The Frisco Meets the Gulf
A train has been clocked over a five-mile run at 80 miles an hour. Trains are not often called upon for such speed, but the fact that they have it establishes a reserve power which makes their performance at ordinary speeds all the more efficient and dependable.

It is for the same reason that the Bunn Special and Sangamo Special are guaranteed to run for 60 hours from one winding. They will, if not wound after the first 24 hours, maintain the accuracy of the average railroad watch for the next 24 hours and will continue to run for 12 hours more.

But this extra power is more important if it is held in reserve by winding regularly every 24 hours. Thus the mainspring maintains practically a uniform tension at all times and furnishes the most fundamental kind of compensation for the variation in tension of the usual mainspring.

In addition, both the Bunn Special and the Sangamo Special are adjusted to six positions instead of the usual five demanded by the requirements of railroad time inspection. Never before have such outstanding improvements been offered at anywhere near comparable prices.

Bunn Special... 31 jewels, 18k gold-filled case, $60
Sangamo Special... 25 jewels, 14k gold-filled case, $90

The Illinois Watch
Established 1870
SPRINGFIELD, ILLINOIS

Watches are better than they have to be
PENSACOLA was chosen by the Frisco Railroad Officials as the tidewater terminal of the vast Frisco and Rock Island System. We were proud to greet the first passenger train to run over the new rails, which arrived at 9:30 p.m., June 30, 1928.

It is an event of great significance to this seaport. It is a dream come true for many far-sighted citizens who have long held the faith that this port's unusual advantages would one day be utilized toward the building up of a great commerce and a great city.

Pensacola, the city old in traditions, young in spirit and hope, extends the hand of hospitality to its guests on this glorious occasion.

FOR FULL PARTICULARS WRITE TO
J. H. BAYLISS, Mayor.
ADRIAN E. LANGFORD, E. E. HARPER,
Com. of Streets and Public Works. Com. of Police and Fire Dept.

CITY OF PENSACOLA
"The Wonderful City of Advantages"

STATION WCOL. 249.9 Meter Wave Length. ON THE AIR MONDAYS, WEDNESDAYS and FRIDAYS at 9
BERDEEN

County Seat of Monroe County. Population, 5,000.

95% of rural homes on, or adjacent to hard-surfaced or concrete roads.

One of the largest and best school districts in America.

Six magnificent churches.

Unlimited acreage suitable for homeseekers.

A climate where farm products can be produced every month in the year.

Soil produces all kinds of vegetables—plums, peaches, pears, grapes, figs, strawberries, cotton, corn and all varieties of foodstuff.

A county agent and home demonstration agent.

Large Creamery and Milk Powdering Plant.

Three banks with more than two million dollars on deposit.

ACTIVE CHAMBER OF COMMERCE

For Full Particulars Write

MRS. MARY M. MIMS, Secretary of Commerce
Aberdeen, Miss.

BERDEEN is located at the head of the New Frisco Extension, which has been built from Aberdeen to Kimbrough. This city is proud of the fact that the Frisco selected Aberdeen as the head of this extension, and realizes it has opened up a rich and fertile area suitable for homes, and increasing the opportunity for more and better dairy farms.

Aberdeen invites your participation in the development of its natural resources. Beds of valuable clay—deposits of bentonite and other minerals; valuable forests; recently discovered fields of gas; rich grazing lands and fertile soils, all invite your investigation.

Many advantages are offered to industries—tax exemption for a period of years, low assessments, raw material convenient, cost of living extremely low, power abundant and cheap, no extremes in temperature and excellent water.

A live Chamber of Commerce, in co-operation with Rotary and Lions Clubs, formulate and execute policies of civic and rural progress.
COLUMBUS

Has four railroads radiating in all directions.
Has a population of 15,000 and rapidly growing.
Has four banks with total resources of $6,250,000.
Has a brick plant with a daily capacity of 125,000 bricks.
Has the largest floral and nursery industry in the South.
Has railroad shops which give employment to 375 men.
Has gravel pits whose annual business is 12,000 cars of gravel.
Has 55 industrial plants which give employment to 1,500 people.
Has one of the largest marble manufacturing plants in the South.
Has the Mississippi State College for Women with 1,500 students.
Has a cheese factory with a daily capacity of 5,000 pounds of cheese.
Has a trade territory of seven counties with a population of 250,000.
Is the largest station on the Frisco between Memphis and Pensacola.
Has an abundance of raw material and cheap power rates for industries.
Has exemption from taxation for a period of 5 years to new industries.
Has 200,000,000 feet of hardwood timber within a radius of 30 miles.
Is in the heart of "The Dairyland of Dixie", a fine dairy section.
Has 15 miles of broad paved streets, lined with beautiful shade trees.
Is on 2 trunk line highways—the Mississippi Valley and the Jackson.
Has friendly people who extend a warm welcome to all who pass this way.

CHAMBER of COMMERCE

in the Highlands
of Northeast
Mississippi
on the
New Southern Extension
of the
FRISCO

WE HAVE—

Much to offer the Homeseeker and Investor and want more good citizens.

WE HAVE—

Every variety of soil, a good and beautiful climate, desirable living conditions, broad, well-paved and lighted streets, splendid schools and colleges, an abundance of raw material and cheap power rates for industries. Adequate labor supply, clean, dry, hydro-electric power and a city that has doubled in population in the last 15 years—the largest city in North Mississippi.

WE INVITE—The Homeseeker, the Agriculturist, the Industrial Man, the Professional Man, the Merchant—in fact, everybody with the will to achieve, to come to this city and see how splendid a place it is in which to make a home and a living.
ALICEVILLE
ALABAMA

LOCATION
Aliceville is located where the Alabama, Tennessee and Northern R. R. and Frisco Lines unite.

CLIMATE
The climate in Aliceville is ideal. Government reports show that the average growing season is 228 days and the mean annual temperature about 63°F, with mean annual precipitation about 49 inches, well distributed throughout the average year.

INDUSTRIES
Here, are excellent opportunities for all industries. We will gladly furnish full data on request.

SCHOOLS
From its earliest days, Aliceville has given due attention to education, and its schools, including the high school grades, are accounted among the best in the country, with strong emphasis on athletics.

CHURCHES
Methodists, Baptists and Presbyterians have large congregations and attractive places of worship.

ALICEVILLE welcomes the Frisco Lines and extends to its executives and employees an everlasting invitation to enjoy the privileges that we afford...Aliceville is at your command. We want to be one of you...one of the great Frisco family.

At the present time there is being built here, a cotton mill which will employ about 300 people. This mill is owned by the Alabama Mills Company. It will be the only one on the new line. About ten thousand spindles will be in operation when the mill is opened.

The Chamber of Commerce of Aliceville is engaged in organizing one of the largest Truck, Produce, Poultry and Dairying centers in this section.

The chief product of this community is cotton. About 10,000 bales are shipped each year.

For full particulars write to

CHAMBER of COMMERCE

ALICEVILLE, ALABAMA

R. J. KIRKSEY
President

J. V. PARK
Secretary
All Roads Lead to Linden...

MAP of Marengo County, Alabama.

JOEL D. JONES, C.E.

EXPLANATION.

All Roads Lead to Linden...

LINDEN is the railway, highway, geographical, political and logical trade center of Marengo County. Inquiries about climate, soils, crops, cattle, dairying, marketing, railways and highways, stock farms, lands for investment, will be answered by the experts in the various lines of the Marengo County Farm Bureau, the Industrial Agents of the Railroads and agricultural agents of these organizations, or by the Secretary, if addressed to,

H. E. Scott, President
H. E. Head, Secretary

LINDEN, THE CAPITAL OF MARENGO COUNTY, INVITES YOU

ALL STATE HIGHWAYS MUST LEAD TO AND FROM THE CAPITALS OF COUNTIES IN THIS STATE
AMORY MISSISSIPPI

"In the Heart of The Dairyland of Dixie"

"The Center of The World's Next Great Oil and Gas Field"

POPULATION
5,500

Location
In Monroe County on the FRISCO halfway between Memphis and Birmingham at the head of the New Line to Pensacola.

Industries and Products
Lumber  Oil  Gas
Farming  Dairying
Trucking  Poultry
Gravel and Sand
Cheese Factory now being built.

MODERN SCHOOLS and CHURCHES of all denominations

The people of Amory are greatly indebted to the Frisco Lines for making this city the headway of their new line to the Gulf.

Amory, situated halfway between Memphis and Birmingham on the Frisco, has been the division point for the last forty years and owes its existence to such.

We congratulate the officers, executives and engineers on their wonderful achievement and hope to always share the growth and prosperity that this line will bring you.

This space has been contributed by
Amory Sand & Gravel Co. and Gilmore-Puckett Lumber
AMORY, MISSISSIPPI
The Officials of St. Louis-San Francisco Railway have added another milestone to their illustrious achievements in the completion of the Pensacola Line; bringing adequate transportation facilities to virgin territory, and linking Ocean with the great Central Western empire.

Sheffield Steel Corporation extends congratulations, and is proud to have been of service in this undertaking.

Sheffield Steel Corporation
KANSAS CITY, MISSOURI
NO industry or business can stand still. There must be either progress or degression. Co-operation is the very substance of progress. The degree with which a business progresses, depends largely upon the cooperation it receives. And cooperation... what is it but confidence and respect, reflected in a willingness to share the task of forcing progress.

The Scullin Steel Company, situated on the Frisco has progressed with the Frisco because of their mutual confidence and respect, and willingness to co-operate with each other.

I want to congratulate Mr. Kurn, your President, Col. Jonah, your Chief Engineer, and every officer and man who lent himself to the task of making your new Pensacola Line a reality. It is my sincere hope that all your future undertakings will meet with a success as great as this one.

HARRY SCULLIN.
IT is a great honor indeed to have served the Frisco in the building of their new line. We congratulate the officials and employes on their success in this great undertaking and hope all their future endeavors will meet with the same success.

We will welcome any opportunity to serve you in the future as we have served in the past...for a still greater Frisco.

Hobbs Tie & Timber Co.
Railroad Cross Ties, Switch Ties and Lumber, Poles and Piling
1965-66-67 RAILWAY EXCHANGE BLDG.
ST. LOUIS, MO.

We Help Make the FRISCO Safe
De Bardeleben Coal Corporation

THE SOUTH'S LARGEST PRODUCERS AND MARKETERS OF
HIGH GRADE COALS
BIRMINGHAM, ALABAMA

De Bardeleben Preparation Gives Added Value

DE BARDELEBEN COALS
Sipsey-Empire-Corona-Carbon Hill-Hull
FOR
DOMESTIC -- STEAM -- GAS -- BY-PRODUCT AND CERAMICS

De Bardeleben Coal Corporation

THE SOUTH'S LARGEST PRODUCERS AND MARKETERS OF
HIGH GRADE COALS
BIRMINGHAM, ALABAMA

De Bardeleben Preparation Gives Added Value
Tennessee Coal, Iron and Railroad Co.

General Offices: BROWN-MARX BUILDING

Birmingham, Alabama
Congratulations Frisco Lines

We salute your energy and foresight in pushing to completion your new line to Pensacola.

And may we share a little of the pride you will feel in the operation of this new road; for many of the freight cars that will travel these new rails are built with steel supplied from our Mills.

Again Congratulations on your new thru All Frisco route from Kansas City, Saint Louis and Memphis to Pensacola.

GRANITE CITY STEEL CO. GRANITE CITY ILLINOIS
Galvanized, Blue Annealed and Black Sheets - Plates and Tin Plate
THE FRISCO EMPLOYEES' MAGAZINE
ROOM 743 FRISCO BUILDING :: ST. LOUIS
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W. M. HUCCINS, Jr., Editor
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Vol. V AUGUST, 1928 No. 11

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THE FRISCO EMPLOYEES' MAGAZINE

Volume V
August, 1928

The Frisco Employes' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal items among employes and their families, articles dealing with phases of railroad work, poems, cartoons and notices regarding the office, and other photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate $1.50 a year. Advertising space will be made known upon application.
The Frisco Meets the Gulf

Special Trains From Middle West Officially Open Southern Extension, June 25-30

A crowd of thousands greeted the Frisco specials at each stop making up at Memphis, business men, ship pers, newspaper men and official train officials made up at Memphis, towns, the morning of June 25. Trains into Memphis the preceding night from Kansas City and St. Louis, had picked up special sleepers from many middle and southeastern cities, and the union station at Memphis presented a busy scene as the last of the departure of the two "Pensacola Specials" on the middle passenger train trip over the newly completed $19,000,000 railroad to Pensacola, Fla.

Pensacola is a powerful "1500's," carrying 230 passengers, midnight, and 900 automobiles to Acker Park, the special train party was given a reception and Mr. D. W. Houston, Jr., attorney of Aberdeen, as master of ceremonies. Speakers included Messrs. E. N. Brown and J. M. Kurn, tened to talks by prominent men of the Missouri Steel Corporation. Here the citizens of Columbus listened to prominent men of the Frisco party, including Messrs. E. N. Brown and G. T. Miller, of the Frisco's official family. The speaking ceremonies were concluded shortly, and the throng moved to the edges of the park's spacious bathing pool, where one of the pleasant ceremonies of the entire trip was held.

A bathing beauty parade, with a driven charming Aberdeen girls in the "title roles," passed before the charmed Pensacola trippers and townsmen, and ascended the large diving tower where a charley playground was given.

Prompty at 4 p.m. the two specials left on their way to Columbus, Miss., arriving there at 7:45 in the evening.

The wildly cheering hundreds who greeted the train at Columbus convinced any skeptics who might have been on the specials, that the Frisco was really a welcome institution in its new southern territory. No sooner had the specials halted, than the Columbus residents got into action. The entire personnel of the special was escorted to waiting automobiles and taken for a short tour of this beautiful Mississippi city.

The ultimate destination of the tour was reached shortly after eight o'clock, where the courtesies of Pensacola were given. Whiskey and the last bottle of soda pop emptied, that electric light soon blazed near one of the tables, which was cleared off for an impromptu speaking platform.

Here the citizens of Columbus welcomed to their guests.

The Frisco was really a welcome institution in its new southern territory.

The succesfully patented their triumph journey at 7 o'clock, and arrived at Aberdeen, Miss., at three, to be

with Mr. D. W. Houston, Jr., attorney of Aberdeen, as master of ceremonies. Speakers included Messrs. E. N. Brown, J. M. Kurn, J. B. Kounz, Y. T. Miller of the Frisco's official family, and Mr. D. W. Houston, Jr., attorney for Mississippi for Frisco Lines.

The speaking ceremonies were concluded shortly, and the throng moved to the edges of the park's spacious bathing pool, where one of the pleasant ceremonies of the entire trip was held.

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The Frisco was really a welcome institution in its new southern territory.
Beginning at top left to right: A royal welcome at Biloxi, Miss.; the left span of the Frisco's bridge over the Black Warrior River, north of Demopolis, Ala.; another view of the bridge; Miss River Engineer, of Avoy, Miss., shows the Frisco on time, as usual; Editor E. N. Shank, of the Associated Press, St. Louis (in engine cab), congratulates Assistant Superintendent H. C. Cobert on a splendid ride; Empire 705 leaving Avoy; Chairman Buxton and President Keran on bridge at Demopolis; Vice-Presidents Miller, Knott, and Hamilton with some of their guests; Mr. W. L. Allen, president of Sheffield Steel Corporation at Kansas City, Mo., pose as a Frisco engineer.
were: H. M. Pratt, banker, who had on that day been unanimously re-elected to the presidency of the Columbus Chamber of Commerce; and J. O. Slaughter, banker, another active worker for the Frisco's interest.

The tripocrats had an opportunity to become well acquainted with Columbus citizens, since the special did not continue on to Pensacola until 4:00 a.m., and many Columbus homes were cordially thrown open to the crew's friends following the barbecue and speaking.

Early on the specials war- ed their greetings to Pickeuaville, Alcoelia, Bollig, as the train sped on its way, and the ar-

The first nation of the spec-

At 9:15 the two trains arrived on the Frisco's new 1357-

The special trains steamed majestically into the city, Pensacola's enthusiastic welcome, and President Kurn applauded fre-

The Frisco party of Pensacoa, Frisco attorney, owner of the San Carlos Hotel and prominent Pensacola business man, and others. The impressive part of the cer-

The Frisco's reception went on down the valley.

The arrival at Demopolis at ten o'clock found an enthusiastic greeting, although the Demopolis celebration had been set for June 29, on the return of the trains from Pensacola, the official welcoming ceremonies were over and the crowds were dis- corded to take up speech after speech on Palafox street for the parade.

Pensacola has had many parades in its romantic history. Soldiers of five nations have trod its his-
toric ground. But Pen-

The Frisco Lines came to the city, Pensacola's enthusiastic citizens jammed both sides of the right of way, and at the station a tremendous crowd of people 

The Frisco party of Pensacola, Frisco attorney at that point and official greeter for the city, told the Frisco party of Pensacola's welcome, and Mr. E. T. Miller, vice president and general solicitor made a brief response on behalf of the Frisco. Frisco officials were on the special's stand during the ceremonies, together with Admiral J. A. Baylise, commandant of the Pensacola Naval Air Base; Col. Walter Smith, comman-

Pensacola officials greeted the Frisco visitors at Columbus, Miss., June 29.

At left: The efficient crew which prepared the delicious barbecue served the Frisco visitors at Columbus, Miss., June 29.
The Beautiful Welcomers at Aberdeen, Mississippi made the trip from the middle west for the opening of the new line.

The American Legion float was first. Doughboys of the World War rode it. They had a machine gun; one man had his head bandaged, and together they represented the grim reality of war, but they were smiling.

The history of Pensacola was depicted in Spanish, French, British and American floats. On these rode Pensacola’s fairest maidens. Words somehow fail to describe these floats. They were beautiful, they were magnificent, and somehow they set you tingling as you recalled what history has to say about Pensacola’s early days.

The year 1928 was depicted by a beautiful float, on which rode Miss Katheryn Turner. She held a great American flag in her hand.

Sunshine from January to December was represented by a float decorated with evergreens.

An airplane made of paper flowers represented the Pensacola Naval Air Station, largest aviation training school in the country. Girls dressed in safari leather jackets and helmets and in machinists overalls rode this float.

Recreation was represented by a beautiful float of the Marshall Boat Works on which rode girls holding tennis racquets, golf clubs, fishing poles, and other implements of sport. A speed boat, with motor attached was carried on the truck.

Miss Louise Buck, holding on her shoulder a pitcher, represented Pensacola’s water, the purest in the world. Her float was one of the prettiest in the parade.

A show in itself was the float entered by Lillian, Ala., 15 miles from Pensacola. Two girls, with long flowing hair, rode the float. “The Dawn of a New Day for Pensacola” was the banner.

The Frisco was represented by three floats entered by the Woman’s Club, by A. H. Payne and by another that bore no name.

Engines with the Frisco insignia on their front, and with bells ringing, heralded the coming of the Frisco. Rousing cheers reverberated through the streets as these floats passed.

Agriculture in West Florida was represented by the Menham Dairy float. On this rode a farmer in overalls, and a wide brim straw hat.

Floats were entering by the Ellis Club, Markham Sign Co., Oakleaf Jewelry, McElvee Motor Co., for the new Ford, the naval stores industry, Arnold Sandwich Shop, T. T. Wentworth, sport goods dealer; Flexible Wooden Shoe Sole Co., and other firms, whose floats consisted of automobiles with decorations.

Fresh flowers were distributed along the line of parade by the East Hill Greenery float. A Lincoln automobile covered with fresh flowers and carrying five pretty girls, was the greenery’s float. It was considered one of the most beautiful in the parade.

The conclusion of the parade was
not the end of the day's entertainment for the Prisco viewers. Rather it was the beginning. In the afternoon the guests were entertained in many ways. Some of them sampled Pensacola's wonderful golf bathing. Others were guests of Admiral Ray of the Pensacola Naval Air Station on an aerial inspection of the city. But the grand majority were the guests of the United States Shipping Board on the steamship "Prusa" which left the pier promptly at 2 o'clock for a three hour inspection trip up and down Pensacola's harbor—the greatest natural harbor on the Gulf of Mexico.

Commanded by Captain J. L. Pleas- tany and accompanied by Herreshoffmaster F. A. Beurling, Cnr, the Prusa carried some 150 visitors on the trip.

Meanwhile the newspapermen who had accompanied the 31st from the mainland went on a trip to the Pensacola Naval Air Station. There was the privilege of a flight in the air as the guests of Admiral Ray, who personally arranged the trip.

Two twin motored flying boats, capable of carrying ten passengers, were placed at the disposal of the press correspondents. The first, piloted by Lt. E. J. Curlew, took the air a little after two o'clock with a full load of visitors, and circled lazily a few hundred feet above the air at the until the second plane, piloted by Lt. F. A. Hilletly joined it. Then flying in formation, the two planes be their half hour flight above Pensacola's beautiful harbor. Presently the Prusa, with its happy cargo was sighted, and the two planes swooped down upon the ship, zooming a few hundred feet above the decks several times to the delight of the Prusa's passengers. Both the planes landed alongside the Prusa and followed that ship for several hundred yards waving greetings to their fellow trippers, before making the return trip to the station.

The Prusa docked at 6 o'clock and the Prisco guests returned to the San Carlos Hotel, to board trains to prepare for the crowning event of the day, banquet tendered them by the Pensacola Chamber of Commerce.

The San Carlos Hotel banquet hall presented a beautiful sight as the banquet guests gathered at 8:30 p.m. A large illuminated map of the Prisco hanging behind the speakers' table, and an orchestra hidden behind Florida palms on the balcony played as the diners assembled. The speeches at the banquet carried out the "great day" enthusiasm, and consisted of noisemakers, paper capes, and literature from the Pensacola Chamber of Commerce.

Chairman Brown and President Kurn were given standing ovations of many minutes duration for the 300 banquet guests when they entered the hall.

Men bugle in the commercial affairs of the middle west and the south east, capitalists from the east, and business men from nearby cities filled the banquet hall, and heard the words of welcome from city, army and navy to those who represent the great railroad system.

In response to the words of wel- come, Mr. Kurn said that the Prisco had received every cooperation from the citizens of Pensacola and its ad- ministration, also from both navy and army.
Mr. Kurn was followed by several citizens from other towns who were present to make a trip to Pensacola. Mr. W. L. Allen, president of the chamber of commerce of Pensacola, spoke on "Pensacola in Relation to the Industry of the West"; Ed. Overholser, president of the Chamber of Commerce of Kansas City, Ohio, had as his subject, "The Great Southwestern's Interest in Pensacola." Mr. Walter B. Dickie, president of the W. S. Dickey Clay Manufacturing Company of Kansas City, and owner of the Kansas City Journal-Post, spoke on "The South as Viewed by the West." Mr. John Edgar, vice-president Happy Feed Mills, Memphis, told them how Happy Memphis Feels About It.

As Mr. Dickie took his seat, cries of "Brown!" "Brown!" rang through the room, the cry becoming so intense, that at length Mr. Brown rose, making a short address.

"There is a definite and steady flow of wealth in this direction," he said, "and if you move more and more of this wealth will pour into the south-east and be absorbed." He spoke briefly of the possibilities of Pensacola, and of the future of this city, working for its own advancement, and the continued advancement of the entire southeast.

The banquet hall and entire territory of the San Carlos first floor were crowded with visitors and guests.

One would naturally think that after a very long train ride, and such a day as the visitors had had in Pensacola, the Pullman berth on the special train would be inviting to the trippers. One might think that, but the thought is at variance with the facts. Thoughtful Pullman hosts (best ever) the trippers called them) had arranged a dance in the spacious ball room of the San Carlos, and from the floor of the banquet until after midnight the orchestra played on.

When the trippers arose next morning, their trains were moving slowly northward on the return trip. Leaving Pensacola early in the morning the two special trains made an uneventful run to Demopolis, arriving there at noon on Sunday, June 29.

The necessity of reaching Pensacola promptly on the down trip had made it impossible to stop at Demopolis, but the trippers were anxious to see more of this thriving Alabama city which had done so much to help the Frisco on its way to the Gulf.

The two specials were greeted by other cheering trains at Demopolis, and after the formality of a panoramic picture taken by official photographers, Afton O. Kropf of Tulsa, hundreds of automobiles conveyed the visitors to the city park of Demopolis, where President Coleman told of Demopolis' delight at the Frisco's entry to Pensacola, and of its generous pleasures to entertain the trippers. Judge Houston of Aberdeen, Col. P. G. Jones of St. Louis, chief engineer of Frisco Lines, and Mr. J. B. Butler of St. Louis, general freight train manager, responded for the Frisco.

A tour through this beautiful city was made before the trippers again boarded their train for the homeward journey.

With the departure from Demopolis on the northward journey the official receptions to the Frisco's special party were over. At Anderson, cars carrying the Birmingham delegation were cut out and moved south on the Kansas City Florida special, and upon the arrival of the trains at Pensacola on the northward trip a special was discontinued and the Pullman cars sent to their respective cities by regular service. One train ran special to Kansas City, carrying the cars from Tulsa, Oklahoma City and Wichita, to be cut out at Springfield. And so the Frisco's celebrities in honor of the road's greatest achievement became a matter of history.

Along the line of the Southern extension, which now becomes a part of the Southern, millions of those who have watched this new trunk line railroad project its rails southward in the sand, will long remember the first passenger trains which ran to Demopolis. And the 520 business men from the middle west, representing every phase of industry touched by Frisco rails will not forget a trip that personally acquainted them with a splendid new railroad and its dependable part at Pensacola.
When the Interstate Commerce Commission approved the acquisition of the Muscle Shoals, Birmingham, and Pensacola Railroad by the Frisco, it was decided to build a connection to it from some point on the parent line. After very complete surveys on two suggested routes it appeared beyond question that the proper place was Aberdeen, utilizing the existing Aberdeen Branch which led out of the main line at the important terminal at Amory. The survey showed that the fertile Tombigbee Valley could be followed for more than 100 miles, that a five-tenths grade line and easy curves could be secured for the whole extension, and that the line would pass through the growing towns of Columbus, Aliceville, Demopolis and Linden, and that every acre traversed by the line was most productive territory on which a great variety of crops could be grown, and that there was also vast tracts of timber land within easy reach of the road.

The right-of-way was promised, and for the most part granted by the citizens of the counties through which the survey was made. Meanings a program of rehabilitation was started on the M. S. B. & P., which contemplated virtual rebuilding of the road. This work began in May, 1926, and finished in 1927, so the connecting link became a matter of great urgency, and the work was undertaken with the determination to finish it as speedily as possible.

Contract for the grading and trestle bridging on the first section, Aberdeen to Aliceville, 57 miles, was let to Ross, Wogan & Co., of Kansas City, Missouri, November 15, 1926. They put outfits on the line and had work under way in December. Their outfits had scarcely got their camps up when one of the greatest floods in the Tombigbee River occurred, and camps and camps had to be moved to higher ground. Again, in March, 1927, another flood caused work to stop, and floods filled all the sloughs and creeks with backwater and it was midsummer before grading could be done in many places. This firm did its work well and expeditiously under the circumstances.

A contract for track laying and ballasting had been let to the C. G. Ker-

shaw Contracting Co., of Birmingham, Alabama, January 26, 1927, and operations started in February.

The contract for the third section, Demopolis to Kimbrough, mile 168 to mile 151, was let to J. A. Kreis & Sons of Knoxville, Tennessee, January 31, 1927, and operations started in February.

The contract for the grading and trestle bridging on the second section, Aliceville to Demopolis, mile 57 to mile 108, was let to the C. G. Ker-

shaw Contracting Co., of Birmingham, Alabama, January 26, 1927, and operations started in February.

The contract for the third section, Demopolis to Kimbrough, mile 168 to mile 151, was let to J. A. Kreis & Sons of Knoxville, Tennessee, January 31, 1927, and operations started in February.

The rail for track laying north from Kimbrough was sent around from Birmingham to Kimbrough over the Southern Railway, and the ballast came from the pit at McCullough, 62 miles north of Pensacola, the pit being operated by the Memphis Stone & Gravel Co. The track laying gangs met about four miles north of Demopolis on May 15, 1928.

It was decided upon early in the construction that the track laying must not be delayed for bridging so time pile driving and track laying was kept up with the grading. There were numerous rivers to cross, necessitating steel spans and long trestle approaches. The Buttahatchee, Luxapilila, Lubbub, Sipsey, Black Warrior and Chickasaw Bogue, together with numerous gilder spans made this an undertaking of some magnitude. The plan of bridging was to use all native pine piling, native pine caps, ties and Oregon fir stringers. These were purchased by the company, shipped to the nearest point to
work, sometimes on foreign lines, and hauled by trucks to the openings. Trestle work was driven across all the river spans except the Warrior, the trestle being utilized by the work trains in track laying and ballasting, and subsequently as falsework in the erection of the steel spans.

