A report of business secured since last meeting listed the following: Miss Williams, 8 shipments of shoes for a store in Wichita; H. B. Sigler, one car apples from Idaho, 2 cars of coffee and 6 LCL shipments of shoes from Nashville, Tenn. H. A. Marshall gave a tip that secured 2 cars of linoleum rugs from Philadelphia to Wichita, and one car of steel beams from Valley Center, Kans., to an eastern point; S. B. Ramsey secured one car of coke, Wichita to Kansas City and one car of coal, Henryetta, Okla., to Wichita. These members were all thanked for their splendid efforts, which resulted in such fine business.

Upon suggestion of President Roberts, the members voted to acknowledge receipt of J. M. Kurn's letter of January 28 on behalf of the entire club.

C. S. Underwood addressed the meeting, giving an insight of prospective business, mentioning the new oil fields opening up in the vicinity of Lorraine and Burrton. Also stated that wheat yield for 1934 amounted to 79 million bushel and that the 1935 yield was estimated by experts as 106 million. Mr. Underwood said that employes at the smaller stations surrounding Wichita were doing some splendid work along solicitation lines, keeping his office in touch with all developments, especially Anton Kalousek, section foreman at Lorraine, Kans. Mr. Underwood felt that prospects were bright for a substantial increase in business on the Burrton Sub.

H. A. Baker impressed upon the members the importance of turning in tips, stating it was much easier to approach a prospect concerning a definite piece of business than just in a general way.

J. E. Jones, agent, Atlanta, Kans., stated that business at his station showed a nice increase. He told of his efforts to acquaint the citizens of his town with the amount of taxes paid by the railroad and other information which would be of interest to them and aid him in his solicitation.

Fort Scott, Kan.

A Frisco Employes' Club meeting was held at Ft. Scott, Kan., on February 19, with seventeen members present. The meeting was one of re-organization, since the club has not been holding regular meetings for some time. There was a great deal of enthusiasm shown by those present and each one pledged complete cooperation to the efforts of the officers. L. O. Gardner, car distributor and president of the club, called the meeting to order.

E. A. Miller, general agent, reported tips secured since the last meeting and urged that the employes continue their efforts along this line. E. Van Dyke, conductor, who has recently reported some very good tips, made some helpful remarks about solicitation, and advised that he was alert to secure more business at all times.

E. D. Chaudet, passenger agent at Springfield, Mo., was present at the meeting and brought out several points in connection with solicitation that was beneficial to all. L. B. Clary, assistant superintendent, urged that the employes present endeavor to secure a larger attendance at the next meeting, since there were no dues to pay, and the club is an organization of employes.

T. W. Moreland, chief clerk to superintendent, suggested that a committeeman in each department be appointed, as he felt there would be better representation from each group of employes and would aid the officers in securing solicitation tips, etc., more promptly.

As there was no further business before the club, President Gardner advised that it was time for the annual election of officers, and the following were elected for the ensuing year: C. J. Heitz, president; J. H. Bray, first vice-president; J. H. Sullivan, second vice-president; M. M. Swope, third vice-president, and Rex C. Gill, secretary-treasurer.

The outgoing officers and all members pledged their continued support and cooperation to the new officers and all felt that the club would continue to be a most active one.

Oklahoma City, Okla.

Approximately 150 employes and guests were present at the February 21st meeting of the Frisco Employes' Club of Oklahoma City, held at the Legion Hall. Much was crowded into the short business meeting, held before the dance, which was presided over by G. K. Hornung, chief yard clerk and president of the club.

