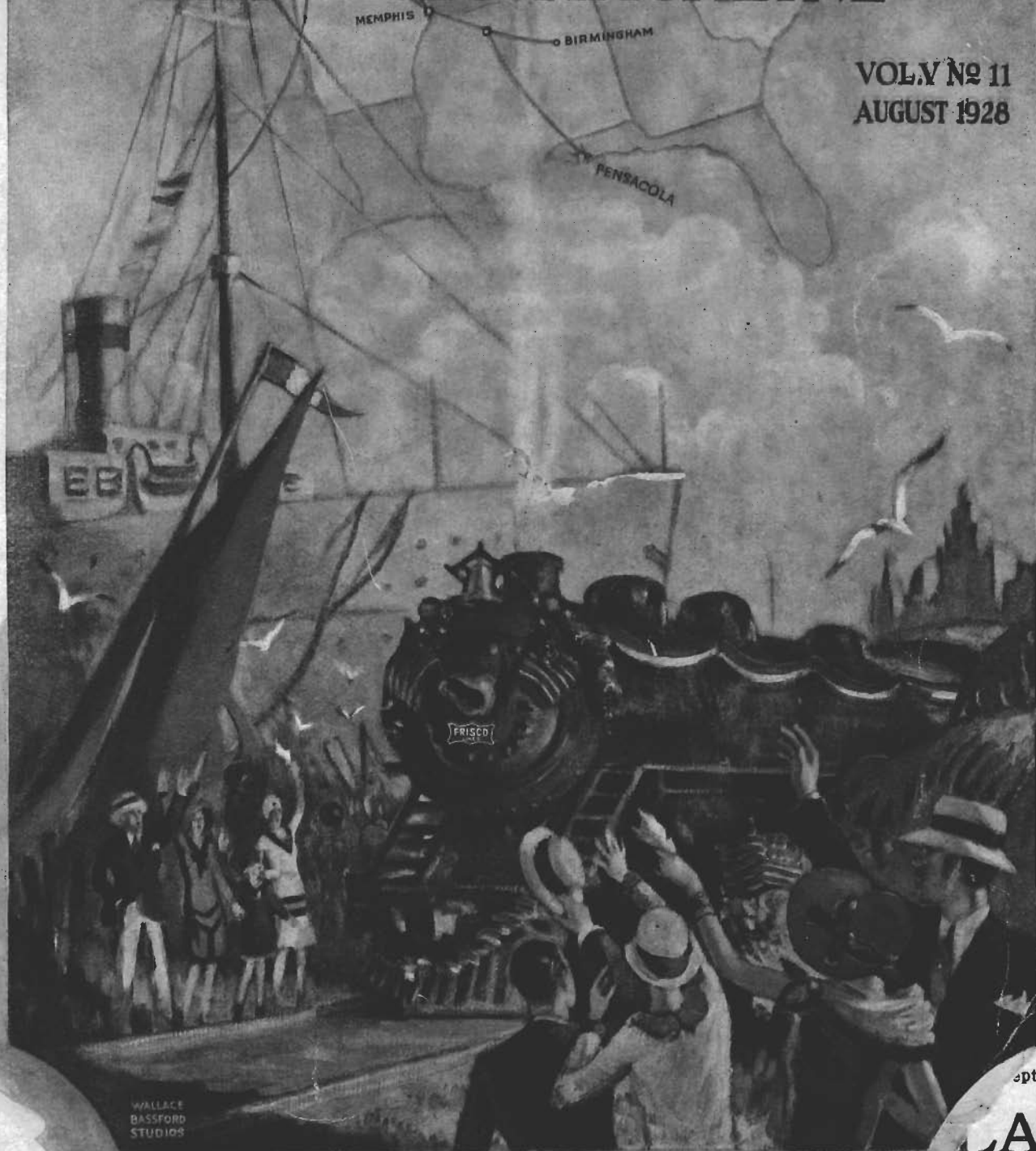


# THE FRISCO EMPLOYEES' MAGAZINE

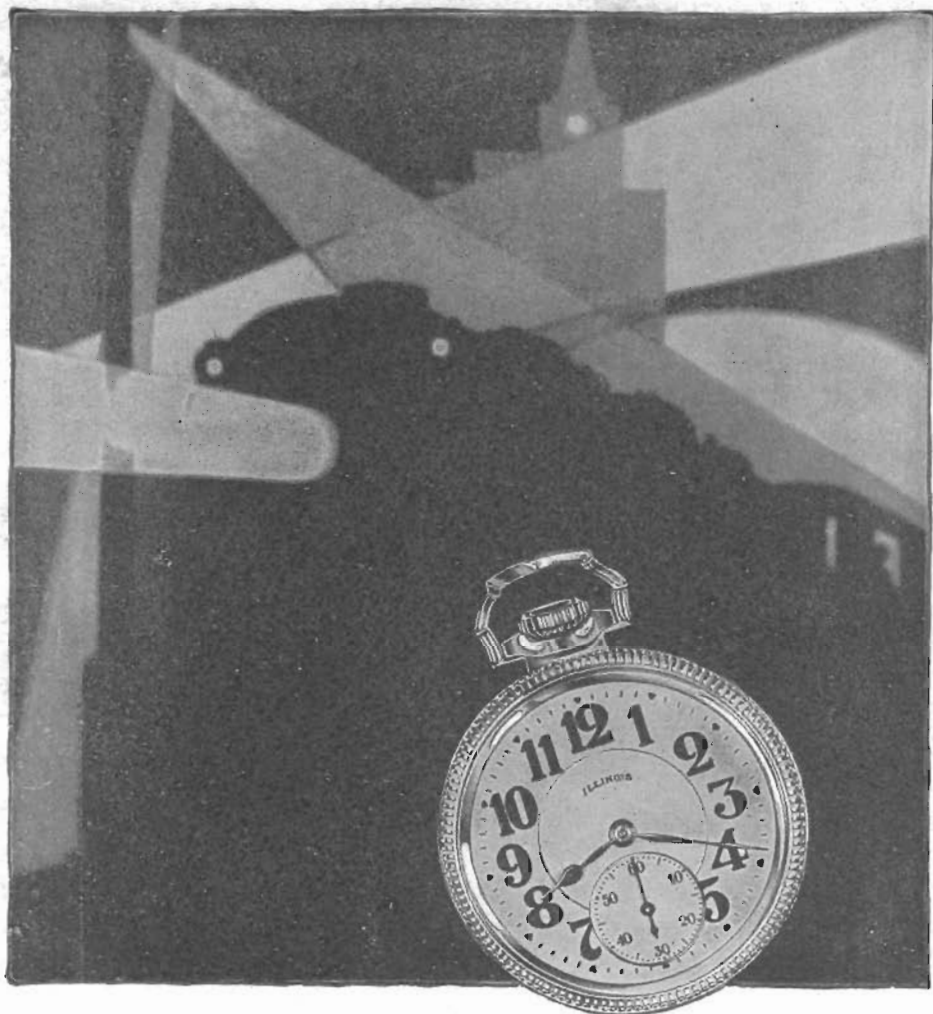
VOL. V No 11  
AUGUST 1928



*The Frisco*

*Meets the Gulf*

LA  
pt.  
DAYS at 9



## It's the reserve power that counts

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.

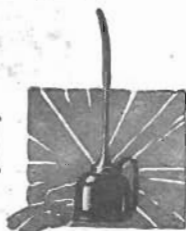
In addition, both the Bunn Special and the Sangamo Special are adjusted to six positions instead of the usual five demanded by the requirements of railroad time inspection. Never before have such outstanding improvements been offered at anywhere near comparable prices.

Bunn Special.....21 jewels, 10k gold-filled cases, \$60  
Sangamo Special...23 jewels, 14k gold-filled cases, \$90

# The ILLINOIS WATCH

Established 1870

SPRINGFIELD, ILLINOIS



WATCHES ARE BETTER THAN THEY HAVE TO BE

# PENSACOLA

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**P**ENSACOLA 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 27, 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,  
Com. of Streets and Public Works.

E. E. HARPER,  
Com. of Police and Fire Dept.

## CITY OF PENSACOLA

*"The Wonderful City of Advantages"*

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

# A B E R D E E N

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, Sec'y  
Chamber of Commerce  
Aberdeen, Miss.

**A**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.

# C O L U M B U S

## 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 25 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.

*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 gentle and healthful climate, desirable living conditions, broad, well-paved and lighted streets, splendid schools and colleges, an abundant supply of pure water, adequate labor supply, cheap 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.

## CHAMBER of COMMERCE

COLUMBUS

::

MISSISSIPPI

# 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.

**A**LICEVILLE welcomes the Frisco Lines and extends to its executives and employes 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

**R. J. KIRKSEY**  
President

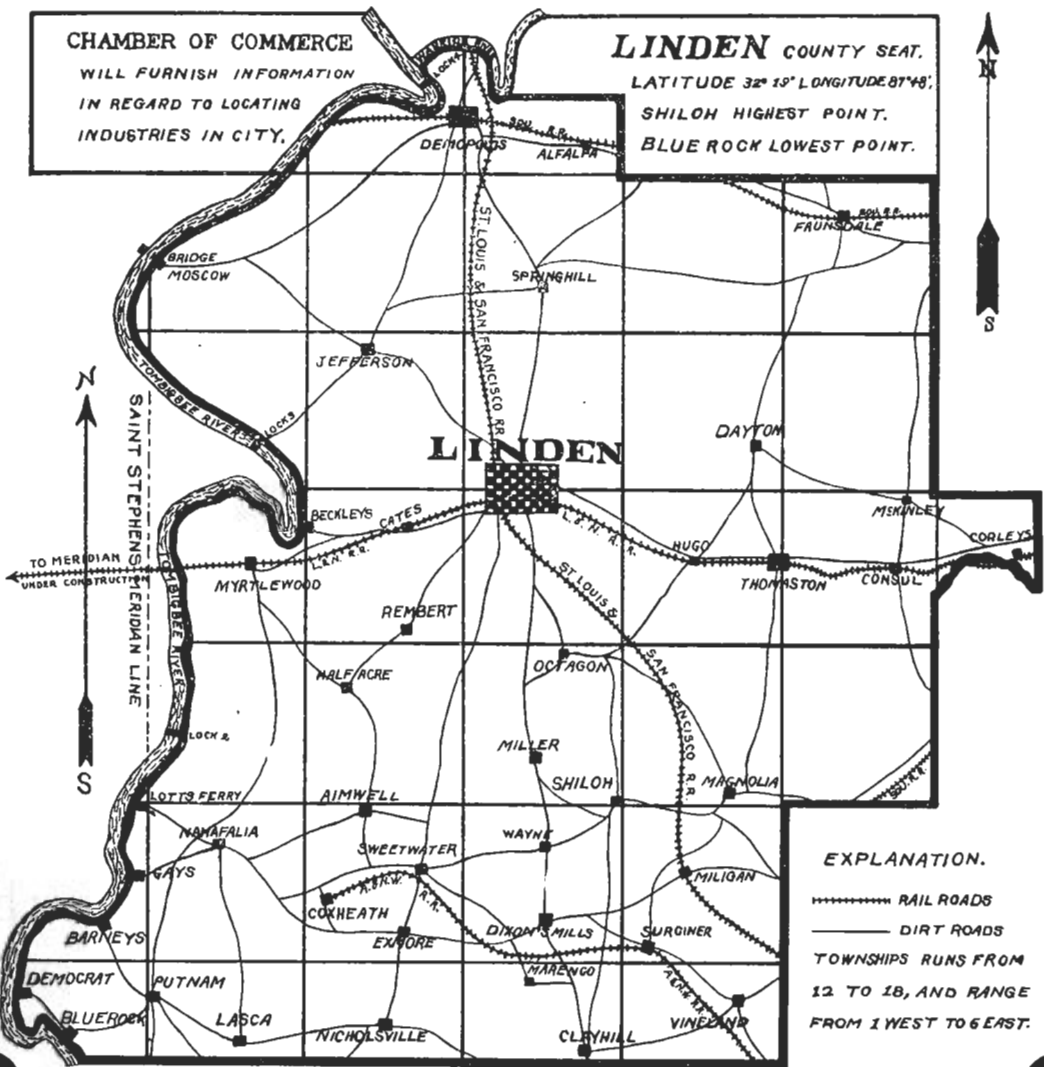
**ALICEVILLE, ALABAMA**

**J. V. PARK**  
Secretary

# All Roads Lead to Linden...

## MAP of Marengo County, Alabama.

JOEL D. JONES, C.E.



LINDEN is the railway, highway, geographical, political and logical trade center of Marengo County. INQUIRIES about climate, soils, crops, cattle, dairying, marketing, railroads 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,

CHAMBER OF COMMERCE, LINDEN, ALABAMA.  
H. E. Scott, President E. E. Hale, 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**

**T**HE 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**

**N**O 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 co-operation it receives. And co-operation . . . 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.



**I**T 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* —♦—

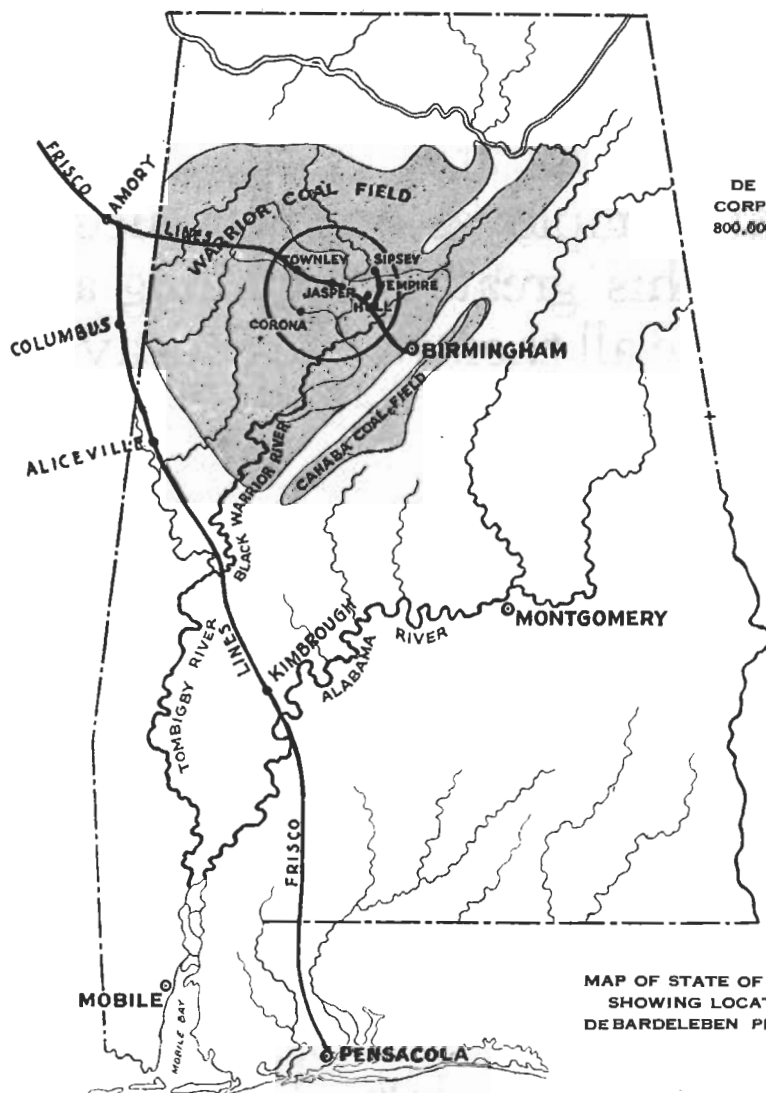


# DE BARDELEBEN COALS

Sipsey-Empire-Corona-Carbon Hill-Hull

FOR

DOMESTIC -- STEAM -- GAS -- BY-PRODUCT AND CERAMICS



DE BARDELEBEN COAL CORPORATION PRODUCED 800,000 TONS FROM ITS FRISCO MINES ALONE IN 1927

MAP OF STATE OF ALABAMA, SHOWING LOCATION OF DEBARDELEBEN PROPERTIES

## De Bardeleben Coal Corporation

THE SOUTH'S LARGEST PRODUCERS AND MARKETERS OF

**HIGH GRADE COALS**

**BIRMINGHAM, ALABAMA**

*De Bardeleben Preparation Gives Added Value*

# *Congratulations* **FRISCO**

**I**T was a real pleasure for us to participate in the construction of the **FRISCO'S** new line to Pensacola, Florida. And it is a great source of satisfaction to us to know that our rails, splice bars, bolts, spikes and tie plates are under the *Frisco* cars that will carry the public over this new road.



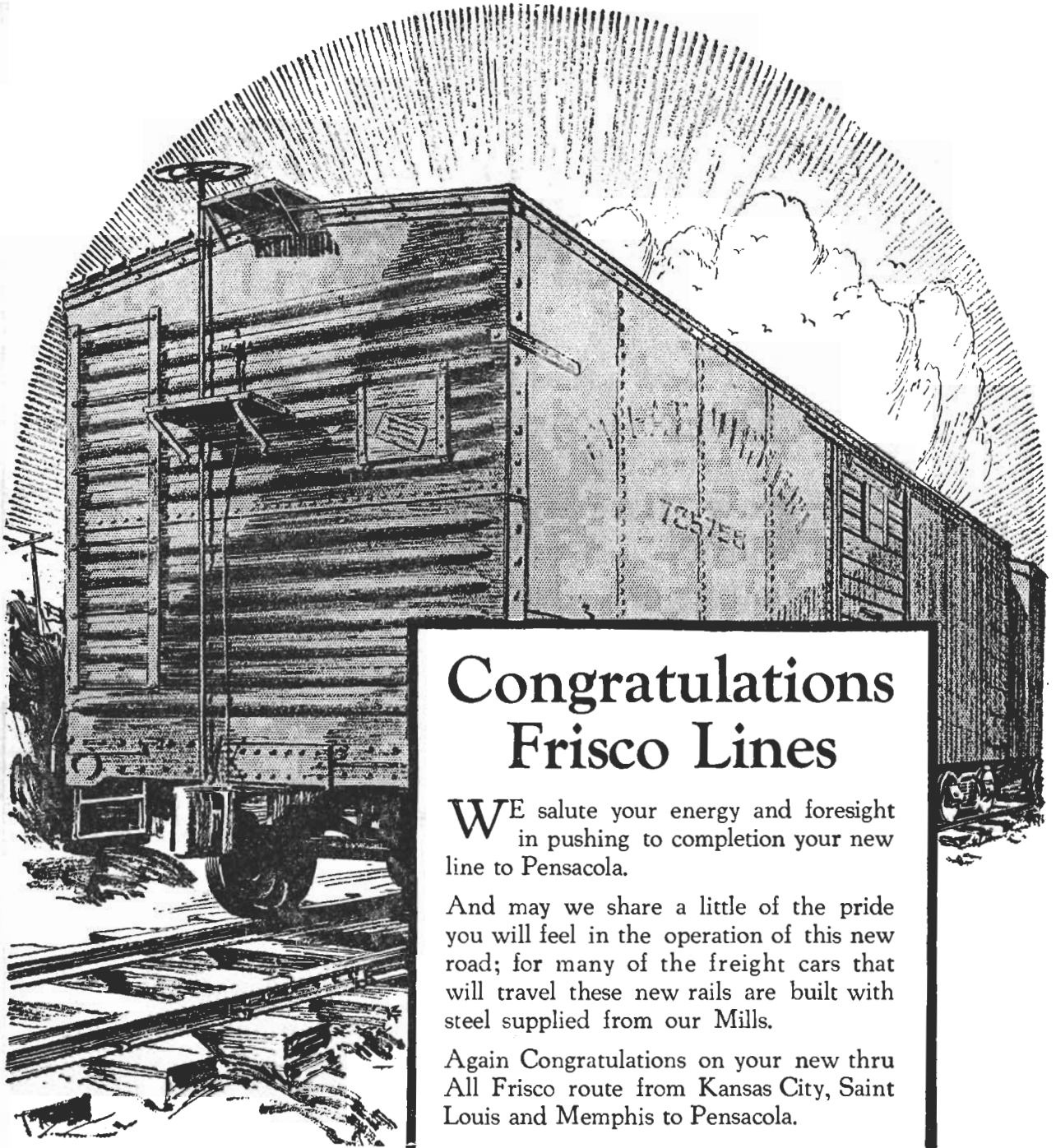
## Tennessee Coal, Iron and Railroad Co.

---

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.



CONTRIBUTING MEMBER  
SHEET STEEL  
TRADE EXTENSION COMMITTEE

# GRANITE CITY STEEL CO.

Galvanized, Blue Annealed and Black Sheets - Plates and Tin Plate

GRANITE  
CITY  
ILLINOIS

# THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

MARTHA C. MOORE, *Associate Editor*  
H. A. PICKENS, *Asst. Ed.—Frisco Mechanic*

WM. L. HUGGINS, Jr., *Editor*

WM. McMILLAN, *Advertising Manager*  
J. J. KAPLAN, *Advertising Solicitor*

Vol. V

AUGUST, 1928

No. 11

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### THE FRISCO EMPLOYEES' MAGAZINE

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

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

Distributed free among Frisco employees. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MEMBER



The KELLOGG GROUP

# The Frisco Meets the Gulf

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

THE crowning achievement of the Frisco Lines — projection of its rails into the thriving gulf port City of Pensacola, Fla., — was celebrated the week of June 25-30 in a manner fitting the completion of the largest rail-laying project undertaken in America since the World War.

Planned for months ahead by cities on the new line and welcomed with great enthusiasm by Frisco officers and midwestern business men, the celebration in honor of the official opening of the line extended from Amory, Miss., to Pensacola, Fla., coincident with the operation of the first passenger trains over the new track.

Two special trains, carrying 230 business men, shippers, newspaper men and rail officials made up at Memphis, Tenn., the morning of June 26. Trains into Memphis the preceding night from Kansas City and St. Louis, had picked up special sleepers from many middle and southwestern cities, and the union station at Memphis presented a busy sight on the morning of the departure of the two "Pensacola Specials" on the maiden passenger train trip over the newly completed \$13,000,000 railroad to Pensacola, Fla.

Pulled by powerful "1500's", the two specials of 11 cars each left Memphis a few moments apart the morning of June 26 on a trip that was to prove of first importance to Frisco Lines and to the new territory of that railroad.