The most important bridge was over the Black Warrior near Demopolis, and it was seen at once that this was the key to rapid completion. This is a navigable stream, so a government permit was necessary for construction. The river is subject to very sudden and extreme fluctuations and many foundations had been built along this river by other railways and highways and often attended by great delay due to floods. The summer of 1927 was remarkably free from this trouble and the contractors, the W. Horace Williams Company, New Orleans, La., were able to complete the substructure in record breaking time. It seldom happens that the most important bridge on a new line is finished before the track reaches it, but such was the unique experience here. The structure consists of a lift span of 214 feet to permit free navigation, two approach spans, each 196 feet, and 140 feet of trestle approach each side. The steel was fabricated by the Virginia Bridge Company, New York, and floated to the bridge site on barges of the Warrior River Bay Line (Government service). The Kansas City Bridge Company were given the contract for the erection of this and all the steel bridges. They erected der- ricks on both sides of the river, unloaded the steel for their bridge from the barges, erected it, and had it in operation five days before the track reached it. They devised a very ingenious method of erection which did away with the necessity of falsework in the river, which would hardly have been maintained in two extreme rises which occurred during erection. The plan was to support the center span in its raised position by temporary brackets attached to the lifting towers. There were no interruptions to navigation and no danger of losing the spans which would have been had the erection been done in falsework. Bridging a navigable stream is indeed a great undertaking and a good idea of the steps necessary may be obtained from the following detailed history of the construction.

History of Bridge in Detail

Dec. 6, 1926—Letter from Chief Engineer F. G. Jonah to Major T. H. Thompson, Mobile, Ala., requesting clearance data.

Dec. 5, 1926—Letter Chief Engineer F. G. Jonah to General Attorneys, Aberdeen, Miss., transmitting copy of draft of bill to be introduced in Congress.


Dec. 19, 1926—Senate Bill No. 5-165, introduced by Senator Underwood.


The Warrior River bridge lift span under construction showing the temporary bracket support.

1927, introduced by Congressman McMurry.

Jan. 12, 1927—Above bills passed in Senate and House.

Jan. 21, 1927—Act approved by President of United States.

Feb. 9, 1927—Application to War Department, District Engineer, Mobile, Ala.


Mar. 15, 1927—Hearing on application at Demopolis, Ala. No objections.

Max. 22, 1927—Bids for bridge piers rented.

Mar. 23, 1927—Permit granted by War Department.

Apr. 4, 1927—Received above permits. Filed in Secretary's office No. 26788, chief engineers No. 12245. Apr. 5, 1927—Bids received for construction of piers.

May 9, 1927—Contract for piles given W. Horace Williams Co., secretary's No. 27041.

June 13, 1927—Started work on pile excavation.

June 20, 1927—Contract for pile approaches made with W. Horace Williams Co.

Sep. 21, 1927—Concrete foundations completed.

Sep. 21, 1927—Contract for erection of steel to Kansas City Bridge Co., Co., of Chicago.


Dec. 6, 1927—Steel shipment arrived at bridge site and unloading began.

Dec. 13, 1927—First barges unloaded.

Dec. 15, 1927—Pile approach started.

Dec. 16, 1927—Started erecting steel.

Dec. 27, 1927—Second barge unloaded.

May 3, 1928—Last span raised and lowered.

May 5, 1928—Bridge ready for rails.

May 8, 1928—First carload across bridge in A. M.

Contracts for station buildings and miscellaneous structures were let to the C. G. Kenworthy Contracting Company, excepting the stations at Columbus and Demopolis, which were let to the W. P. F. Pauly Company of Springfield, Missouri.

Fencing from Aberdeen to Aliceville was let to Means, White and Thornton, Aliceville to Klinbrough to the A. Johnson, Jr., Co., of Chicago.

Bridge work was done by such well known firms as L. W. McMurry Contracting Co. of Kansas City, Hedges Weeks Construction Co. of Springfield, Mo., United Construction Co., Cincinnati, Ohio, and Reid & Lowe of Birmingham, Ala.

Contract for concrete coaling chutes was let to the Ogle Construction Company of Chicago. All track ties were furnished by Ruscio Holbe, and he kept a plentiful supply up to the front at all times.

The most modern types of equipment were used by contractors, including electric tractors, shovels and trucks.

The engineers had headquarters in

(Now turn to Page 20, please)
WITH the completion of our new line (generally referred to as the Pensacola Line) from Aberdeen, Mississippi, to Pensacola, Florida, a new through route is opened to St. Louis, Kansas City and Memphis to Central and South America. Thus the territory through the best harbor on the Gulf Coast at Pensacola, Florida. It also opens new trade districts and routes as our new line traverses the country from the border to the south, whereas, most of the lines run in a generally east and west direction.

Our new line practically parallels the Mississippi-Alabama line, passing directly through the fertile Tombigbee Valley, and stays very close to the Alabama River with the immense timber tracts as well as the productive high land adjacent to the Perdido River. The new line will open up some of the very best farm land to be found in the south and will also assist in providing additional and better markets for the immense timber products as well as affording a new gateway for the grain and other commodities produced along the main line of the Frisco. It is felt that the opening of this new line will afford many opportunities for industrial development, some of which are covered in the following suggestions.

Cotton is one of the principal agricultural products, the two states, Mississippi and Alabama, producing approximately three and a half million bales during 1927. Some new gins have been established or are in the course of construction to handle this year's crop, but there are several points where gins could be operated at a profit and at one or two points there is an excellent location for the establishment of a cotton compress. We are in a position to offer an attractive proposition in the way of conducive rates, etc., directly associated with this crop is the cottonseed oil mill, and with the opening of this new trade territory through short line mileage to distributing and consuming centers, there should be further developments in this industry.

The output of the cotton miles from the New England territory to the South is well known and needs no comment other than the reason for such movement, which is cheap electric power, surplus of labor, good living conditions and availability of raw materials. Several textile mills have moved into the territory adjacent to our new line, but with the elements mentioned above available in this territory, there should be greater development in this industry.

Dairying in the South is not especially new, but the development in the past few years has been remarkable, with the past two years bringing milk condenseries, cheese plants, large creameries and powdered milk plants. The cost to produce milk is comparatively less than in the north, due to the climate and the longer grazing period, which in new locations covers nine or ten months of the year. Furthermore, two and sometimes three forage crops can be grown. This tends to lessen the cost of milk production and the next few years should see many more milk condenseries, cheese plants, etc., established in this territory.

Dairy development in some parts of the South has proven the truth of the adage which has been adopted by "Prosperity Follows the Dairy Cow" and in localities where dairying is carried on extensively, bankers report a decided improvement in conditions. There are many places along our new line where additional condenseries, cheese plants or creameries can and should be established. In this connection, there is a lot of cattle being raised in the cutover lands and river pastures with prospects of several people going into raising of beef cattle on the extensive range conditions. Long grazing season, abundant water supply and cheap land together with good service to the market centers, makes this a very attractive proposition.

Long and short leaf pine, cypress, oak, gum, hickory, chestnut, ash, cottonwood and sycamore timber abound in the territory served by our line to Pensacola offering a steady supply for many years to come, creating a large field for the location of various woodworking plants, saw mills, crate and box manufacturing plants, handle factories, stave mills, etc. Announcement was made recently of construction of a large creosoting plant to treat ties, timber, etc., at an important Frisco point. This plant will handle from three to five thousand cars a year.

In the long leaf pine territory, an important industry is the naval stores, producing pine oil, rosin and turpentine. This production comes from the live tree or the gum process as well as from the old stumps by the steam solvent and the destructive distillation industries. During the past year eight Southern States produced 10,000,000 gallons of turpentine, 2,000,000 barrels rosin and 2,700,000 gallons of pine oil. This gives an idea of the magnitude of this industry and an indication of the possibilities of further production.

There are many tracts of timber where reforestation can be carried on in connection with naval stores supplies and pulp or paper mills operated very successfully. The growth of leaf yellow pine is very rapid, insuring an almost inexhaustible supply of timber. Records of the American Paper and Pulp Association show production of all grades of paper in 1927 amounted to 6,450,000 tons or about 78.7 percent of capacity. While sales were 6,100,000 tons or 99.5 percent of production. If there is actuality an overproduction, as is sometimes claimed, the manufacturing conditions in the South are so favorable (cheap power, ample water supply, unlimited supply cheap labor, rapid growth of timber, etc.) that mills located there
may operate at a profit and shut down the mills in a less favored district. The other raw materials, as lime, coal, etc., are available nearby, as well as the necessary building materials, as cement, glass, etc., with only limited production at present.

Deposits of fine cement shale are available in the mines in a less favored district. Vast deposits of various binders of present plans provide for the development of this territory. Among these are the oil and gas possibilities in northeastern Mississippi. We have every assurance that alumina bearing clay and dolomite limestone are available in sufficient quantities for the establishment of cement mills in the region. Sand, gravel and limestone are extensive resources which should be developed in limestone for fertilizer purposes. Limestone is found in abundance at various points along our new line and this, in connection with the Port of Pensacola, furnish cheap raw materials for manufacture of commercial fertilizer. Latest figures available are for 1926 and 1928. The production of fertilizer in 1926 was 1,000,000 tons and in Mississippi production was 250,000 tons, sales 250,000 tons. With much raw material available and sales much above production, the indications are that oil and gas will eventually be located.

Another important mineral resource which should be developed in limestone for fertilizer purposes is the oil and gas possibilities in northeastern Mississippi.

The improvement of roads naturally follows the development of the territory. Roads and good drainage systems are planned for the establishment of cement mills in the region. In the past five years the South of the United States has passed favorable laws for the incorporation and protection of industry and many states have passed and have under consideration favorable legislation which should prove attractive to the industries having investments under consideration in that territory.

ARDMORE POULTRY SHOW
International Exhibit to Be Held August 14-18

The American Poultry Association of Wayne, Ind., announced that an appreciably lettered ribbon is to be given the champion bird in each variety. A certificate of merit also will be awarded the champion bird of each breed. A gold medal will be given the grand champion of the show. All awards are to be made in accordance with the American Standard of Perfection and the Oriental rules of the American Poultry Association. Only standard varieties are allowed to compete.

Cash prizes of several thousand dollars, twenty or more loving cups, given by Ardmore business concerns and by Oklahoma statesmen, and a long list of special ribbons from poultry concerns are to be awarded the winning birds.

Special trips out of Ardmore for the event and Ardmore is looking forward to one of the biggest times in its history.
West transportation facilities that will enable them to materially expand as the Tombigbee River district. This area runs from Aberdeen, Miss., to Kimbrough, Alabama, connecting with the Mississippi and Southern Alabama, by General Nathan Bedford Forrest, the Confederate cavalry leader. Times were hard and money scarce, and during the panic of 1873, the project failed. General Forrest returned to his home in Memphis, broke in health and fortune, and died four years later. Before his death he predicted that some day his work would be taken up and a railroad completed. His prediction came true a half century after his death. The St. Johnsbury-Frisco Railroad has concluded a railroad along the survey made by General Forrest, which will give the Frisco an outlet to the Gulf of Mexico at the great harbor of Pensacola. The new link of the Frisco runs from Aberdeen, Miss., to Kimbrough, Alabama, connecting with the Muscle Shoals, Birmingham & Pensacola Railroad; acquired and rehabilitated by Frisco Lines. Linking up this important Gulf Port with the industrial and agricultural territory now served by the Frisco Lines, will undoubtedly open up a great trade with both Central and South America, giving the manufacturers and farmers of the South and the Middle West the facilities they will enable them to materially extend their present markets.

This new line of the Frisco, south from Aberdeen, Miss., penetrates the heart of a wonderfully fertile district and the northern part of what is known as the Tombigbee River district. This river derives its name from an old Chief of the Chickasaw Indians, whose territory belonged to the Chickasaw tribe and was ceded to the United States by a treaty in 1816. A portion of the territory was also owned by the Cherokee and later ceded to the government.

The early settlers depended on water transportation only, and Aberdeen was substantially the head of navigation for the Tombigbee River. This Tombigbee Valley has two distinct types of soils. It is located in the heart of the black prairie belt that lies southwest of Mississippi, running southeast from Tupelo, Miss., ending below Mobile, Ala., to the southeast and crossing to the east side of the Tombigbee River and the new Frisco road to Monroe County, Ala., in the vicinity of Atchisonville. The soil in this belt is of lime formation, very fertile and practically inexhaustible.

East of the Tombigbee River, in Monroe and Lowndes counties, the soil is a fine sandy land. Cultivated to an extent adapted to all general purposes farming.

The climate is ideal with short winters and long, delightful summers. The temperature in winter is about 42 degrees Fahrenheit, and about 80 degrees in summer. In the southern district the average rainfall is about 42 inches, and there is a very long growing season, and rare storms or sudden changes of temperature.

The crops that grow best in the northern district are: corn, hay, alfalfa and cotton. Sweet clover grows wild along the roadways, and is considered one of the best pasture plants of the important hay and pasture producing territory and cotton always will be recognized as one of the staple crops of this district.

Too much cannot be said of the opportunities in this land for dairying. Abundant pasture, long growing season, inexhaustible water and ideal soil and climatic conditions for the growing of forage crops, are rapidly making this one of the leading dairy sections of the country. The industry is growing by leaps and bounds, and several milk condenseries have been located in the nearby vicinity. There are also a number of splendid creameries furnishing a local market.

Many pure bred and high grade dairy cows, consisting of Jerseys, Guernseys and Holsteins, are located in this section.

Truck crops, such as sweet potatoes, Irish potatoes, watermelons, cantaloupes, cucumbers, beans, tomatoes, etc., can be, and are grown, in a large commercial way. All leading truck crops such as beans, peas, turnips, cabbages, okra, kale, sweet corn, etc., can be produced at a time when there is no market demand.

The Audubon district, between Shum掩ghoma and Pensacola, specializes on fruits and berries. California oranges are being grown profitably in the Pensacola district, and the average is beginning rapidly increased. The Satsuma orange has a wonderful flavor, and has the advantage of ripening from four to six weeks before other Florida or California oranges. The Satsuma tree begins bearing at three years, and produces commercially at five years. It is very prolific and requires no irrigation as there is sufficient rainfall in all seasons.

Many growers of Satsuma oranges have added a few grape fruit and kumquat trees to their orchards, as (Now turn to Page 31, please).
Farming Scenes in Frisco’s New Territory
A PORT AT LAST FOR FRISCO LINES

Being a Short History of the 79-Years' Effort of this Railroad to Reach Tidewater

Compiled from Records in Office of Auditor, Frisco Lines.

1870 and 1872 the Atlantic and Pacific completed the line from Franklin to Seneca, then known as the Missouri Division, and constructed an extension, then known as the Central Division, from Seneca to Sapulpa, Indian Territory (now the State of Oklahoma). It also constructed a line of 265 miles from Ilela, New Mexico, to Needles, California. This line was known as the Western division and is now a part of the Atchison, Topeka & Santa Fe. Needles was the furthest west the Frisco ever built toward the long-sought Pacific port.

We first see the name of the present company in the records of 1871. In November, 1872, receivers were appointed for the Missouri Division, which was sold at auction September 6, 1873, to Mr. W. P. Burkley, acting for the St. Louis and San Francisco Railway Company. It was incorporated under the laws of Missouri, on September 10, 1873. Subsequently to its organization, the St. Louis and San Francisco Railway Company operated both the Missouri and the Central Divisions of the Atlantic and Pacific. In 1895, the Santa Fe secured control of the St. Louis and San Francisco Railway Company. But the Santa Fe did not long retain the property. In 1895, default of bond interest resulted in another receivership and in June, 1896, the property was bought at public auction by a purchasing committee and turned over to the St. Louis and San Francisco Railroad Company. This company was incorporated in Missouri, June 29, 1896, to acquire and operate independently of the Santa Fe, the properties of the predecessor companies, which by that time had been extended by construction and purchase to include some 953 miles of line. This did not include the 115 miles of the Central Division of the Atlantic and Pacific, which, however, it acquired in December, 1897, making a total of 1,075 miles owned.

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The new company bore the present name, the St. Louis, San Francisco & Texas Railway Company. It seemed that Frisco Lines was not to accomplish the task by virtue of its original founders or its origination now that the old line had been absorbed in the new. But a new surprise was in store for the residents of the Great Lakes when the Frisco extended its operations to the Far West. This was in 1907, when the Frisco acquired the Chicago & Eastern Illinois Railway, thus securing an outlet to the Great Lakes and a connection with the parent property at St. Louis.

But that was not to be. On May 10, 1919, when the Frisco's mills of miles of road totaled 3,454, receivers were appointed, and the property sold to the American Home Lines Company, a subsidiary of the Standard Oil Company.

The new company bore the present name, the St. Louis, San Francisco & Texas Railway Company. The new company was not to accomplish the task, as the 1907 sale was to be invalid and the receivership was to be reopened. But that was not to be. On May 10, 1919, when the Frisco's miles of miles of road totaled 3,454, receivers were appointed, and the property sold to the American Home Lines Company, a subsidiary of the Standard Oil Company.
MOVIES MADE OF PENSACOLA

Two thousand feet of motion pictures were made by Frisco Lines of the colorful scenes incident to the special trains which ran over the new line into Pensacola, Fla., the week of June 25-30. The pictures show the celebrations at Aberdeen, Columbus and Demopolis, and several hundred feet are devoted to the parade at Pensacola and to the steamship inspection trip. The Frisco's lift-span bridge over the Black Warrior River just north of Demopolis is shown with the span lifted as it permits river traffic to pass, and the air regatta at Pensacola comes in for its share of the shots.

Two prints of the film, which takes seventy minutes to run, are being shown in various Frisco cities at this time. Frisco people who desire the film are requested to make arrangements with their local theatre men, then notify W. L. English, Jr., Director of Publicity, Frisco Bldg., St. Louis, on what date the theatre will show the film. A print of the film will then be sent for all Frisco folks to see, and the Frisco soon began the construction of its connecting link from Kimbrough north to Aberdeen, Mississippi, on the Frisco's own line.

EXHIBIT FARM PRODUCTS

The San Carlos Hotel, the scene of the official opening of the new line just last week, was also the scene for the first agricultural exhibit of products grown in the Pensacola district. Mr. Fred L. Sanford, agricultural and industrial agent for Frisco Lines at Pensacola, had 133 different articles on display, all grown within forty miles of Pensacola. The exhibit was arranged in haste only three days before the celebration, and attracted a great deal of interest among the business men of Pensacola. A permanent exhibit of local products is now planned and Mr. Sanford is confident that more than 250 different vegetables, grasses, fruits and farm products can be gathered together within a radius of fifty miles of Pensacola.

The new line started the year with 18,017 cars of produce over its line. The largest previous movement on the Frisco was in 1922 when 2,117 cars were handled.

RECORD BERRY CROP

A total of 2,040 cars of strawberries, the greatest volume of this commodity ever handled in one season by the St. Louis-San Francisco Railway Company, was moved during 1928, according to a report issued July 1 by W. L. English, supervisor of agriculture and refrigeration for Frisco Lines.

The largest previous movement on the Frisco was in 1922 when 2,117 cars were handled.

The season closed June 15 and the largest shipping points were Sarcoxie, Mo., with 550 cars; Springdale, Ark., 206 cars, and Mo- nett, Mo., 194 cars.

The season's shipment was divided into 1,475 freight cars, 662 express cars and less than 500 express shipments equivalent to the balance.

As in past seasons the strawberry cars were distributed to almost every state in the union, with a particularly heavy movement to Canada, Mr. English states.
On the Frisco's First Trains to Pensacola, Florida

The 230 business men from Frisco's vast territory whose names follow, were on the special trains to Pensacola June 25-39.
A Momentous Occasion

The last spike in the construction of the Frisco's new line, Aberdeen, Miss., to Kimbrough, Ala., was driven May 14, 1928. P. G. Coleman, president of the Demopolis, Ala., Chamber of Commerce, is seen driving the last spike a short distance from Demopolis.

KANSAS CITY, MO.
G. R. Collett, President Kansas City Stockyards Company.
Fred Dickers, President Dickers Lumber Company.
R. Sutherland, President Sutherland Lumber Company.
A. L. Gustin, President Gustin-Bacon Manufacturing Company.
L. E. Moses, President Southwestern Millers League.
H. R. Kincaid, Kincaid-Kincaid Realty Company.
Dr. A. H. Cordia, Retired.
J. G. Hughes, Vice-President Commerce Trust Company.
L. L. Markel, President White Eagle Oil & Refining Company.
S. S. Silverman, Vice-President First National Bank of Kansas City.

OKLAHOMA CITY, OKLA.

COLUMBUS, MISS.
J. O. Slaughter, Banker.
H. M. Pratt, Banker.
H. H. McClanahan, Bell Lumber & Manufacturing Co.
Commerce.

Seed.

Lumber Company.

Chamber of Commerce.

Frazier Coal Company.

many.

ager Swift

dent First National Bank.

National Stock Yards.

Flannery

Company.

Louis Chamber of Commerce; Presi-

dent, St. Louis, Mo.

John S. Siddall, Prairie Coal Com-

E. S. Bisbee, Vice-President Nation-

John Schwartztrauber, Traffic Man-

age St. Louis, Ill.

Charles B. Deibel, Secretary Dixie

Degen.

W. H. Hill, President Hill Brick

NATIONAL STOCK YARDS, ILL.

R. E. Hennessey, Livestock Agent,

W. F. Allen, Publisher.

W. L. Smith, President Memphis

W. H. McDonald, General Manager

George Hooper, President Moline-

Charles G. Robinson, Jr., Scruggs-

W. A. Crawley, Retired.

D. L. Gatewood, Traffic Manager

J. M. Kurn, President, St. Louis, Mo.

J. E. Springer, Division Freight

Frank F. Lawler, Division Freight

J. R. Koontz, Vice-President, Traf-

W. Frank Carter, Director, St.

O. T. White, Fruit Jobber.

Philip Coldren, Miller Joplin Globe.

KOMULLEE, OKLA.

A. J. Peters, President American

H. O. Hennick, President South-

C. H. Baker, Secretary Baker Broth-

CARTHAGE, MO.

R. B. Miles, Traffic Manager Carth-

Harry W. Putnam, Lumber Broker.

ST. LOUIS-SAN FRANCISCO

RAILWAY COMPANY

E. N. Brown, Chairman of the Board, New York, N. Y.

J. M. Kurn, President, St. Louis, Mo.

G. B. McCullough, Director, Tulsa, Okla.

J. R. Koonta, Vice-President, Traf-

F. H. Hamilton, Vice-President, Sec-

E. T. Miles, Vice-President and

General Solicitor, St. Louis, Mo.

E. N. Brown, Chairman of the Board, New York, N. Y.

R. Koken, Limestone Company.

A. P. Matthews, Ashland General

W. L. Huggins, Jr., Director of

R. Koken, Limestone Company.

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R. Koken, Limestone Company.
AGRICULTURAL OPPORTUNITIES ON NEW LINE

(Continued from Page 24)

they take the same kind of cultivation and fertilization as the Satsuma and can be made a supplement to the growing of oranges.

Blueberries grow wild in this section, but when transplanted and cultivated the plants attain a height of ten to fifteen feet and are very profitable. The berries are extremely large and sell to good advantage.

Several thousand acres of peaches planted in this district are producing profitably, coming on at a time when prices are unusually good.

Paper shell pecans are being grown in a commercial way. Budded pecan trees begin to bear from five to six years and the yield increases as the trees mature. Trees are usually planted about sixty feet apart, permitting of intercropping with vegetables and other crops.

Grapes, strawberries, pears, Japanese plums, figs and pomegranates are being grown for local consumption. Peaches do exceptionally well in this southern section, and no doubt this crop will be commercialized in the near future.

Among the leading truck crops grown are early Irish potatoes. Hundred of carloads are shipped annually. Sweet potatoes and cucumbers are marketed in this district.

Corn, cowpeas, soybeans, peanuts and velvet beans are grown extensively. Rye is also used as a winter cover crop, as is also barley.

Poultry and dairying, due to excellent climatic conditions, are fast taking their place among the leading industries of this section, and practically all the principal breeds of poultry and dairy stock are found in this district.

The county roads are in very good condition and several of the very important concrete highways pass through the heart of this Valley. There is a network of rock and gravel roads reaching in every direction. With state and federal aid many miles of roads have been completed with gravel surfaces, and substantial steel, concrete and wooden bridges have been erected.

The states of Mississippi and Alabama appropriate millions of dollars annually for the support of their schools. This money is divided among the various counties in proportion to the number of children. The Mississippi State College for Women, the largest institution of its kind in the south, is located at Columbus, Miss. Sunday schools and churches of all denominations are within easy reach of the farming communities.

Artesian water is abundant in overflowing wells throughout the entire district, and the depth ranges from 200 to 600 feet.

Land prices in the Tombigbee Valley vary greatly, depending largely on location, soil, improvements and area in cultivation.

The Frisco Lines maintain an agricultural department, organized and equipped for the purpose of keeping in touch with the farmers of this district, with a view of aiding them in every possible way.

Lulu: How come yuh is always lookin' fer a job an' neber findin' one?

Mose: Dat's skill, woman. Skill!
Aberdeen, Miss.

Aberdeen citizens are proud that the Frisco selected Aberdeen as the head of the new line to Pensacola. This city of 5,000 population realized that the new line has opened up a rich and fertile area. Aberdeen invites participation in the development of its natural resources: beds of valuable clays, deposits of bentonite and other minerals, valuable forests, recently-disclosed fields of gas and oil, rich grazing lands and fertile soils.

Many advantages are offered to industries: Tax exemption for a period of years, low assessments, accessibility of raw materials, the extreme mildness of the climate and quantity and cheapness of power, the abundance of sources of energy in temperature, and the excellence of water supply.

A live chamber of commerce in cooperation with a Rotary club and a Lions club formulates and executes policies of civic and rural progress. Aberdeen is the county seat of Monroe County. Ninety-five per cent of the rural homes around Aberdeen are on, or adjacent to, hard-surfaced or concrete roads. Aberdeen has excellent schools, a large creamery and mill powdering plant, and three banks with the total of more than two million dollars on deposit.

Columbus, Miss.

Columbus, Miss., 167 miles southeast of Memphis, is the largest city on the Frisco between Memphis and Pensacola, with a population of 15,000 people. This city is more than 100 years old. Up to a quarter of a century ago it was an old-fashioned southern town, but within the last fifteen years Columbus has doubled in population. On a bluff overlooking the Tombigbee river and 168 miles east of the Mississippi river, it is the trading center of two counties in Mississippi and two counties in Alabama. The population of this trade territory is more than 150,000 people.

Principal industries of Columbus include railroad shops, lumber mills, cotton gins, a brick plant, the daily capacity of 12,000 bricks, greenhouses and nurseries, a marble plant, new modern high schools, a junior high school, two grammar schools and two schools for negroes.

Aliceville, Ala.

Aliceville is another of the charming towns in the Tombigbee Valley. Its history dates back to 1903 when the Alabama, Tennessee and Northern Railroad was extended there. The business of Aliceville is dependent upon the fertile farm lands of the Tombigbee. Lush and fertile valleys, which under proper cultivation, yield abundant crops of corn, cotton, feed stuff, fruits and vegetables.

Aliceville has two large saw mills, one large cotton gin, several warehouse houses with gins connected, an oil mill, a rice mill and an iron works. This City has an excellent health record, not a single case of typhoid fever having occurred since the present water system was installed fifteen years ago. There are few cases of malaria. An abundant supply of pure artesian water can be had on every farm in this valley. The water supply of Aliceville is from a large spring 1,100 feet deep. The Alabama Power Company supplies electricity for the town. Aliceville is connected by hard-surfaced roads with the Mississippi, and the Alabama state road systems.

Boligee, Ala.

Boligee, in Greene county, Alabama, has a population of 600 and is located one hundred miles southwest of Birmingham on the Frisco’s new line from Aberdeen, Miss., to Pensacola, Fla., and on the main line of the Southern Railroad’s line to New Orleans. Boligee is located in an agricultural region which has produced in a year...
1,000 bales of cotton, 200 cars of hay and 50 cars of cattle. The land is of sandy loam and of black prairie. Cattle raising and dairying thrive in this vicinity.

Buildings at Boligee include a new $35,000 accredited junior high school, two hotels, one bank, fourteen stores, three churches, a bonded warehouse, two cotton gins and two gardens. The water supply of Boligee is furnished by an artesian well. Boligee is on the Federal highway extended from New Orleans to Washington. A live stock organization, the Boligee Business Men's Club, is a great asset to the city.

Demopolis, Ala.

Demopolis, a city of approximately 3,500 inhabitants, is in West Central Alabama, 30 miles from the Mississippi-Alabama state line. In the Federal census, there are 4,000 persons in the Demopolis and Famous Black Belt line land and section on the high banks of the Warrior and the Tombigbee rivers, on which navigation is conducted throughout the year. Besides being on the Frisco, Demopolis is on the Southern Railway and on the Dixie Highway.

