered the employ of Frisco Lines in March, 1900, in the roundhouse at Ft. Scott, wiping engines. He served as machinist helper and boilermaker helper, later entering the water service department, and in 1902 was assigned the position of pumper, where he remained until his retirement. His pension allowance was \$20.70 a month and during his lifetime he was paid a total of \$1,262.70.

JOHN LEE ELLINGER

John Lee Ellinger, pensioned clerk of Kansas City, Mo., died at his home on December 2nd. He was born at Weston, Mo., September 16, 1865, and entered the service of Frisco Lines as check clerk on November 1, 1909, at Kansas City. He worked in that capacity until his retirement. His pension allowance was \$23.70 a month and during his lifetime he was paid a total of \$995.40.

VETERAN IS HONORED

On November 29, the employes of the general stores department gathered to give good wishes to one of their fellow workers, W. T. Sloan, who reached the age of seventy years on last November 8th and was retired as of the 29th.

W. D. Price, stock clerk, voiced the opinion of all when he stated that a link of friendship had been formed that would never be severed. As a token of love and fellowship, Mr. Sloan was presented with a lovely rocker, not with the thought that he would go home and sit down the remainder of his life, but as a token of remembrance of the good old days of labor together with his friends. All his friends wished him a bright and happy future.

Mr. Sloan tells us he intends to spend much of his time with his father at Dixon, Mo., in Miller County, who is now 94 years of age.

URGES FOLLOW-UP ON SAFETY EFFORTS

In the United States 90,000 to 100,000 lives are claimed each year by accidents, which are the most important cause of fatalities to persons from five to nineteen years of age. The economic loss as a result of such fatalities totals over two billion dollars annually, W. H. Cameron, Managing Director, National Safety

which the United States has been engaged; that accidents cost over two billion dollars a year. These and a thousand other startling facts demonstrating the importance of safety are still not realized by millions of people.

"Every owner of a business, every public official, every school superintendent, and every other executive must also realize that the accident experience in his group contributes to this national total. The national totals will help in driving home the importance of accidents, but each plant, each city, and each school must maintain and study its own accident records to realize the character of its own problem. Either from the national or the local angle, the facts about accidents must be the starting point.

"In the second place, accident records suggest methods of control. Without records it is as difficult to adopt wise safety measures as for a doctor to prescribe for a sick person without knowing any of his symptoms. Records tell the plant manager which departments have the poorer records, at what time of day most accidents occur, which machines are the worst offenders, which men have the most accidents, and innumerable other details of accident experience which permit the application of specific safety measures. In the public safety field, accumulated accident experience helps to locate the hazardous streets, the more hazardous periods of the day, and the unsafe drivers.

"After serving to put the safety machinery in motion and after directing its efforts, accident records complete the picture by measuring results. It is almost unthinkable that any sort of safety effort could proceed month after month and year after year without producing definite effects. The alert industrialist or public official is as much interested in tracing the results of safety effort as in measuring the economy resulting from a new machine or from a new type of street surfacing. In measuring results it is wise for the plant manager, the police chief, or the school superintendent to look outside his own sphere of activity to see what is being accomplished by others."

Thorough

"Well, now I've got it in black and white," said the old lady, after she had asked both the colored porter and the white man for the time of the New York train.

JUST IMAGINE!

It will be a long time, we would imagine, before 104 teachers from New York, New Jersey and Pennsylvania, who recently were stranded by a bus line while on a tour of the United States, will look kindly toward that mode of transportation.

These teachers, 104 of them, touring in two huge busses under the management of Rev. E. O. Schwitters of Bloomfield, N. J., were delayed at Amarillo, Tex., as the tour management and drivers of the two huge busses, in which most of the group were traveling, failed to settle an alleged dispute.

The teachers maintained they had paid their assessments in advance for the complete tour. Although reasons were not forthcoming, the teachers understood the drivers had refused to continue without additional funds.

Just imagine an engineer of a train setting the brakes and coming back to the Pullmans and coaches and informing his passengers that he wouldn't go on until they had paid him additional fare!

JUST IMAGINE THAT!

Council, points out in a recent issue of National Safety News. He says, in part:

"Accident records bear a three-fold relationship to the safety movement: First, they show why accident prevention is important; second, they indicate the methods by which greatest results can be obtained; third, they demonstrate to what extent the expected results have been achieved.