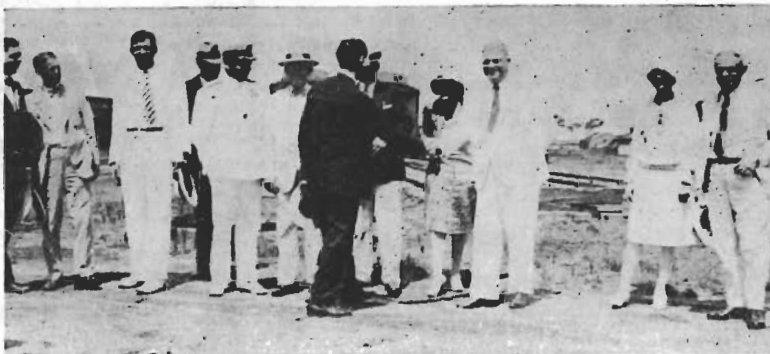
All along the line, from Memphis to Amory, crowds waved to the specials as they "high-balled" on, and at Amory a half-hour stop was made to greet the enthusiastic crowd of several hundred Amory citizens and to change the '1500's' for the lighter but doughty "Russians". These engines, gaily decorated for the occasion, were used from Amory to Pensacola.

The specials resumed their triumphant journey at 2 o'clock, and arrived at Aberdeen, Miss. at three, to be

greeted by a throng of several thousand Aberdeen citizens. Escorted in automobiles to Acker Park, the special train party was given a reception that gave an excellent idea of what was to come as the new territory was penetrated further southward.

Several thousand Aberdenians had "closed shop" for the day and taken their families to Acker Park for the welcoming ceremonies. An informal reception was held under the shady trees of Aberdeen's beautiful park,

### Welcome to Pensacola!!



Mayor J. H. Bayliss of Pensacola welcomes President Kurn and his guests.

with Mr. D. W. Houston, Jr., attorney of Aberdeen, as master of ceremonies. Speakers included Messrs. E. N. Brown, J. M. Kurn, J. R. Koontz, E. T. Miller of the Frisco's official family, and Mr. D. W. Houston, Sr., 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 prettiest ceremonies of the entire trip was held.

A bathing beauty parade, with a dozen charming Aberdeen girls in the "title roles", passed before the cheering Pensacola trippers and townspeople, and ascended the large diving tower where a clever playlet was given.

Promptly at five o'clock the two trains 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, when the motor cavalcade arrived at City Park, where Columbus citizens had arranged an old-time southern style barbecue in honor of their guests. Many of the northern men in the party will remember their first taste of the delicious Brunswick stew, fiery and savory, which formed the principal part of the delightful repast.

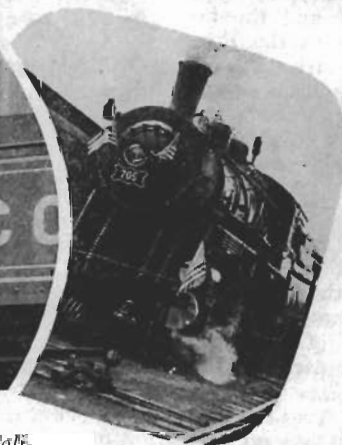
Darkness had descended on the beautiful park when the last ladle of "Brunswick" found its plate, and the last bottle of soda pop emptied. But electric lights soon blazed near one of the tables, which was cleared off for an impromptu speaking platform.

Here the citizens of Columbus listened to talks by prominent men of the Frisco party, including Messrs. E. N. Brown and J. M. Kurn, W. Frank Carter, St. Louis, Frisco director; A. J. Eisenmayer of Springfield, Frisco director; Frank McCullough, Tulsa, Frisco director; Walter S. Dickey, Kansas City, owner and publisher of the Kansas City Journal-Post, and W. L. Allen, Kansas City, president of the Sheffield Steel Corporation.

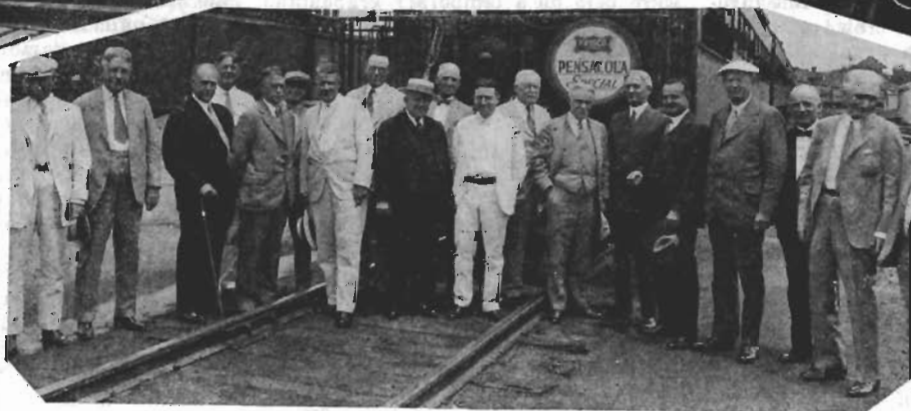
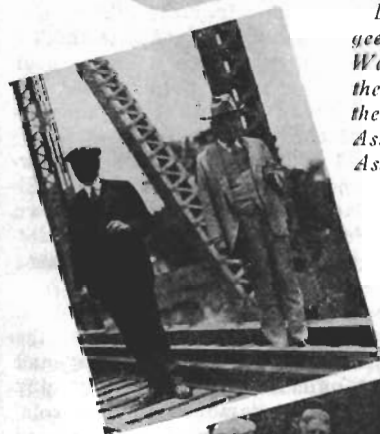
And here, too, the Frisco trippers heard men of Columbus tell of their efforts to help the Frisco in its tremendous building project which brought a trunk-line railroad to their city. Among the Columbus speakers

## Pictures Enroute

## to Pensacola



Beginning at top, left to right: A royal welcome at Bolt-gee, Ala.; the lift span of the Frisco's bridge over the Black Warrior River, north of Demopolis, Ala.; another view of the bridge; Miss Exar Lowrimore, of Amory, Miss., shows the Frisco on time, as usual; Editor E. N. Shunk, of the Associated Press, St. Louis (in engine cab), congratulates Assistant Superintendent H. E. Gabriel on a splendid ride; Engine 705 leaving Amory; Chairman Brown and President Kurn on bridge at Demopolis; Vice-Presidents Miller, Koontz and Hamilton with some of their guests; Mr. W. L. Allen, president of Sheffield Steel Corporation at Kansas City, Mo., poses 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 interests.

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

Early risers on the specials waved their greetings to crowds at Pickensville, Aliceville and Boligee, as the train sped on its way, and the arrival at the Frisco's new \$375,000 lift span bridge over the Black Warrior River a few miles north of Demopolis, Ala., found everyone "on deck" for the event.

The first section of the specials, carrying the business cars of Chairman Brown and President Kurn, stopped briefly to permit an inspection of the bridge (see article by Col. Jonah in this issue) and to allow photographers to take "movies" and "stills" of the structure and its approaches.

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 trip from Pensacola.

And so the Frisco's reception went on down the valley.

Cheering crowds greeted the trains at Linden and Magnolia. Kimbrough, northern terminus of the old line turned out a tremendous crowd of people to welcome through trunk line railroad service. More crowds greeted the specials at Fountain and Mexia, Jones Mill, Goodway, Local, and McCullough. At Atmore, Ala., a committee of young women met the train with dainty sandwiches and lemonade, and Boy Scouts drew a cheer from the travelers for a large welcoming sign which they carried between long poles.

At 9:15 the two trains arrived on the Frisco's own piers at Pensacola, Fla., and Frisco passenger locomotives were at tide-water for the first time in seventy-nine years of effort.

Although the night arrival was unofficial, hundreds of cheering Pensacolians greeted the two trains and joined with the trippers in shouts of joy and welcome in honor of the historic occasion.

Promptly at 9 o'clock the next morning (Thursday June 28), the 230 men who had accompanied the two trains to Pensacola assembled in their respective Pullmans for the official entry into the city. One closely following the other, the two all-Pullman trains steamed their way majestically through Pensacola's outskirts to the

and others. An impressive part of the ceremony was the official "handshake" of welcome, given President Kurn by Mayor J. H. Bayliss while the motion picture cameras clicked. The crowd at the station platform was far from a local one. Three special trains had arrived from Amory, Miss., a few minutes before the official welcoming ceremony began, bringing several hundred additional guests to Pensacola from the new line for the opening celebrations.

Thirty minutes after the trains arrived at the station the impressive ceremonies were over and the crowds were directed to take positions along beautiful Palafox street for the parade.

Pensacola has had many parades in its romantic history. Soldiers of five nations have trod its historic ground. But Pensacolians from the oldest to the youngest agreed that never had the city seen a parade comparable to this one which welcomed

Frisco Lines to the city on the Gulf.

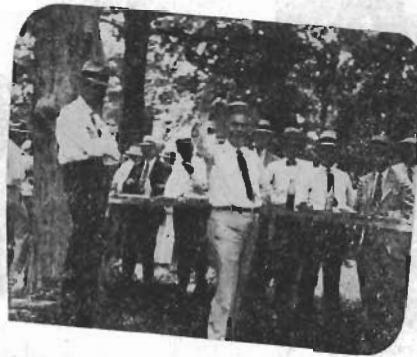
Eighteen blocks long, with dozens of floats, five bands, both military and civilian, and hundreds of automobiles, —the parade was more than one hour in passing a given point. (See the center spread in this issue for pictures of the parade.)

Seated in a gaily decorated reviewing stand across the street from the San Carlos Hotel, Chairman Brown and President Kurn applauded frequently as the beautiful parade passed by.

Heading the parade as it came down historic Palafox street and past the San Carlos Hotel were city and county officers mounted on charging horses. Then came the citizen soldiers of southwestern states who are training for two weeks at Pensacola's army camp, 600 of them with full packs, marching like veterans of the service. Then the bands from Fort Barrancas, the Naval Air Station and the city band of Pensacola. Seventy boy scouts marched with the soldiers, and others of the Scout enlistment acted as emergency patrolmen along the line of march. Hundreds of cars bearing signs "Frisco Visitors—Ride With Me" followed, and these were filled with the smiling gentlemen who had



At left: The efficient crew which prepared the delicious barbecue served the Frisco visitors at Columbus, Miss., June 26.



At right: Vice-President F. H. Hamilton waves his greeting to the photographer at Columbus. Mr. W. Frank Carter of St. Louis, a Frisco director, appears at the right of this picture.

old Muscle Shoals, Birmingham and Pensacola freight station in the heart of the city, where the official reception was held.

An escort of army airplanes zoomed above the trains as they made the triumphal entrance into the city, and factory whistles shrieked a noisy welcome.

All along the three mile approach into the city, Pensacola's enthusiastic citizens jammed both sides of the right of way, and at the station a cheering crowd of five thousand persons roared their welcome.

Brief official welcoming ceremonies were held on a temporary grandstand just opposite the station. Mr. Sam Pasco 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 speakers' stand during the ceremonies, together with Admiral J. J. Raby, commandant of the Pensacola Naval Air Station; Col. Walter Singles, commander of the Fourth Army Corps Coast Defense Area; Mr. W. B. Harbeson, owner of the San Carlos Hotel and prominent Pensacola business man,

## *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 fliers 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 resounded through the streets as these floats passed.

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

Floats were entered by the Elks club, Markham Sign Co., Gahlenback Jewelry, Muldon 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



## Views of



## the Trip



Top left: The first section at Aberdeen, Miss. Top center: Chairman E. N. Brown speaks at Aberdeen. Top right: Some Frisco officers at Aberdeen reception. Center: The Oklahoma delegation photographed during a brief stop at Mexia, Alabama. Lower left: President J. M. Kurn responds to Aberdeen's welcome. Lower center: A happy group of St. Louis business men who were on the special. Lower right: Engineer W. R. Andress and Fireman S. H. Attoson, who pulled the first special into Pensacola.

not the end of the day's entertainment for the Frisco visitors. Rather it was the beginning. In the afternoon the guests were entertained in many ways. Some of them sampled Pensacola's wonderful gulf bathing. Others were guests of Admiral Raby of the Pensacola Naval Air Station on an aerial inspection of the city. But the great 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. Pleasner and accompanied by Harbormaster F. A. Boghich, Sr., the Prusa carried some 300 visitors on the trip.

Meanwhile the newspapermen who had accompanied the trains from the middle west, made a trip to the Pensacola Naval Air Station. There was the privilege of a flight in the air as the guests of Admiral Raby, who personally arranged the trips.

Two twin motored flying boats, capable of carrying ten passengers,

were placed at the disposal of the press correspondents. The first, piloted by Lieut. Z. U. Cornwall took the air a little after two o'clock with a full load of writers, and circled lazily a few hundred feet above the air station until the second plane, piloted by Lieut. F. A. Hinckly joined it. Then flying in formation, the two planes began 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 taking the air again for the return trip to the station.

The Prusa docked at 5 o'clock and the Frisco guests returned to the San Carlos Hotel and to their trains to prepare for the crowning event of the day, the banquet tendered them by the Pensacola Chamber of Commerce.

The San Carlos Hotel banquet hall presented a beautiful sight as the ban-

quet guests gathered at 6:30 p. m. A large illuminated map of the Frisco hung behind the speakers' table, and an orchestra hidden behind Florida palms on the balcony played as the diners assembled. The souvenirs at the banquet carried out the "great day" enthusiasm, and consisted of noise-makers, paper caps, and literature from the Pensacola Chamber of Commerce.

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

Men high in the commercial affairs of the middle west and the southeast, 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 responding to the words of welcome, Mr. Kurn said that the Frisco had received every co-operation from the citizens of Pensacola and its officials, and also from both navy and army.

"When we went to Washington before the Interstate Commerce Commission," said Mr. Kurn, "for the first time at a hearing we were supported by the navy and army. We have received from them, as well as from Pensacola, the utmost co-operation."

"We have spent about \$11,000,000 to get to Pensacola, the greatest port on the Gulf of Mexico. With the assistance of the Louisville and Nashville, we hope to make it the greatest city on the Gulf."

"The Louisville and Nashville and the Frisco are working together one hundred per cent. Let Pensacola join with these two roads, forgetting any differences that may have existed in the past, and work together to make Pensacola the great world port it should be."

The Rev. Charles Haddon Nabers, pastor of the First Presbyterian Church, presided. Mr. Nabers first introduced representatives of army, navy and city, who welcomed the officials and guests to Pensacola.

Lieut. Col. Walter Singles spoke for the army; Rear Admiral J. J. Raby for the navy, and W. H. Watson for the citizens of Pensacola.

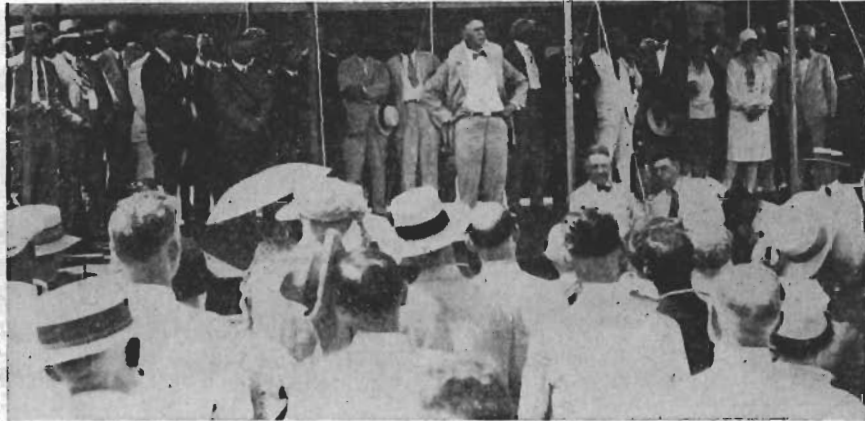
Mr. Kurn was followed by several citizens from other towns who were guests of the Frisco on the trip to Pensacola.

Mr. W. L. Allen, president of the Sheffield Steel Corporation, of Kansas City spoke on "Pensacola In Relation to the Industry of the West"; Ed. Overholser, president of the Chamber of Commerce, Oklahoma City, had as his subject, "The Great Southwest's Interest In Pensacola."

Mr. Walter S. Dickey, 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. Dickey took his seat, cries of "Brown!" "Brown!" rang through the room, the cry becoming so insistent, that at length Mr. Brown rose, making a short address.

"There is a definite and steady flow of wealth in this direction," he said,



*Vice-President E. T. Miller of Frisco, responding to address of Welcomer Sam Pasco at Pensacola.*

"and I predict that more and more of this wealth will pour into the southeast 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 patio 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 berths on the special train would be inviting to the trippers. One might think that, but the thought is at variance with the facts. Thoughtful Pensacola hosts ("best ever" the trippers called them) had arranged a dance in the spacious ball room of the San Carlos, and from the close of the banquet until after midnight the Frisco guests and their hosts and hostesses made merry to the orchestra music.

When the trippers arose next morning, their trains were moving easily northward on the return trip. Leaving Pensacola early in the morning the two specials made an uneventful run to Demopolis, arriving there at noon on Friday, 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 throngs at Demopolis, and after the formality of a panoramic picture taken by official photographer Alvin C. Krupnick of Tulsa, hundreds of automobiles conveyed the visitors to the city park of Demopolis, where

another delicious barbecue was served.

On May 14, 1928, Mr. Percy G. Coleman, president of the Demopolis Chamber of Commerce, had made history by driving the last spike in the Frisco's new track, at a point a few miles north of Demopolis. On the occasion of the Frisco barbecue in Demopolis, June 29, therefore, it was fitting and proper

that President Coleman should preside over the festivities as master of ceremonies. In a brief address, Mr. Coleman told of Demopolis' delight at the Frisco's entry to Pensacola, and of their genuine pleasure to entertain the trippers. Judge Houston of Aberdeen, Col. F. G. Jonah of St. Louis, chief engineer of Frisco Lines; and Mr. S. S. Butler of St. Louis, general freight traffic 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 Amory, 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 Memphis one 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 celebration 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 division, the residents who have watched this new trunk line railroad project its rails southward to the gulf, will long remember the first passenger trains which ran to Pensacola.

And the 230 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 admirable port at Pensacola.

# The Story of Construction on Our New Line

by Col. F. G. Jonah  
CHIEF ENGINEER  
FRISCO LINES

THE MEETING OF THE TRACK LAYING GANGS  
ON MAY 14, 1928 FOUR MILES NORTH OF DEMOPOLIS ALA.

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 flourishing towns of Columbus, Aliceville, Boligee, 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.

Meantime 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, November 15, 1927. 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 mules and camps had to be moved to high

ground. Again, in March, 1927, another flood caused work to stop, and these 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, Ala., January 26, 1927, and operations started in February.

The contract for the third section, Demopolis to Kimbrough, mile 108 to mile 151, was let to J. A. Kreis & Sons of Knoxville, Tenn., January 23, 1927, and operations started in February.

The summer of 1927 was a dry one in that section of the country and favorable for grading operations, so that by the end of the year the grading work had been almost finished.

In order to hurry the completion of the line, it was decided to lay rail and ballast track from Kimbrough north.

The track laying and ballasting from Aliceville to Demopolis was let to the Kershaw Company, November 21, 1927, and the track laying north from Kimbrough to J. A. Kreis & Sons August 10, 1927, and the ballasting on same to R. F. Carr, Memphis, Sept. 1, 1927.

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 14, 1928.

It was decided upon early in the construction that the track laying must not be delayed for bridging so the 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 Buttahatchie, Luxapilla, Lubbub, Sipsey, Black Warrior and Chickasaw Bogue, together with numerous girder spans made this an undertaking of some magnitude. The plan of bridging was to use all native pine piling, native pine caps, ties and guard rail, and Oregon fir stringers. These were purchased by the company, shipped to the nearest point to



COL. FRANK G. JONAH

shaw Contracting Co., of Birmingham, Ala., for the 57 miles in May, 1927, and track laying started in June. The line was finished and turned over to operation, both passenger and freight, as far as Columbus December 16, 1927, and to Aliceville for freight February 1, 1928.

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. Kershaw Contracting Co., of Birmingham,

work, sometimes on foreign lines, and hauled by trucks to the openings. Trestles were 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 184 feet to permit free navigation, two approach spans, each 100 feet, and 140 feet of trestle approach each side. The steel was fabricated by the Virginia Bridge Company at their Birmingham plant, 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 derricks on both sides of the river, unloaded the steel for their bridge from the barge, 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 could hardly have been maintained in two extreme rises which occurred during erection. Their plan was to support the center span in its raised position by temporary brackets attached to the lifting towers. Thus there were no interruptions to navigation and no danger of losing the span as there would have been had the erection been done on 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. Emerson, Mobile, Ala., requesting clearance data.

Dec. 8, 1926—Letter Chief Engineer F. G. Jonah to General Attorneys, Aberdeen, Miss., transmitting copy of draft of bill to be introduced in Congress.

Dec. 9, 1926—Letter engineer's office, Mobile, Ala., to Chief Engineer F. G. Jonah, giving clearance data requested Dec. 6th.

Dec. 13, 1926—Senate Bill No. S-4740, introduced by Senator Underwood.

Dec. 13, 1926—House Bill No. HR-



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

15017, introduced by Congressman McDuffie.

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. 4, 1927—Notice of hearing on application advertised by Engineer's Office, Mobile, Ala., for March 15, 1927, at Demopolis, Ala.

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

Mar. 22, 1927—Bids for bridge piers sent out.

Mar. 28, 1927—Permit granted by War Department.

Apr. 6, 1927—Received above per-

mit, filed in Secretary's office No. 26788, chief engineers No. 12245.

Apr. 25, 1927—Bids received for construction of piers.

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

June 13, 1927—Started work on pier excavation.

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

Sep. 24, 1927—Concrete foundations completed.

Sep. 28, 1927—Contract for erection of steel to Kansas City Bridge Co.

Sep. 28, 1927—Contract for steel work awarded Virginia Bridge & Iron Co.

Dec. 2, 1927—Two barges of steel left Birmingham.

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

Dec. 12, 1927—First barge unloaded.

Dec. 15, 1927—Pile approaches completed.

Dec. 16, 1927—Started erecting steel.