The average temperature of the short winters is forty-five degrees, and of the summers, eighty. Sunstroke is unknown and the nights are cool. The annual rainfall is 51 inches. Marengo county, in which Demopolis is located, has many overflowing artesian wells of pure soft water.

The Demopolis section contains an immense supply, varying in depth from 500 to 1,000 feet, of all raw materials necessary for the manufacture of the highest grade of Portland cement. The limestone is of a soft composition and can be quarried by a shaving process, the most economical method of quarrying known.

Annually there is shipped north and east from Demopolis two or three thousand cars of lumber. This city is in the center of the richest alfalfa lands in the South, and receives approximately 20,000 bales of cotton a season. The pecan thrives in the Demopolis section. Other agricultural pursuits which are thriving there are dairying and the raising of sheep, hogs and poultry.

Demopolis has a Kiwanis and a Rotary club, an American Legion post, a country club, an active chamber of commerce, and women's civic clubs. The city was originally founded by refugees from Napoleon's army.

Linden, Ala.

Linden, Ala., is in the county seat of Marengo county, one of the largest counties in Southwest Alabama. It has a beautiful court house, new high school building, a brick grammar school, approximately thirty brick stores, artesian wells, cotton gin, two planting mills, an ice factory, wood working shops, a telephone system, electric power, two banks and two railroads, the Frisco and the Louiville & Nashville. Water works and sewage systems and two electric gins have been contracted for.

Linden is on several highways. The country around Linden is suitable for cattle raising and the growing of southern crops with a grazing season of ten months. The county health department is located at Linden, as is the headquarters of the Marengo County Farm Bureau.

Kimbrough, Ala.

Kimbrough, Ala., in Wilcox county, which is one of the leading agricultural counties of the state, is in a locality now producing cotton, corn, potatoes, beans, peas, okra, cabbage, many kinds of fruit, including grapes and berries, and in which cattle, hogs, chickens and other farm animals flourish and winter entirely in pastures.

The seasons are practically as early as in any locality down to the Florida line. Winters are mild and short, and the annual rainfall is about forty inches. Summers are mild, being tempered by breezes from the Gulf of Mexico, and heat prostrations practically are unknown.

Kimbrough is offering free factory sites for industries considered desirable.

Health conditions are excellent and the city is supplied with water from deep wells. There is also an abundant supply of surface water for agricultural purposes.

Kimbrough is in the middle of the cotton producing country. Many kinds of hardwood grow in the vicinity. There is timber for paper manufacturing, and clay for brick, and much sand and gravel. Kimbrough is on an east and west transcontinental highway.

Monroeville, Ala.

While not on the Frisco Railway, Monroeville is located on the Mobile & Boston railroad, which connects with the Frisco's line to Pensacola about six miles to the northeast of Monroeville.

Monroeville is the county seat of Monroe county, which has a population of approximately 2,000 and is the oldest and largest town in the county, which has a population of 36,000. The town is in a prosperous agricultural section and is at the junction of four state highways.

Monroeville is a commercial center and draws its support from a wide area. Two strong banks with combined resources of approximately $1,500,000, afford adequate financial facilities. The schools are splendid and the climate is healthful.

Land in the vicinity of Monroeville
a variety of crops. For many years cotton constituted the chief commercial crop, but lately increased attention is being given to truck farming and peach culture. The latter crop rivals in quality that of the Fort Valley section of Georgia.

Pensacola, Fla.

Pensacola, Fla., the tide-water port of Escambia County, was founded in 1566. It has a population of 42,550, and is the only natural deep-water harbor on the Gulf of Mexico and one of the finest in the world, is the largest manufacturing center of the United States port Pensacola Canal. It was one of the first great Mississippi River ports, and was the southern terminus of the old Natchez Trace. The city was the site of the Spanish settlement on the American continent. The area was part of the Spanish territory, and was inhabited by the American Indians until it was ceded to Spain by the Treaty of Paris in 1763. It was near Pensacola that Panfilo de Narvaez in 1528 made the first landing on the American continent. The name of Pensacola was given to the city by the Spanish colonists who were the first to settle there. The city was also the center of the Spanish administration of the territory, and the seat of the governor of the province of Florida. The city was occupied by the French in 1699, and was taken by the British in 1763. It was returned to the Spanish in 1783, and was occupied by the British again in 1795. It was ceded to the United States by Spain in 1821.

Pensacola is the county seat of Escambia county. More than three and a half millions of dollars have been expended in Escambia county for good roads, which radiate north, east and west from Pensacola. The Pensacola High Road, extending north forty-five miles to the Alabama line, passes through the great agricultural section of Escambia county. The Gulf Beach High Road, also of concrete, connects Pensacola with the Gulf of Mexico.

Escambia county is in the heart of the Southeast orange belt. Being grown in quantity are Irish and sweet potatoes, watermelons, cantaloupes, figs, peaches, oranges, grapefruit, lemons, limes, melons, apples, pears, grapes, strawberries, beans, cucumbers, green beans, squash, and beets. There are abundant examples of the Frisco and the L.

In connection with the training station, Corry Field, one of the finest naval air training stations in the world, has been provided. An aerodrome is maintained at and near Pensacola. Fresh and salt water fish abound, and game birds are plentiful. There are three golf courses, tennis courts and baseball diamonds. The inland waters offer facilities for motor-boating, yachting and house-boating. Surf-bathing at the gulf beaches and still-water bathing in the bays and bayous are popular the year around.

Pensacola is the county seat of Escambia county. More than three and a half millions of dollars have been expended in Escambia county for good roads, which radiate north, east and west from Pensacola. The Pensacola High Road, extending north forty-five miles to the Alabama line, passes through the great agricultural section of Escambia county. The Gulf Beach High Road, also of concrete, connects Pensacola with the Gulf of Mexico.
More Views of The Pensacola Line Opening

Above: A part of the throng of visitors and The Welcome on station platform at Demopolis, Ala.

Top Center: Walter S. Dickey, owner and publisher of the Kansas City Journal-Post (left) and Vice-President Keatts, photographed while the train paused at Tulsa, Okla.

Lower left: A happy group of railroad men stopped at the engine took water at New Albany, Miss. From left to right, Messrs. Ryan, Young, Georck, Beasly, Menheer, Husey, Gamble, Millie, and Nolen.

Bottom center: Another group of Pensacola "trippers" stopped at Mexico, Ala.

Lower right: A view as the Specials pulled into Demopolis.

BRIEF SKETCHES OF FRISCO CITIES

(Continued from Page 34)

The city is just completing a school improvement program that involves the expenditure of $255,000. Pensacola has many miles of concrete streets.

More than 400 residences were built in Pensacola last year. Funds were made available recently for the construction of a $145,000 concrete bridge over Big Bayou between Pensacola and the United States Naval Air Station.

Pensacola has a reasonable tax rate, a bonded indebtedness of approximately $832,500, ample police protection, fifty miles of paved streets, fifteen and a half miles of street railways, a municipal radio broadcasting station, WCPO, and electric light and gas plants.

The combined rail and water distances from twelve of the principal shipping points in the Central West of the United States to fourteen principal world ports is shortest through Pensacola in eighty-three out of 148 comparisons. These comparisons are with through distances via principal world ports.

The following products can be manufactured advantageously at Pensacola, according to recommendations made by a firm of industrial engineers recently made an industrial and economic survey of Pensacola: Those utilizing waste products of the present fishing industry; those utilizing lumber and wood waste products; furniture; plywood for use in cabinet work, furniture, cabinets and interior finish; industrial alcohol from wood waste; pulp and paper; clay products; agricultural products; copper wire and allied products to be made of raw materials and to supply large southern market; leather; molasses and allied products; twice twinned barrows to be made of materials imported from Mexico and South America; automobile tires and all products for southern demand (a large part of the rubber now brought to this country comes in through Gulf ports); gypsum products, such as wall board, plaster board and allied materials; cotton products; structural steel; freight cars. The industrial engineering firm recommended also the establishment of Pennsylvania and gravel plants, a grain elevator, automobile and machinery assembly plants for export purposes, and the further expansion of the storage industry.

Nothing is worse than sitting in a barber's chair with your mouth full of lather, watching the boy trying to give another customer your new $6.00 hat.
A SPECIAL train was run from Neodesha to Cherryvale, Kans., for the picnic held at Logan Park, Cherryvale, June 25, by the Frisco Employes’ Club of Neodesha. Frisco employees at Cherryvale also attended. Aboard the train, enroute between Neodesha and members of their families totaling twenty-four. Cherryvale employees and members of their families attending the picnic totaled forty.

The program at the part consisted of a fried chicken supper, an address of welcome by Murray Dixon, mayor of Cherryvale; selections by the Lucky Four Quartet of Cherryvale, consisting of Floyd Brooks, Hubert Camingham, Arnow Shackle and Jimmie Holland; games, and an address by Rev. J. Allen Watson, Stillwater, Okla., a son of J. H. Watson, Frisco special agent. The special train was pulled by Engine 518 and the train crew was: C. W. Depew, conductor; R. P. Robison, engineer; S. P. Roch, engineman, and George Archer, fireman. The train left Neodesha at 6 a.m.

Among those attending the picnic were: R. B. Carter, assistant superintendent to the Frisco’s special agent came to the rescue and vouched for Mike and the charge was dismissed.

George Tague, agent, Cherryvale, arranged for the automobiles which conveyed the picnickers from the Cherryvale station to the picnic grounds.

Joplin, Mo.

The Ladies’ Club of Joplin, Mo., an auxiliary to the Frisco Employes’ Club of that city, held a social meeting and shadow supper on the evening of June 25. The shadow of the ladies present were auctioned off to the highest bidder. About fifty members were present.

Quinn Baker, assistant division engineer, of Joplin, Okla., was unanimously elected president of the Frisco Employes’ Club of that city on the night of June 25.

John Ackerson, vice-president; Mrs. Earl Maxton, secretary; Mrs. Charles Goodman, treasurer, and Mrs. E. C. White, reporter.

Mountain Park, Okla.

A joint picnic was held by Frisco employees on the Elk-Hobart sub-division of the Western division and the Muskogee sub-division of the Southwestern division at Mountain Park, Okla., June 29.

Because of heavy rains on the Chickasaw sub and between Vernon and Snyder, Okla., the attendance was very light from those points, but the special train which was run from Joplin, Okla., to Mountain Park carried 300 picnickers aboard and citizens of Mountain Park turned out approximately 200 strong to welcome them. Activities of Frisco employees’ clubs were reviewed by R. C. Camady, Esté, assistant superintendent of the Western division, and by T. F. Jones, head, roadmaster of the Western division.

Miss Helen Warren presented several violin solos. Miss Helen Warren, four years old, daughter of our helper at Roosevelt, Okla., gave a reading. Miss Agnes Reddington, daughter of the former section foreman at Hobart, Okla., also gave readings.

The Frisco Girls’ Club of St. Louis, celebrated its first birthday party on June 25, when 260 members met for luncheon at the American Annex Hotel.

The speakers table was attractively decorated in pink roses and green ferns, and a huge birthday cake with one candle was placed before the president’s chair. G. B. Perkins, auditor for Frisco Lines, F. H. Hamilton, vice-president, G. R. Woon, area auditor of the seventh street freight station, St. Louis, and M. M. Simson, assistant to general manager of Springfield, were guests. Mr. Perkins made the principal address and each of the others made a few brief remarks. Mr. Simson was asked to cut the birthday cake, a unique number on the program, and one of complete surprise to the members, who a short sketch, “The Marriage of Miss Perkins and Mr. Frisco,” synthesizing the completion of the new line into Pensacola.

The bride was the five-year-old daughter of Mrs. H. W. Wells, and the groom was the seven-year-old son of Mrs. Chas. Hallenberg. Mrs. Mrs. Wells and Mrs. Hallenberg were former employees of the Frisco.

The play was written by Martha C. Moore, chairman of the entertainment committee, and the principal roles were members of the Dramatic Club. Miss Lydia Peterson, chairman of the Dramatic Club, took the part of the minister, and read the ceremony.

The bride and groom stood up the aisle to the accompaniment of Mendelssohn’s Wedding March, and the wedding ceremony, in absentia Mr. Frisco, to the last heir and descendant of an
old and wealthy family, who won for a bride, Miss Pensacola, young and fair, and with large estates on the gulf, demanded the attention of the audience. The bridal couple were loudly cheered as they approached the improvised altar.

In the good will tour of Frisco Employes' Club of Hayti, which was made June 10, were forty-eight automobiles and three trucks. The distance covered was 150 miles. The tour was suggested by E. N. Johnson (second from left of the foreground) who is secretary of the club. The sign on the leading car reads: "The Club’s Motto: Business to You Means Business for Us. Giving Service Is A Pleasure." The larger sign on the left side of the rear car: "In the shortest route, St. Louis—Pensacola, Via Southeast Missouri.

Henneyetta, Okla.

Solicitation of traffic was discussed by members of the Frisco Employes' Club of Henneyetta, Okla., at the club's meeting held July 12. The attendance was eleven. H. G. McKinstry, agent, presided due to the absence of H. B. Bogart, president of the club. The sign on the left side of the rear car reads: "In the shortest route, St. Louis—Pensacola, Via Southeast Missouri.

Men's Club, St. Louis, Mo.

An "Aviation Luncheon" was given by the Frisco Men's Club of St. Louis, June 22, when and the guests of honor were Major William B. Robertson, one of the backers of Lindbergh on his New York to Paris flight; J. B. Bugart, ground school commandant, Parks Air College, St. Louis, and C. O. Schelly, president of the Reliance Engraving Company, the first St. Louis business man to use an airplane for commercial purposes. W. L. Huggins, Jr., director of publicity, Frisco Lines, St. Louis, introduced the guests.

Mr. Robertson, who is also president of the Curtiss-Robertson Aircraft Corporation, holder of the St. Louis-Chicago air mail contract, most enthusiastically spoke of the development of the aviation field. Mr. Schelly was introduced to the assemblage.

Mr. Bogart told of activities of the Men's Club, St. Louis, Mo. and described the air college with which he is associated. Mr. Bogart is a graduate of flying schools at Brooks and at Kelly flying fields, both at San Antonio, Tex., and formerly was an instructor at Brooks Field. Mr. Schelly was introduced to the assemblage.

Musical entertainment consisted of piano selections played by Miss Ella Parks, and vocal solos by Robert Ansline, both of the accounting department. Miss Parks played the piano accompaniments for Mr. Ansline's singing.

Blackwell, Okla.

An address by H. A. Miller, agent, and president of the Frisco Employes' Club of Blackwell, Okla., was a feature of the meeting held by this club June 23. Mr. Miller spoke of courtesy by employes toward patrons of the Frisco. He said that an agent recently had a sign in the window of his station which read: "There are two plants you will find courtesy—in the dictionary and this station."

W. N. Patterson, roadmaster, Knisd, reviewed accomplishments of Frisco employes' clubs. A. Rhoden, agent, Pechilah, Okla., said that Frisco employes often must take more or less abuse from the public in order to get the business. J. B. Fountain, conductor, talked on the giving of good service to patrons of the Frisco.

Other speakers were: F. W. Coleman, cashier-operator at Blackwell; Lee Rollins, car inspector; James Yarbrough, section foreman; A. H. Walker, section foreman; M. P. Case, engraver, A. A. Goodrick, freeman; William Weatherly, warehouse foreman.

Drummond, Okla.

The Frisco Employes' Club of Drummond, Okla., held a meeting June 21. Minutes of other Frisco employes' clubs were read and discussed. T. T. Covaty, president, presided.

Men's Club, Springfield

Organization of a Frisco Bowling League was effected by the Frisco Men's Club of Springfield, Mo., the night of July 12. Four teams have been recruited from that many departments and enough bowlers from other departments listed to assure six teams, with necessary substitute players. The league will enter the city association the ensuing season.

C. A. Grobe, of the office of H. W. Hodgen, director accident prevention, was elected president. Mr. Grobe formerly bowled in the Frisco bowling leagues of St. Louis. P. P. Peterson was elected vice-president and Howard Pickens, secretary of the Frisco Association of Metal Crafts and Car Department Employes, was elected secretary and treasurer.

The teams in the Frisco league will be named for the various Frisco "hot shot" passenger trains and it is the intention of team captains to have the names of the teams on the backs of the shirts of the players, as an advertising feature. The lawn in front of the Frisco general offices at Springfield presented a picturesque scene the night of July 5, when the Frisco Men's Club of Springfield, Mo., held a watermelon social under the light of rows of Japanese lanterns. The attendance was approximately 150.

F. 0. Lister, chief mechanical engin.
Musical selections were played by Walton's Orchestra, of which J. Walton, of the west stairs, Springfield, is director, and Raymond Moses played several cornet solos.

Members of the club discussed the formation of a bowling league among Frisco men employees at Springfield, and a committee was formed to organize the league.

Of the four teams in which Frisco employes, both men and women, were grouped some time ago for competition in traffic solicitation, Captain A. R. Shearwood's team held top place for nine weeks with the percentage of 8,537. The percentages in the competitions are obtained by dividing the number of traffic tips turned in by a team, by the number of persons in that team. Captain Shearwood's team turned in 1,844 tips and the team has a membership of 214.

Second honors went to Captain T. L. DeGroat's team, which has 256 members and turned in 255 tips, giving the percentage 351. Captain W. W. Stackeletter's team, which has 14 members, turned in four tips, giving the percentage, 351.

For June, William Kramer, with 1,403 traffic tips to his credit, held top place. Second place was held by F. E. Corkery, with 1,373 tips, third place, J. W. Walker, several tips.

At 1:10 p.m. eight persons, fifteen, forty-four tips; fourth place, M. A. and F. A. Jenkins, fifty-four tips; fifth place, A. B. Shearwood, forty-seven tips; sixth place, F. M. Barry, forty-five tips.

While Captain Kramer, Frisco Employee, a member of Captain Shearwood's team, was instrumental in obtaining the promise by a pipe firm of Milwaukee to ship approximately 1,200 cases of oil pipe to Texas points.

Muskegon, Okla.

Considerable enthusiasm for the cause of solicitation of traffic for the Frisco was manifested at the business meeting of the Frisco Employees' Club of Muskegon, held July 3, F. E. Bram- nes, assistant superintendent of the Central division, F. Smith, and T. B. Griffith, agent, Muskegon, Okla., were vio-

Me. The grounds were ideal to accommodate the crowd. Activities began as soon as the train deposited its passengers, and did not end until train 505 passed and coupled onto the four coaches at 6:40 p.m. for the home ward trip.

Games and races occupied most of the morning, and were in charge of H. L. Kleieh, E. Lowe and L. G. Roes- en. A tin pan parade for boys and girls under 8 years of age opened the athletic program. Ninety pounds of candy, toys, balloons, fifty pounds of peanuts and 200 boxes of crackers, was distributed to the participants. The 100 yard dash for men was won by J. Owyer, G. Lux and R. Hallwass, fifty yard dash for girls, Eta Simp- son, Thelma Berdie and Lena Jones.

Fifty yard dash for girls, 10 to 12 years of age, Margaret Deeverman, Frances Jenkins and Hazel Bowman, boys 50 yard dash was won by Everett Miller, Douglas Platt and Donald Hauver. The 100 yard dash for all boys, Danny Moore, Frank Bark and Billy Young. Lawrence O'Brien, Joe Warch and Bill Wooster first, second and third prizes in the 1st men's race. The fifty yard dash for daughters of employees was won by Helen Hale, Marg Cook and Mar- garet Jenkins. The boys' race was won by Bert Poucher, Milan Knis- ler and Harry Lay. Helen Hale, Minnie Deeverman and Mar Cook won the girls 50 yard dash. T. B. Smith and Frank Wal- lace were on the winning team in the horseshoe pitching contest and H. W. Clandesden and C. Harman won second prize. The 100 yard dash for outer yard men only was won by Wm. Exposito, Clare- more Walls and Frank Janosky. Ey- ley Salaman won first prize in the old Gelders contest, and John Jenkins came in second.

The Frisco Best Service team, up to their usual standard, won a game of ball from the University City Cub with a score of 10 to 1. Clarence Smith, E. Current and W. Street Team was won by the exponents of the first base, L. Smith the second, C. Miller the third baseman, and J. Shoff the second base.

A large number of tobacco was awarded the visiting team. Prize for making the first score was awarded Dick O'Leary of the 7th Street team.

At noon time, twenty baked buns, 100 boxes of beef, 10 pounds of hot dogs and 1000 buns were consumed, ninety homemade cakes sliced and served and 1,500 Dixie cups were distributed. Twelve stick分类果的图片师seating the spread on the picnic grounds.

Following the lunch, the crowd gathered around the Pierce Petroleum Radio truck where they heard se- lections from the Three Silver Kings. Rafter, where they heard se- lections, and also played for a group pic- ture, and the dancing floor claimed many.

The four girls above appeared first in the cast of the "Frisco Shows," at the eighth performance given for the Frisco Employes' Club and their wives in Springfield, June 18.

From left to right they are: Minnie Marian Ross, Bessie Arnold, Kathryn Rizer and Dorothy Thomas.
When the crowd had witnessed the splendid playing of the seventh street team, they sauntered back under the shaded grove where 150 prizes were drawn and distributed to the married women.

Two cases of lemons, made into lemonade were served during the entertainment.

Mr. A. J. Modder was chairman of the picnic committee and those who assisted him in the arrangements besides the entertainers committee, named above, were: arrangements committee, J. R. Davis, Thos. O'Toole, W. Mognet, Roy Stroup, S. Cary and Fred Walker; grounds committee, R. L. Klets, S. Cary and Roy Stroup; finance and transportation committee, C. E. Stocker and J. Daniels; publicity committee, Wm. O'Toole.

Practically all the food and prizes were donated by firms who are served by the Frisco Lines.

An address by J. W. Nourse, St. Louis, general passenger agent of the Frisco, and voted by Mrs. Frank Fullmer, Paris, Tex., a well-known soprano, who has studied under Madame Schumann-Heink in Kansas City, Mo., this summer, were features of the concert held by the Frisco Employes' Club of Fort Scott, Kan., July 13. Mrs. Fuller opened the performance, followed by "School Day Sweethearts" and "Songs My Mother Used to Sing", and the musicians spoke a few words of appreciation for those on the program, the audience and the club. The attendance was 125 persons.

**Girls Club of St. Louis**

Approximately 200 members were expected to attend the July meeting of the Frisco Girls' Club of St. Louis, held at the Americus Hotel Arena, Monday, July 30.

Meeting pictures of the orchestra of the Pensacola trip were scheduled to be shown, and Col. P. O. Jonas, chief engineer, and R. B. Nailer, general freight traffic manager, were invited as guests of honor.

Harrison Will, division passenger agent, was asked to explain several points of solicitation of both passengers and freight traffic via Frisco Lines.

The annual boat ride, given by the Girls' Club of St. Louis, on the night of July 11, netted the club $212.50, with more than 425 in attendance.

The swimmer, horseback riding and golf clubs have each enlisted new members, and there are weekly meetings.

**Girls' Club of Springfield**

A lawn tea on the grounds of the Frisco office building at Springfield, with 200 attending, featured the monthly meeting of the Girls' Club of that city, given the evening of July 24. Scenes from the playlet, "Frisco Show Must Go On", given for the veterans and their wives on July 17 at the temple, were repeated.

The grounds were lighted with Japanese lanterns, and Don Fellows, Frisco Florist of Springfield, decorated a tent which was used for a kitchen.

Part of the crowd of 1,300 Frisco employees who attended the St. Louis Terminal Club picnic at Tres Brook, Sunday, July 30.
The following contests, not sched-uled in advance, were staged: Free-for-all race for men, a ton of coal donated by the Debardeleben Coal Company, won by B. F. Thompson; broad jump, a ton of coal donated by the Calloway Coal Company, George Martin; small boys' swimming contest, $1 cash, donated by J. E. Springer, T. B. Possey, Jr.

Traffic solicitation was discussed by members of the Frisco Employes' Club of Tulsa at the meeting held July 11. J. E. Windsor, machinist, turned in a traffic tip, which may mean much additional freight business for the Frisco.

Poplar Bluff, Mo.

At the meeting held July 11, the principal speakers at the meeting of the Frisco Employes' Club of Poplar Bluff, Mo., held July 11.

President Gibson called the attention of those present to the activities of other clubs on the River division and asked that members of the Frisco Employes' Club of Poplar Bluff work to make their club as successful as some other club on the division.

Oklahoma City, Okla.

The Frisco Employes' Club of Oklahoma City held a dance at Holle Isle Park, Oklahoma City, June 25. The attendance was approximately 250. Music was furnished by the Merry-makers Orchestra. The Metropolitan Quartet sang several popular songs.

D. L. Etes, operator, president of the club, read a letter received from F. H. Shaffer, Springfield, Mo., general manager, congratulating the club on its last previous meeting and thanking the club for the cream and sugar which the club gave to Mr. and Mrs. Shaffer when they attended the last-mentioned meeting of the club.

The following employes, it was announced, had been placed on the traffic solicitation honor roll since the last meeting: W. A. Mills, Mrs. W. E. Fountain, O. S.Momany, J. W. Bryant, Willlham Fair, Frederick Kramer, Walter Popkin, H. E. Harlow, J. E. Van Ness, Gerald K. Horvung and Mrs. B. D. Small.
LIME TRAIN A SUCCESS
Cass County Special Warmly Greeted on July 9

The Cass County lime train, consisting of thirty cars of lime, pulled by a double header, moved via Frisco Lines from Kansas City to Garden City on July 9.

The train, one of the largest lime trains ever to be run in Missouri, was sponsored by the Commercial Club of Belton, Mo., with the Consumers' Material Corporation, the Harrisonville Kiwanis Club, the Cass County Farm Bureau, and the Agricultural Extension Service of the Missouri College of Agriculture, and the Frisco Lines, cooperating.

The special lime train into Cass County was scheduled with the idea in mind of getting as much lime as possible into the county before the general demand for lime begins. In the neighborhood of ninety-five per cent of the soil samples that have been tested from this county in the last three years, have shown that the soil needed lime in order to produce alfalfa or sweet clover profitably.

A flat car and a coach accommodated the special party, which accompanied the train. The band rode on the flat car, and the train got a rousing welcome at each station where it was halted to deposit one to five cars of lime.

Pathé News cameramen recorded the event, and an elaborate program and dinner was given the guests at Belton, Mo., where more than 2,000 witnessed the event.

Representatives from each of the cooperating organizations were present, and Mr. W. L. English, supervisor of agricultural development for the Frisco at Springfield, led an interesting discussion at Belton, J. R. Coulter, assistant executive general agent at Kansas City, accompanied the train.
Distinguished Financiers Ride Meteor From Tulsa to St. Louis

It is a hard matter to catch the Meteor, crack Frisco train to St. Louis, but a special train of two cars and an unused left Tulsa exactly one hour after the Meteor had departed and caught it at Monett, and the special train party arrived in St. Louis with the regular Meteor the next morning.

The party consisted of prominent New York financiers, who had been on an inspection tour of the Phillips Petroleum Company's properties, and due to a late engagement, were unable to leave Tulsa until an hour after the Meteor departed.

The patrons were greatly pleased with the courtesy extended to them, and spoke highly of Frisco service.


AGENCY CHANGES

J. O. Smith installed permanent agent, Bengal, Okla., July 5.
M. J. Hall installed temporary agent, Chelsea, Okla., July 3.
A. Posts installed permanent agent, Valley Center, Kan., July 3.
J. G. Reeves installed permanent agent, Cold Springs, Okla., July 2.

Effective July 1 the following stations opened as ticket agencies—formerly freight only agencies—no changes to agents: Kolola Springs, Miss.; Pickensville, Ala.; Aliceville, Ala.; Dumas, Okla.; Demopolis, Ala.

T. C. Pales installed temporary agent, Wellston, Okla., June 30.
W. D. Wilson installed permanent agent, Gravette, Ark., June 29.
T. H. Lucy installed permanent agent, Curtisville, Okla., June 25.
C. F. Beckman installed permanent agent, Stanton, Mo., June 25.
B. T. Bruton installed temporary agent, Hamilton, Mo., June 22.
Effective June 21 freight and ticket agencies at Harvard, Ark., closed.
Linden, Ala., opened June 19 and R. D. Bush installed agent.
Kolola Springs, Miss., opened June 18 and T. A. Buckner installed agent.
Bulligea, Ala., opened June 17 and F. B. Downing installed agent.
Pikeville, Ala., opened June 16 and C. W. Horton installed agent.
Demopolis, Ala., opened June 15 and L. E. Brophy installed agent.
T. A. Wyche installed permanent agent, Bridge Junction, Ark., June 16.
W. C. Kirby installed permanent agent, Indiana, Okla., June 15.
J. T. Maharry installed permanent agent, Bryant, Okla., June 13.
C. Alden installed permanent agent, Aldrich, Mo., June 12.
F. Emley installed permanent agent, Meriam, Kan., June 11.
TIPS FOR TICKET AGENTS

The Magazine is indebted to Oper-
ator H. T. Jarrett of Baxter Springs.
Kansas, for the following set of "Tire
Commandments for a Ticket Agent."