Business reported as having been secured since last meeting date included the following: LCL shipments secured by C. C. Atteberry, chief clerk to general agent, and E. E. Reynolds, bill clerk. Passenger business secured by the following: E. Jackson, Pullman porter; J. A. Lang, brakeman; Virgil Shepherd, section laborer; J. W. Simmons, section foreman; J. T. Leachman, section foreman; Frank Milas, section laborer; Roy Estes, section foreman; Sam Murrell, frog repairer helper; John Simmons, relief foreman; Cecil Holdaway, section laborer; William Schubert; Mrs. J. T. Leachman, wife of section foreman; Esker Howell, section laborer; Fred Murphy, section laborer; Lee Brown, section laborer; Will Swain, section laborer; F. Owens, section foreman; Mrs. H. Rainwater, wife of section foreman, and Dave Estes, operator. Carload business was secured by W. G. Fulks, car clerk; Fred Murphy, section laborer; C. C. Atteberry, chief clerk to general agent; W. L. Pipkin, car service clerk; K. G. Hornung, R. S. Nance and J. O. Early

Special credit was given to William Schubert, 10-year-old son of W. A. Schubert, roadmaster, who secured 8 passengers, Oklahoma City to Tulsa, Okla.

R. C. Canady, assistant superintendent was present at the meeting and greeted members and guests. Other guests included Dr. Smith, company physician; Mr. and Mrs. Elmer Jordan; G. W. Beckley, claim agent; Mr. and Mrs. L. A. Davis, of the B&O Railroad at Tulsa; G. H. Snyder; Mr. and Mrs. Bob Hopkins, and others.

Martha Moore, from the St. Louis office, expressed appreciation of the work done by the club members, and outlined a number of ways in which they could solicit business. She also asked that each member advertise the extensive air-cooled program to be found on Frisco trains this summer, and spoke briefly on other phases of club work.

Brock Dale and Raymond Fisher, violinists, accompanied at the piano by Lila Kennedy, presented several musical selections, following the business meeting and the pupils of Alberta Griffith presented a program of readings. Those who delighted the audience with their numbers included: Ella Jane Weatherford, Marlene Meder, Barney Barnes, Betty Lee Bristol and George Scott.

Following the meeting and entertainment program, the guests adjourned to the dance floor where they enjoyed dancing until a late hour. Approximately 350 were present at the dance.

Super-salesmanship

Sergeant O'Neill came upon downhearted Smith contemplating suicide from the Brooklyn Bridge.

"Before you commit this act," said the sergeant, "talk it over for fifteen minutes with me."

Whereupon the two strolled over to a bench and conversed for fifteen minutes. Presently they both walked back to the bridge and jumped over.

In Memoriam

MILTON DAVID WELCH

MILTON DAVID WELCH, pensioned conductor, Southern division, residing at Springfield, Mo., died at his home on December 22. He was born January 24, 1864, in Madison County, Indiana, and began his service as a switchman and brakeman out of Springfield, Mo., March 11, 1887, on the old KCFS&M Railroad. He was later promoted to freight conductor, then to passenger conductor and served his entire time out of Springfield, Mo. He was retired January 31, 1934, due to his having reached the age limit. His pension allowance was $102.20 a month and during his lifetime he was paid a total of $1,124.20.

GEORGE WASHINGTON MITCHELL

GEORGE WASHINGTON MITCHELL, pensioned section laborer of Lebanon, Mo., died at his home on December 21. He was born at Bourbon, Mo., October 26, 1872, and began his service with the Frisco at Bourbon in 1900 as track worker. He remained in that capacity throughout his service and was retired on November 15, 1930, after having served for 21 years and 4 months. His pension allowance was $20.00 a month and during his lifetime he was paid a total of $880.00.

WILLIAM BOYNTON

WILLIAM BOYNTON, pensioned engineer, Eastern division, died at his home in Pacific, Mo., on December 15. He was born November 28, 1858, at Freeport, Ill., and began his service with Frisco Lines on January 21, 1902, as a locomotive engineer, working out of Newburg, Mo. He served as engineer out of Newburg throughout his entire service. His pension allowance was $38.05 a month and during his lifetime he was paid a total of $3,292.20.

EARL DURWOOD MAXTON

EARL DURWOOD MAXTON, pensioned chief clerk of Joplin, Mo., died at his home on January 9, 1935. He was born April 25, 1884, at Lehigh, Mo., and educated in the schools at Cresline, Kans. He began his service with Frisco Lines September 16, 1907, at Joplin, Mo., as yard clerk. He also served as phone clerk, cashier and chief clerk at the Joplin offices. He was retired from active service October 6, 1933, due to total disability. His pension allowance was $35.45 a month and during his lifetime he was paid a total of $319.05.