Dec. 27, 1927—Second barge unloaded.

May 3, 1928—Lift span raised and lowered.

May 5, 1928—Bridge ready for rails.

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

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

Fencing from Aberdeen to Aliceville was let to Messrs.

White and Thornton, Aliceville to Kimbrough to the A. Johnston, Jr., Co., of Chicago.

Bridge work was done by such well known firms as J. 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 Roscoe Hobbs, and he kept a plentiful supply up to the front at all times.

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

The engineers had headquarters in  
(Now turn to Page 50, please)

# Our New Southern Extension and Its Industrial Possibilities

by J. B. Hilton

INDUSTRIAL COMMISSIONER  
FRISCO LINES

**W**ITH 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 from Saint Louis, Kansas City and Memphis to Central and South American trade 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 north 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 concentration 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 development in this industry.

The exodus of the cotton mills 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 considerably less than in the north, due to the climate and the longer grazing period, which in some instances 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 slogan which has been adopted "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, quite a lot of cattle is grazed in the cutover lands and river pastures with prospects of several people going into raising of beef cattle on an extensive scale as weather conditions, long grazing season, abundant water supply and cheap land together with good service to the market cen-

ters, makes this a very attractive proposition.

Long and short leaf pine, cypress, oak, gum, hickory, chestnut, ash, cottonwood and sycamore timber abounds in the territory served by our line to Pensacola affording 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 30,000,000 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 store supplies and pulp or paper mills operated very successfully. The growth of long 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 grade of paper in 1927 amounted to 6,650,000 tons or about 78.7 percent of capacity, while sales were 6,610,000 tons or 99.5 percent of production. If there is actually an over-production, 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 mineral resources contiguous to our line to Pensacola constitute an important factor in connection with the development of this territory. Among these resources are the oil and gas possibilities in northeastern Mississippi. We have every assurance that this development will progress rapidly in the near future. Gas is already being produced commercially at the rate of approximately five to eight million cubic feet per day, with other wells drilling. One of the most encouraging features is the fact that some of the most eminent geologists have passed favorably on the prospects and another is that some of the largest oil producers in the country lease or control considerable acreage. Progress is being watched with considerable interest with the hope and expectation that oil will eventually be located.

Another important mineral resource which should be developed is limestone for fertilizer purposes. Limestone is found in abundance at various points along our new line and this, in connection with nitrates from Chile and potash from Germany imported through the Port of Pensacola, furnish cheap raw materials for manufacture of commercial fertilizer. Latest figures available are for 1925 and show that the production of fertilizer was 485,000 tons in Alabama with sales amounting to 585,000 tons. In Mississippi production was 150,000 tons, sales 258,000 tons. With much raw material available and sales much above production, the indications are for great expansion along this line, especially in view of the opening up of more farming lands ad-

jacent to our new line.

Vast deposits of various kinds of clay suitable for manufacturing of brick, tile, etc., are available, as well as clays suitable for ceramic industries, with only limited production at present.

Deposits of fine cement shale and alumina bearing clay are available in Northeast Mississippi. This state used approximately 1,000,000 barrels in 1927, all of which was produced in other states. There are excellent



*A stand of Long Leaf timber in Escambia County, Florida, showing the manner in which the trees are worked to secure the gum or dip from which turpentine and rosin are produced.*

locations for the establishment of cement mills in Mississippi.

Sand, gravel and limestone are encountered at various points and will be put on the market for building construction and building of good roads. Alabama in 1927 used the balance of its first \$25,000,000 road bond issue. Contracts aggregating \$8,000,000 were let for 808 miles of road, including 226 miles of paving, 236 miles of gravel or chert, 105 miles of sand or clay and 205 miles of grading and drainage. Plans for 1928 are on same basis as 1927. Mississippi completed 215 miles of road in 1927 and had at the beginning of 1928 about 200 miles under construction and 175 miles of proposed new work. During 1927 Florida let contracts for 725 miles of

highway at a cost of \$14,000,000 and present plans provide \$17,000,000 for 1928. This indicates the possibilities for production of sand, gravel, crushed rock, etc.

The improvement of roads naturally means increase in gasoline consumption, hence a good opportunity for the location of bulk oil and gasoline stations.

Development of hydro-electric power in Alabama and Mississippi is progressing rapidly and the large power companies have honeycombed these two states with high power transmission lines, affording cheap electric rates for industrial plants. The power companies have extensive improvements under way this year, looking forward to the increased demand for power, due to the decided trend of various industries to the South.

To recapitulate, the territory along our new southern extension affords a remarkable opportunity for industrial expansion, on account of a happy combination of excellent climate, pure water, raw materials of all kinds, extensive hydro-electric power at cheap rates, abundant coal supply, plenty of cheap labor, good schools and colleges, rapid transportation to consuming markets, as well as first class export facilities and in at least one of the states through which this line extends, industries are granted tax immunity for at least five years. The South, as a whole, realizes the necessity for more 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 those having investments under consideration in that territory.

## ARDMORE POULTRY SHOW

International Exhibit to Be Held  
August 14-18

FIVE thousand people are expected to be present at the International Poultry Show, to be held in Ardmore, Okla., August 14-18, and the City of Ardmore and its Chamber of Commerce are marshalling forces to handle the crowd.

The International Poultry Show is all that the name implies. Exhibitors will be represented from every state in the Union and from Cuba, Canada

and several foreign countries. Twenty-nine nationally known poultry experts and show judges have donated their services and will come to Ardmore from all parts of the country.

Mr. E. B. Rigg, secretary of the American Poultry Association of Ft. Wayne, Ind., announced that an appropriately lettered ribbon is to be given the champion bird in each variety. A certificate of merit will also 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 Official 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 barbecues and picnics are planned for the guests and Ardmore is looking forward to one of the biggest times in its history.

# Agricultural Opportunities Along Frisco's New Line

by W.L. English  
SUPERVISOR OF  
AGRICULTURE  
FRISCO LINES



**I**MMEDIATELY after the war between the states, a railroad was projected in Northeastern 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, broken 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. Louis-San Francisco Railway has completed 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 transportation facilities that will enable them to materially expand their present markets.

This new line of the Frisco, south from Aberdeen, Miss., penetrates the heart of a wonderfully fertile district in 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, since at one time a portion of this 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 Cho-

taws 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.

The Tombigbee Valley has two distinct types of soil. It is located in the heart of the black prairie belt that lies athwart northeast Mississippi, running southeast from Tupelo, Miss., ending below Linden, Ala., to the southeast and crossing to the east side of the Tombigbee River and the new Frisco road in Greene County, Ala., in the vicinity of Aliceville. The soil in the prairie 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 loam, admirably adapted to all general purpose farming.

The climate is ideal with short winters and long, delightful summers. The average rainfall in the northern district is about 47 inches. The average temperature in winter is about 42 degrees Fahrenheit, and about 80 degrees in summer. In the southern district the average rainfall is about 62 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 roadside, and is considered one of the best pasture plants in this district. Japan clover is one of the important hay and pasture plants of the loam soil and takes the place of alfalfa on this type of soil.

Corn in this district has a very long growing season. It is planted from March 1 to July 10, enabling the farmer to grow oats or clover, followed by corn. The yield varies from 25 to 75 bushels per acre.

Cotton has, and always will be, one

of the leading money crops of the south. This is a splendid cotton 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 pasturage, 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 herds, 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, cabbage, okra, kale, sweet corn, etc., can be produced at a time when there is a good market demand.

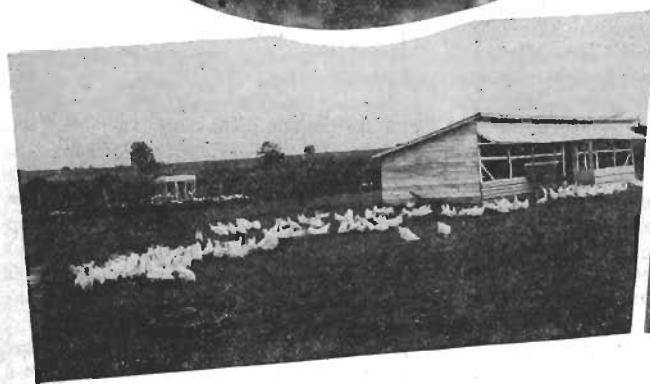
The southern district, between Kimbrough and Pensacola, specializes on fruits and berries. Satsuma oranges are being grown profitably in the Pensacola district, and the acreage is being rapidly increased. The Satsuma orange has a wonderful flavor, and has the advantage of ripening from four to six weeks 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 at 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

**S**EVENTY-NINE years ago this month, Mr. John M. Welmer, president of the Pacific Railroad, and his associates finished a memorable battle on the floor of the Missouri legislature, and emerged victorious. On that date, August 12, 1849, the legislature of Missouri authorized the incorporation of the Pacific railroad "empowered to construct a standard gauge railroad from Franklin, (now Pacific), Mo., a town thirty-four miles southwest of St. Louis, to Rolla, Mo., a distance of seventy-eight miles."

It is easy to imagine the elation of President Welmer and his officers. Only a few years before the school board of Lancaster, Ohio, had refused to allow the use of a school room for a meeting to discuss the possibility of a railroad thru their city, setting forth their reasons that a railroad was an instrument of the devil, and the idea of men of unsound mind. On all sides the vallant pioneers of what is now the great St. Louis-San Francisco Railway, had been beset by the hardships which hamper men with new ideas, and the battle before the legislature had brought them many heart-aches and disappointments before the act authorizing them to build was finally passed.

In August, 1866, the Pacific Railroad was reorganized as the Southwest Pacific Railroad, then in May 1868, again reorganized as the South Pacific Railroad Company.

Easily to be seen, these pioneering railroad men of seventy-five years ago, had determined on reaching the ocean, thus tapping the great middle and southwest with a line to carry its products to ship-side at a point on the west coast.

But the way was hard and money scarce, and the South Pacific in 1870 conveyed its franchises and property to the Atlantic and Pacific Railroad Company, incorporated July 27, 1866, by an Act of Congress with authority to construct a railroad "from Springfield, Mo. to the Pacific ocean."

At the date of acquisition by the A. & P., the property of the South Pacific consisted of 253 miles of completed single track standard gauge railroad, extending from Franklin to Peirce City, and thirty-nine miles of graded roadbed from Peirce City to Seneca, Mo.

With the formation of the Atlantic & Pacific Railroad, new life was breathed into the struggling parent property of Frisco Lines, and between

## *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 1876 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 363 miles from Isleta, 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 farthest west the Frisco ever built toward the long-sought Pacific port.

We first see the name of the present company in the records of 1878. In November, 1873, receivers were appointed for the Missouri Division, which was sold at auction September 8, 1876, to Mr. W. F. Buckley, acting for the St. Louis and San Francisco Railway Company, which was incorporated under the laws of Missouri, on September 10, 1876. Subsequent 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 1890 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 1893, 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 its predecessor company, which by that time had been extended by construction and purchase to include some 963 miles of line. This did not include the 112 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.

Days of splendid progress for the parent companies of the Frisco, were these of the last few years of the

last century and the first few of the present.

Railroad circles were greatly startled in 1902, when the Frisco acquired control of the Kansas City, Fort Scott and Memphis Railway Company, through a "community of interest" which was in reality a purchase of all the common stock of that property. With this purchase the

Frisco also acquired control of the Kansas City, Memphis Railway and Bridge Company, and the Kansas City, Memphis and Birmingham Railroad Company, since all the stock of both of these companies was already owned by the Kansas City, Fort Scott and Memphis company.

The magnitude of this achievement is more easily understood when it is known that the purchase, in total, almost doubled the mileage of the Frisco system.

One year later another surprise was passed on to railroad men, when the Frisco acquired the Chicago & Eastern Illinois Railroad, thus securing an outlet to the Great Lakes and a connection with the parent property at St. Louis.

It began to look as if the ambitious dreams of President Welmer were to be realized at last, although his Pacific port had changed to a great lakes outlet.

Then in April of 1907, the Frisco acquired the Gulf Coast Lines, with a splendid terminal at New Orleans.

"At last," transportation workers said, "the Frisco has reached tide-water. With the construction of a link or so in Texas, the Frisco will have a through route over its own rails from the Great Lakes to the Gulf."

But that was not to be.

On May 27, 1913, when the Frisco's miles of road totaled 3,454, receivers were appointed, and the property sold under foreclosure on July 19, 1916. The new company bore the present name, the St. Louis-San Francisco Railway Company.

It seemed that Frisco Lines was not to accomplish the 75 year old dream of the original founders in reaching tide-water. From 1913 until 1925 the road continued its improvement in its physical property, completely recovered from the setback attendant on its receivership, and took a position of first rank among trunk line railroads of America.

Then in July, 1925, the railroad world received another surprise when President J. M. Kurn of the Frisco



*Proof that the visions of the promoters of the Kansas City Fort Scott and Gulf railroad have been carried out by their successors, is contained in the above picture. Torn from a timetable issued in 1883 by the K. S. F. S. and G. (a predecessor company of the Kansas City Fort Scott and Memphis, now a part of the Frisco), the illustration depicts a parlor chair car approaching Pensacola, Florida, with the busy bay of Pensacola clearly visible through the car windows. The timetable bearing this picture was sent President J. M. Kurn recently by Mr. W. A. Evans of Chicago. At the time the folder was printed it was in the vision of the management of the Gulf road to construct a line to Pensacola. The timetable was found in the back of a picture in the Union League Club of Chicago by General LeRoy T. Stewart, and is the only known copy in existence.*

announced the acquisition by his road of the Muscle Shoals, Birmingham and Pensacola Railroad, a 150 mile line extending from Pensacola, Florida, on the Gulf of Mexico, north to Kimbrough, Alabama. Approval of the purchase by the Interstate Commerce Commission followed shortly,

and the Frisco soon began the construction of its connecting link from Kimbrough north to Aberdeen, Mississippi, on the Frisco's own line.

The official opening of the new line, held June 25-30, crowned the efforts of many generations of Frisco officers in reaching tide-water. First

toward the Pacific, then to the Great Lakes, and finally to the Gulf of Mexico—that is the 75 year history of this railroad for a tide-water outlet for the tremendous tonnage originating in its middle western territory.

## MOVIES MADE OF PENSACOLA OPENING

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, Ala., is shown with the span lifting 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 twenty 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. Huggins, 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.

## EXHIBIT FARM PRODUCTS

The San Carlos Hotel, the scene of great activity during the celebration of the Frisco's entry into that city, 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 123 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 a movement of more than 375 cars of Irish potatoes. Early sweet potatoes have just started moving. Early peaches have been moving for several weeks and it is expected that 200 cars of this commodity will be handled before the end of the season.

Mr. Sanford highly praised the fertile soil in this section of the country and says, "next year I feel certain that the Pensacola territory will ship 1,000 cars of produce over our line."

## RECORD BERRY CROP

A total of 2,460 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 326 cars; Springdale, Ark., 206 cars, and Monett, Mo., 194 cars.

The season's shipment was divided into 1,475 freight cars, 892 express cars and less than carlot express shipments equivalent to the balance.

As in past seasons the strawberries 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 25-30.*

## TULSA, OKLA.

Howard O. McClure, President Atlas Life Insurance Co.

A. E. Bradshaw, Executive Vice-President First National Bank.

F. J. Ryan, President Ryan Motor Company.

C. A. Mayo, Mayo Hotel.

F. R. Halliburton, Vice-President and Treasurer Halliburton-Abbott Co.

Kirk E. Latta, Secretary to the Mayor.

Merritt J. Glass, Realtor.

T. H. Steffens, President Sand Springs Railway Company.

Alvin C. Krupnick, Photographer.

Matt Beard, President Highway Construction Company.

Day Waldrep, Representative Tulsa Junior Chamber of Commerce.

## JEFFERSON CITY, MO.

R. F. Campbell, Superintendent Traffic, Missouri Highway Commission.

## LIBERAL, MO.

Edwin M. Lipscomb, Vice-President Lipscomb Grain & Seed Company.

## WICHITA, KAN.

George Smallish, Secretary Chamber of Commerce.

George Graves, Traffic Manager Dold Packing Company.

Harry Constant, Vice-President United Sash & Door Company.

Charles Rose, Treasurer Wichita Trunk Company.

E. O. Moore, Traffic Representative Kansas Milling Company.

## NEODESHA, KAN.

E. A. Warren, Vice-President Standard Oil Company.

W. J. Small, President W. J. Small Hay Company.

## MADISON, ILL.

Joseph Grenzer, Vice-President, Barber Asphalt Company.

W. S. Darrow, General Manager Barber Asphalt Company.

## CARBON HILL, ALA.

Frank Cobb, Manager Galloway Coal Company.

## BIRMINGHAM, ALA.

A. R. Long, President Brookside-Pratt Mining Company.

G. C. Kershaw, President Kershaw Construction Company.

J. W. Kennedy, Assistant to the President, National Coal & Coke Company.

T. A. McGough, McGough Bakeries.

S. F. Knowles, Superintendent American Railway Express Company.

W. C. Adams, Adams, Rowe & Norman.

E. T. Willcox, Assistant Traffic Manager Seaboard Air Line Railway Company.

M. O. Travis, Secretary, Black Diamond Coal Mining Company.

E. D. McKinney, Traffic Manager Hammond Iron Company.

A. W. Vogtle, Traffic Manager, De Bardeleben Coal Corporation.

H. H. Knight, Traffic Manager Gulf States Steel Company.

Person Moore, Vice-President Pratt Fuel Corporation.

S. L. Yerkes, Vice-President Grider Coal Sales Agency.

Henry T. DeBardeleben, President DeBardeleben Coal Corporation.

W. S. Bruce, Traffic Manager Woford Oil Company.

Lee Allen Brooks, Sales Manager Cosby-Hodges Milling Company.

## SPRINGFIELD, MO.

George Olds, Managing Editor The Springfield News, The Springfield Leader.

A. L. Farnham, Manager Producers Produce Company.

Harry Cooper, Harry Cooper Supply Company.

Everett Beazley, Wood-Beazley Seed Company.

Forest W. Lipscomb, Secretary and Sales Manager, Lipscomb Grain & Seed Company.

H. A. Meyer, Treasurer The Meyer Milling Company.

Sam E. Trimble, Executive Vice-President Union National Bank.

D. N. McGregor, McGregor Hardware Company.

Ignace Glaser, Levy-Wolf Dry Goods Company.

R. R. Ricketts, President Springfield Seed Company.

Charles McGregor, McGregor Motor Company.

A. J. Eisenmayer, Eisenmayer Milling Company.

W. C. Eisenmayer, Eisenmayer Milling Company.

H. F. Fellows, President Springfield Wagon Company.

W. E. Ogston, President Service Ice Company, Ogston Contracting Company.

W. P. Keltner, President Springfield Creamery Company.

E. C. Hackett, Secretary Chamber of Commerce.

H. O. Parman, G. D. Milligan Grocer Company.

## OKLAHOMA CITY, OKLA.

Edward Overholser, President Chamber of Commerce.

Stanley Draper, Manager Chamber of Commerce.

I. G. Bentley, Manager Traffic Bureau, Chamber of Commerce.

C. T. Robinson, Manager Carroll-Brough-Robinson Wholesale Grocer Company.

T. A. Janeway, President Liberty National Bank.

W. F. Haven, Vice-President Security National Bank.

D. E. Malone, Alexander Wholesale Drug Company.

C. S. Harrison, Vice-President The Boardman Company.

R. W. Robberson, Manager J. B. Klein Iron & Foundry Company.

J. H. Johnston, Manager Oklahoma Cotton Crushers Association.

H. C. Martin, Nichols Realty Company, Inc.

## FORT SMITH, ARK.

H. S. Cutting, Secretary and Treasurer Fort Smith Rim and Bow Company.

A. Y. Berry, Berry Dry Goods Company.

A. N. Sicard, President First National Bank.

Leigh Kelley, Real Estate Dealer.

W. E. Harding, Glass Manufacturer.

F. G. Speer, Wholesale Hardware.

Homer Conley, Traffic Bureau.  
 Lewis Phillips, Realtor.  
 Frank Dyke, Building Material.  
 J. Sam Wood, Lawyer.

#### ST. LOUIS, MO.

Carlos F. Hurd, Special Writer, St. Louis Post-Dispatch.

Chris L. Murray, Special Writer, St. Louis Globe-Democrat.

E. N. Shunk, Editor The Associated Press, St. Louis Bureau.

Richard E. Gruner, President Philip Gruner & Brothers Lumber Company.

Roscoe C. Hobbs, President Hobbs Tie & Timber Company.

T. M. Condon, Traffic Manager John Wahl Commission Company.

Davis Biggs, Vice-President and Trust Officer The National Bank of Commerce.

William J. Harris, Auditor Busch-Sulzer Brothers Diesel Engine Company.

J. B. Taylor, J. B. Taylor Grain Co.

Ralph H. Baumgartner, Vice-President W. J. Edwards Grain Co.

W. R. Ryan, Manager St. Louis Unit, Fred Harvey.

E. F. Bisbee, Vice-President St. Louis National Stockyards.

Bert H. Lang, Vice-President First National Bank.

W. C. Connett, Vice-President Liberty Central Trust Co.

George Danner, Traffic Manager Meyer Brothers Drug Co.

Thomas H. Lynch, Traffic Manager Philip Gruner & Brothers Lumber Company.

R. L. Duggan, United Drug Co.

Prentiss S. Wilson, Vice-President Hall Milling Company.

Al. G. Frederick, Manager Central Engraving Co.

William J. Harris, Auditor Busch-Sulzer Brothers Diesel Engine Co.

James H. Gleason, Assistant Traffic Manager Quick Meal Stove Company.

P. A. Pickel, Traffic Manager, Pierce Petroleum Corporation.

Charles E. Williams, Williams Shoe Company.

Harry Dreyer, Traffic Manager Scullin Steel Co.