"After twenty years of national effort it is still necessary to reiterate that accidents take 90,000 to 100,000 lives annually; that this death total is greater than that from tuberculosis; that accidents are the most important cause of death in the ages from five to nineteen years; that automobiles have killed more people in four decades than all the wars in

580,000 C. C. C. MEN MOVED BY RAILROADS

More than 580,000 Civilian Conservation Corps men have been transported by the railroads since the first enrollment began last spring, it was announced recently by Robert Fechner, Director, Emergency Conservation Work.

This includes not only the men who were transported from their homes to points of enrollment and thence to various camps, but also those who were moved to winter locations or back home during October. The entire task was accomplished without accident.

Expenditures for transportation up to September 30 amounted to \$6,260,920 for passenger movement and \$2,552,237 for freight, making a total of \$8,813,157. Since September 30, additional expenditures have been made amounting to approximately \$2,000,000. Exact figures showing the transportation figures for the past two months are not yet available.

During the first enrollment period, 64,196 men traveled long distances between corps areas, often completely across the country; such trips were handled by the Quartermaster Corps in Washington. Of the 64,196 men thus transported, 55,130 were sent from the East to the West coast. It required 211 trains, 1,605 sleepers and 705 baggage cars to carry equipment for the over-night trips directed by the Quartermaster Corps.

In October, 52,700 men were moved in 212 trains from the West to the South and East and 43,600 in 114 trains were moved from the East to the West and Southwest. Each train carried an Army physician and, for instances in which the trip was longer than one day, a temporary kitchen and supplies. In addition to the railroad mileage run-up, there was considerable transportation from station points to camps in trucks and buses.

GOOD BUSINESS

We hold no brief for the railroads, but we do believe that on their prosperity hinges most of the future strength and stability of the nation. The railroads have for years been the harbingers of good business to the country as a whole and, through their pioneering in various parts of America, growth and progress and prosperity have resulted.

—From the Winter Haven (Fla.) Daily Chief.

"A History of Transportation"

From the primitive canoes of our early explorers; from the flat boats on which our Ohio forebears floated the fruits of their toil, with a six-month journey to New Orleans and back, to the self-propelled cargo barges which now ply our inland streams; from the crack of the mule skinner's whip on canal towpaths to the sound of gasoline engines; from our tiny coastwise sloops to our modern merchant marine; from our clipper ships around the Horn to the Panama Canal; from the forest trail and the Boston Post Road to transcontinental super-highways, straight and smooth; from horse and stage coach to the purring motors of straight eights and twin sixes; from Conestoga wagon and "California or bust" to the giant trucks that now are commonplace; from post rider and pony express to the air mail; from tiny cars, horse drawn a century ago on thirty miles of quivering rails, to a steam railway network that covers our nation and acknowledges no superior throughout the world; a rail network whose boast it is with the postal service, that "neither snow nor rain nor heat nor gloom of night stop these couriers in the swift completion of their appointed rounds"—that is the history of transportation in the United States.

—P. G. OTTERBACK, Assistant to Chairman, Western Railways' Committee on Public Relations.

HE BEAT DEPRESSION

Ex-Employe Invents Game Now on Market

Even though Herbert C. Bridges, former engineer for Frisco Lines at Springfield, Mo., did find that curtailment of force had taken his job from him, he set about to carry on for a little family, a wife and four children. He began his service with Frisco Lines on August 15, 1916, as a student fireman and was made an engineer on April 15, 1927.

There were six months to feed in the Bridges family, and employment in other lines being practically out of the question, Mr. Bridges set his powers of initiative to work and conceived the idea of marketing a game, embodying forty-eight cards, forty-four of which have a different picture with a little rhyme or jingle. The game has for its object to keep before the players a lasting impression of habits of caution, simple rules of health and conduct, with the Ten Commandments thrown in for good measure. There are two ways of playing the game, and instructions accompany it.

He named the game "Safety First", and it is particularly adaptable to youth. Then came the matter of financing. He wanted to place it on the market. A newspaper of his home town encouraged him; he called upon his friends, and interested them in aiding him financially, and at this time he is beginning to see daylight and is assured that it will soon be placed on the market, and he is doubly sure that it will have a ready sale. Its production now assured,

Mr. Bridges is receiving orders which bring back the old smile to his face, and he sees brighter days ahead of him and the necessities and some of the luxuries for his wife and family.