AUGUSTINE PERCY O'BRIEN

AUGUSTINE PERCY O'BRIEN, pensioned lampman of Springfield, Mo., died at his home on January 23. He was born June 20, 1855, at Presque Isle, Maine, and entered the service of Frisco Lines as a laborer at the North Springfield Shops in January, 1888, working later at the North Shops as machinist helper and machinist until July, 1909, when he was transferred to the Springfield West Shops where he worked as locksmith helper, locksmith, handy man, lamp repairer and lampsmith until May 2, 1921, when he was forced to leave the service account total disability. His pension allowance was $24.60 a month and during his lifetime he was paid a total of $4,044.10.

JOHN FRANKLIN SILVER

JOHN FRANKLIN SILVER, pensioned engineer, died on January 24 at Miami, Fla. He was born May 3, 1860, at Haverhill, Mass., and entered the employ of Frisco Lines, June, 1884, as fireman out of Kansas City, Mo. He was promoted to engineer and served on the Northern division. He later served on the KCC&S Railway out of Olathe, Clinton and Ash Grove, also Kansas City and Springfield, also on the Osceola Sub. His pension allowance was $100.00 a month and during his lifetime he was paid a total of $9,520.20.

ERASTUS HAMBLETON

ERASTUS HAMBLETON, retired brakeman of Springfield, Mo., died at his home on January 6. He was born October 15, 1864, at East Aurora, N. Y., and came to Springfield in 1888 and began his service with Frisco Lines on May 28, 1895, as a freight brakeman, running between Monett and Springfield. He remained in the capacity of brakeman during his entire service. His pension allowance was $47.00 a month and during his lifetime he was paid a total of $1,269.00.

ELISHA EDWIN WILLS

ELISHA EDWIN WILLS, pensioned conductor of Blytheville, Ark., died at his home on January 23. He was born January 24, 1864, near Colleen, Va., and came with Frisco Lines July 5, 1906, as a brakeman out of Chaffee, Mo. He was promoted to the position of freight conductor and served in that capacity until his retirement. His pension allowance was $54.85 a month and during his lifetime he was paid a total of $658.20.

LEWIS WILLSON RUTHERFORD

LEWIS WILLSON RUTHERFORD, pensioned section foreman, of Dennis, Kans., died at his home on January 9. He was retired from service January 6, 1933, due to total disability. He was born December 2, 1877, at Greenville, Ill., and began his service with Frisco Lines as a section laborer at Dennis, Kans., in September, 1901, and served as section foreman at Weir City, Kans., Parsons, Kans., and Dennis, Kans. He was transferred from Dennis, Kans., to Cherryvale, Kans., November, 1927. His pension allowance was $25.30 a month, and during his lifetime he was paid a total of $253.00.

WOODSON AUBIN HARRISON

WOODSON AUBIN HARRISON (colored), wiper, Lindenwood Shops, St. Louis, died at his home in St. Louis on January 11. He was retired April 30, 1929. Born in Solar County, Miss., April 15, 1859, he came with Frisco Lines in February, 1909, as a flue blower at the Chouteau Avenue roundhouse, St. Louis. His pension allowance was $22.15 a month, and during his lifetime he was paid a total of $1,506.20.

EDITH AUSTIN

EDITH AUSTIN, chief telephone operator for Frisco Lines at its Ft. Scott office, died in the Frisco hospital on January 2 from cancer. She had been confined to the hospital for many months. Her maiden name was Edith Green, the daughter of Thomas and Mary Ann Green. She was born in rural England, September 30, 1883, at Brampton Abbotts, Herefordshire, and lived there until September 6, 1909, when she came to the United States to marry Aubrey Arthur Austin. One daughter, Audrey Leah, was born July 22, 1910. Mr. Austin died September 6, 1910, and Mrs. Austin and her baby returned to England in October. Her baby died there November 19, 1910. Mrs. Austin returned to America, October 1, 1911, and came to Ft. Scott in 1915, where she became chief operator of the Bell Telephone Company, and on August 22, 1918, became chief operator at the Frisco. Relatives surviving are her stepmother, Mrs. Thomas Green, England; a brother, Ted Green, and two sisters, Mrs. Alice Williams and Mrs. Eva Cave, England, and a sister-in-law, Mrs. Vera Herbert, Los Angeles. The funeral was held from the St. Andrew's Episcopal Church with burial in Evergreen Cemetery.