W. P. Daly, Traffic Manager Edgar Zinc Company.

J. T. Clabaugh, St. Louis Clearing House Examiner.

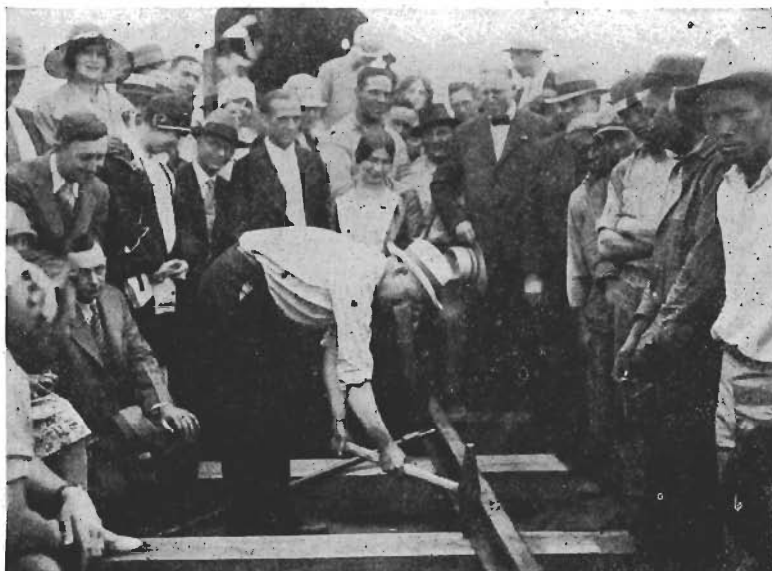
James A. Roland, Charles F. Luehrmann Hardwood Lumber Company.

G. H. McMillan, Vice-President Mercantile Trust Co.

F. C. Aschemeyer, General Sales Manager Hydraulic Pressed Brick Co.

Charles E. Sharp, Exporter.

## 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 Dierks, President Dierks 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. Ennis, Ennis-Edwards Realty Company.

Dr. A. H. Cordia, Retired.

H. G. Yoder, Manager Export Service Bureau.

J. G. Hughes, Vice-President Commerce Trust Company.

L. C. Staples, President The H. D. Lee Mercantile Company.

D. T. Torrens, Loan Supervisor Kansas City Life Insurance Co.

L. L. Marcell, President White Eagle Oil & Refining Company.

Sidney Silverman, Vice-President First National Bank of Kansas City.

W. S. Dickey, owner Kansas City Journal-Post.

W. L. Allen, President Cheffield Steel Company.

John F. Pollock, Ash Grove Lime & Portland Cement Company.

Walter R. Scott, Secretary Board of Trade.

Leon N. Hatfield, Special Writer, Kansas City Star.

#### FORT SCOTT, KAN.

D. Filizola, President Chamber of Commerce.

George N. Marble, Publisher Fort Scott Tribune.

#### DEMOPOLIS, ALA.

J. L. Hendrick, Sherrill Oil Company.

#### CHICAGO, ILL.

Charles Layng, Transportation Editor Railway Age.

#### SAND SPRINGS, OKLA.

E. M. Monsell, Chairman of the Trustees, Page Interests.

#### CAPE GIRARDEAU, MO.

M. E. Leming, M. E. Leming Lumber Company.

Fred Naeter, Editor Southeast Missourian.

#### OKLAHOMA CITY, OKLA.

D. E. Malone, Alexander Drug Company.

W. F. Haven, Vice-President Security National Bank.

#### COLUMBUS, MISS.

J. O. Slaughter, Banker.

H. M. Pratt, Banker.

H. H. McClanahan, Bell Lumber & Manufacturing Co.

*(Concluded on next page)*

**ADA, OKLA.**

Leon C. Merritt, President Chamber of Commerce.

O. E. Parker, Outdoor Advertising.

**PAWNEE, OKLA.**

Maurice Marx, Marx Department Store.

**WETUMKA, OKLA.**

Dr. H. E. Thompson, President Chamber of Commerce.

**HOLDENVILLE, OKLA.**

W. R. McNeill, Secretary Chamber of Commerce.

J. F. Davis, President Chamber of Commerce.

C. C. Stanford, President Retail Merchants Association.

**EAST ST. LOUIS, ILL.**

Edward F. Sparwasser, Traffic Manager Hill Brick Company.

Harry Theiss, President Theiss Brothers Feed Company.

Edmund Goedde, President, B. Goedde Lumber Company.

James P. Flannery, President P. Flannery & Sons.

Charles B. Deibel, Secretary Dixie Mills Company.

A. C. Johnson, President East St. Louis Chamber of Commerce; President First National Bank.

R. T. Munger, Manager American Asphalt Roof Corporation.

W. H. Hill, President Hill Brick Company.

**NATIONAL STOCK YARDS, ILL.**

R. E. Hennessey, Livestock Agent, National Stock Yards.

John Schwartztrauber, Traffic Manager Swift & Company.

E. S. Bisbie, Vice-President National Stock Yards.

**BELLEVILLE, ILL.**

John S. Siddall, Prairie Coal Company.

James Daniels, Superintendent Prairie Coal Company.

**CLAREMORE, OKLA.**

E. D. Lightner, Representative, Chamber of Commerce.

**VINITA, OKLA.**

Tom Ridgeway, Merchant.

W. F. Allen, Publisher.

**MEMPHIS, TENN.**

W. B. Henderson, District Manager U. S. Bureau of Foreign & Domestic Commerce.

R. F. Carr, President Carr-Lowry Lumber Company.

Lucius P. Cook, Wholesale Grain & Seed.

C. H. Craig, Vice-President First National Bank.

Millard Naill, Realtor.

Ernest Wardle, Marine Insurance.

Herbert Taylor, Traffic Manager F. M. Crump & Company.

E. H. Hughes, Manager Memphis Plant, Jones & McLaughlin Steel Corp.

J. B. Edgar, President Happy Feed Mills, Inc., Chairman River Terminal Commission.

H. R. Boyd, Attorney.

R. B. Buchanan, R. B. Buchanan Seed Company.

Frank Hayden, President Union & Planters Bank & Trust Co.

James S. Davant, Commissioner Memphis Freight Bureau.

Fletcher R. Harris, Harris Iron Company.

S. F. Bigham, Traffic Manager Royal Feed & Milling Company.

S. F. Clark, Clark Burkle & Company.

James B. McGinnis, Secretary Memphis Merchants Exchange.

E. Brantley, Gayoso Lumber Company.

Charles B. Bowling, Director of Traffic American Cotton Growers Exchange.

W. A. Crawley, Retired.

D. L. Gatewood, Traffic Manager Gayoso Lumber Company.

C. S. Coburn, Manager Traffic Department, Memphis Cotton Exchange.

Charles F. Blaesdell, Rector Calvary Episcopal Church.

W. H. McDonald, General Manager Memphis Stone & Gravel Company.

Jack W. Gates, President Graves Dix, Inc.

W. L. Smith, President Memphis Stone & Gravel Co.

D. R. Mitchinsen, Vansleet Mansfield Drug Company.

George Hooper, President Moline-Hooper Company.

Charles G. Robinson, Jr., Scruggs-Robinson Company.

R. E. Galloway, Vice-President Galloway Coal Company.

F. Y. Van Hooser, Traffic Manager, Plough Chemical Company.

Frank D. Fuller, Manager, Tri-State Fair.

H. B. Phillips, Over-Seas Forwarding Company.

Robert Hawkins, U. S. Shipping Board.

**JOPLIN, MO.**

C. O. Gaugler, Joplin Granite Company.

Roscoe Haughawout, Southwestern Brokerage Company.

Sol. Newman, Newman Department Store.

O. T. White, Fruit Jobber.

Frank Evans, Fruit Jobber.

Philip Coldren, Editor Joplin Globe.

**OKMULGEE, OKLA.**

A. J. Peters, President American National Bank.

H. O. Hemmick, President Southwestern Sheet Glass Co.

C. H. Baker, Secretary Baker Brothers Glass Company.

F. J. Andrew, General Manager Interstate Window Glass Company.

John Baker, Treasurer Baker Brothers Glass Company.

**CARTHAGE, MO.**

R. B. Miles, Traffic Manager Carthage Marble Corporation.

Kent D. Steadley, Bed Spring Factory.

L. R. Koken, Limestone Company.

Henry S. Cowgill, Cowgill Flour Mills.

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.

W. Frank Carter, Director, St. Louis, Mo.

G. R. McCullough, Director, Tulsa, Okla.

J. R. Koontz, Vice-President, Traffic, St. Louis, Mo.

F. H. Hamilton, Vice-President, Secretary and Treasurer.

E. T. Miller, Vice-President and General Solicitor, St. Louis, Mo.

S. S. Butler, General Freight Traffic Manager, St. Louis, Mo.

J. N. Cornatzar, Passenger Traffic Manager and Director of Development, St. Louis, Mo.

George F. Macgregor, Executive General Agent, Kansas City, Mo.

A. P. Matthews, Assistant General Passenger Agent, Memphis, Tenn.

W. L. Huggins, Jr., Director of Publicity, St. Louis, Mo.

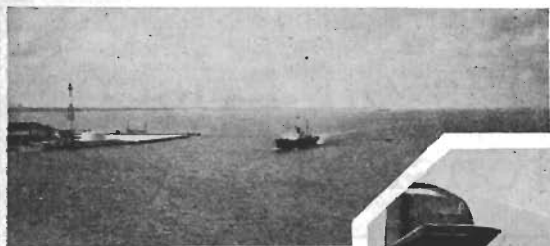
F. P. Farrell, Commercial Agent, East St. Louis, Ill.

J. E. Springer, Division Freight Agent, Birmingham, Ala.

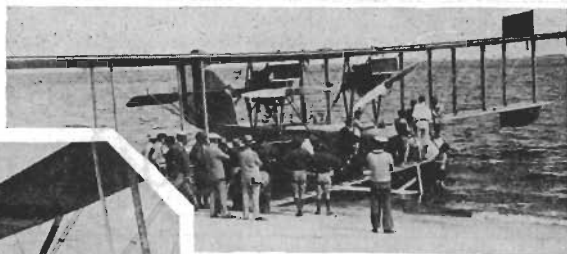
D. W. Houston, Attorney for Mississippi, Aberdeen, Miss.

Frank J. Lawler, Division Freight Agent, St. Louis, Mo.

Alfred M. Ball, Secretary to the President, St. Louis, Mo.



Above: The steamship *Prussia*, with 300 Frisco guests aboard, taken from the air in Pensacola harbor.



Above: The newspaper men board a twin-motored flying boat for a flight over Pensacola bay.



## IN THE AIR at Pensa- cola



Center: Newspaper men representing middle western papers with a total of 5,000,000 readers, who accompanied the *Frisco*'s special to Pensacola, snapped at the Naval Air Station just prior to a flight.

Lower left and right: Two remarkably distinct air views of beautiful Pensacola. All photographs taken by Alvin C. Krupnick of Tulsa, Okla., the *Frisco*'s official photographer on this trip.

### 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 persimmons, plums and figs are being grown for local consumption. Figs 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. Hundreds 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 Ala-

bama 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!

# Brief Sketches of Cities on Frisco's Southern Extension

## Aberdeen, Miss.

**A**BERDEEN citizens are proud that the Frisco selected Aberdeen as the head of the new line to Pensacola. This city of 5,000 population realizes 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-discovered 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 lowness of the cost of living, abundance and cheapness of power, the absence of extremes in temperature, and the excellence of water supply.

A live chamber of commerce in co-operation 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 milk 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 five 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 mills, a brick plant with the daily capacity of 125,000 bricks, greenhouses and nurseries, a marble plant,

new modern high school, 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, Lubbub and Sipsey valleys, which under proper cultivation, yield abundant crops of corn, cotton, feed stuff, fruits and vegetables.

Aliceville has two planing mills, one large saw mill, two cotton storage warehouses with gins connected, an oil mill, an ice plant 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 well about 1,100 feet deep. The Alabama

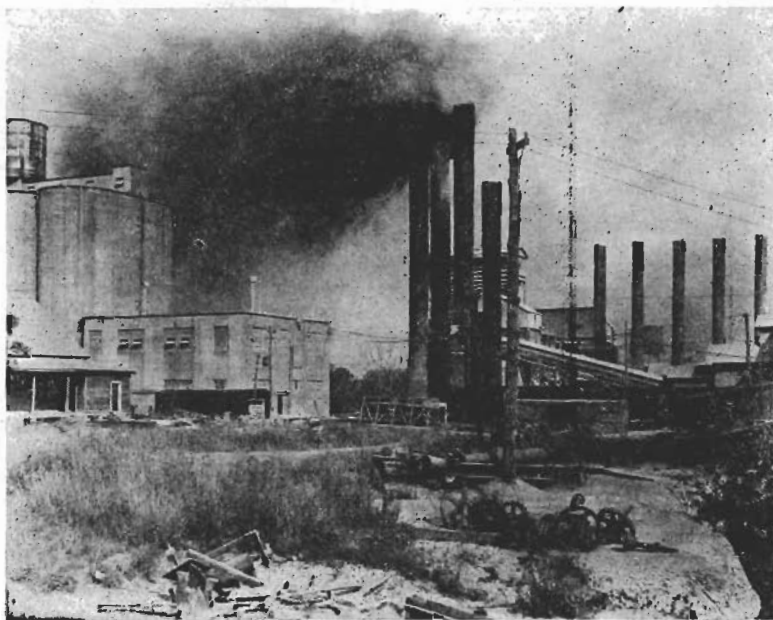
Power Company supplies electricity for the town.

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 500 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 Railway's line to New Orleans.

Boligee is located in an agricultural region which has produced in a year



Warrior Cement Corporation's plant, Demopolis, Alabama; producing about 12,000 sacks daily of the very high quality cement.

two gravel plants which ship 12,000 cars annually, a cotton oil mill, a cotton compress and two modern creameries. Cheap power makes Columbus attractive as a location for new industries.

Besides the Frisco, three railroads enter Columbus: the Montgomery division of the Mobile & Ohio, the Southern Railway, and the Columbus & Greenville, the last having its general offices at Columbus.

Columbus is an educational center, and is the home of the Mississippi State College for Women, the largest institution of its kind in the South.

7,000 bales of cotton, 100 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 garages. The water supply of Boligee is furnished by an artesian well. Boligee is on the federal highway extending from New Orleans to Washington. A live civic organization, the Boligee Business Men's Club, is a great asset to the city.

### Demopolis, Ala.

Demopolis, a city of approximately 5,500 inhabitants, is in West Central Alabama, 30 miles from the Mississippi-Alabama state line, in the center of the famous Black Belt lime land section and 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. Sunstrokes are unknown and the nights are cool. The average 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 600 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.

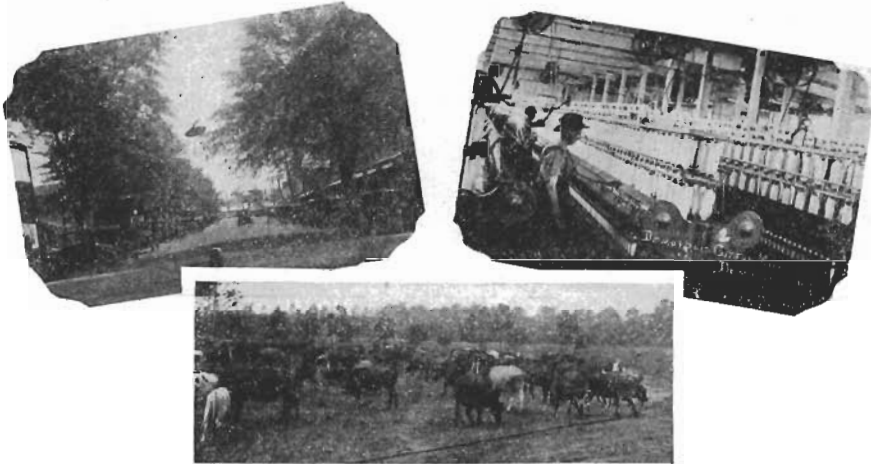
Annually there is shipped north and east from Demopolis two or three thousand cars of lumber. This city is in the center of the richest alfalfa lands in the South, and receives approximately 25,000 bales of cotton a season. The pecan thrives in the Demopolis section. Other agricultural pursuits which 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 the county seat of



At upper left: a street scene in the busy city of Aliceville, Ala. Upper right: the interior of a large cotton factory in Demopolis, Ala. Below: a herd of beef cattle near Linden, Ala., ready for shipping via Frisco Lines.

Marengo county, one of the largest counties in Southwest Alabama.

This town has a beautiful court house, new high school building, a brick grammar school, approximately thirty brick stores, artesian wells, cotton gins, two planing mills, an ice factory, wood working shops, a telephone system, electric power, two banks and two railroads, the Frisco and the Louisville & Nashville. Water works and sewerage 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.

*The editor regrets that information was not available from which to write brief articles on the following Southern Extension towns and cities: Hamilton and Kolola Springs, in Mississippi; Pickensville, Magnolia, Yellow Bluff, Coy, Fountain, Mexia, Jones Mill, Huxford, McCullough and Atmore, all in Alabama, and Pine Forest, Walnut Hill, Boggy, McKinnonville, Tenile, Barrineau Park, Muskogee and Cantonment, in Florida.*

### 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 almost 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 fifty 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 water supply is 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 Manistee & Repton railroad, which connects with the Frisco's line to Pensacola about six miles to the southwest of Monroeville.

Monroeville is the county seat of Monroe county, has a population of approximately 2,000 and is the oldest and largest town in the county, which has a population of 30,000. 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

is adapted to the production of a great 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.

The great need of the Monroeville region is the establishment of manufacturing industries, for which raw materials exist in abundance. A strong chamber of commerce, recently organized, is making a survey with the idea of obtaining such industries.

### *Pensacola, Fla.*

Pensacola, Fla., the tide-water port of Frisco Lines, was founded in 1656, has a population of 42,500, has the only natural deep-water harbor on the Gulf of Mexico and one of the finest in the world, is the closest major United States port to the Panama Canal, did a business in 1924 aggregating more than \$50,000,000, has ninety-seven industries employing nearly 6,000 people, has an annual payroll approximating \$15,000,000, abounds in historic points, has roomy streets and twenty-two parks, some of them even in the central business district, and the architecture of public buildings is of striking beauty.

More than nine of the twelve miles forming the city limits border on Pensacola Bay and her bayous. Pensacola has a commission form of government. Hotel accommodations are adequate. Pensacola has two daily newspapers and a \$250,000 high school building. All the city's school buildings are of brick. Civic organizations include chamber of commerce, junior chamber of commerce, women's clubs and Rotary, Kiwanis, Lions, Pilots and Civitan clubs.

The great marine terminals yearly berth hundreds of steamships engaged in ocean and coastwise service and the importance of Pensacola as an export and import shipping point is acknowledged. The great terminals of the Frisco and of the Louisville and Nashville Railroad, the Municipal

Docks, the extensive fish wharves, (Pensacola is the greatest red snapper fish market in the world) the Sherrill Oil terminals, the great coal tipples of the Frisco and the L. & N. are all located here.

The industries include great sawmills, dry docks, ship-building plants, great naval stores, reduction plants and industries allied thereto. There is a pretentious wholesale district with mighty warehouses from which commodities of many description are forwarded to Pensacola's rich tributary section. Retail stores are modern and the merchants are progressive and courteous.

It was near Pensacola that Paniflo de Navarez in 1528 made the first settlement on the American continent. The scene of the transfer of Florida to the United States by Spain was the Plaza Ferdinand (city hall park) of Pensacola and the year was 1821.

Historic points in or near Pensacola are: Fort San Carlos, built in 1696; Fort Redoubt, directly north of Fort San Carlos, regimental headquarters of the Fourth Corps Area Coast Artillery, built some fifty years earlier; Old Fort Barrancas, Seville Square, once the center of the fashionable residential district, and in which it is said the first church in America was built; the ruins of the Leslie Pantan warehouse, built before the Revolutionary War; Old Fort McRae, now in ruins; Fort Pickens, at the entrance of the harbor, the only Southern fort held by the Northern forces during the Civil War. On the site of the old navy yard built in 1828 is the largest naval air training station in the world. In connection with the training station, Corry Field, one of the finest aeroplane landing fields in the country, has been provided.

Outdoor sports abound at and near Pensacola. Fresh and salt water fish are abundant, and game birds are

plentiful. There are several golf courses, tennis courts and baseball diamonds. The landlocked 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. Palafox highway, extending north forty-five miles to the Alabama line, passes through the great agricultural section of Escambia county. The Gulf Beach highway, also of concrete, connects Pensacola with the Gulf of Mexico.

Escambia county is in the heart of the Satsuma orange belt. Being grown in quantity are Irish and sweet potatoes, watermelons, cantaloupes, figs, persimmons, kumquats, pineapples, pears, grapes, peanuts, berries, especially the blueberry, corn, oats, cotton, sugar cane and forage crops. The region around Pensacola is one of opportunity for the farmer, truck grower, fruit raiser, poultry raiser and dairy man or woman.

Pensacola's drinking water supply is from deep artesian wells and is said to be the nearest chemically pure water in the country.

The average mean annual temperature of Pensacola for the last forty years was 67.7 degrees. The rainfall aggregates fifty-six inches annually. The growing season is 290 days a year. The undulating character of the Pensacola region affords natural drainage. The prevailing winds are from the south and the average velocity for the last forty years was 12.7 miles per hour.

Plans are nearing consummation for the construction of a concrete and steel bridge across Pensacola Bay, and for the construction of a creosoted wooden bridge across Santa Rosa sound.

(Concluded on next page)

*The residential section of Main Street in Columbus, Miss., looking west. The street is ninety feet wide.*



## More Views of The Pensacola Line Opening



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



Above: Mrs. J. M. Kurn (center) and Mrs. Wm. D. Morer of Tulsa (right), daughter of Chairman E. N. Brown, enjoy the barbecue at the Demopolis barbecue.



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

Lower left: A happy group of railroad men snapped as the engine took water at New Albany, Miss. From left to right, Messrs. Ryan, Huggins, Gabriel, Bacus, Matthews, Asher, Gamble, Mellett and Nolen.

Bottom center: Another group of Pensacola "trippers" snapped at Mexia, 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 \$325,000. 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 \$165,000 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 nine per cent, a motorized fire department, ample police protection, fifty miles of paved streets, fifteen and a half miles of street railways, a municipal radio broadcasting station, WCOA, and electric light and gas plants.

The combined rail and water dis-

tances 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 168 comparisons. These comparisons are with through distances via the principal gulf, South Atlantic and North Atlantic ports.