Mr. Jarrett, clipped the command-
ments from the editorial page of the
Joplin News Herald of May 9.

1. Courteous, poised, a willing-
tness to do, and accuracy constitute
the first qualifications of a success-
ful passenger solicitor.
2. Neatness. Clothes do not make
a man, but they do make a creditable
appearance.
3. Short answers are not conducive
to good business ethics.
4. Practice moderation. Remember
that a soft word turns away wrath.
5. Study your patrons and adapt yourself
to their wishes.
6. Put yourself in the prospective
passenger's position.
7. Do be loyal to your own self as
well as to your employer.

ACCIDENT MEETINGS

Approximately 160 employees and
visitors attended the six accident pre-
vention meetings held from July 1 to
July 11, 1928.

These meetings were held at the
following points, with the number
specified at each point, in attendance:
Sherman, Tex., July 11, 24; Newberg,
Mo., July 3, 14; Tulsa Terminal, July
4, 22; Reclamation Plant, Spring
field, July 3, 11; North Shops, Spring
field, July 9, 19; Tulsa Terminal, July
10, 16.

ELESWORTH CHUNN

ELESWORTH CHUNN, young son
of J. C. Chunn, Frisco fireman
of Jonesboro, Ark., recently won
the $15.00 prize offered by the Jones-
boro, Arkansas, Daily Tribune, for
the best essay on the subject, "Am-
bition."

Elesworth is also the winner of the
class essay on "Safety First," which
attracted a great deal of attention,
and was commented on many times
by J. W. Morrill, of the accident pre-
vention department of Frisco Lines.

The essay on ambition, which is
printed below, is a splendid one, and
represents if the benefit reaped
by the high type of educational in-
stitutions which Jonesboro, Arkansas,
offers to its youth.

MY AMBITION IN LIFE

ELLSWORTH CHUNN

1st Prize Winner—$15.00 Prize

"Catch your wagon to a star," says
Emerson, but I realize that one never
travels life's sad and solemn road but
once and he had better tie on to as
many as he can.

My ambition in life is to acquire a
good education, and prepare myself
for some useful pursuit so that I may
live a clean life and be a benefactor
to mankind. I do not choose a
"vaulted ambition" such as Napoleon
or the Kaiser had, that has covered
the world with blood and tears, but
rather one that makes "the highest
achievements of yesterday the start-
ing point of today." From this am-
bition, we have developed Pasteur,
Gorgas, Lincoln, Grady, Goethals, and
Lindbergh.

I shall incorporate in my ambition
the splendid habits of my father, who
never knew the taste of liquor
or tobacco, and the many holy pre-
scepts I learned from mother's knees.

"As the twig is bent the tree's in-
clined," so I will keep good company
and further my religious ambition so
that I may keep myself "unspotted
from the world."

I shall use every advantage of
school, book, and newspaper to gratify
my ambition for an education, and
shall use my most cherished hope I will be prepared for other op-
tunities that are beckoning at the
college door today. My ambition is to
be a useful man, and to the end not the influence of friends
—then I may be president of some
achievements of yesterday the start-
ing point of today." From this am-

But once I pass this way,
And then—
Then the silent door swings on its hinges—
Gone, and no more
I pass this way.
So, while I may
With all my might, I will essay
To all I meet upon the pilgrinl way.

"Nobody draws a gun in Crimson
Cock these days."—

"We're tired," answered Caritas
Jae. "The flies are working so fast
that we haven't no breath for addin'
to the damnum."

Ellsworth Chunn of Frisco Wins Essay Prize
A Newspaperman's Impression of the Pensacola Opening

The following story of the Pensacola Line opening appeared in the St. Louis Post-Dispatch of June 29. It was written by Carlos Hurd, former special writer and long-time correspondent of the Post-Dispatch. The story is representative of the many in the opening celebration wired to newspapers by correspondents on the boats.

By CARLOS HURD
(Post-Dispatch)

PENSACOLA, Fla., June 29.—Three hundred and sixty-six years ago, some Spaniards coming by water and started a settlement. That first venture did not succeed—otherwise Pensacola would claim unqualifiedly, as St. Augustine did, the title of oldest city in America. When their service begins in earnest a new rail line stays, and the deep water—the sidewalk that the Frisco railroad has just reached by its new extension from Northern Mississippi to this Gulf coast city.

The 250 visitors left even sooner than the Spaniards of 1562 did. But the new rail line stays, and the deep water of Pensacola's harbor invites to this Gulf Coast city.

Signs in Five Languages

There are not so many ships here now as the Frisco people expect to see later—yet vessels are now loading at this port for beam and Bhmnes Aires, and the non-smoking sailors at the wharves are in five languages.

The two special trains carrying the hauling of Gulf Beach, and all were

The two special trains carrying the migrants across the Ozark hills, the Kansas prairies and the Mississippi riverside, has now established with the Gulf of Mexico.

Pensacola gave yesterday all the motor transportation it had, to the task of showing these visitors not only the one west of the wharves, an object lesson as to the close contact which the Frisco line at the inland road to the coast, completed her drilling for oil there. 

The 250 visitors left even sooner than the spaniards of 1562 did. But the new rail line stays, and the deep water of Pensacola's harbor invites to this Gulf Coast city.

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WRITES FRISCO SONGS
Baggage Agent Baney of Joplin
Composes Club Ballads

A group of parodies of old time songs, with Frisco activities substituted, eighteen in number, written by Mr. L. Stewart Baney, baggage agent at Joplin, have just been published in leaflet form, and issued to all secretaries of the clubs.

Mr. Baney has been with Frisco Lines since December 26, 1903, in the capacity of baggage agent at Joplin. He is an active church member and lodge man, and he says that next to his family, the Frisco is his greatest love, and boosting the Frisco and Frisco service is his hobby. His most ardent wish is that someday he will have a position where he will not have to work on Sundays and his greatest wish, he says, is when he lets a customer for Frisco Lines.

Mr. Baney is married and has one daughter, Dacot, 13 years of age. He has written songs at numerous other times, once for a church rally, and several times for lodge meetings.

Although Mr. Baney, with Mrs. Baney, president of the ladies auxiliary, have had charge of the song service, Mr. R. D. Maxton, president of the Frisco Employees' Club has asked Mr. Baney to show the Joplin members how just to sing the songs.

There has been a great demand for the books, especially for the summer meetings, as many of them have been out of doors, and community singing some of the special features.

You will find that those who wait do not think.

RECORD AT PENSACOLA

A record repair job is credited to the mechanic and his helper, at Pensacola, Florida. Engine 1515 was given class 5 repairs in 25 night-hour working days by W. D. Van Sickie, machinist, and his helper, A. M. Denison. These two completed the entire class 5 repairs with the exception of a little assistance from another machinist while they performed the operation of turning the tires.

All the wheels were removed, lateral liners poured and lateral taken up; all new wheel brasses were applied, new rod bushings applied, piston and valves replaced, new packing applied, piston heads built up and re

News Notes on the Pensacola Opening

Hi CENTER, entering editor of the Pensacola [Miss.] News, dashed out an extra edition of his paper when the news came through Amory and brought several thousand of them to Pensacola on the excursion train, June 26. They were enthusiastically received by Pensacola and by members of the special train parties.

To Alvin C. Krupnick, photographer of Tulsa, Okla., went the credit for the beautiful pictures taken of the Pensacola journey, which appear in this issue. Krupnick was one of the busiest men on the trip. The publicity department had fitted up a dark room in the head end of the baggage car on the first section of the special, and here Krupnick required after taking all his shots, emerging a few minutes later with a print, damp but clean. A photographer of Mr. Koontz and his party taken at Tupelo, was handed to various patrons on the Frisco.

Editor Blenny Imes, of the Columbus [Miss.] Despatch, also put out a special edition of his newspaper in honor of the first through train to Pensacola. The extra was distributed to the special train party at the Columbus barber shop, June 26.

Carlos Hurst, of the St. Louis Post-Dispatch, whose story from Pensacola

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Carlos Hurst, of the St. Louis Post-Dispatch, whose story from Pensacola

is reprinted elsewhere in this issue, is one of the famous writing men of America. Hurst was enroute to Europe on the R. S. Carpathia when that ship rushed to the aid of the sinking Tit-anic. During the three days that elapsed before the Carpathia reached New York after rescuing several hun- dred survivors of that great marine disaster and turning about to steam full speed for America, Hurst and his wife had secured intimate "survivors stories" from hundreds of the saved. The New York World, Hurst's paper, rushed a train to meet the Carpathia as it entered quarantine, picked up its reporter's stories, and rushed out an extra. Hurst scooped the world for his paper and made himself famous wherever news writersgather.

The Pensacola story was not the first Frisco article written by Hurst. L. Murray of the St. Louis Globe-Democrat Sunday Magazine, wrote a story of the Springfield Re- clamation plant two years ago, and recently told Sunday Globe readers of the distinguished career of Mr. Felix Yeung, Frisco Lines paymaster for forty-five years.

The news writers were grateful to Mr. R. P. Carr, of Memphis, for the radio set which he kindly installed and turned on for the special edition of his newspaper, to advertise the Pensacola trip on the extra. The fact that the radio failed to work on the entire trip did not lessen the thanks of the reporters.

Genial Roscoe Hobbs, of the Hobbs Tie Company, could have been elected president of the United States by acclamation, if the reporters had had their way. Hobbs was the special "trouble-shooter" of the train. On one occasion he even produced a new typewriter ribbon for a reporter's ma-chine.

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A FRISCO HEROE

Miss Bernice Commons, third trick operator at Petrie City, Mo., is a heroine of unbridled fame. She saved the life of her husband, Earnest, on the morning of June 11, and incurred as an act of special mention. In a time of perilous emergency, she saved her husband without her knowledge.

While she was delivering orders on the street, her husband and she were crossing the street. He was stopped by a crowd of people, who were reading a notice of the approaching train. She had never seen a train before, and did not know what to do. He told her to stay where she was, and he would return. She did as he said, and waited for him.

BERNICE COMMONS was born in a harvest field, attempted to board the train. He lost his footing and was being dragged along by the oil car on the car when Miss Commons saw his precarious position, ran and pulled him from beneath the moving train. He was in an unconscious condition when rescued.

She saw to it that he was returned to his home and dismissed the incident from her mind, except to wonder if it was true.

On the next day she received the following letter from her husband: "I cannot express in words how much I appreciate what you did for me. You have saved my life. I am very grateful, and I will never forget you."

The photograph shows her on her way working "dogs." She displayed unusual courage in this instance, and is deserving of much praise.

PENNSACOLA LINE APPOINTMENTS

Mr. R. R. Buchanan, assistant traffic manager with headquarters at Pensacola, Fla., announces the following appointments, effective July 1:

Mr. F. L. Caflin, former industrial and agricultural commissioner at Robinsdale, Ala., was appointed agricultural and industrial agent with headquarters at Pensacola, Florida.

Mr. J. M. Morrow, formerly executive vice-president of the Pensacola Chamber of Commerce was appointed colonization agent, serving out of Pensacola.

For Meritorious Service

CENTRAL DIVISION

Superintendent S. T. Carrtlle reports the following cases of meritorious service:

W. J. Wallace, brakeman, while looking his train over at Bennington, Ohio, found a broken rail. His personal record has been credited with five merit marks.

W. C. Schiitz, conductor; C. B. Coleman, engineer; G. C. Dakin, freeman, and R. J. Stone and L. L. Brown, brakemen, put a Frisco car back on concrete bearing. The personal record of each of these men has been credited with five merit marks.

C. J. Southern, brakeman, discovered a broken arch bar on a Frisco car. His personal record has been credited with five merit marks. He discovered a broken cast truck side on a car of coal and cut out the brake to relieve the strain against the break. The personal record of each of these men has been credited with five merit marks.

C. B. Russe, dispatcher, promptly handled information concerning robbery of Frisco merchandise car near Winslow, Ark., recently, which resulted in the apprehension and conviction of two of the thieves. Mr. Russe has been commended.

J. J. Mooney, conductor; H. S. Martin, brakeman, and Ralph Topp, operator, promptly reported robbery of Frisco merchandise car near Winslow, Ark., recently, which resulted in the apprehension and conviction of the thieves.

H. Blakemore, engineer; G. C. Pout, conductor; H. R. Brumham, freeman, and T. J. Spain and A. C. Bright, brakemen, after their train was stalled just south of Lowell, Ark., May 16, account washout, backed up their trains out of the way, cut engine off and loaded ties and moved them to the washout, unloaded the ties and assisted in putting them in and cribbing up track, and assisted in other ways in getting the main track opened. The personal record of each of these men has been credited with ten merit marks.

Otto Bergman, section foreman; Lee Poree, switchman; Kay Browning, operator, and T. R. Oldham, brakeman, moved a foreign line car away from a burning building. The personal record of each of these men has been credited with five merit marks.

RIVER DIVISION

Superintendent J. A. Morgan reports the following cases of meritorious service:

Charles Strand, conductor; J. P. Reynolds, engineer; A. J. Nicholls, freeman, and M. B. Crig, brakeman, located a broken bolt in a truck under a car moving in their train and repaired it. These men have been commended.

Ree F. Hulter, baggageman, Rhyoliteville, Ark., discovered a brake beam out of adjustment and shoe riding outside of wheel. He has been commended.

E. L. Mathis, conductor, and G. C. Pott, brakeman, discovered a brake beam down and notified proper parties. He has been commended.

BIRMINGHAM TERMINALS

Superintendent J. W. Shaggs reports the following cases of meritorious service:

J. A. Thomas, clerk, discovered a negro robbing a car of produce on Powell beam track, caught the negro and held him until an officer could be called. The personal record of Mr. Thomas has been credited with ten merit marks.

J. A. Johnson and Henry Homes, car inspectors, and L. O. Bellingher, W. L. Douglas and F. L. Parrish, switchmen, discovered a large quantity of lumber which had fallen from a car and relocated the lumber, clearing up the track. The personal record of each of these men has been credited with five merit marks.

J. M. McLane, switchman, freed an engine after the fireman and loco had been injured. The personal record of Mr. McLane has been credited with five merit marks.

J. L. Haster, switchman, extinguished a fire in some straw in a Frisco conola car. His personal record has been credited with ten merit marks.

(Noteturn to Page 47, please)
For Meritorious Service

(Continued from Page 46)

YULSA TERMINALS

Superintendent O. L. Young reports the following cases of meritorious service:

T. H. Bees, yard clerk, detected two loaded cars moving as empties. His personal record has been credited with five merit marks.

R. J. Mulgizer, yard clerk, detected a car listed as empty to sustain a part load of machinery. His personal record has been credited with five merit marks.

J. R. Neergaard, yard clerk, corrected erroneous home-writing on a car. His personal record has been credited with five merit marks.

EASTERN DIVISION

Superintendent R. L. Magers reports the following cases of meritorious service:

A. T. Laney, conductor; R. H. Fisk, engineer; Harry Young, fireman; and Edward Russell and William Cook, brakemen, all of Clinton, Mo., after the bridle rod on pony trucks of Engine 353 was found broken and twisted against a wheel, took it off, fixed it, and straightened it and replaced it on the engine. These men have been commended.

NORTHERN DIVISION

Superintendent W. H. Devans reports the following cases of meritorious service:

A. Malagrim, fireman, Neodesha, Kan., while off duty went out on an engine and instructed another fireman in the handling of the stoker. The personal record of Mr. Malagrim has been credited with ten merit marks.

L. R. Barr, operator, Papio, Neb., while handling up orders to a train, twisted a hose at the caboose and upon investigation found a small piece of the hose broken out of a rail. He has been commended.

Robert Hanse, teleman, obtained a passage with the Frisco, Mr. Hans has been commended.

T. R. Callow, yard clerk, Jott Scott, Kan., found an empty refrigerator car with meat on both sides, passing through Fort Scott terminal, opened car to find out whether it was empty and found a carton of pig of salt. He has been commended.

W. R. Watts, agent, Turck, Kan., was instrumental in the rapid setting of an empty car for a shipper and the rapid forwarding of the car. Mr. Watts has been commended.

Robert Pilkinson, fireman, and Sue Botteler, brakeman, both of Fort Scott, Kan., fixed an engine by hand when wood lodged in stoker and removed wood from stoker. These men have been commended.

J. R. Reesor, operator, Quissqu, Okla., went to the freight house during a storm at night, placed freight so that it would not be damaged by water, and also moved express and baggage shipments to a place in the room where they would remain dry. He has been commended.

H. Thrasher, brakeman, Fort Scott, Kan., discovered a broken rail. He has been commended.

George Moulton, section foreman, Neodesha, Kan., found a marketable cast iron truck shoe badly cracked in four places, and notified car inspector. Mr. Moulton's personal record has been credited with five merit marks.

William Franks, engineer; M. F. O'Hara, fireman, and C. W. McCollum, brakeman, all of Neodesha, Kan., repaired stoker of an engine after back universal joint pin fell out of connecting shaft. They have been commended.

P. L. Anderson and B. H. Phillips, brakemen, both of Fort Scott, Kan., made temporary repairs to an oil tank car. The personal record of each of these men has been credited with five merit marks.

Thomas Brutsen and Louis Leverta, brakemen, both of Pittsburg, Kan., assisted in rerailing a car. They have been commended.

J. R. Neergaard, section foreman, Neodesha, Kan., discovered a broken rail. He has been commended.

J. R. Neergaard, section foreman, Neodesha, Kan., found a malleable iron bridge rod on pony trucks of Engine 353 and notified train crew and yard crew. The personal record of Mr. Neergaard has been commended.

F. A. McClaren, telegrapher, Henryetta, Okla., discovered a broken arch bar in a train arriving at his station and notified train crew and yard crew. The personal record of Mr. McClaren has been credited with ten merit marks.

F. W. Loyd, engineer, and W. A. Hillis, fireman, both of Oklahome City, after shank on firing valve broke off, took the rod out of the fireman so far as operating valves were concerned, cut the automatic oil valve, opened the emergency valve, and controlled the oil by operating the handle of cut off. These men have been commended.

Miss Bernice Commons, telegrapher, Perry, Okla., was sired by "John Willing," famous field trial dog sold recently for $1,200.00. Although Mr. Ives devotes his leisure hours to his dogs, they were trained by Mr. J. P. Jones of Pikes Road, Ala., on his 12,000 acre tract.

The photograph shows Mr. Ives' daughter and "Ives Grouse" in the front yard of the Ives' home.

G. G. Summ, foreman, and J. R. Hoy, brakeman, both of Okla., seated a valve in a water tank at Perry, Okla. The personal record of each of these men has been credited with ten merit marks.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

For Meritorious Service

(Continued from Page 46)

Superintendent W. H. Devans reports the following cases of meritorious service:

A. Malagrim, fireman, Neodesha, Kan., while off duty went out on an engine and instructed another fireman in the handling of the stoker. The personal record of Mr. Malagrim has been credited with five merit marks.

L. R. Barr, operator, Papio, Neb., while handling up orders to a train, twisted a hose at the caboose and upon investigation found a small piece of the hose broken out of a rail. He has been commended.

Robert Hanse, teleman, obtained a passage with the Frisco, Mr. Hans has been commended.

T. R. Callow, yard clerk, Jott Scott, Kan., found an empty refrigerator car with meat on both sides, passing through Fort Scott terminal, opened car to find out whether it was empty and found a carton of pig of salt. He has been commended.

W. R. Watts, agent, Turck, Kan., was instrumental in the rapid setting of an empty car for a shipper and the rapid forwarding of the car. Mr. Watts has been commended.

Robert Pilkinson, fireman, and Sue Botteler, brakeman, both of Fort Scott, Kan., fixed an engine by hand when wood lodged in stoker and removed wood from stoker. These men have been commended.

J. R. Reesor, operator, Quissqu, Okla., went to the freight house during a storm at night, placed freight so that it would not be damaged by water, and also moved express and baggage shipments to a place in the room where they would remain dry. He has been commended.

H. Thrasher, brakeman, Fort Scott, Kan., discovered a broken rail. He has been commended.

George Moulton, section foreman, Neodesha, Kan., found a marketable cast iron truck shoe badly cracked in four places, and notified car inspector. Mr. Moulton's personal record has been credited with five merit marks.

William Franks, engineer; M. F. O'Hara, fireman, and C. W. McCollum, brakeman, all of Neodesha, Kan., repaired stoker of an engine after back universal joint pin fell out of connecting shaft. They have been commended.

P. L. Anderson and B. H. Phillips, brakemen, both of Fort Scott, Kan., made temporary repairs to an oil tank car. The personal record of each of these men has been credited with five merit marks.

Thomas Brutsen and Louis Leverta, brakemen, both of Pittsburg, Kan., assisted in rerailing a car. They have been commended.

J. R. Neergaard, section foreman, Neodesha, Kan., discovered a broken rail. He has been commended.

J. R. Neergaard, section foreman, Neodesha, Kan., found a malleable iron bridge rod on pony trucks of Engine 353 and notified train crew and yard crew. The personal record of Mr. Neergaard has been commended.

F. A. McClaren, telegrapher, Henryetta, Okla., discovered a broken arch bar in a train arriving at his station and notified train crew and yard crew. The personal record of Mr. McClaren has been credited with ten merit marks.

F. W. Loyd, engineer, and W. A. Hillis, fireman, both of Oklahome City, after shank on firing valve broke off, took the rod out of the fireman so far as operating valves were concerned, cut the automatic oil valve, opened the emergency valve, and controlled the oil by operating the handle of cut off. These men have been commended.

Miss Bernice Commons, telegrapher, Perry, Okla., was sired by "John Willing," famous field trial dog sold recently for $1,200.00. Although Mr. Ives devotes his leisure hours to his dogs, they were trained by Mr. J. P. Jones of Pikes Road, Ala., on his 12,000 acre tract.

The photograph shows Mr. Ives' daughter and "Ives Grouse" in the front yard of the Ives' home.

G. G. Summ, foreman, and J. R. Hoy, brakeman, both of Okla., seated a valve in a water tank at Perry, Okla. The personal record of each of these men has been credited with ten merit marks.

There's Just One Thing Makes Me Prouder Than A BELL LEAKER And That's Two BELL LEAKERS!

RAISES PRIZE DOGS

Pointers of Engineer Ives Place in Dog Shows

M. R. GEORGE O. IVES, engineer for Prisco Lines on the Cordova running pointer dogs, and it is becoming a profitable hobby. He has entered two dogs in the Birmingham Kennel Club Dog Show with a silver
### Locomotive Fuel Performance Records
Office of Fuel Agent

The following represents fuel performance made by each Division on the Frisco System in Freight, Passenger and Switch Service month of June this year compared to same month last year:

#### FREIGHT SERVICE

<table>
<thead>
<tr>
<th>Division</th>
<th>June 1957</th>
<th>June 1958</th>
<th>Increase/Decrease</th>
<th>Year</th>
<th>Increase/Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern</td>
<td>160</td>
<td>161</td>
<td>0.67%</td>
<td>2.33</td>
<td>3.23</td>
</tr>
<tr>
<td>River</td>
<td>163</td>
<td>168</td>
<td>3.09%</td>
<td>0.50</td>
<td>0.08</td>
</tr>
<tr>
<td>Texas Leave</td>
<td>164</td>
<td>149</td>
<td>-8.70%</td>
<td>3.36</td>
<td>3.36</td>
</tr>
<tr>
<td>Northern</td>
<td>158</td>
<td>161</td>
<td>1.86%</td>
<td>0.25</td>
<td>0.25</td>
</tr>
<tr>
<td>Western</td>
<td>165</td>
<td>177</td>
<td>7.07%</td>
<td>5.36</td>
<td>5.36</td>
</tr>
<tr>
<td>Eastern</td>
<td>163</td>
<td>155</td>
<td>-4.86%</td>
<td>4.86</td>
<td>4.86</td>
</tr>
<tr>
<td>System</td>
<td>161</td>
<td>169</td>
<td>5.03%</td>
<td>9.54</td>
<td>9.54</td>
</tr>
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</table>

#### PASSENGER SERVICE

<table>
<thead>
<tr>
<th>Division</th>
<th>June 1957</th>
<th>June 1958</th>
<th>Increase/Decrease</th>
<th>Year</th>
<th>Increase/Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwestern</td>
<td>13.4</td>
<td>14.4</td>
<td>7.55%</td>
<td>9.70</td>
<td>9.70</td>
</tr>
<tr>
<td>Southern</td>
<td>14.2</td>
<td>14.3</td>
<td>0.72%</td>
<td>6.78</td>
<td>6.78</td>
</tr>
<tr>
<td>Northern</td>
<td>14.6</td>
<td>13.9</td>
<td>-4.77%</td>
<td>4.77</td>
<td>4.77</td>
</tr>
<tr>
<td>Central</td>
<td>14.6</td>
<td>13.8</td>
<td>-5.47%</td>
<td>5.47</td>
<td>5.47</td>
</tr>
<tr>
<td>Texas Leave</td>
<td>16.2</td>
<td>14.0</td>
<td>-13.79%</td>
<td>13.79</td>
<td>13.79</td>
</tr>
<tr>
<td>Western</td>
<td>19.5</td>
<td>16.9</td>
<td>-13.79%</td>
<td>13.79</td>
<td>13.79</td>
</tr>
<tr>
<td>System</td>
<td>14.3</td>
<td>13.3</td>
<td>-7.56%</td>
<td>7.56</td>
<td>7.56</td>
</tr>
</tbody>
</table>

#### SWITCH SERVICE

<table>
<thead>
<tr>
<th>Division</th>
<th>June 1957</th>
<th>June 1958</th>
<th>Increase/Decrease</th>
<th>Year</th>
<th>Increase/Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>92</td>
<td>97</td>
<td>5.41%</td>
<td>5.41</td>
<td>5.41</td>
</tr>
<tr>
<td>Texas Leave</td>
<td>103</td>
<td>98</td>
<td>-4.79%</td>
<td>4.79</td>
<td>4.79</td>
</tr>
<tr>
<td>Southern</td>
<td>121</td>
<td>117</td>
<td>-3.30%</td>
<td>3.30</td>
<td>3.30</td>
</tr>
<tr>
<td>Northern</td>
<td>114</td>
<td>119</td>
<td>4.40%</td>
<td>4.40</td>
<td>4.40</td>
</tr>
<tr>
<td>Eastern</td>
<td>117</td>
<td>116</td>
<td>-0.88%</td>
<td>0.88</td>
<td>0.88</td>
</tr>
<tr>
<td>Western</td>
<td>120</td>
<td>122</td>
<td>1.67%</td>
<td>1.67</td>
<td>1.67</td>
</tr>
<tr>
<td>System</td>
<td>114</td>
<td>112</td>
<td>-1.76%</td>
<td>1.76</td>
<td>1.76</td>
</tr>
</tbody>
</table>

In freight and switch service, fuel consumed per unit increased while in passenger service the consumption per passenger car mile was 7.54% lower than in June last year. This class of service had four divisions making an increase and four a decrease.

The falling off of train haul in freight service partly accounts for the decrease in fuel. However, our "goal" is set to make a better performance in each month this year than was made in year of 1957, and it will take the combined co-operation of all to reach it.

Fuel performance records of individual crews on each division:

**EASTERN DIVISION**

Rolla Sub: Engineer W. H. Smith, B. 4, SADDLER, train 54, engine 16, Newburg to Stantion, June 13th, handled 2,524 gross tons, burned 7 tons coal, performance 97 pounds per 1,000 g. t. m.

Engineer G. J. GANN, freightman H. H. Smith, train 35, engine 3, St. Louis to Stantion, June 1st, handled 1,951 gross tons, burned 10 tons coal, performance 111 pounds per 1,000 g. t. m.

Engineer G. J. GANN, freightman M. J. JONES, train extra west, engine 475, Grasfield to Stantion, June 13th, 60 cars in train, 1,756 gross tons, burned 7 tons coal, performance 137 pounds.

Engineer L. HUCHERT, freightman J. BERGOTT, train extra west, engine 58, St. Louis to Newburg, July 26, 47 cars in train, burned 14 tons coal, performance 149 pounds.

Engineer J. C. LYNCH, freightman B. C. THOMPSON, train 10, engine 1534, Newburg to St. Louis June 30th, 14 cars in train, 1,400 passenger car miles, made a performance of .57 gal. per car mile, which is much below the average.