16 MILLION JOBS NEED DOING

(Continued form Page 3)

of the Federal Government which resulted in the National Housing Act, you can do this and do it right now. Local banks everywhere have been approved by the Federal Housing Administration. As a property owner, you simply fill out a credit statement and agree to repay so much per month on a monthly basis.

Look over your home today with the critical eyes of a buyer or a renter. Would you buy it as it stands? Would you rent it at the price you would ask? What would you demand in it? Ask of yourself these questions and then you will know what you want. You owe it to yourself and to your family to have all the comfort, all the conveniences, and all the joy possible in your home.

If you must have an appeal to the practical side of your nature, remember that modernizing your home is what keeps it up to date and makes it always worth what you paid for it, or more. Remember, a leaky roof which could be repaired for $25.00 may cause $250.00 worth of damage in the next rainstorm. Remember that the bill for adequate heating is infinitely lower than doctors' bills and hospital bills. Remember that it costs no more in the long run to keep your family happy and healthy.

We earnestly urge every employe of the Frisco to consider his own housing problems seriously, and to take advantage of the present situation to obtain the modernization and repairs needed on his property.

Many people today own homes that could not be sold for $3,000. Yet they can borrow from $100 to $2,000 to do modernization and remodeling jobs which would add amazing new values to their property. It is already being done. Many new homes have been created within the past three months — created from abandoned houses that were on their way to the junk pile.

The Federal Housing Administration has published a most interesting book entitled "Property Owners' Check List", which they will gladly send to any reader of this Magazine. Simply send a postal card to the Federal Housing Administration, Washington, D. C., and ask them to please send you "Property Owners' Check List".

Many local Better Housing Committees have already been established throughout the country. In all likelihood there is a Better Housing Committee in your town or city. Do not hesitate to call upon them for further information. Talk to a good contractor about your housing problems. Your bank is willing to loan you the money needed to perform the miracle of House into Home.

Members of the Oklahoma City Gridiron Club used a special train from Oklahoma City to Tulsa, February 9th, and their equipment was all air-conditioned, and included the first coaches out of the Frisco West Shops, air-conditioned for the 1935 season. Reading from left to right (extreme left of the picture) is W. R. Martineau, president of the club and the man who originated the trip. The next gentleman is L. M. Nichols, publisher of the Bristow, Okla., Record and Chairman of the Board of the Affairs for the State of Oklahoma. Mr. Nichols entertained the party at Bristow for 45 minutes on the going trip. The gentleman on the rear coach steps is Orvil Mosier, city manager. Others in the group are prominent newspaper people and state officials.

AGENCY CHANGES

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

Wm. J. Masterson, St. Louis General Freight office, January 1; George B. Homan, Wilson, Ark., January 3; George E. Mills, Marston, Mo., January 4; John R. Duck, Davidson, Okla., January 4; Emery E. Smith, Holland, Mo., James L. Skaggs, Norwood, Mo., January 6; Mrs. Lillian M. Thornton, Brownwood, Mo., January 8; Edward Schlicht, Mill Creek, Okla., January 9; Mrs. Della G. Snyder, Cooks, Mo., January 11; Bert P. Melton, Brownwood, Mo., January 14; Mrs. Lillian M. Thornton, Bassett, Ark., and Frenchman's Bayou, Ark., January 15; Webster E. Head, Luxora, Ark., January 16; Ulysses G. Ragains, Vanduser, Mo., January 16; Ora L. Jenkins, Wilson, Ark., January 18; Leslie F. Lindley, Lucien, Okla., January 18; Ralph W. Roseberry, Bokchito, Okla., January 22; Henry M. Bader, Marston, Mo., January 21; Ira J. Russell, Springdale, Ark., January 21; James O'Connell, Haverhill, Kan., January 24; Worley Nippert, Carmen, Okla., January 26; Welton J. Pinkley, Wittenberg, Mo., January 28.