The following products can be manufactured advantageously at Pensacola, according to recommendations made by a firm of industrial engineers which 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, trunks, airplanes 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 south-

ern market; leather; molasses and allied products; twine and bagging to be made of materials imported from Mexico and South America; automobile tires and allied 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 at Pensacola of sand and gravel plants, a grain elevator, automobile and machinery assembly plants for export purposes, and the further expansion of the naval stores 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.

# NEWS of the FRISCO CLUBS

## Neodesha, Kans.

A SPECIAL train was run from Neodesha to Cherryvale, Kans., for the picnic held at Logan Park, Cherryvale, June 28, by the Frisco Employees' Club of Neodesha. Frisco employees at Cherryvale also attended. Aboard the train, outbound, were Neodesha employees and members of their families totaling seventy-four. Cherryvale employees and members of their families attending the picnic totaled fifty-one.

The program at the part consisted of a fried chicken supper, an address of welcome by Murray Diven, mayor of Cherryvale; selections by the Lucky Four Quartet of Cherryvale, consisting of Floyd Brooks, Hubert Cunningham, Arwyn Shacklet 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; S. P. Robinson, flagman; M. F. O'Hara, engineer, and George Archer, fireman. The train left Neodesha at 6 p. m.

Among those attending the picnic were: E. E. Carter, assistant superintendent of the Northern division, Neodesha; E. B. Harriman, road foreman of equipment, Monett, Mo., and J. H. Livingston, milk traffic agent, St. Louis.

On arrival of the special train at Cherryvale "Mike" F. O'Hara was placed under arrest, charged with disturbing the peace by blowing the locomotive whistle, allegedly too much. Mike tried to convince his accusers that the culprit was George Archer, but was not successful. Mike then demanded a trial. However, Jim Watson, special agent came to the rescue and vouched for Mike and the charge was dismissed.

George Taaffe, 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 Employees' Club of that city, held a social meeting and shadow supper on the evening of June 25. The shadows of the ladies present were auctioned off to the highest bidder. About fifty members were present.

Following a musical program and a few short talks on solicitation of business, the time was spent informally.

This club was organized on April 16, with the following officers elected: Mrs. W. E. Spindler, president; Mrs.



Quinn Baker, assistant division engineer, of Sapulpa, Okla., was unanimously elected president of the Frisco Employees' Club of that city on the night of June 7.

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 Enid-Hobart sub-division of the Western division and the Chickasha sub-division of the Southwestern division at Mountain Park, Okla., June 10.

Because of heavy rains on the Chickasha sub and between Vernon and Snyder, Okla., the attendance was very light from those points, but the special train which was run from Bessemer, Okla., to Mountain Park carried 250 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. Canady, Enid, assistant superintendent of the Western division, and by T. F. Jones, Enid, roadmaster of the Western division.

Miss Helen Warren presented several violin solos. Maxine Hughes, 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 200 members met for luncheon at the American Annex Hotel.

The speakers table was attractively decorated in pink roses and green fern, 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. Woods, zone auditor of the Seventh street freight station, St. Louis, and M. M. Sisson, 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. Sisson was asked to cut the birthday cake.

A unique number on the program, and one of complete surprise to the members, was a short sketch, "The Marriage of Miss Pensacola and Mr. Frisco," symbolizing the completion of the new line into Pensacola.

The bride was the five-year-old daughter of Mrs. Ed. Weitz, and the groom was the seven-year-old son of Mrs. Chas. Hallenberg. Both Mrs. Weitz and Mrs. Hallenberg were former employees of the Frisco.

The play was written by Martha C. Moore, chairman of the entertainment committee, and the participants 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 was attired in a white satin gown and wore her grandmother's bridal veil of old lace. She carried a huge bouquet of artificial lillies of the valley, donated for the occasion by Julius Schaeffer, florist. Nine members of the Dramatic Club, each representing a state through which the Frisco runs, served as bridesmaids. Each wore a picture hat and carried a corsage of pink roses.

The bridal couple marched up the aisle to the accompaniment of Mendelssohn's Wedding March, and the unique ceremony, likening Mr. Frisco to the last heir and descendant of an



*In the good will tour of Frisco Employees' Club of Hayti, which was made June 16, were forty-eight automobiles and three trucks. The distance covered was 130 miles. The tour was suggested by E. N. Johnson (second from left of the three men standing in 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 lower sign on the left side of the second car reads: "Frisco, Shortest Route, St. Louis—Pensacola, Via Southeast Missouri."*

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.

Miss Emily Sparks, who played the wedding march, also favored the audience with a classical number, responding with a delightful encore.

#### **Henryetta, Okla.**

Solicitation of traffic was discussed by members of the Frisco Employees' Club of Henryetta, Okla., at the club's meeting held July 10. The attendance was eleven. H. G. McKinstry, agent, presided due to the absence of F. A. McClaren, president of the club.

#### **Men's Club, St. Louis, Mo.**

An "Aviation Luncheon" was given by the Frisco Men's Club of St. Louis June 22 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. Bogart, ground school commandant, Parks Air College, St. Louis, and C. G. 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 Airplane Manufacturing Company, St. Louis, and a stockholder of the Robertson Aircraft Corporation, holder of the St. Louis-Chicago air mail contract, commended those railroads which are co-operating with air transportation lines.

Mr. Bogart told of activities of 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 Anslie, both of the accounting department. Miss Parks played the piano accompaniments for Mr. Anslie's singing.

#### **Blackwell, Okla.**

An address by E. A. Miller, agent, and president of the Frisco Employees' Club of Blackwell, Okla., was a feature of the meeting held by this club June 12.

Mr. Miller spoke of courtesy by employees 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 places you will find courtesy—in the dictionary and this station."

W. N. Patterson, roadmaster, Enid, reviewed accomplishments of Frisco employees' clubs. A. Braden, agent, Peckham, Okla., said that Frisco employees often must take more or less abuse from the public in order to get the business. J. D. Fountain, conductor, talked on the giving of good switch 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. F. Casey, engineer; E. A. Goodrick, fireman; William Weatherly, warehouse foreman.

#### **Drummond, Okla.**

The Frisco Employees' Club of Drummond, Okla., held a meeting June 23. Minutes of other Frisco employees' clubs were read and discussed. T. T. Cowley, 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 13. 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. Hudgen, director accident prevention, was elected president. Mr. Grobe formerly bowled in the Frisco bowling league of St. Louis. P. P. Peterson was elected vice-president and Howard Pickens, secretary of the Frisco Association of Metal Crafts and Car Department Employees, 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 9, 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. G. Lister, chief mechanical engineer, and J. W. ("Doc") Seabough, president of the club, were the principal speakers. "Doc" spoke of the standing of the teams in which the men and the women employees of the Frisco at Springfield have been divided for sometime for competition in obtaining traffic, and Mr. Lister, interestingly spoke of the development of the locomotive.

Musical selections were played by Walton's Orchestra, of which J. Walton, of the west shops, Springfield, is director, 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 employees, both men and women, were grouped some time ago for competition in traffic solicitation, Captain A. B. Sherwood's team held top place for June with the percentage of 8.537. The percentages in the competition are obtained by dividing the number of traffic tips turned in by a team, by the number of persons in that team. Captain Sherwood's team turned in 1,844 tips and the team has a membership of 216. Second honors went to Captain F. L. DeGroat's team, which has 296 members and turned in 253 tips, giving the percentage .855. Captain W. W. Shackelford's team, which has 114 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. Bevier, 200 tips; third place, J. W. Kastler, seventy-five tips; fourth place, Miss Bernice Jennings, fifty-four tips; fifth place, A. B. Sherwood, forty-seven tips; sixth place, F. M. Barry, forty-five tips.

William Kramer, Frisco lineman, a member of Captain Sherwood's team, was instrumental in obtaining the promise by a pipe firm of Milwaukee to ship approximately 1,200 cars of oil pipe to Texas points.

### Muskogee, 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 Muskogee, held July 9. F. E. Brannaman, assistant superintendent of the Central division, Ft. Smith, and T. B. Griffith, agent, Eram, Okla., were visitors.

Mr. Brannaman delivered a talk which was much appreciated by his hearers. All others talked briefly. The next meeting was set for August 13.

### St. Louis Terminals

Four Frisco coaches attached to train 801 on Sunday morning, July 15, and 134 privately owned automobiles took approximately 1,500 members of the Frisco Employees' Club of the St. Louis Terminals, which included Seventh Street Freight Station, Lindenwood, Gratiot and Tower Grove offices to an all-day picnic at Ten Brook,

son, Thelma Berdie and Leona Jones. Fifty yard dash for girls, 10 to 12 years of age, Margaret Devereaux, Francis Janskosky and Rue Louise Roseman. Boys' 50 yard dash was won by Everett Edward, Douglas Flatt and Donald Dawary. The 100 yard free for all dash, Denny Moore, Ernest Burk and Plato Young. Lawrence Glore, Joe Worth and Bill Heath took first, second and third prizes in the fat men's race. The fifty yard dash for daughters of employees was won by Helen Haley, Marg Cook and Martha Janskosky. The boys sack race was won by Bert Pouder, Milan Kinstler and Harry Lay.

Helen Haley, Minnie Devereaux and Marg Cook won the girls 50 yard dash. T. S. Smith and Frank Wallace were on the winning team in the horseshoe pitching contest and H. W. Clendennen and G. Harman won second prize. The 100 yard dash for outer yard men only was won by Wm. Exposito, Clarence Whalen and Frank Janskosky. Ryley Salsman won first prize in the old fiddlers 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 Cubs with a score of 10 to 1. Clarence Glore of the 7th Street Team was awarded the prize for the first three bagger, and J. Snell the second prize. A large

can of tobacco was awarded the visiting team. Prize for making the first score was awarded Dick Glore of the 7th Street team.

At noon time, twenty baked hams, 100 loaves of bread, 50 pounds of hot dogs and 1000 buns were consumed, ninety homemade cakes sliced and served and 1,500 Dixie cups were distributed. Twelve o'clock found the picnickers enjoying the spread on the picnic grounds.

Following the lunch, the crowd gathered around the Pierce Petroleum Radio truck, where they heard selections from the Three Silver Kings, Kiefer, Welsh and Moore, the ball game and also posed for a group picture, and the dancing floor claimed many.



The four girls above appeared first in the cast of the "Frisco Show Boat Company," at the night performance given for the Veteran Employees and their wives in Springfield, June 18.

From left to right they are: Misses Marjorie Risser, Beatrice Arnold, Kathryn Risser and Dorothy Thoms.

Mo.

The grounds were ideal to accommodate the crowd. Activities began as soon as the train deposited its passengers, and did not end until train 802 paused and coupled onto the four coaches at 6:40 p. m. for the homeward trip.

Games and races occupied most of the morning, and were in charge of R. L. Klein, E. Howe and L. G. Roseman. 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 300 boxes of crackerjack, was distributed to the participants. The 100 yard dash for men was won by J. Dwyer, G. Lux and H. Sullivan; fifty yard dash for girls, Zeta Simp-



A part of the crowd of 1,500 Frisco employees who attended the St. Louis Terminals Club picnic at Ten Brook, Sunday, July 15.

When the crowd had witnessed the splendid playing of the Seventh Street team, they sauntered back under the shaded grove where 166 prizes were drawn and distributed to the married women.

Two cases of lemons, made into lemonade were served during the entire day and a crate of oranges were distributed to the children.

Mr. A. J. Moxley was chairman of the picnic committee and those who assisted him in the arrangements besides the entertainment committee, named above, were: arrangements committee, J. R. Davis, Thos. O'Toole, W. Hengist, Roy Stroup, S. Cary and Fred Walker; grounds committee, R. L. Klein, S. Cary and Roy Stroup; finance and transportation committee, C. E. Stookey 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.

#### Fort Scott, Kansas

An address by J. W. Nourse, St. Louis, general passenger agent of the Frisco, and solos by Mrs. Frank Fuller, 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 Employees' Club of Fort Scott, Kan., July 13. Mrs. Fuller's father and other relatives are Frisco men.

W. H. Bevans, Fort Scott, superintendent of the Northern division, introduced Mr. Nourse, who praised the Frisco club spirit, talked of traffic solicitation and of the extension of the Frisco's rails to Pensacola. He stressed the fact that twenty-five per cent of Fort Scott's population is composed of Frisco employees and their families.

The musical program opened with the playing of accordion duets by Miss

Leah Drake and Mrs. A. B. Konantz, Floyd Sappington, pianist, played several selections. Mrs. Fuller sang several numbers, and the musicians were received enthusiastically.

At the conclusion of the program J. O. Armstrong, president of the club, 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 American Hotel Annex, Monday, July 30.

Moving pictures of the celebrated Pensacola trip were scheduled to be shown, and Col. F. G. Jonah, chief engineer and S. S. Butler, 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 passenger 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 \$123.60, with more than 425 in attendance.

The swimming, horseback riding and golf clubs have each enlisted new members, and each have weekly meetings.

#### Girls' Club of Springfield

A lawn fete 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 Boat Company", given for the veterans and their wives on July 17 at the reunion, were re-acted.

The grounds were lighted with Japanese lanterns, and Don Fellows,

Frisco Florist of Springfield, decorated a trellis (which was used for a background) with flowers from his nursery.

"The Show Boat Chorus," by the Misses Marjorie Risser, Beatrice Arnold, Kathryn Risser and Dorothy Thoms opened the performance, followed by "School Day Sweethearts" and "Songs My Mother Used to Sing", and "The Sailor's Dream".

An admission price of twenty-five cents was charged and following the performance punch and wafers were served to the crowd. Most of the inter-clubs of this large club have been disbanded for the summer, and the only activity is a swimming club.

#### Fort Smith, Ark.

The greater traffic committee of the Frisco Employees' Club of Fort Smith, Ark., discussed traffic solicitation at the meeting of the committee held July 10. Considerable success in traffic solicitation by Frisco employees at Fort Smith was reported. C. F. Mad-dy, chairman of the committee, presided. The next meeting of the committee was scheduled for August 14.

#### Sapulpa, Okla.

Appointment of standing committees was the chief business transacted at the meeting of the Frisco Employees' Club of Sapulpa, Okla., held July 16. The attendance was twenty.

The following committees were appointed: Traffic—Fred Morgan, time-keeper, chairman; H. A. Reed, A. L. Catlett, Earl Wooldridge and Dewey F. Smith; finance—J. A. Macmillan, roadmaster's clerk, chairman; J. R. Montgomery, Victor Thomas and C. H. Bolling; publicity—G. A. Duke, chief clerk to agent, chairman; Lois Flanagan, Ida Macmillan and H. C. Birchard; entertainment—L. A. Wright, completion report clerk, chairman; Fred Mullins, J. W. Long and Maurine Mahan.

Mr. Macmillan, chairman of the finance committee, read a favorable report. Quinn Baker, assistant division engineer and president of the club, spoke of the publicity committee, stating that Chairman Morgan of the traffic committee was preparing some data for cards to be used by employees when paying bills. On the cards employees can write their names and on the back of these cards statistics, such as the number of Frisco employees residing at Sapulpa, the amount of the Frisco payroll at Sapulpa and other similar information will be printed.

It was announced that Aaron Morgan, chief clerk to the superintendent, was instrumental in obtaining a special train of delegates to the American Legion annual convention at San Antonio, Tex. Train was scheduled to move from Tulsa to Fort Worth via Frisco, thence M. K. & T. to San Antonio.

The club decided to stage a campaign for attendance. Each member was delegated to call a certain number of employees who had not attended meetings of the club to see if they would attend the next meeting, which was set for August 13. Following the business session refreshments were served.

#### St. Louis Men's Club

Mr. W. Frank Carter, Director for Frisco Lines and a prominent attorney of St. Louis, was expected to make the principal address at the July meeting of the Frisco Men's Club, Missouri Hotel, July 26.

The moving pictures of the Pensacola celebration will be shown, and a musical program, arranged by Frisco talent, has been planned.

#### Birmingham, Ala.

Approximately 500 persons, consisting of Frisco employees, members of their families and more than 100 shippers, attended the picnic held by the Frisco Employees' Club of Birmingham, Ala., at West Lake, July 17. Athletic contests, a barbecue and dancing were features of the picnic.

The winners of the various events for which prizes were offered were: Fifty-yard dash for girls, 6 to 9 years old, \$1 cash, Ellen Ann Posey and Helen Murray, a tie; fifty-yard dash for boys, 6 to 9 years old, \$1 cash, Charles Burrus; fifty-yard dash for girls, 9 to 12 years old, \$1 cash, Naomi Sullivan; fifty-yard dash for boys, 9 to 12, \$1 cash, T. B. Posey, Jr.; fifty-yard dash for boys 12 to 16, \$1 cash, Robert Henderson; fat women's walking race, box of candy donated by L. J. Mantoux, Mrs. J. M. Huckabee; fat men's running race, fifty yards, a ton



*Participants in the marriage ceremony at the Frisco Girls' Club luncheon, held on June 25, commemorating the joining of the Frisco and Pensacola.*

of coal donated by the DeBardeleben Coal Company, W. E. Yates; fifty-yard dash for married women, a ham donated by J. W. Skaggs, superintendent of the Birmingham terminals. Mrs. W. B. McCaffrey; horseshoe pitching contest, a ton of coal donated by the Brilliant Coal Company, W. E. Yates; bathing beauty contest, a five dollar gold piece donated by E. T. Boyd, Mrs. M. A. Jennings; swimming contest, a pen and a pencil, donated by Dilworth Jewelry Company, Mrs. C. J. Thompson and Earl Basham; prize waltz, Mr. and Mrs. T. I. Dennis. The lady's prize, a box of silk hose, was donated by S. L. Yerkes, and the man's prize, a tie and a handkerchief, were to be purchased with cash donated.

The cash prizes were donated by J. E. Springer, J. R. McGregor, Harry Brown, W. R. Bennett and M. G. Cooper.

The following contests, not scheduled 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 Galloway Coal Company, George Martin; small boys' swimming contest, \$1 cash, donated by J. E. Springer, T. B. Posey, Jr.

#### Tulsa, Okla.

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

#### Poplar Bluff, Mo.

George Windsor, Poplar Bluff, division freight agent, and L. A. Gibson, conductor, president of the club, were the principal speakers at the meeting of the Frisco Employees' Club of Poplar Bluff, Mo., held July 16.

Mr. Windsor thanked all members of the club for assistance given him in solicitation of new business and reported the attitude of shippers indicates the Frisco employees' clubs are bringing in good results.

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 Employees' Club of Poplar Bluff work to make their club as successful as any other club on the division.

#### Oklahoma City, Okla.

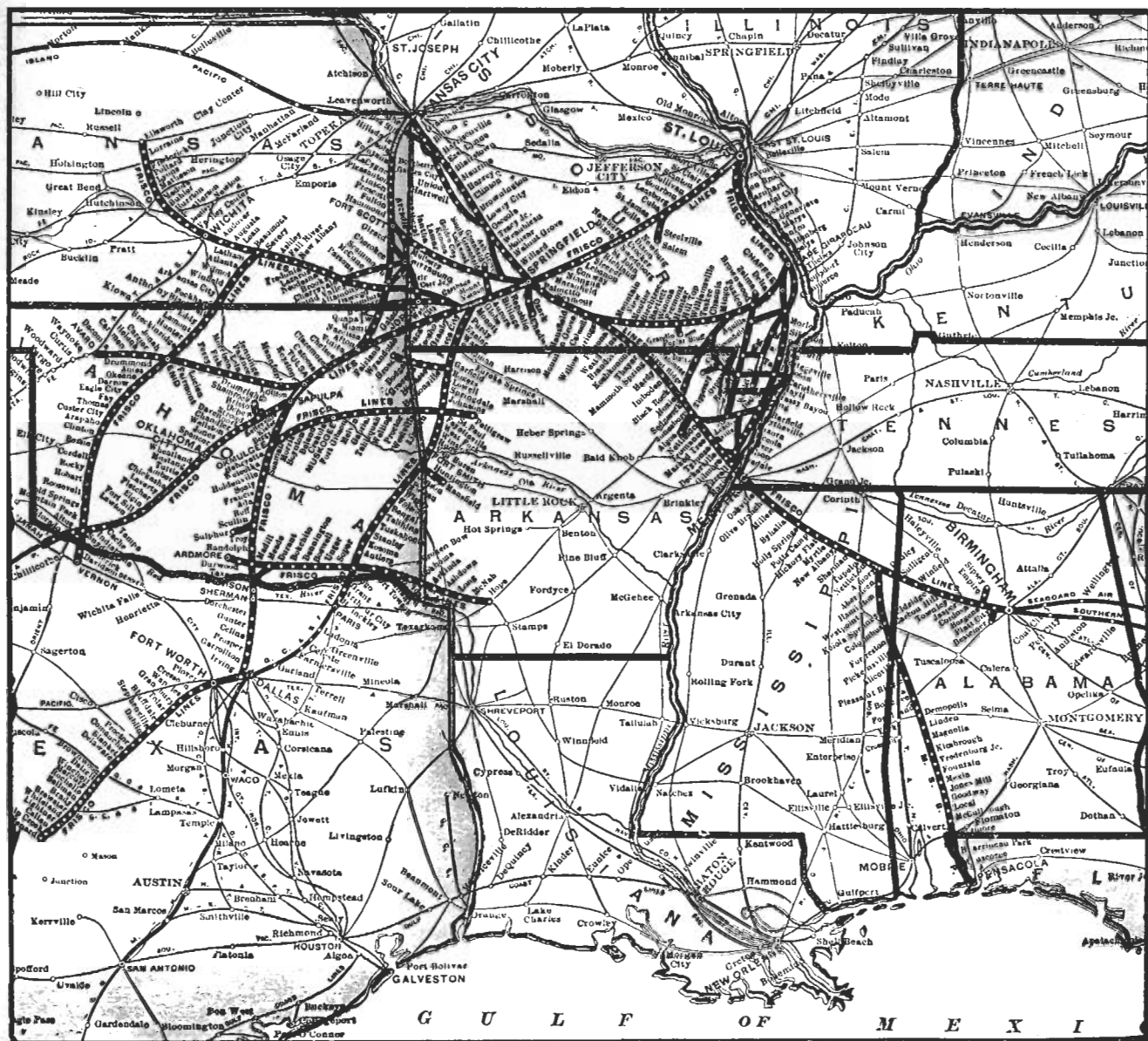
The Frisco Employees' Club of Oklahoma City held a dance at Belle Isle Park, Oklahoma City, June 28. The attendance was approximately 200. Music was furnished by the Merry-makers Orchestra. The Metropolitan Quartet sang several popular songs.