The game will sell for 75 cents, and those who have seen it heartily commend it. Mr. Bridges has letters of commendation from the pastors of the First Cavalry Presbyterian Church and St. John's Episcopal Church of Springfield, as well as many favorable comments from his Frisco friends, who are interested in seeing him make a big success of his project.

In fact, articles and certificate of incorporation of the Springfield Games Corporation were filed recently and the company has a capital stock of \$2,000, with Herbert C. Bridges, Jesse T. Coon and Wm. B. Linney, shareholders and directors. Mr. Bridges serves the newly formed company as president. Besides the card games of Mr. Bridges' invention, this company will handle other games and merchandise, and will be located at Springfield, Mo.

And so the old axiom, "the race is to the swift", is again proven true, with the odds always on ingenuity and industry, and Mr. Bridges has, in his endeavor shed hope and cheer, for he has found that there are ways to beat the depression.

Any of his Frisco friends who might desire the game may secure same by addressing him at the company's offices, Springfield Games Corporation, 534 Landers Bldg., Springfield, Mo.

THE MERRIMENT PAGE

Try It

"Have you ever tried listening to a play with your eyes shut?"

(Voice from row behind): "Have you ever tried listening to one with your mouth shut?"

FROM A MASH DIET

"My cow has the hiccoughs and churns her own buttermilk."

HEAVENS

Wife (paying a surprise visit to husband in office and clapping her hands over his eyes): "Guess who it is?"

Husband: "Stop fooling and get on with your work."

A Proven Fact

"I tell ye," said Pat, "the ould fri'nds are the best, aafter all, and phwat's more, I can prove it."

"How can you prove it?"

"Where will ye find a new fri'nd that has shtood by ye as long as the ould ones have?"

SHOCKING

Auditor: "Now, let's see your pink slips."

Miss Filing Clerk: "Sir!"

A SLIGHT ERROR

"Ah," said the doctor, looking into one eye, "it's easy for me to see what's the matter with you. This is not merely eye trouble; it's an infection of the nervous system. There are all kinds of liver trouble, fatty degeneration of the heart, bad blood supply. The only thing I can recommend is—"

"Here, here!" shouted the patient. "Isn't it about time you looked into the other eye? That's my glass eye, you know?"

Oh, My Goodness!

"You remember, when you cured my rheumatism a couple of years ago, Doc?" asked the patient, "and you told me I should avoid dampness."

"Yes, that's right," replied the doctor, approvingly.

"Well, I've come back to ask you if I can take a bath."

ANOTHER SCOTCH JOKE

A Scotchman sent his fiancée a package of flower seeds in which he put this note: "Plant these seeds now and you will have a nice bouquet for your birthday."

RAIN CHECK

The Jewish couple took their baby to the movies, where they were warned that unless the child was quiet, they would have to take their money and leave.

Half-way through the principal film the wife turned to her husband and whispered, "Vell, vot do you tink of it?"

"Rotten," replied Ikey.

"Yes," agreed the wife. "Pinch the baby."

The Same Opinion

Women don't interest me. I prefer the company of my fellow men."

"Shake. I'm broke, too."

ANCIENT HISTORY OF BRIDGE

Adam was the first to be short-suited.

Caesar took Cleopatra out.

Solomon bid on some guarded queens.

Noah drew pairs and sat on the deck.

—En-Ar-Co National News.

A BAD ERROR

An explorer was speaking at a dinner given in his honor before he left on a journey to Africa. In concluding his remarks, he said:

"I thank you for your kind wishes regarding my welfare on my dangerous journey, and I want you to know that when I am far from you, surrounded by ugly, grinning faces, I shall always think of you."

Move On

Policeman: "What are you standing here for?"

Loafer: "Nothing."

Policeman: "Well, move on! What if everybody was to stand in one place? How would the others get past?"

A SCOTCH ONE

"Did ye hear about Sandy McCulloch findin' a box of corn plasters?"

"No, did he?"

"Yes—so he went and bought a pair of tight shoes"

HE'S OK

Leary: "Is that fellow McFall all right to take on a fishing trip?"

Weary: "Is he? Say, besides doing the cooking, he'll think up ties for the whole bunch."

A Lot Expected

Boss: "Can't you find something to do?"

Office Boy: "Gee, whiz; am I expected to do the work and find it, too?"

QUITE AS CAPABLE

Wife: "Of course, women are as capable as men. Why I know a girl of twenty-two who gets the salary of a sales manager in a big business house."

Husband: "I don't doubt it, my dear. When did she marry him?"