Engineer SEDGERS, freightman C. SACK, train 9, engine 1314, Newburg to St. Louis, 11 cars in train, burned 905 gallons oil, performance .88 gallons per passenger car mile.

Engineer GEORGE BERGOTT, freightman LYNCH, train 10, engine 1504, Newburg to St. Louis, 17 cars in train, burned 1,006 gallons oil, or an average of .44 gallons per passenger car mile, which is .06 gal. below the goal set of one-half gallon per car mile.
CLEAANCE, duled June coal. SPringfield Sub: Engineer J. ROBINSON, train 94, engine 4134, Springfield to Amory, June 21st, handled 1,000,000 gross ton miles, burned 9 tons coal, performance 109 pounds per passenger car mile.

NORTHERN DIVISION

Kansas City Sub: Engineer H. ALEXANDER, fireman L. TOLLE, train 121, engine 4134, Kansas City to Ft. Scott, June 29th, 61 cars in train, burned 8 tons coal, performance 97 pounds per thousand gross ton miles.

Engineer 3. KINNIBUR, fireman H. MILLER, train 105, engine 10511, Ft. Scott to Kansas City, June 29th, 5 cars in train, burned 2,395 gallons oil, performance 87 pounds per passenger car mile.

Engineer W. M. SPENCER, fireman KRECHT, train 104, engine 4134, Ft. Scott to Kansas City, June 29th, 61 cars in train, burned 14 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer J. KINNIBUR, fireman H. MILLER, train 105, engine 10511, Ft. Scott to Kansas City, June 29th, 5 cars in train, burned 2,395 gallons oil, performance 87 pounds per passenger car mile.

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FRANK C. REILLY TO FRISCO'S EUROPEAN POST

Carrying out the policy in connection with the building of the new railroad from Frisco Lines through to Pensacola, Fla., President James M. Kurn on July 14 announced the appointment of Mr. Frank C. Reilly as European Traffic Manager of the Frisco Lines, with headquarters at Paris and London. Mr. Reilly was connected with the Frisco for a number of years in the capacity of Traffic Manager. For the past three or four years he has been connected with the Mississippi Waterways, with headquarters at St. Louis.

Mr. Reilly left immediately for Paris. His very extensive acquaintance in the southwest, coupled with his years of acquaintance with the French and English importers and exporters, makes this an ideal appointment for the Frisco. President Kurn, in discussing the matter today, stated that it is the purpose of his company to do so very actively after the exporting and importing of traffic through the newly established Frisco port of Pensacola. At the same time he called attention to the traffic alliances which the Frisco has with the Alabama, Tennessee & Northwestern Railroad Corporation, connecting with the Frisco at Alcoa, Alabama, which also makes the port of Mobile a proper port of entry and export for the account of the Frisco Lines.

This appointment has a special significance in connection with the progress of President Kurn, as he further expands the operations of the Frisco.

THE STORY OF CONSTRUCTION

(Continued from Page 21)

The work of track laying and ballasting was greatly delayed by floods. Heavy rains set in about the middle of September, and this continued until July, 1928. There were two disastrous floods all along the line in April and another in May, 1929, and those were the causes of some troublesome slides, but in spite of these difficulties the line was so far completed that the President of the Frisco made a trip over it in his honor as the Frisco's Inauguration Day, Oct. 18, and officially opened the line with special trains and covered his own horse.

The line gives the Frisco the shortest route from Kansas City, St. Louis and Memphis to Pensacola—the best natural harbor and the coming port of the Gulf.

1928---Important Conventions---1929

Below is a list of important conventions which will be held during 1928-1929. The Passenger Traffic Department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith should be addressed to nearest passenger department representative or to Mr. J. W. Neuser, General Passenger Agent, St. Louis, Mo.

1928 CONVENTIONS

Fraternal Order of Eagles, Columbus, Ohio August 4-5
Veterans’ of Foreign Wars, Indianapolis, Ind. Aug. 6-12
American Legion, San Antonio, Texas Oct. 7-13
Optimists International, Tulsa, Okla June
Grand Army of the Republic, Denver, Colo July
United Spanish War Veterans, Havana, Cuba Oct. 9-13
National Dairy Association, Memphis, Tenn.
National Petroleum Exposition, Tulsa, Okla.

1929 CONVENTIONS

National Education Assn., Dept. of Superintendence, Cleveland, Ohio.. Feb., 1929
General Assembly, Presbyterian Church, St. Paul, Minn.. Mar., 1929
Southern Baptist Convention, Memphis, Tenn...
Rotary International, Dallas, Texas June 2-7
U. S. Junior Chamber of Commerce, Flint, Mich...
Master Plumbers, Buffalo, N. Y.
Alumni, Whittier College, Whittier, Calif.
American Institute of Banking, Tulsa, Okla...
Optimists International, Tulsa, Okla...
International Petroleum Exposition, Tulsa, Okla...
National Association Retail Grocers, Portland, Ore...
National Petroleum Exposition, Tulsa, Okla...
National Association of Retail Grocers, Portland, Ore...
American Legion, San Antonio, Texas July
Optimists International, Tulsa, Okla...

Frisco Float in Ft. Worth Parade

Frisco Lines had one of the most attractive floats in the parade, held at Ft. Worth, during the annual convention of the Western Texas Chamber of Commerce, June 29, 30 and 31.

The idea of the car was originated with names of famous Frisco trains, and the figures were Frisco girls from the Ft. Worth general office. Miss Leda Belle Durie is shown at the wheel. The drivers are Mrs. Corylyne Hodges, the Missus Ethel Freeman, Alva Smith and Helen Horrell.

It isn’t much what you do, as HOW YOU DO IT, that establishes back at the beginning of the year to how you’ve been living up to it.
The monetary amount of damage to cars on Frisco Lines during the first six months of 1928, due to rough handling of these cars, amounted to $61 per cent as compared with the corresponding period of 1927, states the car accountant's report of July 9. This increase has prompted M. M. Sisson, assistant general manager, to urge all division and terminal superintendents to "get busy immediately" to lessen rough handling.

In a letter which Mr. Sisson addressed to the superintendents, he said in part:

"There is no need of going into details as to our rough handling causes. All of our supervisory officers and all of our yard forces, train and engine men know just what brings these things about and it is simply a question of getting them to follow careful practices in doing the work and a matter for the supervisory officers to follow up more closely. If this is done we will secure results. It is, or we do not wish to go on as we are going which, as before stated, is certainly disappointing."

"Unless this matter is taken hold of immediately with renewed vigor we are going to have a worse showing in 1929 than we had in 1927 and I know you do not want a condition of this kind to develop. Therefore, it is up to everyone of you to get busy immediately."

The report shows the number of cars damaged during the first six months of 1928 decreased 1.1 per cent as compared with the corresponding period of last year and that during the first six months of 1928 there was an increase of 1.1 per cent in the number of cars handled per car damaged. The report:

<table>
<thead>
<tr>
<th>DIVISION OR TERMINAL</th>
<th>NUMBER CARS DAMAGED 1927</th>
<th>NUMBER CARS HANDLED 1927</th>
<th>AMOUNT DAMAGE 1927</th>
<th>DAMAGE TO TOTAL HANDED TO 1927</th>
<th>PER CENT DAMAGED TO TOTAL HANDLED 1927</th>
<th>STANDING DIVISION OR TERMINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield</td>
<td>2</td>
<td>4</td>
<td>$2,080</td>
<td>0.05%</td>
<td>1.08%</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>14</td>
<td>28</td>
<td>$2,120</td>
<td>0.06%</td>
<td>1.01%</td>
<td></td>
</tr>
<tr>
<td>Kansas City</td>
<td>20</td>
<td>40</td>
<td>$4,180</td>
<td>0.12%</td>
<td>1.92%</td>
<td></td>
</tr>
<tr>
<td>Tulsa</td>
<td>20</td>
<td>100</td>
<td>$2,680</td>
<td>0.06%</td>
<td>1.21%</td>
<td></td>
</tr>
<tr>
<td>Wagoner</td>
<td>16</td>
<td>56</td>
<td>$3,200</td>
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<td>1.70%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>202</td>
<td>324</td>
<td>$11,460</td>
<td>0.03%</td>
<td>1.22%</td>
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<table>
<thead>
<tr>
<th>DIVISION</th>
<th>NUMBER CARS DAMAGED 1927</th>
<th>NUMBER CARS HANDLED 1927</th>
<th>AMOUNT DAMAGE 1927</th>
<th>DAMAGE TO TOTAL HANDED TO 1927</th>
<th>PER CENT DAMAGED TO TOTAL HANDLED 1927</th>
<th>STANDING DIVISION OR TERMINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southern</td>
<td>18</td>
<td>100</td>
<td>$2,050</td>
<td>0.05%</td>
<td>1.01%</td>
<td></td>
</tr>
<tr>
<td>Arkansas</td>
<td>28</td>
<td>140</td>
<td>$2,980</td>
<td>0.07%</td>
<td>1.20%</td>
<td></td>
</tr>
<tr>
<td>Mississippi</td>
<td>23</td>
<td>130</td>
<td>$3,150</td>
<td>0.07%</td>
<td>1.53%</td>
<td></td>
</tr>
<tr>
<td>Alabama</td>
<td>22</td>
<td>125</td>
<td>$3,280</td>
<td>0.07%</td>
<td>1.53%</td>
<td></td>
</tr>
<tr>
<td>Georgia</td>
<td>35</td>
<td>220</td>
<td>$4,910</td>
<td>0.06%</td>
<td>1.15%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>140</td>
<td>990</td>
<td>$18,270</td>
<td>0.03%</td>
<td>1.60%</td>
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<table>
<thead>
<tr>
<th>DIVISION</th>
<th>NUMBER CARS DAMAGED 1927</th>
<th>NUMBER CARS HANDLED 1927</th>
<th>AMOUNT DAMAGE 1927</th>
<th>DAMAGE TO TOTAL HANDED TO 1927</th>
<th>PER CENT DAMAGED TO TOTAL HANDLED 1927</th>
<th>STANDING DIVISION OR TERMINAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas</td>
<td>24</td>
<td>125</td>
<td>$3,750</td>
<td>0.08%</td>
<td>1.19%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>24</td>
<td>125</td>
<td>$3,750</td>
<td>0.08%</td>
<td>1.19%</td>
<td></td>
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</tbody>
</table>

FUEL PERFORMANCE RECORDS

(Continued from Page 49)

<table>
<thead>
<tr>
<th>ENGINEER</th>
<th>FIREMAN</th>
<th>TRAIN</th>
<th>ENGINE</th>
<th>DATE</th>
<th>TRIP</th>
<th>DISTANCE</th>
<th>GROSS TONS</th>
<th>PERFORMANCE</th>
<th>POUNDS A MILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer J. EWING</td>
<td>Fireman W. BEGG</td>
<td>Train 1</td>
<td>Engine 135</td>
<td>May 28</td>
<td>250</td>
<td>2,500</td>
<td>2,515</td>
<td>0.04</td>
<td>102.00</td>
</tr>
</tbody>
</table>

Engineer J. EWING, fireman W. BEGG, train 1, engine 135, Tulsa to Oklah. Day, May 28th, 7 cars in train, burned 2,500 gross tons, performance 0.04 per passenger mile.

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Engineer C. F. CARTER, fireman C. CARPENTER, train extra south, engine 4509, West Tulsa to Fayetteville, June 9th, 65 cars in train, 2,288 gross tons, burned 15 tons coal, performance 113 pounds.


"I do not wish to go into details as to our rough handling causes. All of our supervisory officers and all of our yard forces, train and engine men know just what brings these things about and it is simply a question of getting them to follow careful practices in doing the work and a matter for the supervisory officers to follow up more closely. If this is done we will secure results. It is, or we do not wish to go on as we are going which, as before stated, is certainly disappointing."

"Unless this matter is taken hold of immediately with renewed vigor we are going to have a worse showing in 1929 than we had in 1927 and I know you do not want a condition of this kind to develop. Therefore, it is up to everyone of you to get busy immediately."

The report shows the number of cars damaged during the first six months of 1928 decreased 1.1 per cent as compared with the corresponding period of last year and that during the first six months of 1928 there was an increase of 1.1 per cent in the number of cars handled per car damaged. The report:
JAMES ALVAH WOODSON, tool room foreman, Springfield, Mo., was born Mar 31, 1928, due to his having reached the age limit. He was born Mar 30, 1858, in Roanoke, Mo. His father was a carpenter and contractor. During his early years he attended school in Roanoke and Moberly, Mo., and at the age of eighteen years began his railroad career as a machinist apprentice with the St. L. E. & D. Railroad in 1874. He served the L. & N. as a machinist from 1880 to 1881 and also served the Tennessee Coal, Iron and Railroad Company, the Wabash and the K. C. B. & M. On October 1, 1885, he entered the employ of the Frisco as a machinist at Kansas City. He was promoted to the position of machine foreman at Springfield on March 21, 1901, to general foreman at the Springfield south shops March 27, 1907, and to machine foreman at the North Shops August, 1919. On March 28, 1889, he married Julia D. Wray of Moberly, Mo., and to them were born two daughters. Mr. and Mrs. Woodson retired April 945 Walnut Street, Springfield. Continuous service of 45 years and 9 months entitles him to a pension allowance of $103.36 a month, effective June 1, 1928.

SARAH H. BARKER, clerk in the freight department, Springfield, was retired May 31, due to his having reached the age limit on May 31. He was born May 31, 1868, at Darford, Ohio. His father was a farmer and he reared his education in the schools near his home. He assisted with the work on the farm until 21 years of age, when he became a bookkeeper for the Springfield Mercantile Company. He was in the grocery business from

1866 to 1904, and for the year 1896-1937, he served as a bookkeeper for the Frisco at Springfield as a wheel clerk. He served as M. C. B. and A. R. A. clerk until his retirement. On October 1, 1885, he married to Rose L. Hoebeck of Springfield, and to them was born a daughter. Mrs. and Mrs. Baer reside at 1109 North Clay Avenue, Springfield. Continuous service of 20 years and 4 months entitles him to a pension allowance of $46.44 a month, effective June 1, 1928.

CHARLES D. WHITNEY, operator, eastern division was retired from active service December 16, 1927, due to total disability. He was 45 years of age, born Octo- ber 22, 1882, near Cedar Grove, Ind. His father was a farmer, and he received his education at Alvinston, Ila. At the age of 18 he began his service as an operator at the St. L., C. R. I. & P. Railroad. He served the Rock Island, the C. T. P. M. & O., M. E. & T. and Santa Fe before coming to the Frisco as night operator at Joplin, January 19, 1910. He served the Frisco at Mount A., Springfield and was third track operator at the passenger house at Springfield, from June 30, 1916, until December 12, 1927. On November 21, 1917, he married Miss Maud N. Raher of Newton, Kansas, and to them were born a son and a daughter. Mr. and Mrs. Whitney reside at 1314 North Main Avenue, Springfield. Continuous service of 26 years and 9 months entitles him to a pension allowance of $93.65 a month, effective March 1, 1928.

CYRUS MILLARD WARD, conductor, northern division, was retired from active service on March 19, 1928, due to total disability. He was 47 years of age, born July 12, 1881, at Great Bend, Kan. His father was a farmer, and he was educated in the schools near his home. During his early years he assisted with the farm work. After leaving the farm he worked in a lumber company, then joined the Army and served one year in Porto Rico in the Spanish American war. He later served the Santa Fe as a brakeman, but on February 4, 1904, came to the Frisco in that capacity and worked out of Ft. Scott, Kan. He was promoted to the position of conductor October 10, 1910, in which capacity he served until his retirement. On June 28, 1928, he was married to Laura E. Wood of Kansas City and to them was born one daughter. Mr. and Mrs. Ward reside at 6215 Washington Avenue, Kansas City. Continuous service of 24 years and 1 month entitles him to a pension allowance of $46.25 a month, effective June 1, 1928.

JAMES COLUMBUS SWIGARD, JR., operator, northern division was retired May 31, 1928, due to his having reached the age limit. He was born May 1, 1888, at New Commerce, Ohio. His father was a farmer and he was educated in the schools near his home. His first service was in 1890, with the old Ft. Scott & Gulf, later the Ft. Scott & Memphis Railroad, as bridge carpenter. When the Frisco took over the Ft. Scott & Memphis, he was given the title of bridge inspector on the Northern division. He also served as plant driver, and general foreman, general foreman, B. B. & V. foreman on the Northern, Eastern, Northwestern, Western and Ozark divisions of the franchise. He retired from active service on March 19, 1928.
test divisions. In May, 1879, he was married to Flora Williams of Tecumseh, Neb., and to them were born two daughters. Mr. and Mrs. Swickard reside at 620 Fisher Street, Joplin. Continuous division of 14 years and 8 months entitles him to a pension allowance of $72.50, effective June 1, 1928.

In Memoriam

SYLVESTER ELVIS CAMBRON

SYLVESTER ELVIS CAMBRON, Pullman, River division, died in St. Louis, on June 23d. Mr. Cambron was born November 2, 1858, at St. Mary's, Mo., and entered the service of the Frisco on May 1, 1878, as a hawser in the roundhouse at Hayti. He later took the job of pumping at Hayti, where he remained for practically 30 years. He was retired on pension December 1, 1927, and up to the time of his death he had been paid a total of $195.00.

CHARLES EDWARD PRETTYMAN

CHARLES EDWARD PRETTYMAN, pensioned agent died in June 33. He was born October 13, 1852, at Niles, Mich., and entered the service of the Frisco on November 16, 1872. He was retired on pension, due to his having reached the age limit, on January 14, 1923. When retired he was the oldest agent in a total of continuous service, having to his credit when retired, 56 years and 7 months. His pension allowance was $83.50 a month and up to the time of his death he had been paid a total of $2,126.00. From the time Mr. Prettyman entered the service of the railroad, to the date of his retirement, he had the unique distinction of appearing on every payroll for the 56 years and 7 month of his service. He served at one time as Mayor of Neosho, Mo., and was a thirty-third degree Scottish Rite Mason.

WILLIAM EDWIN BIRCH

WILLIAM EDWIN BIRCH, pensioned agent died in Tulsa, Okla., July 1, 1851. He was born in St. Louis, March 1, 1856, and entered the service of Frisco Lines in 1868, at Springfield, Ill., as a laborer in the stove department, and also as a checker in the baggage storeroom. He served for a time at Litchfield, Ill., and was retired from active service April 1, 1926, and up to the time of his death he had received a total of $69.80.

THE FIRST EPISTLE OF PETE, THE PULLMAN PORTER

They call me Pullman Porter Pete, I works trains 9 and 38 And if I'm not the richest, I'm the luckiest of men. For when I am in trouble, still my Pullman pulls me thru, And if you'll ride the Frisco, it will do no less for you.

A Frisco Pullman porter is the greatest man on legs; It ain't no easy bus he rides to earn his ham and eggs. It is the finest thing on wheels that ever man devised, And don't you run only when its fair, But just as advertised.

Because I come in contact with the near great and the great, My calling, like my railroad, you can never overrate; The inside dope of all the Frisco Lines I learn, And know just what I'm talkin' of, as well as President Kurn.

Though great folks travel in my car, They wear no clothes like mine; But think not less of them for this, For all folks cannot shine. If all were in authority and garbed in uniform.

There wouldn't be no worldly folks, To feed and keep us warm, I'm thankful nature exercised on me her noblest care, And carried me with her magic brush and gave me kinky hair.

In convention railroad cars did wisely choose the black, To supervise the Pullmans as they speeded on the track.

Now tho I'm all important, I must say no more of self, But tell you of the Frisco Lines, and say "me" on the shelf! I never was a Folio Inn. and never me I'll be.

A Booster for the Frisco Lines, and nothing less—that's me! To ride the Frisco Pullman is like sailin' in a ship. (No folks I ain't a-shootin' off to get your dollar tip) But just want you to know the facts, exactly as they are, So then you'll ride the Frisco Lines, and patronize my car.

Who listen folks, the Frisco has the smoothest track I know; And I've rode all the railroads, in U. S. and Mexico.

Yes, every one of them I've tried, so I might know the best, Which I've a-much the Frisco Lines, to (fell) with all the rest!

There's no such thing as sleepless nights, on Frisco NO. 9, You hit the hay and slumber's arms around you softly twin, And when the Choo Choo whistle wakes you up again you feel The tender man a'lookin' for a hearty mornin' meal.

To travel via Frisco Lines don't cost a penny more, Than by the ordinary roads which make you tired and sore.

Beside you've comfort through the night, and scenery by the day. So when you're still up, 'bot not ride the safe and only way!

I've traveled every country, and I've sailed the seven seas. The sensations that I've climbed include the Alps and Pyrenees. Who says these are the Craziest skimmed a mile, ain't comin' clean, For only on the Frisco is there something to be seen.

To Mr. Pullman I'll submit these truths (such as they are) And ask him, yes, to print them, to hand in Pullman cars.

Abilene, and Abilene, (and not a bit surprisin')

The coveted of Railway Lines don't need no advertisin'!

Thus will my tombstone still proclaim the Frisco when I die; Here lies Pullman Porter Pete, who never told a lie.

He would have made a million writing poetry for the press, But his purpose was no bigger, a million lacked attractiveness.

PRAISES FRISCO HOSPITAL

Shepard B. Smith of Kansas City, Frisco pensioner, in a letter to Dr. R. A. Watsay, chief surgeon of the St. Louis Hospital, expresses his gratitude for services received while a patient there.

"I am grateful for hospital service, the first I have received in over forty years' service, with the exception of a little checking over several years ago. "Please allow me to express my gratitude for the excellent service I received while I was a patient. The nurses, interns and physicians at the hospital were sympathetic and attentive and I had the best of care in every way. I am thankful that the Frisco employees maintain an institution of this kind and feel that those who benefit from it owe a great debt.
Dainties for the Convalescent

The choice of foods for the convalescent diet depends, of course, upon the nature of the illness through which the invalid has just come, as well as upon his personal taste and the whims that may be noticed in his weakened condition. But every effort should be made to provide tempting looking and tasting surprises for the convalescent, just as soon as the doctor recommends solid foods. Temperature is especially important in making the invalid’s tray tempting; hot things should be really hot, and cold things quite cold, served on cold dishes. Most invalids and convalescents crave the stimulating, mild tartness of the citrus fruits, and these are much more appetizing and delicious to the sick as well as the normally healthy, when kept on the ice until time to serve. A tepid grapefruit or a warmish orange is not appealing at all. A glass of cold lemonade or orangeade, or the clear, undiluted juice of the latter fruit, is always a welcome drink to the invalid or convalescent, and dietitians have proved that the natural salts and minerals of these fruits actually help rebuild the depleted bodily tissues of the patient. Their vitamin content is high, and these fruits are health-builders.

Eggs are usually an important item in the convalescent’s diet, but he will get unmercifully sick of soft boiled eggs, and poached eggs on toast, which are the standard home ways of offering them. The eggs can be deftly hidden in a custard, or may be the nourishing custards and dainty little puddings, such as rice pudding. Brown Betty of several varieties, and in ice cream, which most invalids especially appreciate. Here is a dainty dessert for the convalescent who is just beginning to take light solids:

**Fruit Snow**

2 egg whites
1/4 cup orange pulp and juice
Powdered sugar

Beat the eggs until stiff, add the fruit, sweeten to taste and continue beating until the mixture will hold its shape. A few spoonfuls of whipped cream may be added to the mixture if desired. Pile into individual glasses and chill thoroughly before serving.

**Golden Gelatine**

2 tablespoon granulated gelatine,
1/4 cup cold water,
1 pint boiling water,
Juice 2 lemons,
Juice 2 large oranges.

Dissolve gelatine in half cup cold water, then add the boiling water and sugar. Stir until gelatine is thoroughly dissolved. Add the fresh fruit juice, pour into a mold and chill until firm. This is nourishing and deftly quick, and contains more vitamins than gelatine flavored with fruit extracts or colored tablets. The fresh fruit juices are an actual health-building element.

A slightly heavier dessert for the convalescent is:

**Rice Delight**

1/2 cup cooked rice,
1 cup scalded milk,
1 egg,
3 tablespoons sugar,
Vanilla,
1/2 cup orange pulp and juice.

Blend rice and milk and soak until soft. Add the sugar and well-beaten egg, and cook until it begins to thicken; better use a double boiler as amounts scorch easily. Add flavoring, stir in the fruit, pour into small mold, and chill. Serve with cream, plain or whipped. The rice should be thoroughly cooked in a double boiler before starting the pudding.

**Golden Gelatine**

A lady brought suit for ten thousand dollars against a party because her thumb had been injured. The attorney, on cross-examination, asked her if ten thousand dollars was not rather an exorbitant price for a thumb. She quickly remarked: "Oh, no, because it was the thumb under which I kept my husband.”

**"DRESSY" SALAD DRESSINGS**

Warm weather noon and evening meals frequently (and very wisely) make salad the chief dish, and nothing is at once more appetizing and wholesome than a cool portion of either fruit or vegetable salad, laid on crisp green. Almost anything that is edible seems to go nicely in a salad, so the housewife has so excuse for throwing away small amounts of leftover vegetables or cold meats. The salad to be served with a "company dinner", however, should not be particularly nourishing, as the meal usually begins with a fruit cup, or a thin soup either hot or jellied, and is followed by a meat, possibly a fish and a fowl course, with vegetables, so that when that salad course arrives, the diners are fairly well nourished. A crisp and decorative salad, then, elegant rather than filling, is the desirable thing, and whether it be merely lettuce, or romaine, endive or some other green, it may derive its main zest from its dressing. So the successful housewife learns a few really "dressing" dressings. Here are a few, especially designed to serve over a simple green.

**Thousand Island Dressing**

1/2 cup oil,
Juice 1/2 lemon,
1 teaspoon grated onion,
1/4 teaspoon paprika,
3/2 teaspoon salt,
1/2 teaspoon mustard,
2 teaspoons chopped parsley,
1 tablespoon grated lemon,
1 tablespoon orange,
Juice 2 lemons,
2 tablespoons granulated gelatine,
1 cup cold water,
1 teaspoon grated onion,
1 tablespoon vinegar.

Mix dry ingredients, dissolve in half cup boiling water, then add all the other ingredients. Set in ice box to cool cold until time to serve. Another dressing may be needed then.

**French dressing can be varied every night in the month, by a woman with a bit of imagination. The basic recipe for French dressing calls for two measures of oil to one of lemon juice.”**

**Vanilla Rice Delight**

1/2 cup rice,
1/2 cup milk,
1/2 cup sugar,
2 egg yolks,
1/2 cup cream,
1/2 cup orange pulp and juice.

Wash the rice, soak until soft, add the milk and sugar. Add flavoring, beat in the egg yolks and cream. Pour into a mold and chill until firm. This is nourishing and delightful, and contains more vitamins than gelatine flavored with fruit extracts or colored tablets. The fresh fruit juices are an actual health-building element.

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2 teaspoons chopped parsley,
1 tablespoon grated lemon,
1 tablespoon orange,
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1 cup cold water,
1 teaspoon grated onion,
1 tablespoon vinegar.

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juice or vinegar, and the real epicure always hosts on the fresh lemon juice for delicacy of flavor. Those who like a sour dressing, omit sugar, but most folks like a bit of sugar along with the salt, paprika and dry mustard. French dressing may be first made hours ahead of serving time, but it should be briskly stirred or shaken in a bottle immediately before serving.

**East Indian Dressing**
Add ¼ teaspoon curry powder and 1/3 cup drained chutney or chopped pickle to 1 cup mayonnaise or French dressing.

**Roquefort Cheese Dressing**
Tea or crumble a 2-inch square of Roquefort cheese into a cupful of French dressing. This dressing is especially delicious with endive or the fine inner leaves of romaine.

**Pimento Cheese Dressing**
Add two tablespoons of pimento cream cheese to each cupful of French dressing and beat until thoroughly mixed.

**Russian Dressing**
Add two tablespoons catsup or chili sauce to one cupful French dressing. This is inexpensive, but rather decorative.

**Sweet Pepper Dressing**
Cut into small pieces one sweet green pepper for each cup of French dressing. This is inexpensive, but rather decorative.

**Try This In Your Coffee**
Did you ever taste a cup of coffee with cream floating on top? If not, try this method of putting cream in your cup. Pour a cup of coffee and put in the amount of sugar you wish and stir thoroughly. Then barely submerge the spoon in the coffee near one side of the cup. Hold the spoon steady and pour the cream slowly over the spoonful of coffee, letting it run out over the spoon. The cream will float on top, if the sugar has been well dissolved. Remove the spoon slowly and carefully. Do not stir the cream. The cream will not float on top of a cup of coffee, when sugar is not used.