D. L. Estes, 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 employees, 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, William Pafford, Gilbert Kramer, Walter Pipkin, E. E. Harlow, J. E. Van Ness, Gerald K. Hornung and Mrs. B. W. Swain.

Looking over the traffic casualty list in any big city in these times, one arrives at the conclusion that all dreaming should be done in bed.

## The New Map of Frisco Lines



### LIME TRAIN A SUCCESS Cass County Special Warmly Greeted on July 9

**T**HE Cass County lime train, composed 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, co-operating.

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.

Pathe 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 co-operating 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.



A SAVINGS ACCOUNT  
KEEPS ON WORKING  
AFTER YOU QUIT.  
START ONE NOW  
AND ADD TO IT  
REGULARLY

## Distinguished Financiers Ride Meteor From Tulsa to St. Louis



**I**T is a hard matter to catch the Meteor, crack Frisco train to St. Louis, but a special train of two cars and an engine 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.

In the party, reading from left to right in the photograph, were: Chas. T. Ellis, of Green, Ellis and Anderson, New York; Eugene E. DuPont, of DuPont de Nemours & Company, Wilmington, Del.; Waite Phillips, Philmack Oil Company, Tulsa; E. P. Earle, President Nipissing Mines Co., New York City; August Keckscher, Capitalist; John H. Kane, Vice-President Phillips Petroleum Company, Bartlesville, Okla.; R. B. Pringle, Philmack Oil Company, Tulsa; H. Harry Moore, Governor of New Jersey, Trenton, N. J.; Clyde Alexander, Vice-President Phillips Petroleum Company, Bartlesville, Okla.; F. M.

Kirby, President Miners Bank of Wilkes Barre, Wilkes Barre, Pa.; R. Otis McClintock, Philmack Oil Company, Tulsa; E. E. Loomis, President, Lehigh Valley Railroad, New York; C. K. Beckman, Attorney, New York; J. W. James, Executive General Agent, Frisco Lines, Tulsa; R. P. Brewer, President, First National Bank, Tulsa; R. H. Higgins, Vice-President, Chatham Phenix National Bank & Trust Company, New York; Wm. N. Davis, Vice-President, Phillips Petroleum Company, Bartlesville, Okla.; Jos. T. Van Loan, Pouch & Company, New York; Frank Phillips, President, Phillips Petroleum Company, Bartlesville, Okla.

### AGENCY CHANGES

D. F. Henderson installed permanent agent, Blairstown, Mo., July 7.

E. R. Myers installed permanent agent Dunbar, Okla., July 6.

J. O. Smith installed permanent agent Bengal, Okla., July 5.

M. J. Hall installed temporary agent Chelsea, Okla., July 3.

A. French installed permanent agent Valley Center, Kan., July 3.

J. G. Reese installed permanent agent Cold Springs, Okla., July 2.

R. H. Abercrombie installed permanent depot ticket agent Birmingham, Ala., July 1.

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

T. C. Pales installed temporary agent Wellston, Okla., June 30.

W. D. Wilson installed permanent agent Gravette, Ark., June 29.

T. W. Weaver installed temporary agent Ravia, Okla., June 28.

A. S. Guinn installed permanent agent Pettigrew, Ark., June 27.

T. H. Lucy installed permanent agent Christie, Okla., June 26.

C. F. Brockman installed permanent agent Stanton, Mo., June 26.

B. T. Bruton installed temporary agent Blairstown, Mo., June 21.

Effective June 21 freight and ticket agencies at Harvard, Ark., closed.

W. B. Morgan installed temporary agent Parma, Mo., June 20.

Linden, Ala., opened June 19 and R. D. Bush installed agent.

Kolola Springs, Miss., opened June 18, and T. A. Buckner installed agent. Boligee, Ala., opened June 18 and

F. B. Downing installed agent.

Pickensville, Ala., opened June 18 and C. W. Horton installed agent.

Demopolis, Ala., opened June 18 and L. S. Brophy installed agent.

E. M. Estus installed permanent agent Everton, Mo., June 18.

W. R. Vollars installed permanent agent Riverton, Kan., June 18.

T. A. Wyche installed permanent agent Bridge Junction, Ark., June 18.

A. M. Struble installed permanent agent Olden, Mo., June 18.

W. C. Kirby installed permanent agent Indianola, Okla., June 15.

J. V. Brower installed temporary agent Herman, Ark., June 15.

J. T. Maberry installed permanent agent Bryant, Okla., June 13.

C. Alden installed permanent agent Aldrich, Mo., June 12.

F. Emley installed permanent agent Merriam, Kan., June 1.

## TIPS FOR TICKET AGENTS

The Magazine is indebted to Operator H. T. Jarrett of Baxter Springs, Kans., for the following set of "Ten Commandments for a Ticket Agent."

Mr. Jarrett clipped the commandments from the editorial page of the Joplin News Herald of May 9.

1. Courtesy, politeness, a willingness to do, and accuracy constitute the first qualifications of a successful passenger solicitor.

2. Service is essential for continued patronage.

3. Learn to smile. The longest word in the English language is—smiles. There is a mile between the first and last letters.

4. Neatness. Clothes do not make a man, but they do make a creditable appearance.

5. Short answers are not conducive to good business ethics.

6. Information advanced, unsolicited, helps to secure the business.

7. Practice moderation. Remembering that a soft word turneth away wrath.

8. Study your patrons and adapt yourself to their wishes.

9. Put yourself in the prospective passenger's position.

10. Be loyal to your own self as well as to your employer.

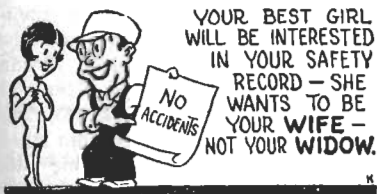
## ACCIDENT MEETINGS

Approximately 150 employes and visitors attended the six accident prevention meetings held from July 1 to July 11 inclusive.

These meetings were held at the following points, with the number specified at each point, in attendance; Sherman, Tex., July 11, 26; Newburg, Mo., July 7, 51; St. Louis Terminals, July 5, 22; Reclamation Plant, Springfield, July 3, 14; North Shops, Springfield, July 3, 10; Tulsa Terminal, July 2, 16.

Payments by Metropolitan Life Insurance Company to insured officers and employes during June, 1928, totaled \$28,128.94.

Supervisory group, disability benefits, \$1,984.18; accidental death and dismemberment \$4,000.00; death claims, \$14,000. Clerks, disability benefits, \$621.14. Shop groups, sick benefits, \$3,274.74, disability benefits, \$1,248.88, and death claims \$3,000.00.



## Ellsworth Chunn of Frisco Wins Essay Prize

ELLSWORTH CHUNN, young son of J. C. Chunn, Frisco fireman of Jonesboro, Ark., recently won the \$15.00 prize offered by the Jonesboro, Arkansas, Daily Tribune, for



ELLSWORTH CHUNN

the best essay on the subject, "Ambition."

Ellsworth 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 prevention department of Frisco Lines.

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

### MY AMBITION IN LIFE

By ELLSWORTH CHUNN

1st Prize Winner—\$15.00 Prize

"Hitch 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 starting point of today." From this ambition we have developed Pasteur, Gorgas, Lincoln, Grady, Goethals, and Lindbergh.

I will study music and art to enable me to enjoy the finer side of life, and my ambition tells me that the boy who is studious, industrious, and well behaved, is training for a useful man, just as surely as the boy who lives in idleness, pitches pennies, smokes, swears, and sips liquor is preparing for the life of a drunken vagabond.

I shall incorporate in my ambition the splendid habits of my father, who has never known the taste of liquor or tobacco, and the many holy precepts I learned from mother's knee. "As the twig is bent the tree's inclined," 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 should I miss my most cherished hope I will be prepared for other opportunities that are beckoning at the college door today. My ambition is to succeed by the genius that is in me and not by the influence of friends—then I may be president of some bank, pastor of some church, judge of some court, or physician to some people, and will have reached "My Isle of Golden Dreams."

"But once I pass this way, And then . . . and then The silent door swings on its hinges— Opens, closes . . . and no more I pass this way.

So, while I may With all my might, I will essay Sweet comfort and delight To all I meet upon the pilgrim way. For no man travels twice the Great highway That winds through darkness up to light Through night, Today."

"Nobody draws a gun in Crimson Gulch these days."

"We're tamed," answered Cactus Joe. "The flivvers are working so fast that we haven't no heart for addin' to the damage."

"Ah," said the dreamer, "I wish I could find some place where I could be cut off from the entire world."

"Try a telephone booth," replied his practical companion, who knew where-of he spoke.

## CREWS OF SPECIALS

The following Frisco employees were assigned, respectively, to the two sections of the Pensacola Special, which ran from Memphis to Pensacola and return, and to the three excursion trains, which ran from Amory to Pensacola and return, all on the occasion of the opening of the Frisco's new line:

Pensacola Special, first section, engine 710—M. K. Dacus, conductor; E. E. Herrington, flagman, and Jordon, porter, Memphis to Magnolia. James G. Gardner, conductor; J. L. Walton, flagman, and Ira Arnold, brakeman, Magnolia to Pensacola. J. Nolen, engineer; Asher, fireman, Memphis to Amory. Stevens, engineer, and Tunnell, fireman, Amory to Magnolia. W. R. Andress, engineer, and S. H. Attonson, fireman, Magnolia to Pensacola.

Pensacola special, second section, engine 705—W. F. Jones, conductor; C. C. Varnon, flagman, and Lizenby, porter, Memphis to Magnolia. O. O. Shaw, conductor; W. H. Neal, flagman, and J. A. Frye, brakeman, Magnolia to Pensacola. W. R. Prowe, engineer; C. Brint, fireman, Memphis to Amory. W. H. Stanley, engineer, and E. Marion, fireman, Amory to Magnolia. B. L. Irwin, engineer, and R. M. Williams, fireman, Magnolia to Pensacola.

Excursion train, first section, engine 698—T. J. McCabe, conductor; Z. Simmons, flagman, and Tardy, porter, Amory to Magnolia. J. M. Odom, D. H. Lowery, N. E. Gilberts and J. B. Thompson, Magnolia to Pensacola.

Excursion train, second section, engine 1106—J. J. Bazemore, conductor; F. Walden, flagman; W. Smith, porter; George Ives, engineer, and J. Brint, fireman, Amory to Magnolia. G. L. McDonald, conductor; K. D. Richbourg, flagman; Edwin Herrin, brakeman; S. B. Jackson, engineer, and B. T. Majors, fireman, Magnolia to Pensacola.

Excursion train, third section, engine 1108—M. H. Jones, conductor; E. C. White, flagman; Wright, porter; Leroy Jones, engineer, and Asher, fireman, Amory to Magnolia. G. E. Dearing, conductor; E. H. McCrory, flagman; Homer Johnson, brakeman; D. W. Dunnigan, engineer, and R. M. Server, fireman, Magnolia to Pensacola.

IN ANSWER TO THE POET'S QUESTION, "WHAT IS SO RARE AS A DAY IN JUNE?"—  
I'D SAY A CARELESS WORKMAN GETTING A RAISE!



## 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 Mr. Carlos Hurd, famed special writer and long-time reportorial ace of the Pulitzer publications. The story is representative of the many on the opening celebration wired to newspapers by correspondents on the trip.*

By CARLOS HURD

(Of The St. Louis Post-Dispatch)

PENSACOLA, Fla., June 29.—Three hundred and sixty-six years ago, some Spaniards came here by water and started a settlement. That first venture did not succeed—otherwise Pensacola would claim unqualifiedly, as even now it claims rather cautiously, the title of oldest city in America, usually bestowed on its sister city of St. Augustine.

In the last two days a party from St. Louis, Kansas City and several Southwestern and Southeastern cities came here by land and in search of water—the tidewater 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 ships to call for the loads of grain and merchandise that the owners of the line hope to be hauling to this port, when their service begins in earnest a few weeks hence.

### 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 Bremen and Buenos Aires, and the no-smoking signs at the wharves are in five languages.

The two special trains carrying the bankers, shippers and railroad officials, were parked within three minutes' walk of the wharves, an object lesson as to the close contact which the Frisco, long an inland road traversing 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 town, but this section of the Gulf Coast. Many of the guests were driven 18 miles to the robust surf bathing of Gulf Beach, and all were taken to the United States Naval Air Station, which kept dozens of hydroplanes circling above the bay.

A parade 13 blocks long, resplendent in pink crepe paper, and with floats showing Pensacola's history under five flags—count them—Spanish, French, British, American and Con-

federate, began the day. A boat excursion on the bay took most of the afternoon, and in the evening the guests were dined at the San Carlos Hotel.

### Entertainment En Route

Just as ambitious and just as spirited, though on a smaller scale, were entertainments given to the special train parties at the towns of Aberdeen and Columbus, Miss., on the southbound journey. Speeches, bathing beauties, free sandwiches and pop, speeches, Brunswick stew and hobble gobble, and more speeches were features of their welcomes.

At Demopolis, Ala., which had invited the tourists to stop, a change in schedule was made, and the trains are to make a stop there today, on the return trip, for a barbecue. Amory, Miss., which did not get a date for a stop in either direction, nevertheless celebrated with a red ink newspaper extra, and announced that prospectors were drilling for oil there.

Speakers at the various receptions have included J. M. Kurn, president of the Frisco; E. N. Brown, chairman of the board of the Frisco and of the Pere Marquette; W. Frank Carter, St. Louis attorney and member of the Frisco directorate; Walter S. Dickey, Kansas City manufacturer and newspaper owner, and A. J. Eisenmayer, Springfield miller. Some of the others indulged their fancy, but President Kurn talked facts and figures, mentioning especially the 500,000,000 feet of lumber along the new line, and the turpentine by-product thereof.

### Pensacola Connections

The Frisco's Pensacola extension connects at Amory with its Memphis-Birmingham line. By the new route, and by its St. Louis-Memphis and Kansas City-Memphis lines, Pensacola is 742 miles from St. Louis and 920 miles from Kansas City. Of the 300 miles from Aberdeen, Miss., formerly the terminus of a branch, to this city, the upper one-half is new construction and the lower part is the purchased and rebuilt Muscle Shoals, Birmingham and Pensacola line. Both the new and the rebuilt track afforded a smooth ride to the guests, who will be back in St. Louis and their other home towns tomorrow.

## WRITES FRISCO SONGS

Baggage Agent Baney of Joplin Composes Club Ballads

**E**ACH Frisco Employes' Club has its orator, each one has its community song leader, but it was left to the Joplin Frisco Employes' Club to produce a song writer.



L. STEWART BANEY

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, 1902 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 some day he will have a position where he will not have to work on Sundays and his greatest thrill, so he says, is when he lands a customer for Frisco Lines.

Mr. Baney is married and has one daughter, Dacon, 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. Spindler, president of the ladies auxiliary, have had charge of the song service, Mr. E. D. Moxton, president of the Frisco Employes' Club has asked Mr. Baney to show the Joplin members just how 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 is one of the special features.

You will find that those who fail, do not think.

## News Notes on the Pensacola Opening

**J**ACK CENTER, enterprising editor of the Amory (Miss.) News, rushed out an extra edition of his paper when the specials came through Amory and brought several thousand of them to Pensacola on the excursion train, June 28. They were enthusiastically received by Pensacolians and by members of the special train parties.

To Alvin C. Krupnick, photographer of Tulsa, Okla., goes 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 repaired after taking his shots, emerging a few minutes later with a print, damp but clear. A photograph of Mr. Koontz and his party taken at Tupelo, was handed the traffic vice-president at Amory, a scant one hour later. Many pictures were mailed special delivery to various papers whose representatives accompanied the train.

George Bailey, of the Schweig Studios, St. Louis, made the trip as official "movie" operator. Bailey took 2,000 feet of film, and secured a remarkably accurate record of the journey. The films are now being shown at various points on the Frisco.

Editor Birney Imes, of the Columbus (Miss.) Dispatch, 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 barbecue, June 26.

Carlos Hurd, 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. Hurd was enroute to Europe on the S. S. Carpathia when that ship rushed to the aid of the sinking Titanic. During the three days that elapsed before the Carpathia reached New York (after rescuing several hundred survivors of that great marine disaster and turning about to steam full speed for America) Hurd and his wife had secured intimate "survivors stories" from hundreds of the saved. The New York World, Hurd's paper, rushed a tug to meet the Carpathia as it entered quarantine, picked up its reporter's stories, and rushed out an extra. Hurd scooped the world for his paper and made himself famous wherever news writers gather.

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

The news writers were grateful to Mr. R. F. Carr, of Memphis, for the radio set which he kindly installed in the "press car." 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 official "trouble-shooter" of the train. On one occasion he even produced a new typewriter ribbon for a reporter's machine.

## RECORD AT PENSACOLA

A record repair job is credited to one mechanic and his helper, at Pensacola, Florida. Engine 1615 was given class 5 repairs in 29, eight-hour working days by W. D. Van Sickle, machinist, and his helper, A. B. Dennis. 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 crown brasses were applied, new rod bushings applied, piston and valves removed, new packing applied, piston heads built up and re-

fitted to cylinder; engine squared up and shoes and wedges laid off and planed; all driving boxes and cellars were repaired and boxes planed. The engine trucks were overhauled, spring rigging and brake rigging overhauled, guides lined and bibs babbitted, one new main pin applied, all machine work, assembling of pipe work and all babbitting done.

The above work was done under the supervision of J. R. Hirsh, general foreman of the shops at Pensacola, Fla.

Every little girl is crazy about washing dishes until she reaches the age of about six years.

## A FRISCO HEROINE

Miss Bernice Commons, third trick operator at Peirce City, Mo. is a heroine of unheralded fame. She saved the life of Eugene Hutchins on the morning of June 11, and regarded it as merely a duty and not worthy of special mention. In fact the data and picture for this article were secured without her knowledge.



While she was delivering orders to a passing freight on the date above mentioned, a boy by the name of Eugene Hutchins from Rogers, Ark., on his way to the Oklahoma harvest fields, attempted to board the train. He lost his footing and was being dragged along by the oil box on box 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 the boy would recover.

On the next day she received the following letter from the grateful mother; "I cannot express in words how I appreciate what you did for my son, Eugene Hutchins. He is conscious this morning and said that you saved his life. He rested very good last night and we think that he will recover all right. Thanking you again, Miss Commons, I am, very truly yours, Mrs. Lewis D. Hutchins."

The photograph shows her in her working "togs". She displayed unusual courage in this rescue, and is deserving of much praise.

## PENSACOLA LINE APPOINTMENTS

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

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

Mr. J. B. 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. Cantrell reports the following cases of meritorious service:

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

W. C. Shultz, conductor; C. B. Coleman, engineer; G. C. Dakon, fireman, and R. R. Stone and L. L. Brown, brakemen, put a Frisco car back on center 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.

E. L. Matthews, conductor, and J. C. Coomer, brakeman, discovered a broken cast truck side on a car of gasoline and cut out the brake to relieve the strain against the break. The personal record of each of these men was credited with five merit marks.

C. C. Larson, agent, Seligman, Mo., reweighed a shipment of a concrete mixer and found a discrepancy in favor of the Frisco of 2,200 pounds. His personal record has been credited with five merit marks.

C. R. Batte, 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. Batte has been commended.

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

H. Blakeslee, engineer; G. C. Foust, conductor; H. E. Brannon, fireman, and T. J. Spain and A. C. Ebright, brakeman, after their train was flagged just south of Lowell, Ark., May 16, account washout, backed up their train 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 Sergeant, section foreman; Lee Poore, switchman; Key Browning, operator, and T. E. 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. Moran reports the following cases of meritorious service:

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

Ben F. Hinkle, baggageman, Blytheville, Ark., discovered a brake beam out of adjustment and shoe riding outside of wheel. He has been commended.

S. B. Nation, telegrapher, inspected a train passing Blytheville, Ark., and discovered a brake beam down and notified proper parties. He has been commended.

### BIRMINGHAM TERMINALS

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

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

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

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

K. L. Easter, switchman, extinguished a fire in some straw in a Frisco gondola car. His personal record has been credited with ten merit marks.

(Now turn to Page 47, please)

## For Meritorious Service

(Continued from Page 46)

### TULSA TERMINALS

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

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

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

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

### EASTERN DIVISION

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

A. T. Laney, conductor; E. H. Fuller, engineer; Harry Young, fireman; and Edward Rissell and William Cook, brakemen, all of Clinton, Mo., after the bridle rod on pony trucks of Engine 593 was found broken and twisted against a wheel, took the rod off, put it in firebox, heated it and straightened it and replaced it on the engine. These men have been commended.

### NORTHERN DIVISION

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

A. Malmgren, 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. Malmgren has been credited with ten merit marks.

L. B. Barr, operator, Paola, Kan., while handing up orders to a train, heard a noise at the caboose and upon investigation found seven inches of the ball broken out of a rail. He has been commended.

Robert Hanse, lineman, obtained a passenger for the Frisco. Mr. Hanse has been commended.

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

W. E. 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.

Samuel Pilkington, fireman, and Ray Satterlee, brakeman, both of Fort Scott, Kan., fired an engine by hand when wood lodged in stoker and

later removed wood from stoker. These men have been commended.

N. E. Runyon, helper, Quapaw, 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 malleable cast iron truck side badly cracked in four places, and notified car inspector. Mr. Moulton's personal record has been credited with five credit marks.

William Frahs, engineer; M. F. O'Hara, fireman, and C. W. McGinnis, brakeman, all of Neodesha, Kan., repaired stoker of an engine after back universal joint pin fell out of conveyor driving 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 Bruton and Louis Leverton, brakemen, both of Pittsburg, Kan., assisted in rerailling a car. They have been commended.

### SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

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. Ellison, fireman, both of Oklahoma City, after shank on firing valve twisted off, taking control of oil away from 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, Peirce City, pulled a trespasser clear of a train after the trespasser had been thrown to the ground after he caught hold of a car to get on train. Miss Commons has been commended.