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

George E. Mills, Marston, Mo., January 4; John R. Burt, Portia, Ark., January 6; Francis G. Smith, Carmen, Okla., January 17; Lee B. Matthews, Portia, Ark., January 17; Carl T. Harvel, Haworth, Okla., January 19; Wm. R. Searcy, Keighley, Kan., January 23; James M. Johnson, Neely's, Mo., January 26; Elmer N. Latimer, Kewanee, Mo., January 28; Wiley R. Mills, Springdale, Ark., February 1; Franklin C. Morris, West Fork, Ark., February 1.

THE ST. PAUL BRANCH

(Continued from Page 4)

highly incensed at being forced to abandon her path for the engine.

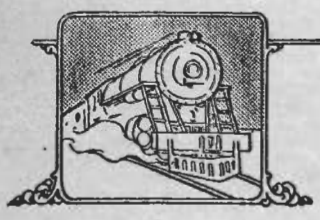
An so the train arrives in Fayetteville exactly on the dot, 3:20 p. m. For days and months one carries the memory of gorgeous mountain scenery, and of a quaint little town completely surrounded by mountains which seem to hold it close, lest it be contaminated with the material things of an outside world.

It is a trip well worth taking and whether you choose April or September, June or December, the great beauty of the mountains, the quaint scenery along the right of way, and the wholesome happy folks one finds there, will bring a sense of relaxation. One day is just like another with them, and yet they are busy—always busy, in their own little world of quietness and peace.

OH, YEAH?

Sailor: "If I had a million dollars do you know where I'd be?"

Girl Friend: "Yes, you'd be on our honeymoon."



... NEWS ...
from the
Mechanical Department

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

George Jones, coach foreman, has returned to work after several days' illness.

W. S. Melvin and family motored to Walnut Springs, Texas, the early part of February.

Dink Stone, electrician, was called to Monett the early part of February, due to the accidental death of his wife's brother.

Lawrence Frear of Tulsa filled the vacancy of Dink Stone in the coach yard the early part of February.

Wm. Temple has been off for several days, due to a severe cold. Edgar Grimmet is filling his vacancy.

Lee Decker has been appointed to fill the job of second class coach truck man at this point.

W. R. Lower, of La Junta, Colorado, has returned home after an extended visit with his brother, C. H. Lower, carman at this point.

Jess Bryant and Bill Doster visited at the West Tulsa shops early in February.

We are sorry to report the death of Miss Rosamond Page, daughter of Engineer J. W. Page. Miss Page was very popular with the younger set in Oklahoma City and will be missed by her many friends.

Mrs. Joe Fahey was called to Mount Pleasant, Texas, the 6th of February, due to the serious illness of her brother.

Mr. and Mrs. G. A. Ruhman and family are planning to leave the latter part of February for Los Angeles, Calif.

Mrs. J. F. Thomas, who has been in Phoenix, Arizona, for the past few months for her health, is planning to return soon.

B. & B. DEPARTMENT SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Roy Smith has been absent from his work a few days, account of sickness, but is able to work now.

We extend sympathy to Mrs. Mason Young McMahan and family in the death of her husband, who died February 12th. Mr. McMahan was a retired bridge man and was 76 years old. His home was at 724 East Monroe St., Springfield, Mo.

John Luttrell recently paid a short visit with relatives at Willow Springs, Missouri.

Mrs. Henry Brotherton is reported getting along splendidly after an operation for a goiter. We hope for a speedy recovery.

Lidge Alexander reports his wife down with an attack of flu, and has lost some time himself on account of having the flu.

Olin Hill had a bad attack of the flu, and was off work for several days.

LOCAL No. 18 BIRMINGHAM, ALA.