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**Cool Summer Frocks**

**DESCRIPTIONS**

White linen printed in soft red tones, decidedly attractive, is the medium chosen for a slimmerizing model for the busy housewife. The fronts have attached ties that slip through slashed openings and tie in youthful bow at back. It can also be made with long sleeves. Printed sa- teen, cotton broadcloth in pastel shades, pongee silk, raven crepe in jac- quard design, printed linen, flowered dimity, men’s cotton shirting, fabric, silk pique, challis print and tub silks are effective fabrics for design No. 3066. Pattern comes in sizes 16, 18 years. 36, 38, 40, 42, 44, 46 and 48 inches bust measure. The 36 inch size requires 2½ yards of 40 inch material with 2½ yards of 5 inch ribbon.

These patterns may be obtained by sending fifteen cents in coin or stamps (coin preferred) to The Fashion Department, Frisco Magazine, No. 18 East 18th Street, New York City, N. Y. All patterns are seam-allowing and guaranteed to fit, and safe delivery of every order is insured.
"WASH your face Nubby", said old Mother Mouse, as she glanced around at her five beautiful sleek looking little mice children.

Nubby, Tubby, Frisky, Dottie and Betsy, were their names. Mother Mouse was a fine housekeeper and she saw that each morning her five children arose at the hour of six, washed their faces and got ready for the day's foraging.

Mother Mouse, of course, laid in her supplies during the night, but the children slept like all good children. The five little mice washed their long whiskers, and stood at attention while Mother Mouse went to her dainty little pantry and broke off cheese for each one. They took it in their little front paws and with their sharp teeth, nibbled hungrily.

Mother Mouse watched her offspring admiringly.

"Now before I take a little snooze in our dark room, I want to give you another lesson on safety first", she said. "You know Tommy the cat and I had another battle last night. Tommy is a wicked cat and he knows that I have a large family and he sleeps with one eye on our hole. You know of course that he is deceitful and wiry, and you must keep both eyes open and your legs ready to run.

"Now Tubby and Frisky. I am going to trust you out today. I will expect you to bring back a nice sweet carrot and a large piece of apple. Remember how you get out of our house and to the garden. Be sure and look to the right and left. Run for the tall grass and hide in it. Never take any chances. You are both too young and do not know the strength of your little legs yet. Now run along. Betsy, you and Nubby and Dottie brush the cheese crumbs off the floor and keep the door open so your brothers can run in when they return home.

Tubby and Frisky crawled carefully to the door. Tubby stuck his head out and wagged his tiny tail. Frisky followed. They sneaked a dash for the long grass and reached it safely, then it was only a hop or two to the garden. Frisky and Tubby loved that garden. Big red tomatoes hung from the vines. Long green beans and peas in fat pods looked inviting, and it didn't take long to hunt for a nice big apple that had fallen off the tree. Frisky and Tubby were reveling in the lovely garden, and each was rooting around for some dainty morsel and became separated from each other. Frisky, who was nearest the garden walk, suddenly stopped very still. He heard human footsteps.

This is the way to draw a picture of Frisky. Get a pencil and paper, draw Frisky's picture and mail it to The Twilight Lady, Frisco Magazine, Frisco Building, St. Louis.

"Oh dear—oh dear!" she cried. "You didn't watch the walk and stop, look and listen before you crossed the path? Now my darling child is gone—perhaps he's in Tommy's stomach by now, oh dear, oh dear! I'm going out to look and don't a one of you children leave this house until I get back."

But a long search failed to bring Frisky to light and Mother Mouse went home, brokenhearted.

No more was seen of Frisky and Mother Mouse did most of the foraging for many weeks. Then one day, while the little family were eating their dinner, a mouse poked his head in the door.

"Hello", he said.

Mother Mouse looked up. "Frisky?" she gasped and nearly choked on a large piece of meat she had just put in her mouth.
Summer Poses of Frisco Children

Top Row, from left to right: Dwight Orton Moore, age 2 years, 4 months, son of T. C. Moore, fireman, Chaffee; Edward C. Heard, Jr., age 6, and Richard A. Heard, age 2, son of Mr. E. C. Heard, civil engineer, Birmingham; Evelyn Ferguson, 6-year-old daughter of Mr. James Ferguson, engineer of R. P. N. Railroad, locomotive tender, Canal; Bottom Row, left to right: Robert, Jr., age 1, Frank, age 5, and Ann Locka, age 3, children of Mr. R. E. Breedlove, chief clerk to Master Mechanic, Chaffee; Juan Acker, Smithson old daughter of S. H. Acker, assistant test engineer, mechanical department, Springfield; Anna and Buddy Bisplinghoff, children of Brakeman Fred Bisplinghoff, of Chaffee; Jimmy and Beverly Ann Morgan, son and daughter of Mr. G. A. Morgan, ticket agent, Chaffee.

piece of bread crumb. "Why Frisky, where have you been—how have you grown? We thought you were dead."

All his little brothers and sisters crowded around him and after greetings were over, he said:

"I'm just fine Mother Mouse and all my little brothers and sisters. I'm happy and well, and I've had a funny experience. You remember, Tobby, when we got lost in the garden? Well, the little master of the house picked me up. We put me in a cage and I was, oh, so frightened. Tommy the cat walked up and I thought my heart would jump out, but the little master shut her up in the house and I saw that I wasn't going to be eaten alive.

"Then he started holding me in his hand for minutes at a time. I began to like it and I would walk over his arms and up his head and neck. Now we are good friends and the minutes he lets the cage open I run out and jump up without his asking me to."

"Ohl" gasped Mother Mouse, "but where is Tommy the cat?"

"Oh, yes, Mother dear. Whenever the little master and I play, he shuts Tommy up in the house first. We're quite good friends now, and he lets me run about almost as I please. He watches me though for I don't believe he trusts me altogether yet. This is my first chance to run away to my old home and I wanted to let you know I am safe and happy. I heard the little master say he was going to leave the cage open more often now and I could run about as I pleased and you know what that means! I'll keep the coast clear of Tommy the cat and you and the family can come and visit us."

"Hurray!" said all the little mice. And so it was that Frisky would go to the little door and give the signal and the whole little family would trail out into the garden, with absolute confidence, knowing that Tommy the cat was shut up. There they would play and eat little bits of green stuff.

And not even Frisky knew that the little master often watched this procedure, and never once let Frisky know that he was in on the secret of the mouse family.

Mr. Macdonald (arranging with clergyman for his second marriage): And I should like the ceremony in my yard this time, sir.

Clergyman: Good gracious! Why?

Mr. Macdonald: Then the fowls can pick up the rice; we wasted a deal last time.—London Opinion.
Views of Pen. Enthusiastic Welcome Frisco Liners

(On left side of page from left to right): The San Carlos Hotel decorated for the occasion. The women's club float which attracted great comment and was a prize winner. Chairmen Brown and President Kurr in the review stand as the parade passes. Three beautiful Penasco maidens invite you to motor boat and Penasco. Another float depicting the transportation industry. The H.E.'s Club float, winner of first prize. Dozens of automobiles carried visitors in the procession. An historical float depicting Penasco 1558, when discovered by the Spaniards.
Pensacola's

Welcome to

Lines

(On right side of page, from left to right): A pretty float in the parade. A float depicting the English history of Pensacola. Army Troops from Fourth Corps Area Coast Defense, heading the eighteen-block-long parade. Pensacola's aviation float was one of the most beautiful in the parade. Roscoe C. Hobbs, whose float won third prize, poses with the girls who rode. The American Legion's congratulations to the Frisco were loudly applauded. Civil War days in Pensacola shown by a beautiful float. The British conquest of Pensacola in 1718 was clearly depicted. Pensacola's outdoor athletic activities were strikingly shown by more beautiful girls.
A Dedication

N dedicating this issue of the Frisco Employees' Magazine to a complete review of the great achievement of Frisco Lines in reaching tide-water at Pensacola, the editorial staff finishes a task upon which it has been working since 1925. When the announcement was made by President Kerr on July 1, 1925, of the purchase of the Muscle Shoals, Birmingham and Pensacola Railroad, the Magazine staff began careful filing of all data concerning the rehabilitation of that road, and the survey and consequent construction of the new connecting link, and instituted a careful search through the records of the company for historical data that might prove of interest in connection with this epoch-making event.

The results of that work appear in these pages, and it is with a feeling of pride that we offer this, the largest issue of the Frisco Employees' Magazine ever published, to the 30,000 employees of our road.

The accomplishment which is reviewed in this issue is the result of 70 years' effort by the forefathers of the present company to reach tide-water. That historical data is included in a special story printed in this issue. It has taken $11,000,000 to complete the task. It was planned and executed by the present heads of the Frisco after heart-breaking results had attended the several attempts of our predecessor companies to reach a tide-water outlet.

For those reasons and for the additional reason that we Frisco people today are taking our part in this tremendous forward step, the dedication at the completion of this project should be system-wide.

There are several things we employees of Frisco Lines can do to help uphold the confidence of our officers in the Pensacola outlet. We can, first, see that no one of our friends and acquaintances remains in ignorance of the all-important fact that the Frisco now has a tide-water outlet at the best natural harbor on the Gulf of Mexico. Second, we can remind our friends of the wonderful climatic advantages of West Florida when the cool November days begin to make them think of waving palms, warm sunshine and pounding surf. Third, and most important of all, we may justifiably urge our shipping friends to use the great Pensacola port—the Frisco's port—as the logical outlet for export to South and Central America.

It is up to us, as employees of a system which has at last broken its land-locked bondage, to aid in all ways within our power to bring about a continuous flow of passenger and freight trains from this great middle-western territory down to the new port of Frisco Lines.

An Appreciation

THANKS to the splendid newspapers in our Frisco cities and towns, the American continent is well aware that our railroad has reached tide-water at Pensacola. Representatives of twenty-five dailies and three press associations who accompanied the special trains to Pensacola saw to that. Riding in a special "press" Pullman, outfitted with typewriters and all necessities of the writing fraternity, the correspondents linked the wires at stops made by the specials and telegraphed their stories to the home town papers. The Associated Press, represented by E. N. Shunk, night editor of the St. Louis bureau, "told the world" about the opening, as did the United Press and International News Service.

To these men we extend the thanks, through the Magazine, of the army of 30,000 Frisco employees to whom the opening of this new line means much.
**Flashes of Merriment**

**Bills and Wings**

"So you think it was a stork and not an angel that brought your little another?"

"Sure—I heard Dad say something about the size of the bill and angels don't have bills."

**An Honest Face**

"Would you be good enough to look after my car?"

"Sir—I am the Mayor of this town!"

"That doesn't matter, you look like an honest man."

**Sure Sign**

"What mountain is that over there?"

"Don't know."

"Charles! You don't love me any more. On our honeymoon you used to know everything."

—Tid-Bits, London

**A Different Story**

"Who told you to put that paper on the wall?"

"Your wife, sir."

"Hummm. Pretty isn't it?"

**Delivery**

He: "Do you know why all the Scotchmen order Fords for their wives?"

She: "No, why?"

He: "Because they'll never be delivered."

OK.

He: "We'll be friends until the end."

2nd He: "Lend me $10.00."

He: "That's the end."

**Laws and Looks**

Most men marry for looks, but not the kind they often get when they come home late for dinner.

**Take 'er Along**

"Alone, young Smith has asked for your hand."

"But father, I don't want to leave mother."

"But dear, you could take her with you."

**A Request**

The Pullman Company has received a request from a man who was forced to take an upper to the car "Aloha", that the car be rechristened "Assumptive."

—Railway Age.

**Writer Unknown**

Rastus: "Ah needa protection, suh! Ah gone done got a unsummoned letter which says, 'Nigger, let mah chicken alone."

Chief: "Why protection? Leave the chickens alone?"

Rastus: "How Ise gwine to know whose chicken I'se got to leave alone?"

**Double Duty**

"Say John, don't worry about the $50.00 you owe me?"

"Why, why—what do you mean?"

"Well, there's no use in both of us running."

—Southwestern Tel. News.

**Advanced Electricity**

"There are only two natural magnets, they are called blondes and brunettes."

"There are many kinds of loudspeakers, but I love you."

**Elementary Electricity**

"There are only two natural magnets, they are called blondes and brunettes."

"There are many kinds of loudspeakers, but I love you."

**Income Tax**

We have just heard of a letter which says, 'Nigger, let mah chicken alone."

Chief: "Why protection? Leave the chickens alone?"

Rastus: "How Ise gwine to know whose chicken I'se got to leave alone?"

—Tid-Bits, London.

**Just One Picture**

It has been announced that decoration at the Republican banquet hall at Kansas City was by President Coolidge. Since other development is kept with the growing popularity of political participation.

**It's True**

"Why did you give up golf?"

The liquor was killing me!"

—Southwestern Tel. News.

**Sour Grapes**

Husband: "Goodbye dear, work yourself to death while I sleep."

Wife: "Goodbye, (genuinely).."

**Income Tax**

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—Southwestern Tel. News.

**Income Tax**

"Goodbye dear, work yourself to death while I sleep."

Wife: "Goodbye, (genuinely)...

**Summer Vacation**

We have just heard of a letter which says, 'Nigger, let mah chicken alone."

Chief: "Why protection? Leave the chickens alone?"

Rastus: "How Ise gwine to know whose chicken I'se got to leave alone?"

—Southwestern Tel. News.

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—Southwestern Tel. News.
F. A. BEYER RETIRES

Veteran Shop Supt. Succeeded July First By J. W. Surles

DUE to the retirement of F. A. Beyer, superintendent of the West Shops, Springfield, several appointments were announced from the office of L. L. Worman, superintendent motive power, Springfield, on June 30.

Mr. Beyer was well known over the entire system and well liked by his co-workers. His service record of twenty-five years began on October 23, 1903, when he entered the employ of the Frisco as a machinist at the North Springfield shops. He held the following positions, erecting shop foreman, West Shops, July 4, 1899 to October, 1917; general foreman, West Shop, October 1918 to May 22, 1916; Baldwin Locomotive Works as inspector for Frisco equipment May 22, 1916 to November, 1917; superintendent north shops, Springfield; November 1917 to June 1, 1918, and was appointed superintendent west shops on June 1, 1918, which position he held until his retirement.

J. W. Surles was appointed to succeed Mr. Beyer. He was formerly master mechanic of the Texas Lines with headquarters at Shexam, Texas. W. G. Hall, assistant master mechanic at Monett took the position vacated by Mr. Beyer. He was formerly machinist at the Newburg Locomotive Works as inspector for Frisco equipment and has moved his family to a farm near Ft. Smith, Ark.

A CHAMPION DECLAIMER

Edward Fuller, Jr., son of E. F. Fuller, machinist at the Newburg shops, recently carried away first honors in the State Declamatory contest, held at Missouri University in the Newburg High School and has been a member of the High School debating team for the past two years.

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The following list contains the names and occupations of patients confined in the Frisco Employee Hospital in St. Louis as of July 25. They will be glad to hear from their friends:


Frisco Mechanic Family News

WEST SHOP NEWS

EDWARD KLAIN, Reporter

Not much happened at our train factor during July. Everybody is back at work. The train factor is full again, and we are back to an on time schedule.

J. W. Surles, foreman is on a visit to the West, made a stop in Newburg.

E. E. Grandburg is spending his vacation which the sidewalks between, in the wilds of Phelps County, near Boud'inot. The shop employes expressed the most heartfelt greetings and the little old lady of the Quarter are well, too. Lord Lamb, chief clerk to superintendents, will be spending a few days in Tulsa. Mr. Lamb is planning a trip to Chicago.


Frisco Mechanic Family News

LOCAL NO. 32—NEWBURG, MO.

M. F. PULLER, Reporter

Mr. and Mrs. Sherman Yelton are the proud parents of a new baby boy, born June 21, 1928.

Mr. J. Adams, south forge shop foreman, is on his vacation now. Mr. Adams intends to rejuvenate the sheet metal industry in this section with a short time.

Mrs. O. E. Drown, third-class machinist, visited home folks at Con- stantia, recently. Mrs. Drown and daughter Olive, spent several days in Newburg. No. 4. Mr. and Mrs. Sherman Yelton are the proud parents of a new baby boy, born June 21, 1928.

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Mr. Thomas Pyne and party journeymen returned from a local hospital where he underwenta an operation. We hope he is able to return to work soon.

Mr. and Mrs. Dennis Robertson are received and is deeply appreciated. - John Tindall, sugglyman, enjoyed a first return to work after his vacation in Chicago and an operation. We hope he is able to return to work soon.

Mr. Julius C. Avers, Sr., and children, have again been transferred to the railroad.

Mr. Harry Harrlson addressed the Frisco shop ball club while waiting for a big score. The entire meeting was in honor of his mother and himself, whose birthday are only two days apart.

Mrs. Paul Harwood, conductor John Johns' sister in Weiser, Idaho. She never intended to be gone sixty days. She was off for the past six months on account of illness in the southern city.

Mr. Ralph Ruggles, carpenter apprentice, visited friends and relatives in Waco, Texas. Ralph took a week off from work, being unable to wear his shirt over a whole in making this affair a great success, will never be forgotten by any one of the many who went on this trip. The Frisco shop ball club had a game that was attended by some forty persons from the state and vicinity. Mr. Tindall, sugglyman, enjoyed a trip to Waco, Texas. He is off on an extended trip through Idaho, Montana, and Colorado, where they have been visiting his oldest sister in Weiser, Idaho. She recently met her in Los Angeles, Mr. Corse met her in Los Angeles, and spent a few weeks with her. Mr. Simonds is spending a few weeks with his wife, as he has several other places in the east.
HAYTI MECHANICAL DEPT.

THEON SMITH, Reporter

We have been back again for another month's news in the magazine due to the fact that the reporter got married in addition to having a baby boy on July 1. We want to welcome the writer with congratulations and wishing for him and wife, and of course the infant, many happy returns.

One of the workers of Greenville shop recently married and to the writer who has been the mainstay of the shop, the writer says, "Congratulations to a several-branch garage."

The white water services have more than completed a new overhead steam engine at our shops. The writer says, "This is the first time that we have seen such an engine at our shop and we are very happy to be associated with any of the other local officers.

TULSA, OKLA.

LOCAL No. 14—PENASCO

R. P. CARTER, Reporter

Mrs. W. D. Van Bickle is visiting her mother in Sherman, Tex., and expects to return later in the week.

The Tulsa shops are blessed with a roundhouse won.

Mrs. W. D. Van Bickle is visiting Mrs. Carter in Chattanooga, Tenn., and expects to stay several weeks. She is able to be at work at this writing.

The writer is looking forward to seeing Mr. Wood and hopes that he will like to stay and help us.

William Phillips, machinist, is taking a 29-day leave. He is on standing 15 days at Fort Sill and the rest of the time at his home.

TULSA, OKLA.

MECHANICAL DEPARTMENT

HENRY PHILLIPS, Reporter

Locals 17 had a picnic at Crystal City Park the last day of June and all reported a very good time. The writer says, "We wish all the boys in this shop had been there and hope they will be there next year."

There were all kinds of stunts and the writer says, "They had a wonderful time."

The writer says, "We are looking forward to seeing them all when they meet at our shop."
Smith, Harry Jarvis, and Mrs. Frank Raab, and baby Louis, for treatment of an injury.

The big one didn't get away, but George Whitley and Charles Sutchman are now in the Frisco hospital at St. Louis attending the veterans' reunion and visiting his mother at that time. We are glad to know that Johnnie Pointon, mechanic, who had an injured foot, is OK. R. J. Sullivan is working as a thirty-day leave of absence and went to Kansas to the harvest fields.

Mrs. William Osmon was visiting Mrs. Mitchel orrived from Birmingham and they were quietly married. We welcome Mr. and Mrs. Davis to this city.

Mr. Pete Glidwell, blacksmith, has been in the Frisco hospital at St. Louis taking treatment for shrapnel wounds. William Fisk, osyuled foreman, has returned from the war in Europe to take charge of that plant.

Mr. and Mrs. Andy Evertts are the proud parents of a baby boy born June 15, who was christened and named through the home of Mr. and Mrs. W. Warner.

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NIGHT COACH FOREMAN KESTERSON drew eyewitnes at Green Forest, Ark. C. T. Greeley, qolo, G. B. Nancie and family visited relatives at Noel, Mo., over Wood and family saw St. Louis and Memphis over the Fourth. J. O. Wood L. Gravener sprained a knee; Lee H. Dinnn and daughter Ruth visited E. H. Barnes and family in Blemphis hunting a good master mechanic at Sherman, Texas. The two eye In-water was four feet deep. We trust and family will with his son, Af. R. Wood and family with hls wife. Lee Evans, our truck driver, spent a pleasant week at Mount Pleasant, holding by flood embers. Coach cleaner Frank McCully was sent to the hospital at St. Louis. June 16 for a three weeks' vacation In California. Harry Gazzettl, wheel shop foreman, at this shop. Sure glad to be back on the job after months of being away. Mrs. SHERMAN W. ELLIS, Reporter

ELLIOTT C. Brown, machinist, has traded his old Buick for a Studebaker wich. J. C. Chambliss, machinist, and his wife returned recently from a two weeks' vacation with friends and family. Mr. Champlin reports a wonderful trip.

The flower committee reports floral decorations are being planned for the Council Pencil and D. C. McBeth, clerk, is OK. Coach cleaner Frank McCully, is OK. Coach cleaner Frank McCully was sent to the hospital at St. Louis, June 16, for treatment and at this writing he and his wife have moved to Chadbau where he will continue his work and Mrs. McCully is at home, June 16.

MECHANICAL DEPARTMENT THAYER, MO.

P. F. FISHERMAN, Reporter

M. D. Holmes, yard engineer, has a new pace model. Mr. and Mrs. H. L. Miller, photographer, has his new pace model. Mr. and Mrs. H. L. Miller, photographer, has his new pace model. Mr. and Mrs. H. L. Miller, photographer, has his new pace model. Why, Thomas, second trick, and husband, has had to a similar job at the Golden Gate. Mr. and Mrs. H. L. Miller, photographer, has his new pace model. Mr. and Mrs. H. L. Miller, photographer, has his new pace model. Why, Thomas, second trick, and husband, has had to a similar job at the Golden Gate.

George Johnson, switchman, has been transferred to Joplin. Coach cleaner Frank McCully, is OK. Coach cleaner Frank McCully was sent to the hospital at St. Louis, June 16 for a three weeks' vacation In California. Harry Gazzettl, wheel shop foreman, at this shop. Sure glad to be back on the job after months of being away. Mrs. SHERMAN W. ELLIS, Reporter

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June 20th was off a few days on account of illness. C. W. Losey, who has been vacations, took his second day at the Missouri state fair, in St. Louis. We are glad to see George Hollman, who has been frequenting the town, in the company of his wife and children. The Fourth was duly observed by the people of Missouri. It was a glorious Fourth in Texas this year. The local nine is about even on its schedule, is improving and hopes to be able to continue. The local nine is the least we can do for the people, as often as possible.

The Fourth of July was duly observed by the people of Missouri. It was a glorious Fourth in Texas this year. The local nine is about even on its schedule, is improving and hopes to be able to continue. The local nine is the least we can do for the people, as often as possible.
Eastern Division

Passenger Traffic Dept.
St. Louis, Mo.

Mollie K. Edwards, Reporter

Vacations are in full sway in this department. Frank McDonald spent one week of his vacation in St. Louis. Visiting his friend James, the World War Veteran, he engaged in some fishing and boating on the river. He extended his stay another week and spent some time in the Ozarks, returning July 21. He was recently made his first trip to New York City and returned July 23. He is the third of his family to take the trip. He is employed at the North Sub. branch, and is visiting friends in the northwest.

Lebanon sub. has returned from St. Louis, where he visited friends.

Springs sub. has returned from St. Louis, following an illness.

Charles A. Ellis, fireman, is working on the Springfield run, having been bailed out on passenger service on the Lebanon sub.

Frank McDonald has been promoted to the freight engine job at Newburg. He formerly was in freight service on the Lebanon sub.

Elmer Herries, assistant city ticket clerk, toured the Ozarks for two weeks. Mr. Herries is spending the summer in the southeast part of the city.

Charles A. Yeager, fireman, Clinton, has been promoted to the freight engine job at Newburg. He previously was in freight service on the Lebanon sub. is visiting in the south and east.

Zack B. Carner, engineer Lebanon sub, is visiting the south and east for two weeks. He expects to be back for railroad work.

Bert Baumgartner and Walter Boyd, engineers, are on leave for one week of their vacation.

Miss Adah Elizabeth Peckinpaugh, daughter of Mr. and Mrs. Peckinpaugh of Clinton, Missouri, is spending her vacation at home. Her father is a Frisco brakeman and is spending the summer in the southeast part of the city.

Miss Adah Elizabeth Peckinpaugh
Miss Adah Peckinpaugh

Talented Frisco Daughter

Miss Adah Elizabeth Peckinpaugh, 13, is the talented daughter of Mr. and Mrs. J. R. Peckinpaugh of Clinton, Mo. Her father is a Frisco brakeman of that city.

On May 10 she was presented by her teacher in a piano recital at the Franklin Street Methodist Church, Clinton, where a large and appreciative audience heard her rendition of several different numbers. She was assisted by Mrs. Sidney Hayter, contralto.

Charles A. Carnell, Reporter

Springfield, Mo.

Charles A. Carnell, Reporter

Albert F. Linzheimer, fireman, Lebanon sub, has returned to work following an illness.

Hershel Napier has bid in a night shift-is proud that it was the 16th was an unlucky day? Miles H. Hambright, fireman, of the River division, died at the home, July 4. He was 21 years of age, and had only been on the road a few weeks. The company extended its sympathy to the family.

Charles R. Glandt, fireman, and wife, of the car department, have returned from Los Angeles for an extended visit.

Charles Boggs and wife, of the passenger department, are now spending their vacation in Maine. They will be back with satisfactory reports of their trip.

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The Frisco News

Mechanical Department

Lindenwood, Mo.

Vacation time is in full swing and almost everyone seems to be away or going away to have a good time, except the reporters, who are right here on the job. But then, this is Frisco, and everyone is busy at all times. The reporters are no exception. Miss Adah Elizabeth Peckinpaugh, daughter of Mr. and Mrs. Peckinpaugh of Clinton, Missouri, is spending her vacation at home. Her father is a Frisco brakeman and is spending the summer in the southeast part of the city.

Mr. and Mrs. Peckinpaugh, with several of their friends, decided they could do better for themselves than to have a good time, except the reporters, who are right here on the job. But then, this is Frisco, and everyone is busy at all times. The reporters are no exception. Miss Adah Elizabeth Peckinpaugh, daughter of Mr. and Mrs. Peckinpaugh of Clinton, Missouri, is spending her vacation at home. Her father is a Frisco brakeman and is spending the summer in the southeast part of the city.
which we received while working on the 2019 workshop was a kind letter from Mrs. James Drake, our department chief. She wrote:

"Thank you for your work on the 2019 workshop. I was pleased to hear that everything went smoothly. Please let me know if there is anything else I can assist you with in the future."

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**January 1928**

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**Signal Department**

**Springfield, Mo.**

**Matilda C. Hoffmann, Reporter**

We are pleased to report that Mrs. I. H. Scott, wife of signal engineer, who has been in Springfield Signal House for over twenty years, has recently been granted a leave of absence. She is currently on an extended tour of the west and will return soon. We wish her a safe journey and a pleasant stay in the sunny south.

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**Mechanical Dept. News**

**Springfield, Mo.**

**Alta Northrup, Reporter**

Following the retirement of Mr. R. E. Stauff and Maxie Campbell, the signal department has announced the following changes:

- **Chief Signalman** J. E. Peters is removing to a new position within the company.
- **District Signalman** H. E. Moore has been promoted to chief signalman at the Lake City, San Francisco and Los Angeles districts.

Our Chief Signalman, J. E. Peters, has been a valuable asset to the signal department, and we wish him well in his new position. We also welcome the new members of the signal team, and we look forward to their contributions to the department.

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**Special Discount to Employees of This Road**

Mail the Coupon for Free Booklet

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**International Correspondence Schools**

**The General College**

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**Blanche M. Rhodot of the drafting department recently returned from a trip to New Orleans, La., where she attended the annual meeting of the International Correspondence Schools.**

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**“The University of the Night”**

Today, in cities and towns and villages, on isolated farms and on the seven seas—thousands of men will drop their daily labor to light, the benediction, the battle that Lincoln fought—to wring from the hours of the night the education of which circumstance deprived them in the days when they might have gone to school.

Thirty-seven years ago there was founded a school to help them—a school created for their needs and circumstances—a school that is to them—where they are—a school whose courses are prepared by our own teachers, whose classrooms are written for study in its own home, whose libraries are open to all men.

Created in response to a need, the International Correspondence Schools have developed their scope and sufficiency with the growth of the school. Beginning with a single course in coal mining, these schools have become today this nation's leading institution with courses in 100 subjects, covering almost every technical field and practically every department of business.
Dau recently has had it repaired and promised him immunity from stings.