### WESTERN DIVISION

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

## RAISES PRIZE DOGS

### Pointers of Engineer Ives Place in Dog Shows

**M**R. GEORGE O. IVES, engineer for Frisco Lines on the Cordova Run raises pointer dogs, and it is becoming a profitable hobby. He just returned from the Birmingham Kennel Club Dog Show with a silver



medal and a check for \$50.00 as first prize in the puppy dog class and won by his dog "Ives Grouse." "Dixie Girl," another splendid pup won third prize in the puppy bitch class. These two pups won against some fine imported dogs which were shown.

"Dixie Girl" 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. Stamm, fireman, and J. R. Hoy, brakeman, both of Enid, 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  
MADDER THAN A  
BELLEAKER -  
AND THAT'S TWO  
BELLEAKERS!

# 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

DIVISION	Pounds Fuel Per 1000 G. T. M.			Per Cent Over Previous Year	
	June 1928	June 1927		Increase	Decrease
Southwestern.....	150	155			3.23
River.....	151	137		10.22	
Texas Lines.....	154	149		3.36	
Northern.....	157	162			3.09
Western.....	168	177			5.08
Southern.....	169	158		6.96	
Central.....	173	166		4.22	
Eastern.....	193	176		9.66	
System.....	166	161		3.11	

## PASSENGER SERVICE

Pounds Fuel Per Passenger Car Mile

DIVISION	Pounds Fuel Per Passenger Car Mile		Per Cent Over Previous Year	
	June 1928	June 1927	Increase	Decrease
Eastern.....	12.7	13.8		7.97
Southwestern.....	13.4	14.4		6.94
Southern.....	14.3	16.7		14.37
River.....	14.6	13.9		5.04
Northern.....	14.6	18.4		20.65
Central.....	16.5	14.8		11.49
Texas Lines.....	16.8	14.0		20.00
Western.....	19.5	16.9		15.38
System.....	14.1	15.3		7.84

## SWITCH SERVICE

Pounds Fuel Per Switch Locomotive Mile

DIVISION	Pounds Fuel Per Switch Locomotive Mile		Per Cent Over Previous Year	
	June 1928	June 1927	Increase	Decrease
Central.....	93	97		4.12
Texas Lines.....	108	98		10.20
Southwestern.....	111	103		7.77
Northern.....	116	119		
River.....	117	96		21.88
Eastern.....	120	122		
Southern.....	133	121		9.92
Western.....	134	122		9.84
TERMINAL				
Memphis.....	119	121		1.65
Tulsa.....	127	137		7.30
Springfield.....	140	141		.71
Kansas City.....	142	144		1.39
St. Louis.....	173	177		2.26
Birmingham.....	179	146		22.60
System.....	133	131		1.53

In freight and switch service, fuel consumed per unit increased while in passenger service the consumption per passenger car mile was 7.84% 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 increase in fuel. However, our "goal" is set to make a better performance in each month this year than was made in year of 1927, 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 H. R. SMITH,

fireman G. SANDIFER, train 36, engine 10, Newburg to Stanton, June 13th, handled 2,524 gross tons, burned 7 tons coal, performance 97 pounds per 1,000 g. t. m.

Engineer M. FABER, fireman H. B. SMITH, train 35, engine 3, St. Louis to Stanton, June 1st, handled 1,921 gross tons, burned 10 tons coal, performance 111 pounds per 1,000 g. t. m.

Engineer G. J. GANN, fireman M. J. JONES, train extra west, engine 4135, Gratiot to Stanton, June 11th, 80 cars in train, 1,750 gross tons, burned 7 tons coal, performance 137 pounds.

Engineer L. BUCHERT, fireman J. BURGESS, train extra west, engine 58, St. Louis to Newburg, July 2d, 47 cars in train, burned 14 tons coal, performance 139 pounds.

Engineer J. C. LYNCH, fireman D. C. THOMPSON, train 10, engine 1514, Newburg to St. Louis, June 30th, 14 cars in train, 1,680 passenger car miles, made a performance of .57 gallons, which is much below the average.

Engineer HEDGES, fireman CUSACK, train 8, engine 1514, Newburg to St. Louis, 11 cars in train, burned 905 gallons oil, performance .68 gallons per passenger car mile.

Engineer GEORGE BERGER, fireman LYNCH, train 10, engine 1500, Newburg to St. Louis, 17 cars in train, burned 1,008 gallons oil, or an average of .44 gallons per passenger car mile, which is .06 gallon below the goal set of one-half gallon per car mile.

**Lebanon Sub:** Engineer H. SNYDER, fireman W. TYNDALL, train 38, engine 36, Springfield to Newburg, June 28th, handled 360,000 gross ton miles, burned 16 tons coal, performance 89 pounds.

Engineer J. MILLIGAN, fireman CLEARY, train 38, engine 4139, Springfield to Newburg, June 23d, handled 242,000 gross ton miles, burned 11 tons coal, performance 91 pounds.

Engineer A. CANARY, fireman H. BRIDGES, train 38, engine 27, June 22d, Springfield to Newburg, handled 374,000 gross ton miles, burned 17 tons coal, performance 91 pounds.

**Springfield Sub:** Engineer GEORGE THOMPSON, fireman NOBE SUTTON, train extra west, engine 51, June 1st, Springfield to Monett, handled 108,000 gross ton miles, burned 4 tons coal, performance 74 pounds.

Engineer TOM WRIGHT, fireman C. NOBLES, train 38, engine 57, June 8th, Monett to Springfield, handled 123,000 gross ton miles, burned 5 tons coal, performance 81 pounds.

**Clinton Sub:** Engineer LOAFMAN, fireman I. TERRY, train 58, engine 1270, Clinton to Kansas City, July 13th, handled 123,000 gross ton miles, burned 9 tons coal, performance 146 pounds.

Engineer C. RAMING, fireman J. HARRIS, train 58, engine 1266, Clinton to Kansas City, June 12th, handled 136,000 gross ton miles, burned 11 tons coal, performance 162 pounds.

#### SOUTHERN DIVISION

**Willow Springs Sub:** Engineer HEGBERG, fireman SLATER, train 131, engine 4106, Springfield to Thayer, handled 1,500 gross tons, made a performance of 104 pounds per 1,000 g. t. m.

**Memphis Sub:** Engineer McELVANEY, fireman CROSS, train 131, engine 4126, Thayer to Yale, June 4th, handled 2,125 gross tons, burned 13 tons coal, performance 81 pounds per 1,000 g. t. m.

Engineer ANDERSON, fireman WOOLRIDGE, train extra north, engine 4138, Yale to Jonesboro, June 13th, handled 2,600 gross tons, burned 8 tons coal, performance 88 pounds.

Engineer EBERTS, fireman IRVING, train 131, engine 4128, Jonesboro to Yale, June 13th, handled 2,265 gross tons, burned 7 tons coal, performance 88 pounds.

**Tupelo Sub:** Engineer NOLAN, fireman DARDEN, train extra north, Potts Camp to Yale, engine 4140, June 7th, handled 2,060 gross tons, burned 12 tons coal, performance 95 pounds.

Engineer SPENCER, fireman JONES, train 135, engine 4106, Yale to Potts Camp, June 7th, handled

1,735 gross tons, burned 5 tons coal, performance 109 pounds.

Engineer ANDREWS, fireman PRIEST, train 105, engine 1526, Memphis to Amory, June 25th, 9 cars in train, burned 988 gallons oil, performance .80 gallons per passenger car mile.

**Birmingham Sub:** Engineer TOLTON, fireman JOHNSON, train 934, engine 4104, Birmingham to Amory, June 27th, handled 256,935 gross ton miles, burned 18 tons coal, performance 140 pounds.

Engineer BOWERS, fireman JONES, train 105, engine 1526, Amory to Birmingham, June 25th, 9 cars in train, burned 1,008 gallons oil, performance .90 gallons per passenger car mile.

#### RIVER DIVISION

**St. Louis Sub:** Engineer MIKE BARRETT, fireman J. P. SLAUGHTER, train 806, engine 1043, Chaffee to St. Louis, June 24th, 11 cars in train, 1,584 car miles, burned 1,484 gallons of oil, average of .93 gallons per car mile. This train made eight stops and ten slow downs.

**Chaffee Sub:** Engineer WOODS, fireman DARK, train 832, engine 4004, Yale to Chaffee, July 4th, 66 loads and 35 empties in train, a total of 3,072 gross tons, burned 16 tons coal, performance 61 pounds per thousand gross ton miles. Conductor McADAMS was in charge, and advises they were on duty 9 hours.

#### NORTHERN DIVISION

**Kansas City Sub:** Engineer R. ALEXANDER, fireman LITCHFIELD, train 131, engine 4105, Kansas City to Ft. Scott, June 28th, 61 cars in train, burned 8 tons coal, performance 67 pounds per thousand gross ton miles.

Engineer J. KINNEAR, fireman STUCK, train 108, engine 1041, Ft. Scott to Kansas City, June 21st, 5 cars in train, burned 300 gallons oil, performance .60 gallons per passenger car mile. The same crew was on train 112, with engine 1069, June 23d, 9 cars in train, burned 600 gallons oil, performance .67 gallons per passenger car mile.

Engineer W. M. SPENCER, fireman KELLNER, train 164, engine 4124, Ft. Scott to Kansas City, June 21st, 75 cars in train, burned 14 tons coal, performance 70 pounds per 1,000 gross ton miles.

Engineer J. KIRKPATRICK, fireman T. MALONE, train 164, engine 4133, Ft. Scott to Kansas City, June 27th, handled 2,025 gross tons, burned 16 tons coal, performance 80 pounds per 1,000 gross ton miles.

Engineer S. JACKSON, fireman STODDARD, train 131, engine 4160, Kansas City to Ft. Scott, June 21st,

55 cars in train, burned 9 tons coal, performance 93 pounds per 1,000 gross ton miles.

Engineer W. COOPER, fireman S. BRANSTETTER, train 131, engine 4112, Kansas City to Ft. Scott, June 27th, handled 2,135 gross tons, burned 10 tons coal, performance 96 pounds.

Engineer O. NORRIS, fireman H. FLEMING, train 164, engine 4150, Ft. Scott to Kansas City, June 26th, 74 cars in train, burned 20 tons coal, performance 102 pounds. This train handled 3,960 gross tons.

Engineer HYLTON, fireman D. MULANE, train 105, engine 1529, Kansas City to Ft. Scott, June 22d, 11 cars in train, burned 504 gallons oil, performance .46 gallons passenger car mile.

**Ash Grove Sub:** Engineer J. HAWLEY, fireman R. WILLARD, train 136, engine 4123, Springfield to Ft. Scott, June 21st, handled 1,840 gross tons, burned 10 tons coal, performance 104 pounds.

Engineer B. HALE, fireman J. HAWLEY, train 101, engine 1056, Ft. Scott to Springfield, 3 cars in train, burned 495 gallons oil, performance 1.24 gallons per passenger car mile.

**Afton Parsons Sub:** Engineer H. LANE, fireman HORD, train 138, engine 4132, Afton to Ft. Scott, June 27th, handled 2,610 gross tons, burned 9 tons coal, performance 111 pounds per thousand gross ton miles.

Engineer F. CONRAD, fireman F. LONG, train 2/132, engine 4134, Afton to Ft. Scott, June 20th, handled 4,183 gross tons, performance 66 pounds per thousand gross ton miles.

Engineer WOODS, fireman H. TUSSELL, train 182, engine 1003, Joplin to Ft. Scott, 2 cars in train, burned 2 tons of coal, performance 15 pounds per passenger car mile.

#### SOUTHWESTERN DIVISION

**Cherokee Sub:** Engineer W. LIPE, fireman CAUSY, train 438, engine 4117, Tulsa to Afton, June 8th, handled 3,234 gross tons, burned 1,800 gallons oil, or an average of 6.8 gallons per thousand gross ton miles.

Engineer HOGAN, fireman C. DOWD, train 438, engine 4103, Tulsa to Afton, June 13th, 69 cars in train, 3,161 gross tons, burned 1,809 gallons oil, or an average of 7.3 gallons per 1,000 gross ton miles.

Engineer D. BEELER, fireman T. GARRETT, train 439, engine 4146, Afton to Tulsa, June 14th, 2,113 gross tons in train, burned 8 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer J. C. DUBUQUE, fireman C. S. ELY, train 15, engine 1501, Afton to Tulsa, June 7th, 12 cars in train, burned 709 gallons oil, performance

(Now turn to Page 51, please)

## FRANK C. REILLY TO FRISCO'S EUROPEAN POST

Carrying out the policy in connection with the building of the new railroad by Frisco Lines through to Pensacola, Fla., President James M. Kurn on July 18 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 operations of the Inland 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 go 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 alliance which the Frisco has with the Alabama, Tennessee & Northern Railroad Corporation, connecting with the Frisco at Aljeeville, Alabama, which also makes the port of Mobile a proper port of entry and export for account of the Frisco Lines.

This appointment has a special significance in connection with the program of President Kurn to further expand the operations of Frisco Lines.

## THE STORY OF CONSTRUCTION

(Continued from Page 21)

towns and covered their 20 mile residency in Ford trucks—a great improvement over the old days of camps and mule teams.

The work of track laying and ballasting was greatly delayed by floods. Heavy rains set in about the middle of December, 1927, and continued until July, 1928. There were two disastrous floods all along the line, one in April and another in May, 1928, and these were the cause 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 business car on May 29th, and officially opened the line with special trains and excursions June 26-30.

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

## 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 West Texas Chamber of Commerce, June 18, 19 and 20.

The sides of the car were placarded with names of famous Frisco trains, and the occupants were Frisco girls from the Ft. Worth general offices.

Miss Leda Belle Durett is shown at the wheel. The others are Mrs. Coryllye Hedge, the Misses Ethel Freeman, Alba Smith and Helen Horrell.

## 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. Nourse, General Passenger Agent, St. Louis, Mo.

### 1928 CONVENTIONS

Fraternal Order of Eagles, Columbus, Ohio.....	August 6-11
Veterans' of Foreign Wars, Indianapolis, Ind.....	Aug. 26-Sept. 1
National Baptist Convention (Women's Auxiliary), Louisville, Ky.....	Sept. 5
I. O. O. F., Montreal, Quebec.....	Sept. 17-22
American Legion, San Antonio, Texas.....	Oct. 8-12, incl.
Grand Army of the Republic, Denver, Colo.....	Sept. 16-23
United Spanish War Veterans, Havana, Cuba.....	Oct. 7-12
National Dairy Association, Memphis, Tenn.....	Oct. 13-20
International Petroleum Exposition, Tulsa, Okla.....	Oct. 20-29

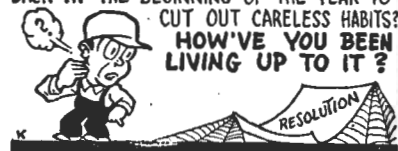
### 1929 CONVENTIONS

Nat'l. Education Ass'n. Dept. of Superintendence, Cleveland, Ohio.....	Feb., 1929
Mystic Shrine (A. A. O. N. M. S.), Los Angeles, Calif.....	May, 1929
General Assembly, Presbyterian Church, St. Paul, Minn.....	May, 1929
Southern Baptist Convention, Memphis, Tenn.....	May, 1929
Rotary International, Dallas, Texas.....	June 3-7
U. S. Junior Chamber of Commerce, Flint, Mich.....	June, 1929
Master Plumbers, Buffalo, N. Y.....	June, 1929
Kiwanis International, Milwaukee, Wis.....	June, 1929
American Institute of Banking, Tulsa, Okla.....	June, 1929
Optimists International, Tulsa, Okla.....	June, 1929
Travelers' Protective Association, Detroit, Mich.....	June, 1929
National Association Retail Grocers, Portland, Ore.....	June, 1929
International Society of Christian Endeavor, Kansas City, Mo.....	July, 1929
Grotto (M. O. V. P. E. R.), Rock Island, Ill.....	July, 1929
B. P. O. E. Grand Lodge, Los Angeles, Calif.....	July, 1929

IT ISN'T SO MUCH WHAT YOU DO, AS HOW YOU DO IT, THAT ESTABLISHES YOUR PLACE IN THE LINE FOR PROMOTION



REMEMBER THE RESOLUTION YOU MADE WAY BACK AT THE BEGINNING OF THE YEAR TO CUT OUT CARELESS HABITS? HOW'VE YOU BEEN LIVING UP TO IT?



## Damage From Rough Handling On Increase

THE monetary amount of damage to cars on Frisco Lines during the first six months of 1928, due to rough handling of these cars, increased 64.1 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 de-

tail 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. If it is not done we will continue to drift along as we are now 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 1928 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 one 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:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED		STANDING DIVISION OR TERMINAL			
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926
TERMINALS															
Springfield.....	3	7	7	\$ 135.00	\$ 865.00	\$ 895.00	391,226	382,620	391,202	.0008	.0018	.0018	1	1	1
Birmingham.....	15	15	28	1,035.00	844.50	3,077.00	364,239	374,483	433,078	.0041	.0040	.0065	2	2	2
Tulsa.....	24	53	106	2,215.00	3,412.50	2,032.00	446,455	416,507	405,259	.0054	.0127	.0262	3	4	4
St. Louis.....	50	40	36	1,179.00	776.00	2,095.00	382,869	375,576	383,026	.0131	.0107	.0094	4	3	3
Memphis.....	66	64	154	3,819.50	1,783.00	6,047.20	422,253	449,800	577,081	.0133	.0142	.0267	5	5	5
Kansas City.....	57	70	101	1,943.00	1,561.50	2,917.00	377,353	344,359	342,378	.0151	.0203	.0295	6	6	6
Total.....	205	249	432	10,326.50	\$ 9,212.50	\$17063.20	2,384,395	2,343,345	2,532,024	.0086	.0106	.0171			
DIVISIONS															
Western.....		1	15		\$ 5.00	\$ 1,857.00	116,089	123,531	122,590		.0008	.0122	1	1	6
Southwestern.....	18	7	106	654.00	190.00	2,639.25	502,660	543,483	555,217	.0036	.0013	.0191	2	2	7
Southern.....	29	24	28	4,982.00	989.50	1,556.00	448,327	460,469	492,841	.0065	.0052	.0057	3	4	3
Central.....	14	11	1	316.00	730.00	15.00	193,158	198,045	204,471	.0072	.0056	.0005	4	5	1
Eastern.....	32	8	21	2,782.50	556.00	414.78	419,229	422,892	439,823	.0076	.0019	.0048	5	3	2
River.....	21	28	23	1,226.00	929.00	644.50	198,541	201,262	232,884	.0106	.0139	.0099	6	6	5
Northern.....	62	73	41	3,611.50	2,562.00	818.00	507,454	488,969	544,507	.0122	.0149	.0075	7	7	4
Total.....	176	152	235	\$ 13,572.00	\$ 5,961.50	\$ 7,944.53	2,385,458	2,438,651	2,592,333	.0074	.0062	.0091			
Texas Lines.....	18	4	12	1,117.00	80.00	183.00	72,416	64,242	73,444	.0249	.0062	.0163			
Bham. Belt.....	2			65.00			10,724			.0186					
Total System.....	401	405	679	\$25,080.50	\$ 15,284.00	\$ 25,190.73									

## FUEL PERFORMANCE RECORDS

(Continued from Page 49)

.77 gallons per passenger car mile.

Engineer J. DWYER, fireman H. DAVIS, train 4, engine 1505, Tulsa to Afton, June 12th, 9 cars in train, burned 550 gallons oil, performance .70 gallons per passenger car mile.

Oklahoma Sub: Engineer W. WEBER, fireman O. FOSTER, train extra west, engine 4121, May 30th, West Tulsa to Oklahoma City, 68 cars in train, 2,205 gross tons, burned 2,215 gallons oil, performance 8.6 gallons per 1,000 gross ton miles.

Engineer ZACHRITZ, fireman B. FIELDS, train 9, engine 1517, Tulsa to Oklahoma City, May 31st, 9 cars in train, burned 1,108 gallons oil, performance 1.04 gallons per passenger car mile.

Creek Sub: Engineer W. SAWYER, fireman J. ICE, train 535, engine 4110, West Tulsa to Francis, June 8th, 62 cars in train, 2,173 gross tons, burned 1,701 gallons oil, per-

formance .7 gallons per thousand gross ton miles.

Engineer N. CARTER, fireman R. CARPENTER, train extra south, engine 4100, West Tulsa to Francis, June 9th, 65 cars in train, 2,288 gross tons, burned 15 tons coal, performance 112 pounds.

Sherman Sub: Engineer FRANK GOODSON, fireman H. FORTNER, train 118, engine 1055, Sherman to Tulsa, 222 miles, handled 2,420 passenger car miles, burned 1,919 gallons oil, performance .71 gallons per passenger car mile. This same crew was on train 117 of May 13th, from Tulsa to Sherman, and made a performance of 1 gallon per passenger car mile.

### CENTRAL DIVISION

Ft. Smith Sub: Engineer BLAKESLY, fireman E. N. STONE, train extra north, engine 1309, Ft. Smith to Fayette Junction, June 15th, handled 1,008 gross tons, burned 3½ tons coal, performance 111 pounds. Conductor H. MARTIN was in charge of this train.

Engineer C. F. BEELER, fireman H. A. BRANNON, train extra south, engine 1336, Monett to Ft. Smith, June 14th, Conductor MONROE in charge of train, handled 164,000 gross ton miles, burned 10 tons coal, performance 121 pounds. Local work was performed at eight different places between Fayette Junction and Ft. Smith. This was an unusually good performance.

Arthur Sub: Engineer J. D. VANWAGONER, fireman L. COWAN, train 705, engine 1405, Ft. Smith to Paris, June 20th, 5 cars in train, burned 5 tons coal, performance 11 pounds per thousand gross ton miles.

Engineer E. O. ELLIG, fireman S. H. WALTON, train extra south, engine 708, Ft. Smith to Talihina, June 22d, handled 73,000 gross ton miles, burned 3½ tons coal, performance 95 pounds.

Fayetteville Yard: Engineer G. BRYSON, fireman H. DAY, engine 579, worked an 8-hour shift, consumed only 2 tons coal. This is an average of 83 pounds per switch locomotive mile.

# The Pension Roll

**JAMES ALVAH WOODSON**, tool room foreman, Springfield, Mo., was retired May 31, 1928, due to his having reached the age limit. He was born May 10, 1857, 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. K. C. & U. 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. F. S. & 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 25, 1889, he married Julie D. Wray of Moberly, Mo., and to them were born two daughters. Mr. and Mrs. Woodson reside at 945 West Walnut Street, Springfield. Continuous service of 42 years and 9 months entitles him to a pension allowance of \$101.95 a month, effective June 1, 1928.