A DUMB DORA STORY

Woman, to salesgirl in department: "I want to look at a shroud."

Salesgirl: "For yourself, madam?"

In Future Years

"Now, children," said the teacher who was trying to boost the sale of the class photographs, "just think how you'll enjoy looking at the photographs when you grow up. As you look, you'll say to yourself, 'There's Jennie, she's a nurse; there's Tom, he's a judge and—'"

"—And there's teacher, she's dead," came a voice from the back of the class."

THE THRIFTY SCOTCH

She: "What are all those men doing in a circle with their heads together? Is it a football team?"

He: "No, my dear, just a bunch of Scotchmen lighting a cigarette."

SIMPLE ENOUGH

The old Indian was riding along the road on his pony, while his squaw followed on foot, heavily burdened with luggage.

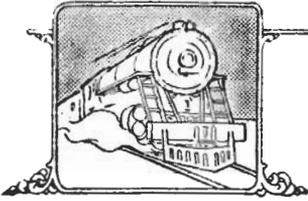
"Say, Redskin, why isn't your wife riding?" asked a passing motorist.

"Ugh," answered the Indian, "she got no pony."

Billy's mother looked at him accusingly.

"What have you done with all your money, son?" she asked, "Your little bank is empty."

"Well, mother," answered the boy, "yesterday was a rainy day, so I spent it."



The FRISCO MECHANIC

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



LOCAL No. 19—MEMPHIS, TENN:

P. W. LANDERS, Reporter

Congratulations to Mr. and Mrs. E. E. Morgan, account of the birth of a baby girl.

We extend our sympathy to A. H. Post and children, account of the death of Mrs. Post, who died December 7, in the Methodist Hospital.

Allen Seavey, roundhouse machinist, has been off from work for several weeks, account of illness.

J. C. Osteen, engine inspector, has returned to work after being in the St. Louis hospital for several weeks.

We wish to extend our sympathy to J. L. Glass and L. V. Glass, account of the death of their grandfather, who recently died in Covington, Tenn. He lived to the ripe old age of 97 years.

Floyd Huff, machinist, is driving a new sport model Chevrolet sedan.

Mr. and Mrs. J. L. Glass have moved into their new home at 1601 Glenview.

JEFFERSON AVE. COACH YARD ST. LOUIS, MO.

JOHN II. HOLDREN, Reporter

Clarence Smith was off about 10 weeks with the sleeping sickness, but is back to work, looking none the worse except for the loss of a few pounds in weight.

William (Bill) Derrick went quail hunting with Clarence Smith near Rogersville. Bill got one quail and Clarence nine. However, big-hearted Clarence gave Bill five, to keep him from coming back without any game.

Robert Johnson was in an automobile accident the fourth. He was cut on the face and head with glass.

Ben McNabb is off on account of illness.

Bill Siems is driving a new Nash. It may not be new, but the tires are.

Rex Oldham is hunting rabbits in the county at this writing. Lots of luck, Rex, as we know how well you like to hunt and eat them.

Frank Whalen hurt his foot and was off two days last week.

Ye scribe spent Thanksgiving and the week-end in Crestin, Iowa, with sisters and brothers, also grandfather in Burlington. Had a fine time and plenty of turkey. This was my first visit to Iowa in 14 years.

B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

Mrs. W. E. Fountain has been visiting friends and relatives near Joplin.

Miss Ruth Lantz has been visiting Mrs. Ernest Lee, of Pierce City.

Mr. and Mrs. Alva Stephenson have been visiting her brother, who has a position in the oil fields of Eastern Texas.

Mrs. Virgil Leak has returned from a visit with relatives in Sapulpa.

Lee Lantz has been on the sick list for the past few days.

Mrs. E. F. Maggi has been visiting relatives at her old home in Illinois.

John Roberts is able to be up again after an illness of two months.

Mr. and Mrs. A. V. Brown, of Sherman, have been visiting at Richland, Mo. Jim Dowdy has been off for a few days, taking a much needed rest.

Our Texas general B. and B. foreman, Dent Howard, together with his wife, spent a few days visiting friends in the old home towns of Springfield and Pierce City, where Mrs. Howard spent her girlhood days.

Pat Wideman is flagging at Sapulpa, relieving Marion Thompson, who has been unable to work on account of illness.

C. L. Brothers renewed old acquaintances with the home folks during Thanksgiving.

Frank Woodward spent Thanksgiving hunting quail in the vicinity of Springfield. Frank says that the quail do not "bite" so well since everything went Democratic.