L. L. CLINTON, Reporter

A. M. Dow, car foreman, is now sporting a new V-8 Ford.

W. L. Vinyard, car man, is off sick with the flu, but we hope he will soon be back with us again.

Machinist J. W. Drake and wife are the proud parents of a 10½-pound boy, born January 10.

H. I. James has returned from the St. Louis hospital. We are glad to see you back, Harold.

R. P. Marston, pipefitter, is in the St. Louis hospital. We all wish Bob a speedy recovery.

G. A. Tobler, engine carpenter, has been off sick, but has fully recovered at this writing.

Coach Carpenter J. F. Ringo, Sr., has been off sick, but has returned to work at this writing.

LOCAL No. 5—ST. LOUIS, MO.

E. R. McNABB and F. C. Henn, Reporters

We are sorry to report the death of the brother of J. M. Jenkins, Sr., and J. M. Jenkins, Jr's., uncle, James Jenkins, of Oak Hill, Mo., on January 17th.

Mrs. O. M. Evans returned from an extended trip to Joplin, Mo., and Pitcher, Okla. For a few days we were unable to figure Mr. Evan's worried look, then we found out why. He looks much better now.

James Ates is the proud owner of one of the 1935 Dodges, gun-metal finish, air wheels and all the latest improvements.

Prather Langley's son, Warren G. Longley, is the proud owner of a new bicycle. Edwin Rash, Jr., also has a new bicycle.

Local No. 5 expresses deepest sympathy to Mrs. Chas. Boggs and family on account of the death of her mother, who died recently in Michigan.

Raymond Henry, son of W. J. Henry, had the misfortune of breaking his right arm the 9th of February. We are all sorry to hear this, Jim, but hope that you have a speedy recovery. Raymond fell on the school house steps at a party there.

M. A. Brayfield is off sick at this writing.

Coy Barnett is still confined to the Frisco hospital for injuries sustained January 30. We hope to see you back soon "Rip".

Ed Homewood is generously praising the Frisco hospital for the appendicitis operation performed on his daughter, Dorris, January 12th. She returned home January 26th and entered school on January 28th.

Mr. and Mrs. James Hall and family returned home after an extended visit in which they visited friends and relatives in four states. Although the weather was cold and disagreeable, Mr. Hall states that he feels his time was well spent as he saw relatives he had not seen for fifteen years.

W. R. Grooms, father of Mrs. Randy Pearman, is visiting his daughter here. Mr. Grooms is well known by some of the boys who pay him visits at his home in Baldwin, Mo., during the quail season.

Jack Rubens, machinist, has just returned from an extensive tour of the south, including Old Mexico, and while at Edinburg, Texas, he visited with Noel Sweeten, former Frisco fireman. Jack says he didn't do much deep water fishing, but enjoyed the beautiful scenery on the Gulf of Mexico and ate his share of the nice ripe citrus fruit.

We wish to extend our sympathy to Mr. and Mrs. O. M. Evans, who were called to Pitcher, Okla., on account of the sudden death of their son-in-law, Charles Morris, February 13.

SHIP BY RAIL

Rail transportation is America's second largest industry. Its future is being jeopardized by unregulated and subsidized competition. This country cannot be prosperous without railroads. If you will see that all shipments move by rail you will assist in developing prosperity.

LOCAL No. 2—WEST LOCOMOTIVE SHOPS—SPRINGFIELD, MO.

VIRGIL B. SMITH and FRED M. WILSON, Reporters

"Dutch lunch," apparently a very popular indoor sport of the members of this local, was served at the last regular January meeting.

Our sympathy is extended to Raymond Trissel in the death of his wife, January 21st, also to Carl R. Davis account death of his sister, Mrs. Ray Harper, who died February 8th.

Mrs. Bessie Wyzard, sister of Albert R. Carroll, newly appointed lead painter, died February 2nd, in Denver, Colorado. Mr. Carroll was off sick at the time and was unable to attend the funeral.

Deepest sympathy is also extended to Johnnie McLaggen, night machinist, whose father died in Chicago recently. Burial services, which John attended, were held in Chesley, Ontario, Canada.