Kissell have been borrowed for service nursing a closed eye and a badly injured arm. He was supposed to go on to Memphis, but it seems that the bees had drifted away.

Days' out White River, fishing, recently.

Secretary Senate, additional call at the "Big City" office, went bee hunting recently.

Bill Coffey, formerly foreman of the Western Division at Enid, has returned from a two weeks' vacation.

Carl Gardner is sporting a new Chevrolet coupe.

Reverting to the sane and sensible way of spending a vacation, Corley Ooley, new Whippet coach, purchased relatives in the States.

Out of the night comes dawn.
Railroad Men
here's your tobacco

GOOD old Edgeworth, the railroader's pal. Smooth, fragrant, satisfying—always the same; year in, year out. The tobacco that lets you know you've had a man's pipeful.

Edgeworth smokers write in from all over the world in praise of this tobacco. They've formed a sort of informal Edgeworth Club. Sometimes they argue as to who has smoked Edgeworth the longest, but they all agree that its quality is always the same.

On sale everywhere, including Commissary Stores and camps, and railroad depots and stations.

Two forms: Edgeworth Ready-Rolled and Edgeworth Plug Slice. Both offered in various sizes, from small pocket-size to hand-some pound—size humidors.

FREE OFFER to Railroad Men

If you have never tried Edgeworth Smoking To- bacco, let us send you two samples so that you may put it to the pipe. Send your name and address to Lucas & Ulrich Company, 211 St. R., Richmond, Va.

FUEL DEPARTMENT—ST. LOUIS

Theungler of fast economy makes
Mr. W. F. Groth, fuel clerk, a natural choice for the special meeting.

Mr. Groth, who has been employed for many years in the fuel department, is known to all railroad employees and is always willing to go the extra mile just to make the job easier. He has been responsible for the hospital department for several years and has shown a steady increase in efficiency.

Mr. Groth's duties include the inspection of all the fuel used on the railroad and the supervision of the fuel crew. He is also responsible for the proper storage and handling of the fuel, as well as the maintenance of the fuel equipment.

Mr. Groth has been employed by the railroad for over 20 years and has served in various capacities, including as a locomotive engineer, a carman, and a conductor.

Mr. Groth is a member of the Brotherhood of Locomotive Engineers and is a lifelong resident of St. Louis.

He is married and has three children. In his spare time, Mr. Groth enjoys fishing and hiking.

He is a member of the St. Louis Lodge of the IBEW and is an active supporter of the union.

On a recent trip to Los Angeles, Mr. Groth visited the Union Pacific Railroad and was impressed with the efficiency of their fuel department.

Mr. Groth's dedication to his job and his commitment to the railroad have earned him the respect of his fellow employees.

On a recent tour of the railroad's fuel supplies, Mr. Groth was able to observe the efficient workings of the fuel department.

He was particularly impressed with the fuel storage yard, which is equipped with the latest in fuel-handling equipment.

Mr. Groth's knowledge of the fuel department and his experience as a locomotive engineer make him an ideal candidate for the position of fuel clerk.

On a recent trip to Los Angeles, Mr. Groth visited the Union Pacific Railroad and was impressed with the efficiency of their fuel department.

He is a member of the St. Louis Lodge of the IBEW and is an active supporter of the union.

For more information about Mr. Groth or the railroad's fuel department, please contact the fuel department supervisor.

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Being in the annual vacation.

Harry Fitch, and George McLelland of northern Ontario. The party went by train to within one hundred and fifty miles of their pastime in the wilds. Then they were taken by launch and canoes to the mouth of White river.

Bert Stokes is the proud owner of a new car, a Buick coupe.

They are also visiting at the home of Mr. and Mrs. L. D. Martin, former home of Mr. and Mrs. Frank Adamson. Mrs. LaVon Armendariz and daughter, Mary, spent their vacation remodeling their home at Ava, Missouri.

Mr. and Mrs. H. F. Sloan are in Avon, Ohio, where they are visiting the former's uncle, J. R. Stinson, and his family.

The Persian Gulf below the expiration of the lease on the lumber yard office, spent the Fourth of July on Niangua and White rivers.
Mr. Ralph Stephens of this city. and is convalescing at her home. spent several days visiting relatives after undergoing a serious operation.

Jessie Laub, record clerk in this office, is registered about 90.

OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

J. M. Mills, division engineer, made a short visit with friends and relatives in New York City.

E. L. Anderson, assistant engineer, spent the week-end visiting friends in St. Louis.

Guido Moss, transitman, spent the Fourth of July in this office. He is registered about 90.

Billie Baker, clerk in the dispatcher's office, has returned to work after a month's leave of absence, due to illness. We're glad to see Hazel back. We like her.

One day recently we saw C. E. Cleary is back to work after being absent account of an operation on his right eye. He is working very hard and throwing in the best of luck in his new work.

Frank Sneed and after a short honeymoon in New York City. will be home to California for a rest of two months.

A signal honor has been bestowed upon Cleveland Lack, son of Mr. and Mrs. Lack, of this city. Lack is a student in the school of liberal arts and sciences of the University of Missouri. He was awarded a scholarship for two years. This is an exceptional honor from the fact that but four of these scholarships are awarded in the entire state of Missouri each year.

Miss Mae Beamont spent her vacation visiting relatives in Dalles, Oregon. She said she didn't have any vacation, but that she had a wonderful time.

John Bass joined his family who were visiting in San Diego, and spent the week-end visiting friends at Mrs. Lacey's cabin at Hollister. Even though it rained most of the time, he said he had a great time. John Bass is running the sales department.

One night they sent for ice cream. They said they had had the thrill of a lifetime when she went for a ride in an aeroplane a few Sundays ago. She said she didn't have any queer feelings when she left the ground. Miss Elsev spent his vacation in Cleveland, Ohio, attending the fraternity convention, Chi Sigma Chi.

George Wood spent his vacation in the west, visiting in Portland, Seattle and Victoria. While in Portland he saw Mr. Pomroy. Mr. Pomroy was on vacation in the stores department here until he was promised something. George reports that Mr. Pomroy is not in the stores department any longer.

Mr. and Mrs. G. N. Hudock announce the birth of a son, George Hudson. Mrs. Hudock is a chief stationery clerk. We wish Bill the best of luck in his new work.

When you see Mr. Teeter without his hat on you can figure the thermometer is registering about 90. He is registered about 90.

Miss Pearl Parks has had an operation, but she says she had the thrill of a lifetime when she went for a ride in an aeroplane a few Sundays ago. She said she didn't have any queer feelings when she left the ground.

Miss Ruth Uselton is spending her vacation with relatives in The Dalles, Ore. She is registering about 90.

Nellie Elsey spent her vacation in Cincinnati, Ohio, attending the fraternity convention, Chi Sigma Chi.

Mr. L. A. Utley spent his vacation visiting his mother and sisters in Dallas, Texas.

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The Carbon Coal Co.
PITTSBURG, KANS.

The Frisco Employes' Magazine

CROWE COAL COMPANY

MINES ON THE FRISCO AT
SCAMMON, KANS.

PITTSBURG, KANS.

MINERS AND SHIPPERS

Crowe Coal Company
General Office: Dwight Building
KANSAS CITY, MISSOURI

Mines Located at Mulberry and Seamount, Kansas, and
Henryetta, Oklahoma, on the line of the
St. Louis-San Francisco Ry. Co.
L. F. June, clerk, daughter of Mrs. John Johnson, resided in Banff, British Columbia, and the Grand Canyon. Mrs. Johnson was forced to carry her arm in a sling, while the little son proudly carried his mother in every way possible.

Mr. Tisdale sent his regards and best wishes to all of his old Frisco friends.

Paper Company of San Francisco, formerly employed in this department filling and typing departments, has resigned four years ago, has been connected with the Crown-Willamette and the American Optical Company. Mr. Tisdale was named as the guest of honor at the bowling alley.

Pigeon has been named Norma N. Whitley, formerly of this office.

The baby page will have some new entries before long. Namely the pickled eggs, born July 1; Shirley Marie, born July 12; and Betty Lou, born June 29. The proud parents, respectively, are Mr. and Mrs. Bradfield, Mr. and Mrs. Willard, and Mr. and Mrs. Souder.

A lively interest in some of golf has recently been taken by some of the gentlemen around the office. Apparently some progress is being made.

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for several days, has returned to her home. We are very glad to report that June 23.

Mrs. Gann is improving rapidly. Mrs. F. L. and J. A. Graves, head train clerk, has

and children of switchman, are returned from a two weeks’ vacation

in Florida. C. J. Thompson, assistant to superinten-
dents terminals J. A. Graves, chief

clerk J. A. Morton and R. F. Oxley, de-
murrage clerks: A. H. Lawson and C. East. While away, Mrs. Leland McElvaney, clerk in of-
terminals J. A. Whitten, chief f

visiting in Cincinnati, Cleveland, 

among those who attended the Bir-
m ingham Traffic and Transportation

Club picnic at Chalmers Springs on

June 23. J. A. Whitten, chief clerk, has

spent fishing and resting up at

home.

Mrs. J. E. Stephens, wife of block

operator, was called to Beaumont,

Texas, recently, account of illness of

a niece.

R. J. Vines, switchman, and family

are spending several weeks with rela-
tives in Fort Scott and Little Rock.

Mrs. N. B. Jolly, wife of switchman,

is spending a few days with relatives

in Columbus, Ga., and Roanoke, Va.

J. J. Connolly, trainmaster, who has

been quite ill, is now recuperating at

Biloxi, Miss. He was accompanied to

Biloxi by his daughter, Miss Margaret

Connolly.

R. E. Huie, record clerk, was called

to Atlanta on June 8, account of the

FRISCO AMBULANCE SERVICE

Pou Funeral Service, Inc.

PHONE 31

1 E. Wright St., Pensacola, Fla.
death of his sister. Our sympathy is extended to Mr. Huse and family.

Mrs. Hardegree, formerly clerk at this office, attended the recent convention of the Brotherhood of Railway Clerks at Birmingham, Alabama, where she visited her daughter in Philadelphia. Alrs. Drake will also visit in Augusta, Ga., before returning to Birmingham Southern R. R., who is contemplating an extended trip through the South. Mrs. Garrett was fortunate enough to get away for a few days and spent her vacation visiting relatives in Amarillo, Tex., recently, when Mr. Reed was on work July 16.

C. J. Anderick, of the dispatcher's department, spent his vacation visiting relatives in Amarillo, Tex., and spent a few days' vacation the latter part of June. Mr. Anderick is the proud owner of a new Ford coupe.

J. E. Higginbotham, car department, is the proud father of Margaret, age one year, on July 4.

Everett Nixon, storehelper, was sick at Reel Foot Lake June 30 and July 1. He is unable to work for several days recent-ly due to illness. Mrs. Garrett has been indisposed, having had her appendix removed by Dr. and Mrs. G. H. Moore, of Sherman, Texas.

Miss Gladys Ann Irwin, stenographer-clerk timekeeper's office, spent week-end of June 29, visiting relatives in Jonesboro with relatives.

B. C. Johnson and J. F. Wright, rate clerks, were called to St. Louis June 23 to attend meeting on rate matters.

Mr. McCorky and family have returned from a visit with his father at their home in Tennessee. Mr. McCorky and family have returned from a visit with his father at their home in Tennessee.

OFFICIAL FRISCO WATCH

Inspection

June 10 account illness.

HERMAN SHERWOOD, Manager

STORAGE DEPARTMENT

MEMPHIS, TENN.

Miss Elms Wright, comptometer operator, has been indisposed, having had her tonsils removed. Those that were unable to attend the barbecue and dance on June 25, given by the Frisco Employes' Club, surely missed a good time. The barbecue, held at the Dahmer Park, everyone had all they could possibly eat.

Miss Elma B. Graham, in charge of the dressing room, was at her post all day.

Mr. Fazzi returned to work July 16.

A. R. Niagara Falls, reporting a nice trip.

Those that were unable to attend the Veterans' Reunion June 18 and 19, and from those that went for a visit with relatives in St. Louis and Jefferson City, Mo., returned to work July 17.

R. B. Lovelace, night chief clerk, together with wife and daughter attended the Veterans' Reunion June 18 and 19, and from those that went for a visit with relatives in St. Louis and Jefferson City, Mo., returned to work July 17.

Miss V. W. Boles, secretary to the Frisco Employes' Club evening meeting of Freight Station Section, A. B. C. L. was a great success. Several hundred Frisco employes and their friends attended.

Miss Mary Cummins, daughter of Mrs. W. N. Cummins, is spending a few weeks in the hospital for several weeks.

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The picnic barbecue and dance given by the Frisco Employes' Club evening June 25 was a great success, several hundred Frisco employes and their friends attending.

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Little Miss Milledge Hughes is the accomplished eight year old daughter of Mr. T. T. Hughes of the mechanical department, Birmingham, Ala. She recently was awarded first prize for her exhibition of acrobatic dancing at the Kootenaicred Woollens, Clearwater.

She is the pride of Miss Mollie Needles of that city, and although she has only been studying for a year and a half, she is in demand at many entertainments. Her mother is an accomplished pianist, and a brother, ten years of age, is a banjo player and has appeared in several recitals.

Walter returned to work July 14 after several months absence due to illness and we are all glad to have him back. Mrs. C. M. Hunt has moved to Summity, has moved from St. Louis, has returned home to St. Joseph hospital and it was necessary for Mr. Wright, wife of rate clerk, is still ill. She has been moved to the St. Joseph hospital and later to Birmingham recovering from illness. Trust Mr. Smith will soon be able to return to work. He has returned relieved by J. J. Proctor.

JONESBORO, ARK. TICKET OFFICE
CARL YARNELL, Reporter
J. W. Ledbetter, agent West Plains, Mo., has been assigned permanent agent-western, Jonesboro, and will enter upon his duties here within the next few days. Mr. Ledbetter, who has been with Frisco 22 years, continues highly recommended as an efficient man.

ST. LOUIS ADVERTISERS
MARYLAND HOTEL
ST. LOUIS, MO.
POULIN HOTEL
ST. LOUIS, MO.

JEFFERSON 4144 JEFFERSON 9-155
Becht Laundry Co.
We Specialize in
Family Laundry
3301-11 Bell Ave. St. Louis

INVESTMENT BONDS
We deal in issues of the United States Government, Railroads, Public Utility and Industrial corporations with established records of earnings.

AID & COMPANY, Inc.
Security Bldg. ST. LOUIS, MO.
NEWBERRY, ST. LOUIS STOCK EXCHANGE
man, and we are glad to welcome him here.

W. M. Houston, night clerk, has been assigned Watchman at Columbus, Miss.

Mrs. D. Hayes, demurrage clerk, in ac-

count of her health, has resigned her position.

H. C. Cole, our foreman, has just re-

turned from a week's vacation in middle Tennessee.

Jos. I. Allen attended the American Legion Convention in St. Louis, Mo.

Mrs. C. H. Goldsmith visited in Dal-

las, Texas, for several days.

Our special agent at Amory, Mr. R. C. Pringle, and wife, went from the orphans' home at Jackson and have named their little girl "Wanda Rose," meaning her Virginia Hines, and

Mrs. C. H. Goldsmith, was formerly Miss Virginia Hines, and

Mr. and Mrs. R. K. McGinnity, who were recently married, have returned to work after several days

We are glad to report that Chief Engineer, chief clerk, has returned to work after several days serving illness.

Mr. K. W. W. Wade, night trainmaster, is attending an Eastern Star Convention, Wind-

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las, Texas, for several days.
M. J. O'Donnell, timekeeper, spent Sunday, July 15th, fishing near Okla. City, and spent the remainder of the week visiting with relatives in Springfield, and little daughter, Frances Lee, spent a short time after closing time at the office. This shows that all men appreciate vacations that they do not mind working a short time after closing time at the office. This shows that all men appreciate vacations that they do not mind working a short time after closing time at the office. This shows that all men appreciate vacations that they do not mind working a short time after closing time at the office. This shows that all men appreciate

OFFICE OF SUPERINTENDENT
MEMPHIS, TENN.

MARY RUGLIIEN, Recorder

P. J. Walsh, timekeeper, wife and little daughter, Frances Lee, spent several days the latter part of June visiting with relatives in Missouri. George W. Stovall, general clerk, left August 1st for St. Louis, and was absent from the office July 5th and 6th. 

Miss Florence Greener filled the vacancy during her absence.

Katherine Chrlks, comptometer operator, is on vacation in Nebraska, and his absence is not feared to do more than they are paid to do in order to make possible their vacations.

SOUTHWESTERN DIVISION

TULSA FREIGHT OFFICE
TULSA, OKLA.

MARY JENKINS, Recorder

Misses O. O. Haverson, Mrs. G. L. Gladson, Mrs. Thos. Strite, Mrs. Mary Frizzel, Mrs. George Adams and Misses Blanche Ward, Misses Eliza Adair, Misses Fannie Turley, utility clerk, has just returned from a two weeks visit to her home in Pampa, Texas. George was one of our most favorite bachelors, consequently a celebration was held. The office presented the newlyweds with a beautiful bridge lamp.

Leavell Coal Co.
WINNERS AND SHIPPERS
MAGIC CITY COAL
TULSA, OKLAHOMA

THOMAS S. SHORE, Manager

Leavell Coal Co. is handling several good lab stories to tell, including a short time at the office. The first of August for Mansfield, Ohio, where they spent their vacation. Mrs. Charler Neimeyer and family, left August 1 for Pueblo, Colorado, and returned from a two weeks account of illness of her brother, G. W. Neimeyer, accompanied the party to St. Louis, where they spent their honeymoon. Miss Blaylock, operator, is on vacation in Nebraska, and his absence is not feared to do more than they are paid to do in order to make possible their vacations.

TULSA ADVERTISERS

HENRY ADAMSON
COAL & MINING CO.

MINERS AND SHIPPERS
CHARLES McGARDY

MINES Located Four and One-half Miles East of the City of TULSA, OKLAHOMA

WE WANT YOUR BUSINESS

Nichols Transfer & Storage Co.

DISTRIBUTORS OF CAR LOADS
THE OLDEST AND MOST RELIABLE

Leavell Coal Co.

TULSA, OKLAHOMA

Tulsa Office: 2121 South Main, P.O. Box 145

We Want Your Business

OFFICIAL FRISCO Ambulance
P.O. Box 616-Phone E-1058

Stanley & McCune

FUNERAL DIRECTORS

TULSA, OKLA.

Oklahoma Steel Castings Co.

MANUFACTURERS OF
Railroad, Oil Field and Commercial Castings in OKLAHOMA ELECTRIC STEEL
Tulsa, Okla., Box 658

The Frisco Employees' Magazine
spent several days on this month visiting relatives at Olcmulgee. June 24. There was a splendid interest and it was felt by all present.

Ed. Duncan has been placed in charge of the Tulsa zone office. called on us for Fred while he was away. Mr. C. H. Hensley's forces is relieving him while he is engaged in this work.

Mr. R. E. Lawrence, former demurrage clerk at Tulsa, drove to Ft. Smith, July 7.

Mr. E. West spent a recent week-end with his father and mother in Muskogee. July 7.

Mr. Fitch spent a week-end in Sand Springs. August 12.

Jennie F. Atchison, Reporter

Mr. and Mrs. E. H. Birchard and daughter, Martha Lee, are visiting Mr. Birchard's parents at Calumet, Mich. from the 14th to the 20th of July.

Interest in the employers' clubs of both the men and ladies is increasing. The ladies are building up a very good club. Mrs. B. R. Stenhouse, wife of Superintendent of the Atchison, who resides in Tulsa, was a guest at the last meeting.

Her Asthma and Cough Are Gone

Suffered 15 Years. Found Quick Relief. No Signs of It Now.

People tormented by asthma or bronchial trouble will be glad to hear how Mrs. Amabel Smith, 3043 14th St., Detroit, Mich., cured her asthma.

"I had asthma 15 years. I was very weak, and my cough was awful. I had to sit up at bed for hours, to get my breath. I am 65 years old, and had almost given up hope of ever being cured. I have finally decided to try it. After the first few days I was feeling better and better each morning. My asthma is gone. I have no cough and feel fine in every way."

The use of our new Compound quickens the patient's vital processes and calms the nervous system. It is pleasant to take and results are sure. If you are troubled with asthma or bronchial trouble, write for this free information, and find out how thousands have been restored to health.

Your friends will be glad to have you in the program, we can spare you nothing but success. Table contains to hold your own in the building world, building permits continue to exceed a million a month, and the boom is expected to increase. We note with interest the continued success of Mr. C. H. Hensley's forces at the local station Tulsa, in building new tracks to serve the oil fields of Oklahoma. Mr. Hensley's forces have engaged in this work for years and have a number of enterprising young men in their employ. We congratulate them with their continued success.

The ladies are building up a very good club. Mrs. B. R. Stenhouse, wife of Superintendent of the Atchison, who resides in Tulsa, was a guest at the last meeting.

INDEX OF INTERESTING MACHINES

4-mch Bow Pencil 5'/2-inch Ruling Pen Cinch Din er Silver Gnter Pen

Genuine Finish Letter Case

4-inch Bow Pencil

1.50

4-inch Center Square Divider

0.75

107 OLIVE ST.

A. S. ALOE CO.

707 OLIVE ST.
Guaranteed to OUTWEAR Any Other Sole

Here's the sole for yards and shops and out on "the big stem."
Travels as easy and comfortable as a Pullman chair, and wears like a tie plate.
The new Goodyear Wingfoot TAN Sole.
GUARANTEED TO OUTWEAR ANY OTHER SOLE.
This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel. More than 200,000 pairs of them have gone into the hardest kind of service on men's work shoes and growing boys' and girls' school shoes, and not a single pair has ever come back!
A big money saver for you—especially now, when good shoes are so high.
You can get them on new shoes made by America's leading manufacturers, or have them put on by your shoe repairman.
Be sure you get Wingfoots—there's nothing "like" them—and they're Good-year guaranteed!

Guaranteed To Outwear Any Other Soles

GOODYEAR

WINGFOOT SOLES
Tan and Black
8
Compounded Semi-
Annually
For Your Surplus
Funds

Full paid, Pre-Paid or Monthly
Savings building and Loan Certifi-
cates. The safest and most satis-
factory modern investment.

Funds secured by approved First
Mortgage security on real estate.

Always at par, no speculation.
Dividends paid twice yearly.
You may withdraw your money at any
time upon 30 days' notice.

Write for Free Information

operating under Supervision of State of Texas
Banking Department

STANDARD BUILDING &
LOAN ASSOCIATION
Anchored Capital $500,000.00
729 North Barnett Stg., Ft. Worth, Texas

THE FIRST NATION:
AL BANK
OF TULSA
OKLAHOMA

"Tulsa's Oldest Bank"

OFFICE OF SUPT. TERMINALS
EDNA A. WOODDEN, Reporter

ground was broken last week on
North Main Street for the erection of
an ice skating palace, the building to
be approximately three hundred by
six hundred feet and to be constructed
as with an inside floor and five
stories to accommodate 30,000 people.
The building will be completed by
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OFFICE OF SURPLUS
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The Peoples Bank
of Springfield, Missouri

WE APPRECIATE
YOUR BUSINESS
OUR MOTO
COURTESY, FAIRNESS AND EFFICIENCY

4%
On Savings Over $500
"Save with Security"
SECURITY NATIONAL BANK
Rt. 4, Between Olive and Locust
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
Open All Day—9 to 5

BOATMEN'S NATIONAL BANK
ST. LOUIS, MO.
The Oldest Bank in Missouri
A Safe Place for Savings Since 1847

Successful Banking—SINCE 1873
RESOURCES: Thirty-seven Million
THE FORT WORTH NATIONAL BANK
FRISCO DEPOSITORY
Main at Seventh Street

THE UNION NATIONAL BANK
SPRINGFIELD, MO.
3% Interest Paid on Savings Accounts
4% Interest Paid on Time Certificates
The Bank That Always Runs Strong

The American National Bank
PARIS, TEXAS
Capital, Surplus and Undivided Profits, $350,000.00
FRISCO DEPOSITORY BANK

American Traders National Bank
BIRMINGHAM, ALA.
Capital and Surplus $4,000,000.00
"FRISCO DEPOSITORY BANK"

The Frisco System
Furnishes every possible railway service
The Central National Bank & Trust Co.
Furnishes every possible banking service

FRISCO MEN!
WE WANT
YOUR BUSINESS

THE CENTRAL NATIONAL BANK
AND TRUST COMPANY
OF TULSA, OKLA.
Miss Irene Rigdon is enjoying a month's vacation in California, spending a good deal of her time visiting her brother, Gilbert Rigdon, in Los Angeles. Miss Katherine Rigdon, and will make a stop over at Grand Canyon and other points of interest on their return home.

Walter Smith, our commercial car inspector at Chaffee, is wearing a broad smile. He has just been elected President of the Missouri Railroad Club. Miss Cook will remain a month or six weeks account of her health.

Mr. W. H. Pror, hostler helper, entertained with a lawn party for his little daughter La Bollinger, steno clerk, Blytheville, Arkansas. will leave July 22nd for Los Angeles, Cal., to spend two weeks, returning in Blountsville, Alabama. Miss Cook will be back by the first of August.

Mrs. Martha Smith, mother of car man and Oliver Breedlove's mother in Memphis, were among those giving the first of the U. S. A. and Cuba. Mr. and Mrs. Erwin Reimer are of their vacation in Cuba.

Mr. and Mrs. B. J. Griesabar, J. E. Steger are among those giving the joint home on July 2. Mr. Harry Harrison, hostler for the River division at our nest ac-

Mr. and Mrs. John Shecley spent a good catch and all the fish they wanted to eat. We wonder just how much they wanted to eat.

Mr. and Mrs. Buclcley of Chaffee, spent the afternoon at Weulin and Evening at Mr. and Mrs. John Shecley's Sunday evening. They had a big fish dinner as "Fourth" fishing on White Water. Everyone was pleased and satisfied with the way Mr. and Mrs. Buclcley were entertained.

Mr. Harry Harvey, who was sent to Oklahoma City to the River division at our nest ac-

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Morgan, because I Cutcheon. "Doby." come into see the boys. He and Mrs. IIcCutcheon with gang,, on Julv Archle Smlley losing an eye and both injuries which will heal in time. where the sons of these families, where the other boys received to the family been confined to the Frisco hospital for sec him around again. Everyone is certainly glad to born on June 21. Harrison In the loss of their little grandson who drowned at Baker's parents of a baby daughter. Mr. and Mrs. Otis Slaughter are the Send in the last issue was becausr as he is one of "the master mechanic's office, has finished from a month's vacation in St. Louis. The supervisors gave J. W. Surles a surprise party on the eve of his depart-
Charles E. Karksby, Rewriter

There's no denying that good luck is a factor in our lives. We'll help you all we can.

Ollie Easley, the oldest errand boy, with his own family and their moves.

The group later went to Mr. Surles' home. Where refreshments were served by the members of the organization. Colonel W. H. Moore, art and general superintendent and J. T. Odell, road foreman both of Ft. Scott, and their wives.

Charles H. Heitz, conductor, took a short vacation recently and visitted his son Joe Helmer, extra yard clerk, in re-

Joe Helmer, extra yard clerk, in re-

The Frisco Policy to guarantee the safety of their employes is further carried out by their purchase of Marathon Brand Sterilized Wiping Rags.

G. MATHES COMPANY
St. Louis, U. S. A.
Oscar Oxley, machinist, and Miss Pitts, Flushing, Bergen, are leaving New York City Saturday. Mrs. Moraan and son and daughter are visiting Miss Carla's parents at Weidman, Ia. Parker has returned from a spell of study in wons with the NIP. KANSAS CITY, MO. Mr. and Mrs. Sam Hudson and baby daughter spent a few days at Jackson, Mich., and are back again at home.

Randolph, Kans., has returned from his vacation.

The family of Bill Beiter, engineers, are spending the next two weeks in the south. Miss Carla's sister, who is here from the old home town, Nashville, is visiting some of her summer vacation. Ernest Benini, clerk, car department, started his vacation on being the baby brother of the family. He will be with Chicago and Milwaukee until he arrives at Minneapolis. He reported a good time and good weather.

Mr. and Mrs. L. S. Forness and daughter, Katie Redd, are at their summer home in Pima, Ariz., with Mr. and Mrs. H. H. Redd and their two sons recently visited Mr. Roebelt's brother and family of Pittsfield, Mass.

Mr. and Mrs. S. H. Halley recently accompanied their mother to Rapid City, S. Dak., to visit with Mrs. Halley's sister.

OFFICE OF Supt. TERMINALS KANSAS CITY, MO.

D. M. SWINDELL, Reporter

Due to Mr. J. E. Solon, district sales agent, going on vacation, Mr. J. E. Solon will leave Kansas City, Mo. Mr. H. W. Hooper, agent for the district in this territory, will occupy the office formerly occupied by Mr. Solon. He will be with the superintendent's office.