By the time this is published, 1933 will have passed into history, so here's hoping that the Frisco family will have had a Happy New Year.

LOCAL No. 19-B—(Colored) MEMPHIS, TENN.

ALVIS H. THOMAS, Reporter

Want to call attention to each employe of our group, in every department, to work safely and assist the management in preventing accidents. Am urging our group to regard all safety first rules 100 per cent.

Ezel Erwin has just returned from Chicago and reports a delightful trip. While there he was the guest of Chester Scott, a former Frisco employe, who is now an officer of the Chicago police force.

Curless Wallace, third-class machinist, reported for work after having been off for several days on account of illness. Wallace was gassed while over seas with the A. E. F.

During the NRA and Spirit of Christmas parade, staged in Memphis, our boys lined up in full force under the banner of the "Frisco Lines". Our participation was highly commended by the supervisors.

Tom Mays, of the car department, and Arthur Davis, of the coach yard, are back at work after recovering from injuries.

Zach Morrow and Mathis Hall, of the back shop, made a trip to New Orleans.

Dee Harwell, third class boilermaker, and his wife, Mrs. Edna Harwell, spent a few days in Pensacola, Fla., last month.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Dave Spealman and his sunny smile have returned to work after an absence of two weeks, due to illness.

Our deepest sympathy is extended to Mr. and Mrs. Wm. Feden in the loss of their infant son, Edward, who succumbed on December 10 to an attack of pneumonia, after being ill but a few hours.

Mrs. Lon VanWinkle and two sons have returned from Rogers, Ark., where they were called by the death of Mrs. VanWinkle's brother, A. T. Fisher, on December 10.

John Sparks of the night crew is absent on a sixty-day leave of absence,

and his place is being filled by John Leonard from the North Yard.

Electricians Warren, of Birmingham, and McNamara, of Memphis, paid a most welcome visit to the coach yard here on December 7. These gentlemen were attending the shop crafts convention here, in their capacities as division chairmen at their respective terminals.

Lounge-Cafe Car 1502 was placed back in service on the Kansas City-Florida Special on December 7. This car has been in Springfield West Coach Shop for the past two months, where air conditioning and thermostatic heat control equipment has been installed and the interior completely refinished, giving it a most inviting appearance.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Local No. 1 has just finished one of, if not the best, years of its existence. A good attendance, plenty of entertainment, and an all around feeling of good fellowship has marked the entire year. In recognition of their good work, the same officers were re-elected for another year. They are Claude Herford, president; Claude Campbell, secretary, and James Loser, treasurer. Ernest Jackson, Fenton Coleman and John Dalman were also re-elected trustees. Burl Hough, Eastern division committeeman of the F. A. of M. C. & C. D. E., was re-elected without opposition to serve another year. This speaks volumes for Mr. Hough's work as committeeman during his term of office, as there are a number of good men available who would have gladly served.

John Derrick, machinist, is the proud daddy of a nine-pound girl, who has been named Frances Marie.

Roscoe Stone is back at work again after an absence of some time, due to being laid off. Mrs. Stone has been quite ill for some time, but we are glad to hear she is improving nicely at this time.

Steve Wood, boilermaker, is off at the present time, suffering from a severe attack of rheumatism. He is at Hot Springs, Ark., taking treatments, which it is hoped by everyone here will give him permanent relief.

Mrs. Arthur Dummit has returned from a visit of several days at Neosho, Mo., where she visited with her parents. Mr. Dummit is a tank man on the third shift.

Elisha Fisher was the lucky man to win the fruit cake that was raffled off by the Frisco Girls' Club recently.

Cornelius Thompson, laborer, has been off, due to illness, for some time. We understand he has been to the general hospital at St. Louis. Here's hoping he is back with us soon.

Mr. and Mrs. G. W. "Ike" Alward are planning a two weeks' outing and hunting trip in Texas. Mr. Alward is planning on deer hunting, which we hope is successful. Mr. Alward is a sheet metal worker.

Mr. and Mrs. Blanton Kennemer are the proud parents of a brand new baby girl at their home. The young lady weighed seven pounds, and has been named Barbara Leah. Mr. Kennemer is a laborer on the day shift.

Burl Hough attended the meeting of the Independent Allied Association of Railway Shopmen, which was held at Kansas City, December 4, 5, 6, and 7. He reports a very interesting meeting.