The new 1935 Chevrolets are evidently quite popular with west shop employes; L. E. Richardson, boilermaker foreman, and Harry Holdren, coach shop, both having purchased one recently. Emmett Davis, powerhouse fireman, is driving a new V-8 Ford as is Horace L. Knight, boilermaker.

Andy "Horse-jockey" Bishop, apprentice boilermaker with only one and one-half years on his time, has recently completed a very difficult job, one that compares very favorably with work turned out by men with years of experience. He put in a new combustion chamber fire-box in engine 4102, which consists of back-flue sheet, door sheet and side sheets. He also fit in

new throat sheet patch and boiler check patches, and did a very commendable job of laying up door-hole, which is a very difficult piece of work.

Mr. and Mrs. Rosco Stoops announce the birth of a daughter January 25th. The boy that arrived at the home of Mr. and Mrs. Henry Wines, February 4th, was named Philip Tell and weighed eight pounds.

Dewey Ladd, H. D. Chambers, Ed H. Wyatt and A. L. Haymes have returned to work after having been off for some time due to lay-off.

E. H. Schegel, boilermaker, who was hit by a hit-and-run driver, January 24th, has returned to work and is highly appreciative of the treatment accorded him at the Frisco hospital here.

Congratulations are in order for Albert L. Grussmeyer who was appointed air-room lead man, January 22nd.

Robert Mansfield, machinist apprentice, is at present in the St. Louis hospital account a throat operation. Horace Gilmore, truckman, and William Giessman, laborer, who have been off sick since the first part of December, are well on the road to recovery and will be back to work soon. John Eckberg has returned from the hospital, but is not as yet able to return to work.

Leroy Brumley, H. L. Matthews and J. A. Saddler, north shop machinist apprentices, are at present temporarily employed here.

William Lawson, apprentice instructor and lead machinist, believes firmly in the powers of suggestion, that's why he makes all the apprentices call him "Champ". Bill very modestly admits that he is the best bowler in the Junior Frisco Bowling League and expects the boys to help bim to remember it whether he has the highest score or not.

LOCAL No. 24

RAYMOND F. DEES, Reporter

O. B. Holmquist, locomotive inspector, has returned to work after being off for ninety days, part of the time being spent in St. Louis hospital.

Machinist J. H. Branam is still off with a dislocated hip.

Macelle, daughter of Roundhouse Clerk A. R. Holmquist, is ill with the flu at this writing.

Roundhouse Foreman F. J. Garner is sporting a new (Chevie) sedan, which he likes much better.

Car Inspector Dred Davis is back on the job after a brief illness.

Box Packer Earnest Hill (colored) lost his brother recently. We extend our sympathy.

Box packer for car department, Dock Dees, has returned to work after several days absence with an infected hand.

Mrs. R. J. Sullivan, wife of staybolt inspector, is on the sick list at this time.

David, son of Pipefitter R. F. Dees, is also on the sick list.

Car man W. T. Ritter will soon be in the city again. He has purchased the lot, all he needs is a house on the lot. Willie has not decided just when he will start building as yet.

Blacksmith, third class, Ed Whitfield, was a recent visitor in Birmingham, Ala., and L. D. Davis made a flying trip to Thayer, Mo., recently.

LOCAL No. 3—SPRINGFIELD, MO.

JAMES L. CAMP, Reporter

Local No. 3 held its regular meeting, Tuesday, February 5th, and we are glad to report with a little better attendance than in the past. There were some lively discussions on matters of importance to this local. Although attendance was better at this meeting, we feel sure that it could be much better. Every member is invited to come and present any matter that is felt to be of best interest to the local.

Fred Phillips recently took a trip to Kansas City to visit his father and a brother who reside there. Fred is a laborer on the rail press.

Several of the boys have been off with the flu recently, but most of them are back on the job at this time.