UNION PACIFIC:

The agent is in the market for a new wagon. J. H. Flinn, experimental engineer, has just returned from a two-weeks' vacation spent at home. Mrs. Long, wife of Mr. L. T. Long, was recently visiting relatives in the southern states. She is being reinstated for her.

CONTINENTAL CASSIULY COMPANY

H. B. G. IRELAND, President

CONTINENTAL SERVICE may be depended upon.

YOUR OCCUPATION ARE CHECK WHEN EARNINGS FROM STOPPED.

be found on every railroad division in the United States and Canada.

Please send me information in regard to

May 8

May 8

The sons of F. J. Grabner and Tom Mawson recently went back to "the old home," Harrisville, Kans., this summer.

"I've Got the Mumps." Evan Mr. Baxter can explain something about that.

Milwaukee took a boat trip to Racine.

Mr. H. F. Shivers, chief car clerk.

a-visit with Mrs. smile's sister.

CONTINENTAL representatives may

General Offices: Chicago, U. S. A.

Canadian Head Office, Toronto


carried by hundreds of my fellow employees.

Please send me information in regard to

That is, he slept at home, but he did time.

Understand Berkley Benson, timekeeper is in the market for a Nash. Mr. A. H. Moon, roundhouse helper, is on the sick list. but is improving it this time.

Congratulotions are in order for Mr. Charlie Long, general clerk, on the birth of his first child.

Mr. Charley Long, supply house foreman, has this month been widower since his wife died from influenza, the children have no mother, and he is trying to raise his family on his own.

OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. O. Clarke, compiler, reports that the advertising department is in the market for a new head girl.

Mr. Bill Jones, shop accountant, is doing as well as can be expected. We believe the best place to have caught mumps was the town of Riverton, where he went to have his tonsils removed. Shortly after he returned from the operation he was seized with a severe attack of mumps, and was taken to the hospital.

RIVER RIVER: Mr. Bill Jones, shop accountant, has been doing as well as can be expected. We believe the best place to have caught mumps was the town of Riverton, where he went to have his tonsils removed. Shortly after he returned from the operation he was seized with a severe attack of mumps, and was taken to the hospital.

That is, he slept at home, but he did time.

Mr. H. H. Hinson, background and porter, has been at Riverside Park or Muohican State Park the last two weeks.

Mr. H. F. Shivers, chief car clerk, has just returned from a two-weeks' vacation spent at home. Mrs. Long, wife of Mr. L. T. Long, was recently visiting relatives in the southern states. She is being reinstated for her.

CONTINENTAL representatives may

be found on every railroad division in the United States and Canada.

Please send me information in regard to

May 8

May 8

The sons of F. J. Grabner and Tom

Mawson recently went back to "the old home," Harrisville, Kans., this summer.

"I've Got the Mumps." Evan Mr. Baxter can explain something about that.

Milwaukee took a boat trip to Racine.

Mr. H. F. Shivers, chief car clerk.

a-visit with Mrs. smile's sister.

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“Rusty” Quirke, who severed the connection with the Frisco several years ago, and whose old friends at the Briscoe Veterinary Association entertained Frisco business men recently with a picnic at Deepwood Park, with a picnic supper the night of July 13. There was a splendid representation.

CENTRAL DIVISION

ACCOUNTING DEPARTMENT
FT. SMITH, ARK.

FLORA BOLLINGER, Reporter
Mr. and Mrs. R. G. Witham have returned from Los Angeles and Springfield, Mo., where they visited relatives. A number of Ft. Smith business men made the trip with them. Mrs. Witham enjoys the summer vacation with the Witham children, Virginia, Mrs. Witham’s daughter, and been spending her vacation in Oklahoma.

WILLIAM A. HADDOX, Reporter
Mr. and Mrs. Jerry recently visited Mr. and Mrs. Sperry in Grove. Mr. and Mrs. H. A. Litter have returned from Lamar and Springfield, Mo., where they visited relatives.

PARKS DIVISION

FLORA BOLLINGER, Reporter
Mr. and Mrs. Sperry recently visited Mr. and Mrs. C. D. Gentry and Mrs. A. H. Likens. Mr. and Mrs. Sperry are spending the month of August with Mr. and Mrs. Sperry.

GROVE DIVISION

FLORA BOLLINGER, Reporter
Mr. and Mrs. E. Fitzgerald were a most welcome visitor in our office during the past week.

ENGINEERING DEPARTMENT

FT. SMITH, ARK.

GRACIE HOBURN, Reporter
The annual Decoration Day and Memorial service on the national cemetery at Wagoner, Okla., was held on July 15. This is the 15th year that the residents of this community and vicinity have taken part in this service. The service was attended by persons who have participated in the annual service for ten years, and it is one of the oldest in the state. The gathering is not only in respect of those who have served in the army and navy, but also in respect of those who have been buried here. It is a great opportunity for renewing acquaintances and making new friends. The service will be held in the cemetery in the presence of the men who have served in the army and navy.

ST. LOUIS STRUCTURAL STEEL COMPANY

Design, Fabrication and erection of BRIDGES, BUILDINGS, BARREL TANKS
P. O. Box 1279 ST. LOUIS, MISSOURI
Bar Osborne, brakeman on the yard switch, captured a 524-lb. Kingfish on a reel line near Spartan. Another slight injury was sustained in a train collision when Osborne lost his一项 in the accident. The train was brought to a standstill by a heavy chain, while many gathered to view the scene of the collision.

On May 10, the Jenkins family, consisting of Mr. and Mrs. Andrew Jenkins, Mr. and Mrs. Russia Jenkins, and three children, moved to the home of their parents in Spartan, and from there will proceed to the birthplace of the Jenkins family.

A three-week trip to Scotland, where they have given the name of Springfields, the land of mountains, on Little River. Keldon and Mrs. Kelson, who have been visiting in Winston-Salem, N.C., Cincinnati, St. Louis, and Los Angeles, are returning.

Our deepest sympathy is extended to Mr. Crawford on his loss of a daughter, and to Mr. Dyer, who recently transferred to the Central Division freight agents office, has been spending her vacation in sunny California, as usual.

A round of visits made in Winston-Salem, N.C., Cincinnati, St. Louis, and Los Angeles, has been made by Miss Ruth Cantrell, daughter of S. J. Kemp Johnson, maintenance of way agent, who also spent a week in Nashville, where he is visiting his relatives, and before returning will visit his brother in San Antonio.

The McWane Cast Iron Pipe Company

Congratulates the "Frisco" on its new line, and takes pleasure in announcing that cast iron water pipe for the new road was of McWANE manufacture.

McWane Cast Iron Pipe Company

Paulalee, Reporter

Officially Watch Inspector, 9th, 12th, 20th, Pensacola, Florida

Alabama in the land of mountains, on Little River. Charles and Mrs. Jenkins, who have been visiting in Winston-Salem, N.C., Cincinnati, St. Louis, and Los Angeles, are returning.

J. F. Zimmer, assistant cashier, and J. J. Johnson, main track foreman, and family recently visited in Cape Girardeau. The three children of Mr. and Mrs. J. Judson, yard clerk, are spending the summer in various points in Missouri.

P. Davis, teller, was absent two days account of sickness. Ira Bo-
Folks, gather around to the trainmaster's office shortly after the presidential election as J. R. Trotter, Republican, got up to give us a box of candy.

Eh, J. R.?

MECHANICAL DEPARTMENT
FT. SMITH, ARK.

IRVING WOODELL, Reporter

Chances and more chances losing good men and getting other good ones,

such is railroad life, however, we regret to hear Mr. M. L. Crawford as general foreman at Fort Smith, but are pleased that he received a promotion to assistant master mechanic at Molette and wish him continued success in his new position.

The evening before Mr. Crawford left the division, the roundhouse employees at Fort Smith presented him with a handsome Gladstone bag and we hope that he will make use of it on frequent visits to our city.

Mr. J. H. Dyer, assistant foreman at Ft. Smith, has been appointed to succeed Mr. Crawford, and Mr. A. A. Wegman, night roundhouse foreman, succeeds Mr. Dyer and Mr. T. W. Preusser, machinist at Ft. Smith, has been appointed night roundhouse foreman, and we congratulate each one on their promotion.

Miss Beatrice Limerick is vacationing in California, and no doubt enjoying a wonderful trip.

Miss Adaline Patrick, daughter of Mr. and Mrs. C. U. Patrick, underwent an operation for the removal of her tonsils during the forepart of the month, and we are pleased to report that she has fully recovered.

Do not suppose the smiling new machinist apprentice needs an introduction: if so—meet Mr. Harold W. Clayman.

Mr. and Mrs. R. T. Neikenna and son spent several days during the past month visiting relatives in Springfield.

When the writer was returning from her vacation In California she was met at the station in Albuquerque, N. M., by Mr. and Mrs. Ernest Stringer, who have been living there for some time for the benefit of Mr. Stringer's health, and am sure all employees at Ft. Smith will be interested in hearing how he has improved and is on the road to a speedy recovery, which is the good news we have been waiting to hear.

Due to a reduction in the force of the car department at Ft. Smith, a number of our employees transferred to other divisions. Mr. George A. Allard, piece work checker, has transferred to the roundhouse, and Miss Edna Moore, Clare Palmer and Elsie Eubanks have transferred to Yale, and Mr. E. L. Reese, our painter, has taken a job at Yoe.

Mr. C. P. Long is the newly appointed foreman at Racine, having come to this division from the Southern division.

Summers resorts seem to have a fascination for Miss Beatrice Limerick, as she spent the Fourth of July at Eureka, Kansas, prior to going west on her vacation.

Miss Pearl and Mary Hoyburn of Pensacola, Md., visited the hometown with their parents, Mr. and Mrs. J. D. Hoyburn.

Mr. W. J. Dressendorfer was quite unfortunate while away on his vacation, as his automobile was turned over in a ditch, due to loose gravel on the road, badly damaging same and bruising up his family.

REAL ESTATE INVESTMENTS in Pensacola

Should prove exceptionally profitable over the next few years.

With the coming of the FRISCO, Pensacola ceases to be a one-railroad town. It should now take its place among the fastest growing cities in the SOUTH. We have been in the real estate business in Pensacola for a long number of years and are in a position to submit for your consideration a very large and diversified group of city listings. All inquiries cheerfully answered.

Ray Hardware Company
G. M. C. TRUCKS

710 South Palafox Street
PENSACOLA, FLA.

Paul L. Pierce
Realtor

119 South Palafox Street
PENSACOLA, FLORIDA

FISHER-BROWN INSURANCE

PENSACOLA, FLORIDA

AVANT-PACE COMPANY
WHOLESALe GROCERS

201 East Garden Street
PENSACOLA, FLORIDA

Welcomes the FRISCO Lines
Galloway Coal Company
EXCLUSIVE MINERS OF
ELK RIVER and GALLOWAY COAL
General Office:
MEMPHIS, TENNESSEE
MINES AT
GALLOWAY, CARBON HILL
and HOLLY GROVE, ALABAMA
(MINES LOCATED ON FRISCO RAILROAD)

Mill Creek Coal Company
CARBON HILL, ALA.
MINERS OF
MILL CREEK COAL

WILSON-BEAR REALTY COMPANY
REAL ESTATE, MORTGAGE LOANS, RENTS, INSURANCE BONDS - TITLE INSURANCE

111 SOUTH PALAFOX STREET
PENSACOLA ☣ FLORIDA

BOLAND REALTY COMPANY
REAL ESTATE
FARMS HOMES

BOLAND-PRICE BEGGS
INSURANCE AGENCY
General Insurance

15 WEST GARDEN STREET

Harvey Lumber Co.
Lumber—Rough and Dressed
Sash, Doors, Screens
BUILDERS
FIRST-CLASS
CABINET AND MILL WORK
PHONE 770
ALL KINDS OF BUILDING MATERIAL
Barrancas Ave., Pensacola, Fla.

McKenzie Oerting & Company
Marine Supplies
Hardware

603 S. Palafox Street
PENSACOLA, FLORIDA

The LEWIS BEAR CO.
INCORPORATED
WHOLESALE
GROCERS
and Dealers in Feeds
Pensacola, Florida
Congratulations...
ON THE WONDERFUL ACHIEVEMENT
AND PROGRESS... MAY WE SHARE
WITH YOU THIS PROSPERITY ALWAYS

NATIONAL COAL & COKE CO.
2124 Fourth Avenue South BIRMINGHAM, ALA.

Robert W. Hunt & Co. are very proud to have had the opportunity to serve the Frisco in the construction of their New Line and congratulate the management on their wonderful achievement.

FRISCO RAILS
DURING PROCESS OF MANUFACTURE
ARE ALL TESTED AND INSPECTED BY
ROBERT W. HUNT COMPANY
ENGINEERS
CHICAGO
More than half of the Railroad Mileage of the United States is "HUNT'S SPECIAL INSPECTION"
<table>
<thead>
<tr>
<th>Company Name</th>
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<td>Pensacola Lumber and Timber Company</td>
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<td>Exporters of</td>
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<td>PENSACOLA - - - FLORIDA</td>
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<td>Pensacola Cooperage Co.</td>
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<td>Welcomes the Frisco</td>
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<td>PENSACOLA - - - FLORIDA</td>
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<td>General Steamship Agents and Operators</td>
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<td>PENSACOLA, FLORIDA</td>
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<td>HEARTIEST CONGRATULATIONS!</td>
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<td>HEDGES-WEEKS CONSTRUCTION COMPANY</td>
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<tr>
<td>415 HOLLAND BUILDING</td>
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<td>Weis-Patterson Lumber Company, Inc.</td>
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<td>Manufacturers</td>
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<td>TIDEWATER RED CYPRESS</td>
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<td>Finish - Trim - Mouldings</td>
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<td>Gum Veneers</td>
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<td>PENSACOLA, FLORIDA</td>
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<td>Columbus National Bank</td>
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<td>COLUMBUS, MISS.</td>
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Congratulations....

We hope we may have the pleasure of serving the FRISCO on its new line.
We congratulate Pensacola for her good fortune in securing FRISCO Service. We knew that if the Frisco started to Pensacola she would get there on time.

We are proud of the privilege we have of furnishing the Frisco fuel that aids it in maintaining unsurpassed service.

BROOKSIDE-PRATT MINING CO.
BIRMINGHAM, ALABAMA

Just the best of wishes and sincere congratulations to the FRISCO on their great accomplishment. We hope that you continue to grow and prosper in the same measure as you have in the past.

WALLACE PENCIL CO.
MAPLEWOOD, MO.
It is a great pleasure to congratulate you on the completion of your latest undertaking... the building of the new line to Pensacola, Florida, linking the gulf with the FRISCO. It is an achievement you can well be proud of.

CON P. CURRAN PRINTING CO.

We Have Served the FRISCO for Forty Years
WE are proud to have participated in the construction of the new Frisco Line to Pensacola, Florida.

C. G. Kershaw Contracting Company
INCORPORATED
GENERAL CONTRACTORS
607 Woodward Building
BIRMINGHAM, ALA.

FAIRBANKS, MORSE & CO.
wishes to extend hearty congratulations to the FRISCO Railroad and its officials on the completion of their new Pensacola Line, which will be a material benefit to the communities it serves.
WE congratulate the Frisco upon the completion of their Pensacola Extension and are proud of having been able to participate in this work.

W. Horace Williams Company, Inc.
Engineers and General Contractors
833 Howard Avenue
New Orleans, La.

WE congratulate the Frisco on the opening of its new line to Pensacola Florida.

GRAYBAR ELECTRIC CO., Inc.
WE wish to compliment the St. Louis-San Francisco Railway Company and the Country they serve on the completion of their new line from Aberdeen, Mississippi, to Kimbrough, Alabama, and we feel a sense of pride for our part in the building of this line from Aberdeen, Mississippi, to Aliceville, Alabama.

ROSS, WOGAN & COMPANY
CONTRACTORS
25th and Summit Streets KANSAS CITY, MISSOURI
We welcome the coming of the FRISCO
JNO. MASSEY, President
C. L. GRIFFIN, Secretary

CARY & COMPANY
COAL MERCHANTS — BUILDERS' SUPPLIES
EXPORT, BUNKER AND DOMESTIC COALS

EXCLUSIVE SALE OF
MONTEVALLO
PIPER
BRILLIANT (on Frisco)
PEERLESS
DOMESTIC COALS

DISTRIBUTORS FOR
DUPONT PAINTS
ROYAL CEMENT
BARBER ASPHALT ROOFINGS
U.S. GYPSUM PLASTER and SHEET ROCK
W.S. DICKEY COMPANY SEWER PIPE

The Only Retail Coal Yard in PENSACOLA on the FRISCO

"WHEN YOU THINK OF COAL, THINK OF CARY"

Heartiest congratulations to the Frisco on the completion of their new line to Pensacola, Florida

St. Louis Frog & Switch Co.
St. Louis, Mo.

Spring frogs, special work, split switches, switch stands, electric rails, crossing frogs.
we congratulate you

YOU have just completed a notable achievement and we congratulate you. It was a real pleasure for us to help in the construction of your new line to Pensacola. We hope that we will always be allowed to serve you and to share with you the pride of accomplishment.

J. A. KREIS & SONS INCORPORATED
608-10 Burwell Bldg. Knoxville, Tenn.

THE NEWPORT COMPANY

WORKS AT
CARROLLVILLE, WISCONSIN
PASAIIC, NEW JERSEY
BAY MINETTE, ALABAMA
PENSACOLA, FLORIDA

PENSACOLA, FLORIDA

WELCOMES THE FRISCO LINES
Six Modern Coalng Stations on Frisco Lines

By J. C. Forster, Vice-President
Ogle Construction Co. Chicago

Within the past fifteen months, Frisco Lines placed contracts for six modern coaling stations with the Ogle Construction Co., of Chicago. Those at Aliceville, Local, Magnolia, Alabama, and Pensacola, Florida (see Figure 1) are of reinforced concrete throughout, and of 100 tons storage capacity. The plant at Cherokee, Kansas (Fig. 2) is also of reinforced concrete, but of 200 tons storage capacity. The main line facility at Yale, Tennessee, (Fig. 3) is a 50 ton capacity steel storage bin on reinforced concrete foundations. All of these coaling stations are equipped with full automatic skip hoist coal handling machinery that provides a hoisting capacity of thirty tons of coal per hour and all, except Aliceville and Magnolia, are now in service.

These coaling stations represent a substantial investment, from which Frisco Lines rightfully expect a satisfactory return. To obtain it, the plants must render dependable service at all times. Interruptions in that service will be costly, so every factor in the plants' design, construction and equipment has been carefully considered to insure maximum service—maximum return on their initial cost.

Interruptions because of fire, or structural depreciation, are remote, because all of the plants are of fireproof construction. Interruptions because of mechanical replacements are bound to occur either from natural wear, through constant use, or from improper operation, or both. Interruptions because of natural wear of the machinery through usage should be few and far between, because the mechanical equipment installed in each of these coaling stations is sturdy, fool proof and reliable, and should function efficiently for a long time without requiring repairs or replacements.

No machinery will stand abuse, so if Frisco Lines is to obtain maximum service from these modern coaling plants, much will depend upon the manner in which the machinery is operated and maintained.

A thorough inspection of the plants should be made DAILY, and the operator of each plant should be instructed to do the following:

Every Day Before He Places His Plant in Service:
1. Fill all oil and grease cups.
2. Examine the hoist to make sure it is in proper working condition.
3. Examine the bucket and loader to make sure that all parts are free to function properly.
4. Examine the cables to see that they are not unduly worn and that there is no slack in them.
5. Examine the bucket guides to see that they are properly lined up, free of obstructions and are not loose.
6. Examine the sheaves to see that they are free to revolve and that they are properly lubricated.

To avoid accidents, the operator should be instructed to:

1. Never start the machinery while anyone is in the bucket or hatch.
2. Never operate the plant with slack cables.
3. Never permit large obstructions, such as car wrenches, cross ties, mine props, and the like, to enter the receiving hopper. If they do, they will cause serious damage to the loader and bucket.
4. Never overfill the storage bin.
5. Never attempt to adjust the machinery unless he knows what to do and how to do it.

When the plant is shut down for the day, the bucket should be left in the pit beneath the loader so that all strains are removed from the hoist cable and sheaves. It is highly desirable that the receiving hopper be empty. This is especially necessary during the winter as the coal may freeze during the night and cause delay and damage when the plant is again placed in service.

These suggestions are born of years of experience in locomotive coal handling, station engineering. If they are conscientiously carried out by the employees who are responsible for the operation of these coaling stations, they will contribute much towards keeping the facilities for which the plants were constructed—"Dependable Locomotive Coaling Service at Low Cost."
The Employees of the FRISCO SYSTEM will be interested in learning that the entire new road to Pensacola, Fla., which was the greatest rail-laying project in America in the last fifteen years, has been protected with American Steel & Wire Company's products, such as Woven Wire Fencing, American Steel Gates, Barbed Wire, etc. All products of proven quality—proven through years of service on all the great railroad systems of this country.

AMERICAN RAILROAD FENCING—The Original and Genuine Hinge Joint Fence has been the standard for railroads for over twenty-five years. It is made in various heights, as indicated above and in different gauges of wire to meet all needs.

BANNER STEEL FENCE POSTS—Thousands and thousands of these splendid steel posts are in use on the railroads of this country. They are designed like a railroad rail and have unusual strength in all directions. Can be easily driven in any kind of soil and are self-anchoring. Fence or barbed wire easily and quickly attached at any point with the new open drop loop clamps.

AMERICAN STEEL GATES—Strong and Durable. Made in all standard sizes for railroad use. Galvanized or painted frames. These gates have exceptional quality and have been approved by the leading systems of the country.

FRISCO EMPLOYEES interested in Right-of-Way Protection are requested to send for catalogues fully describing these products.

AMERICAN STEEL & WIRE COMPANY
Chicago New York Boston Dallas Birmingham Denver
U. S. STEEL PRODUCTS CO. San Francisco Los Angeles Portland Seattle
Our Creed

The Stamp of Character Means

Cross Ties Plus

**Plus**—
That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

**Plus**—
A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

**Plus**—
The ownership and absolute control of treating plants where value is added to the natural product not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller’s obligation—

**Plus**—
A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last but greatest of all—

**Plus**—
The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.
SAINT LOUIS, MO.
FOUNDED 1879
2,200 Carloads
Island 35 Gravel Ballast
FURNISHED BY US FOR THE NEW
YALE YARDS at MEMPHIS

FISCHER LIME & CEMENT CO., Inc.
MEMPHIS

General American Tank Car Corp.
General American Car Co.

BUILDERS
Tank Cars
Milk Cars
Railroad Cars

LESSORS
Tank Cars
Milk Cars
Refrigerator Cars

OFFICES:
Illinois Merchants Bank Bldg., Chicago, Ill.
Canal Bank Bldg., New Orleans, La.
Magnolia Bldg., Dallas, Texas

Whitehall Bldg., New York City
Cosden Bldg., Tulsa, Okla.
Bartlett Bldg., Los Angeles, Calif.
MEMPHIS STONE & GRAVEL CO.
Miners and Shippers of
Crushed, Graded and Carefully Prepared
Famous Cementing Kentucky Gravels
Also Tulsa and Canoe Gravels for Streets and Roadways
Railroad Ballast, a Specialty

MEMPHIS, TENN.

LOCATION OF QUARRIES
Gravel Switch, Ky., C. & O. Ry.
Baptist Church, Ky., C. & O. Ry.
McClatchy, Miss., N. C. & St. L RY.
McClatchy Switch, Ky., C. & O. Ry.

ATLAS COAL
Henreyetta Fuel Company
Henreyetta, Oklahoma
McALESTER, WILBURTON,
COLORADO
and
HENRYETTA

CHAS. R. LONG, JR.
COMPANY
LOUISVILLE — CHICAGO — ST. LOUIS
Manufacturers of
All Kinds of Railway and Industrial
Paints, Varnishes and Lacquers

LITTLE BAYOU
MILL CO., Inc.
MANUFACTURERS OF
AND DEALERS IN
BUILDING MATERIAL
Office and Mill, Little Bayou
PENSACOLA, FLA.

VILOCO RAILWAY
EQUIPMENT CO.
CHICAGO
For Dependable Service
"VILOCO" Pressed Steel Brake Step
"VILOCO" Automatic Ball Washer
"VILOCO" Bolt Ringer
"VILOCO" Exhaust Pipe
"VILOCO" Improved Sander
"VILOCO" Floating Journal Bearing

For better concrete
culverts and bridges

PHOTO. ABOVE, SHOWS PART OF "50 MILES OF EXCELLENT TRACK" BETWEEN 
Carbon Hill and Birmingham in which 
"VILOCO" "BACK TO BACK" CEMENTED AND SCREENED 
This was laid exclusively as road ballast. The Pipe Railway has saved hundreds of thousands of dollars in repairs and has been the saving of thousands of hours of labor in the building of cemented culverts and bridges.

Birmingham Slag Co.
HEADQUARTERS FOR THE SOUTH
BIRMINGHAM, ALA.

The Starr Coal Co.
MINERS AND SHIPPERS
HENRYETTA — OKLAHOMA

ROQUEMORE GRAVEL CO.
ATTOCIOY, ALA.
The South's Largest Producers of SAND AND GRAVEL
SALES OFFICES:
LITTLE BAYOU MILL CO., Inc.
MANUFACTURERS OF
BUILDING MATERIAL
PENSACOLA, FLA.

The Producers Sand Co.
Producers and Shippers of the "HOUND TOOTH SAND" RECLAIMED AND MANUFACTURED
BIG ARMS SAND AND CHANNEL SAND
337 National Bank Bldg., Chattanooga Telephone 4-1454
P. 0. Box 2111, TULSA, OKLAHOMA

The Locomotive Finished Material Co.
ATTOCIOY, KANSAS
FOUNDEES AND ENGINEERS

HIGH GRADE GREY IRON AND STEEL CASTINGS
FOR RAILWAYS—FINISHED OR rough
Forged, Machined, Castings, a Specialty
Equipped to make large Grey Iron Castings up to 100 tons.
BIND YOUR RECORDS
Into Permanent Books

Adopted by general and local offices of every large railroad in the United States

BINDING MACHINES
PERMANENT BINDERS
LOOSE LEAF DEVICES FOR ALL PURPOSES

McBee Binder Co.
New York  St. Louis  Athens
Cleveland  Chicago

GRIDER COAL SALES AGENCY
Mine Agents
OVER 3,000,000 TONS ANNUALLY
BEST GRADES ALABAMA STEAM AND DOMESTIC COALS
Railroad Fuel a Specialty

Tigre Brand Superb Linseed Oil
ABSOLUTELY PURE
THE FREDONIA Linseed Oil Works Co.
FREDONIA, KANS.

John V. Boland Construction Co.
CHIMNEYS, CONCRETE and BRICK
OIL STILLS and BOILER SETTINGS
CHICAGO OFFICE: Stock Exchange Bldg.
Chemical Bldg.  ST. LOUIS, MO.

A. JOHNSTON, JR. & COMPANY
Railway Fencing Contractors
1733-37 W. Austin Ave.  Chicago, Ill.

MOSS & MCCORMACK
MINERS AND SHIPPERS
COAL—Blacksmith, Bunker, Steam, Domestic—COAL
1901-4 American Trust Building
BIRMINGHAM, ALA.

Midvale Coal Co.
HIGH GRADE STEAM AND DOMESTIC COAL
Chemical Bldg.  ST. LOUIS, MO.

Owens Paper Box Co.
413-115 N. First
SAINT LOUIS
MANUFACTURERS OF
PLAIN AND FANCY BOXES

Warden Pullen Coal Co.
MINERS and SHIPPERS
HENRYETTA - OKLAHOMA

The FRISCO
uses NATIONAL TRAIN CONTROL and will be glad to give others the facts and figures on its Simplicity, Reliability, Low Cost and Low Maintenance.

The National Safety Appliance Co.
Railway Exchange Bldg. — CHICAGO, III.
37 West Street — SAN FRANCISCO, CAL.

MORGAN HILL CO.
GENERAL CONTRACTORS
Shovel and Drag Line Work
Woodward Bldg.  BIRMINGHAM

Wise Buchanan Coal Co.
MINERS and SHIPPERS
HENRYETTA - OKLAHOMA

KERITE INSULATED WIRES AND CABLES
For All Purposes — Under All Conditions — Everywhere — KERITE is unequalled Service.

KERITE INSULATED WIRES AND CABLES
For All Purposes — Under All Conditions — Everywhere — KERITE is unequalled Service.

KERITE INSULATED WIRES AND CABLES
For All Purposes — Under All Conditions — Everywhere — KERITE is unequalled Service.
Consolidated Cement Corporation  
KANSAS CITY, MISSOURI  
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