With reports of early robins arriving and the days gradually growing longer and warmer, it is not unusual to hear discussions of garden making, fishing and camping during the noon hour. It won't be long until we can expect to hear some tall fish stories, and reports of extra large tomatoes, radishes beets, onions, etc., but please remember, boys, that we are from Missouri and are going to have to be sighted. Also remember that we have been on several fishing trips ourselves, and we know just how everything goes. But we wish good luck to all of you in all of your adventures in the coming season.

ATTEND EVERY MEETING OF YOUR LOCAL.

SNOW SWEEPS THE CANVAS

F. W. Archer, chief clerk, traffic department, Wichita, Kansas, and family drove to Neosho, Mo., for Thanksgiving. During the night, Old Man Winter, with artistic touches, painted a winter scene with brushes of snowy paint, and the camera snapped the result of nature's handiwork.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Louis Langel, who has been absent for a long while due to sickness, has improved to the extent that he was able to pay us a short visit a few days ago, and says he expects to be fully recovered in the near future.

The morning of January 21st will be remembered as the one when the mercury dropped to six below zero and also the one when John Houlehan disappeared shortly after beginning work, giving rise to the rumor that he had become disgusted with our miserable weather and had decided to return to his old home in Ireland. This rumor was quickly spiked though, when it was learned that he was riding train 117 to Ft. Scott on Company business.

The American Royal Building adjoining the coach yard, is once more a blaze of glory, attracting thousands of people, the occasion being the Twenty-ninth Annual Automobile Show. We understand that the new models on display there made such a favorable impression on Jim Reaves of the night crew, that he took one look at his old car and decided to trade it off. At any rate, he is now seen driving one of the very latest Plymouth sedans equipped with all the fancy fixings.

Local No. 4, F. A. of M. C. & C. D., held its largest and most enthusiastic meeting of years on February 5th, when the members listened very attentively to addresses by General Chairman H. D. Warren and General Secretary H. A. Pickens.

I trust the readers of the Magazine will pardon the fatherly pride which prompts this reporter to make reference here to the gritty and determined fight that his ten-year-old son, Billy, has been waging against a very serious spell of sickness. Stricken December 27th with a simultaneous attack of pluresy, scarlet fever and double pneumonia, Billy faced a battle in which the odds were heavily stacked against him, and which was climaxed a month later when he was forced to submit to a surgical operation at St. Joseph's Hospital in order to drain a lung. At this moment he is again at home recuperating very nicely from all of the various misfortunes that have beset him and is soon expected to rejoin his classmates in school.

JEFFERSON AVE. COACH YARDS ST. LOUIS, MO.

JOHN W. HOLDREN, Reporter

Mr. and Mrs. Edward Fleeman and son, Jack, drove their new Chevrolet to Springfield on a visit recently. Ed reported a nice visit and a good time for two hours getting the car started for the return trip.

Mr. and Mrs. Clarence Smith spent the week-end visiting their parents near Springfield.

Ben McNabb is off sick with the flu at his home near Springfield. Fred Hencken is also on the sick list, with a severe attack of lumbago.

Hugh Bolgard is still off after having undergone a serious operation last November. Hugh paid us a visit last week, but is still unable to return to work, but we hope he fully recovers soon.

We wish to extend our sincere sympathy to Mr. and Mrs. Jae Hoover and family in the death of Jae's sister, who died the past week in Los Angeles, California. Also to Mr. and Mrs. William Miller in the death of Mr. Miller's mother who passed away recently.

W. D. Emerson, our dining car supervisor at this point, fell down the steps at his home and received a painful injury to his leg. We wish him a speedy recovery.

LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

Burl Thranton, machinist, and family are spending two weeks in Springfield with relatives.

I. B. Zaner, switch engineer, has been off for the last two months on account of illness.

Howard Pickens, general secretary, spent three days in West Tulsa checking up our books and endorsing a new system for our secretary.

C. E. Hart, pipe man; B. L. Abernathy, blacksmith, and Marvin McClusky, machinist, are in St. Louis hospital at this writing.

Charlie Primrose, machinist, came in with a big smile—a baby boy. Congratulations to Mr. and Mrs. Primrose.

We extend our deepest sympathy to F. R. Mock, machinist, on account of