J. A. WOODSON

**SAMUEL ELMORE BAER**, clerk in the accounting department, Springfield, was retired May 31, due to his having reached the age limit on May 24. He was born May 24, 1858, at Dartrtown, Ohio. His father was a farmer and he received 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 clerk for the Springfield Mercantile Company. He was in the grocery business from



S. E. BAER

*Five Frisco Lines veteran employees with combined service of 139 years and 7 months were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held June 14, 1928, at the St. Louis general office.*

1886 to 1896, and for the year 1896-1897, he served in Louisiana on a boat. On December 1, 1898, he came with the Frisco at Springfield as a wheel clerk. He served as M. C. B. and A. R. A. clerk until his retirement. On October 10, 1885, he was married to Rose L. Hobeck of Springfield and to them was born one daughter. Mr. and Mrs. Baer reside at 1109 North Clay Avenue, Springfield. Continuous service of 29 years and 6 months entitles him to a pension allowance of \$45.65 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 63 years of age, born October 22, 1865, near Cedar Grove, Ind. His father was a farmer, and he received his education at Ainsworth, Iowa. At the age of fifteen he began his service as an operator with the C. R. I. & P. Railroad. He served the Rock Island, the C. T. P. M. & O., M. K. & T. and Santa Fe before coming to the Frisco as night operator at Joplin, January 19, 1901. He served the Frisco at Monett, and Springfield and was third trick operator at the passenger depot, Springfield, from November, 1916, until December 16, 1927. On November 21, 1887, he married Miss Maud N. Raber of Newton, Kansas, and to them were born a son and daughter. Mr. and Mrs. Whitney reside at 1814 North Main Avenue, Springfield. Continuous service of 26 years and 9 months entitles him to a pension allowance of \$39.95 a month, effective March 1, 1928.



C. D. WHITNEY

**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 15, 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 for a nursery 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 3, 1910, in which capacity he served until his retirement. On June 28, 1905, he was married to Laura E. Wood of Kansas City and to them was born one daughter. Mr. and Mrs. Ward reside at 4215 Wayne 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.



C. M. WARD

**JAMES COLUMBUS SWICKARD**, B. & B. foreman, Northern division was retired May 31, 1928, due to his having reached the age limit, May 1. He was born May 1, 1858, at New Somerset, Ohio. His father was a farmer and he was educated in the schools near his home. His first service was in 1881, with the old Ft. Scott & Gulf, later the Ft. Scott & Memphis Railroad, as bridge carpenter. When the Frisco took over the Ft. Scott and Memphis, he was given the title of bridge inspector on the Northern division. He also served as plie driver foreman, general foreman B. & B., bridge foreman, and B. & B. foreman on the Northern, Eastern, Southwestern, Western and Cen-



J. C. SWICKARD

tral 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 Picher Street, Joplin. Continuous service of 16 years and 6 months entitles him to a pension allowance of \$27.90, effective June 1, 1928.

## In Memoriam

### SYLVESTER ELVIS CAMBRON

SYLVESTER ELVIS CAMBRON, pumper, River division, died in St. Louis, on June 23rd. Mr. Cambron was born November 2, 1857, at St. Mary's, Mo., and entered the service of the Frisco on May 1, 1908, as a helper in the roundhouse at Hayti. He later took the job of pumper at Morley, where he remained for practically 20 years. He was retired on pension December 1, 1927, and up to the time of his death he had been paid a total of \$140.00.

### CHARLES EDWARD PRETTYMAN

CHARLES EDWARD PRETTYMAN, pensioned agent died on June 23. 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 16, 1923. When retired he was the oldest pensioner in point of continuous service, having to his credit when retired, 50 years and 1 month. His pension allowance was \$80.40 a month and up to the time of his death he had been paid a total of \$5,226.00. 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 50 years and 1 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 store helper died at Tulsa, Okla., July 1. He was born in St. Louis, March 23, 1858, and entered the service of Frisco Lines in 1908, at Springfield, as a laborer in the store department, and also as a checker in the Springfield storeroom. He served for a time at Lindenwood. He was retired from active service April 1, 1928, and up to the time of his death he had received a total of \$60.00.

## THE FIRST EPISTLE OF PETE, THE PULLMAN PORTER

They calls me Pullman Porter Pete,  
I works trains 9 and 10  
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 crazy bus he rides  
to earn his ham and eggs.  
It is the finest thing on wheels  
that ever man devised,  
And don't 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 dally 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 workin' folks,  
to feed and keep us warm.

I'm thankful nature exercised  
on me her noblest care,  
And tarred me with her magic brush  
and gave me kinky hair.  
For in convention railroad men  
did wisely choose the black,  
To supervise the Pullmans  
as they speed upon the track.

Now tho I'm all important,  
I must say no more of self,  
But tell you of the Frisco Lines,  
and lay "me" on the shelf:  
I never was a Billy Brag,  
and never one I'll be,  
A Booster for the Frisco Lines,  
and nothing less—that's me!

To ride the Frisco Pullmans  
is like sailin' in a ship,  
(No folks I ain't a-shootin' off  
to get your dollar tip);  
But I just want you to know the facts,  
exactly as they are,  
So that you'll ride the Frisco Lines,  
and patronize my car.

Why 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 is so much the Frisco Lines,  
to Hell 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 twine,  
And when the Ozark sunlight  
wakes you up again you feel  
The inner man a-knockin',  
for a hearty mornin' meal.

To travel via Frisco Lines  
doesn't cost a penny more,  
Than by the ordinary roads  
which make you tired and sore.  
Besides you've comfort through the  
night, and scenery by the day,  
So when you're ridin', why not ride  
the safe and only way!

I've traveled every country,  
and I've sailed the seven seas.  
The mountains that I've climbed in-  
clude the Alps and Pyrenees.  
Who says these have the Ozarks skin-  
ned 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.  
Altho it is a well known fact  
(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 lieth Pullman Porter Pete,  
who never told a lie,  
He would have made a million  
writing poetry for the press,  
But his purpose was so big  
a million lacked attractiveness.

## PRAISES FRISCO HOSPITAL

Shepard B. Smith of Kansas City, Frisco pensioner, in a letter to Dr. R. A. Woolsey, 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, internes 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 employes maintain an institution of this kind and feel that those who benefit from it owe a great debt.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## 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 vitamine content is high, and vitamins 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 delicious omelets, or in 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,  
 $\frac{1}{4}$  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 tablespoons granulated gelatine,  
 $\frac{1}{2}$  cup cold water,  
 1 pint boiling water,  
 Juice 2 lemons,  
 Juice 2 large oranges.

Soften gelatine in half cup cold water, then add the boiling water and sugar. Stir until gelatine is thoroughly dissolved. Add the fresh fruit juices, pour into a mold and chill until firm. This is nourishing and delicious, 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

$\frac{1}{4}$  cup cooked rice,  
 1 cup scalded milk,  
 1 egg,  
 3 tablespoons sugar,  
 Salt,  
 Vanilla,  
 $\frac{1}{2}$  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 small 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.

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 no excuse for throwing away small amounts of left-over 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 the salad course arrives, the diners are fairly well nourished. A crisp and decorative salad, then, piquant 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 hostess learns a few really "dressy" dressings. Here are a few, especially designed to serve over a simple green.

### Thousand Island Dressing

$\frac{1}{2}$  cup oil,  
 Juice  $\frac{1}{2}$  lemon,  
 Juice  $\frac{1}{2}$  orange,  
 1 teaspoon grated onion,  
 3 teaspoons chopped parsley,  
 $\frac{1}{4}$  teaspoon mustard,  
 8 olives, sliced,  
 1 teaspoon Worcestershire sauce,  
 $\frac{1}{2}$  cup mayonnaise,  
 $\frac{1}{4}$  teaspoon salt,  
 $\frac{1}{4}$  teaspoon paprika.

Mix dry ingredients, dissolve them in fruit juices, put all together into a jar. Adjust cover with rubber (two rubbers may be needed) and shake until the mixture is smooth. Set in ice box to keep cold until time to serve. Another shaking 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 or vinegar, and the real epicure always insists 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  $\frac{1}{4}$  teaspoon curry powder and  $\frac{1}{3}$  cup drained chutney or chopped pickle to 1 cup mayonnaise or French dressing.

### Roquefort Cheese Dressing

Grate 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 and beat or shake until well mixed.

### Sweet Pepper Dressing

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

Peanuts, salted or fresh shelled nut meats, bits of candied cherry or preserved ginger, disks of hard boiled egg, sliced olives, pearl onions or chopped cold boiled beets that have stood in vinegar and brown sugar for several hours are all toothsome and decorative additions to a plain French dressing—but not all at one time!

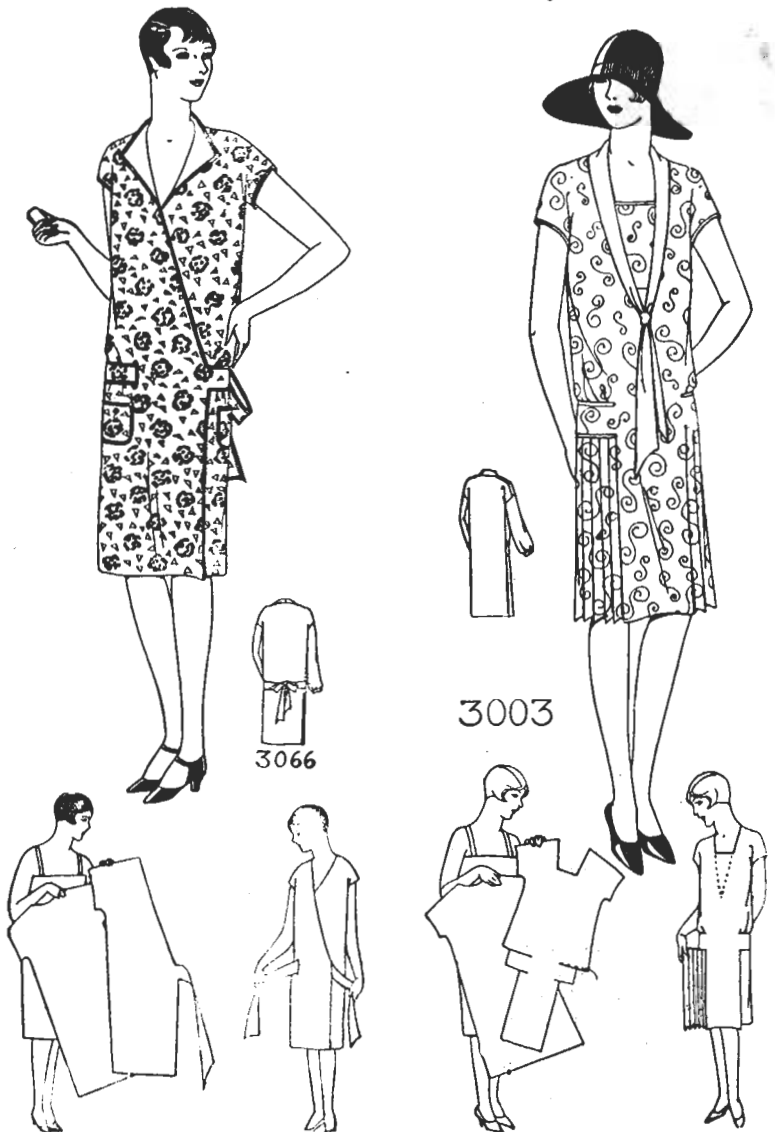
### Try This In Your Coffee

Did you ever taste a cup of coffee with cream floating on top?

If not, try this method of putting cream in your next cup? First 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.

## Cool Summer Frocks



### DESCRIPTIONS

White linen printed in soft red tones, decidedly attractive, is the medium chosen for a slenderizing model for the busy housewife. The fronts have attached tiestrings that slip through slashed openings and tie in youthful bow at back. It can also be made with long sleeves. Printed sateen, cotton broadcloth in pastel shades, pongee silk, raven crepe in jacquard 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  $2\frac{3}{4}$  yards of 40 inch material with  $\frac{1}{2}$  yard of 20 inch contrasting.

Popular sports dress with a snug fit through the hips and youthful

pressed plaits as each side of center-front. Design No. 3003 features the flattering square neckline, completed with attached collar that terminates in a scarf tie. Printed silk crepe, navy blue georgette crepe, printed linen, printed Celanese voile, buttercup yellow flat silk crepe, striped shantung, silk pique in pale blue, crepe satin in yellow beige and men's silk shirting are interesting suggestions. Pattern in sizes 36, 38, 40, 42, 44 and 46 inches bust measure. The 36 inch size requires  $3\frac{1}{2}$  yards of 36 inch material with  $2\frac{1}{4}$  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.



# A TALE OF FIVE MICE

A STORY OF MOUSE EDUCATION  
(By the Twilight Lady)

"**W**ASH 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 house-keeper 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 long tail. Frisky followed. They made 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

was lifted up—up and up, and he found himself staring with his beady little eyes nearly popping out of his head, into the face of a little blue eyed boy not more than 12 years of age.

Frisky backed into the hand as far as he could, his little heart thumping hard.

"He's only a little baby, Bobby. Be careful of him", said another voice.

"Oh mother, let me put him in a cage and tame him", said the first voice.

"All right", said the second one.

And Frisky found himself sailing through air, away up off the ground, held tight in the little hand. In a few moments he was deposited in a cage. He crawled over in one corner and sat very still. What would his mother say? Would they give him to Tommy the cat? Why did he leave Tubby, and where did Tubby go? He sat very still, and most of all the boy who was leaning over his cage, gazing intently at his sleek little body.

In the meantime Tubby was frantically searching for his little brother. Unable to find him and hearing footsteps on the walk he hurried back to the home where he aroused Mother Mouse, and told her he had lost his little brother.

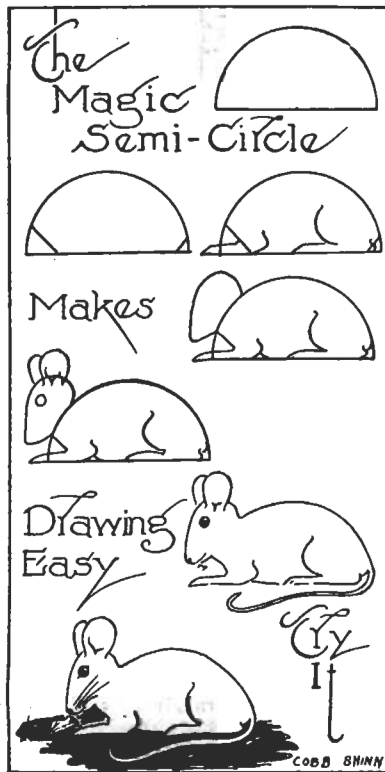
"Oh dear—oh dear!" she cried. "Why didn't you watch the walk and stop, look and listen before you crossed the path? Now my darling child is gone—perhaps he's in Tommy's stomach by now, oh dear, oh dear! I'm going out to look and don't a one of you children leave this house until I get back."

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



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.

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.

Then all at once a voice said, "Oh mother, look at the little mouse", and a little hand reached down and Frisky

## 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, sons of Mr. E. C. Heard, completion report clerk, Chaffee; Betty Jane Ringo, age 3½ years, daughter of J. F. Ringo, car inspector, Birmingham; Evelyn Ferguson, 4-year-old daughter of Mr. James Ferguson, engineering department, Chaffee; Roy Allen Nuttall, age 6, and Frances Merle Nuttall, age 4, children of R. P. Nuttall, locomotive painter, Enid.

Bottom Row, left to right: Robert, Jr., age 7, Frank, age 5, and Ann Louis, age 3, children of Mr. R. E. Breedlove, chief clerk to Master Mechanic, Chaffee; Jean Acker, 5-month old daughter of S. H. Acker, assistant test engineer, mechanical department, Springfield; (Insert above) Mary Ann and Buddie Bisplinghoff, children of Brakeman Fred Bisplinghoff, of Chaffee; Jimmie and Beverley Ann Morgan, son and daughter of Mr. G. A. Morgan, ticket agent, Chaffee.

piece of bread crumb. "Why Frisky, where have you been—how you have 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, Tubby, when we got lost in the garden? Well, the little master of the house picked me up. He 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 arm and up on his head and neck. Now we are good friends and the minute he lets the cage open I run out and jump up without his asking me to."

"Oh!" gasped Mother Mouse, "but where is Tommy the cat all this time?"

"Just rest easy Mother dear. When-

ever 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 you know what that means! I'll keep the coast clear of Tommy the cat and you and the family can come and visit me."

"Hooray", said all the little mice, "Hooray!"

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.

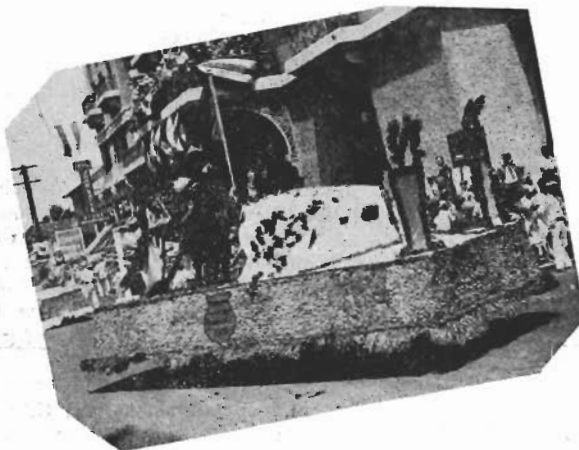
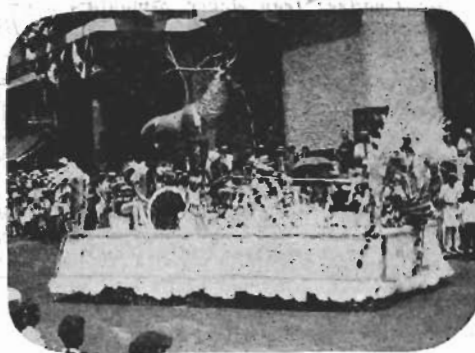
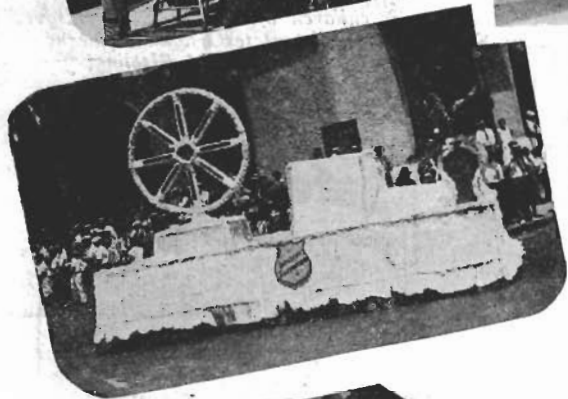
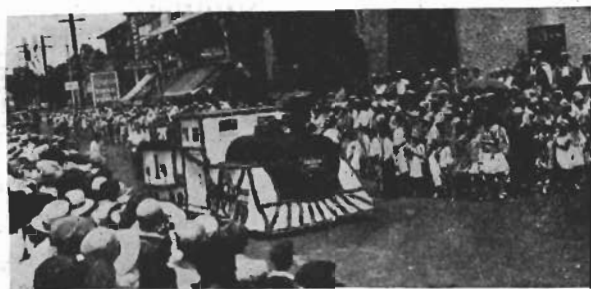
And not even Frisky knew that the little master often watched this procedure, and never once let Frisky know that he was in on the secret of the mouse family.



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

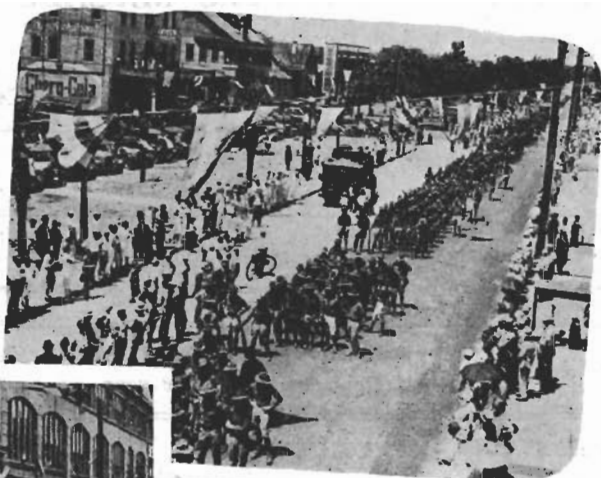
Clergyman: Good gracious! Why?

Mr. Macdonald: Then the fowls can pick up the rice; we wasted a deal last time.—London Opinion.



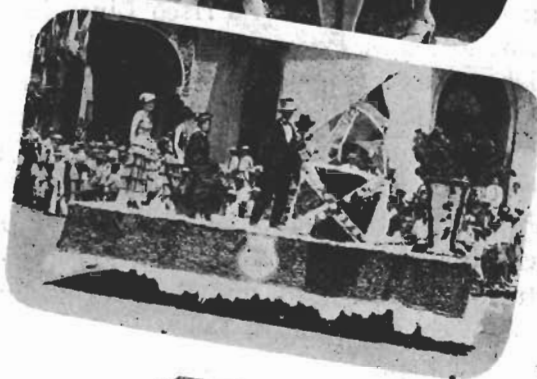
## Views of Enthusiastic Frisco

(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 prize winner. Chairman Brown and President Kurn in the reviewing stand as the parade passes. Three beautiful Pensacola maidens invite you to motor boat on Pensacola. Another float depicting the transportation industry. The Elk's Club float, winner of first prize. Dozens of automobiles carried the visitors in the procession. An historical float depicting Pensacola in 1528, 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 1763 was cleverly depicted. Pensacola's outdoor athletic activities were strikingly shown by more beautiful girls.



**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

743 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

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Vol. 5

AUGUST, 1928

No. 11

**A Dedication**

IN 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 Kurn 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 79 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 elation 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 our officers have 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 other necessities of the writing fraternity, the correspondents loaded 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.



### Bills and Wings

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

"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."

### Looks and Looks

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

### Take 'er Along

"Alice, 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 in the car "Aloha", that the car be rechristened "Anuppah."

—Railway Age.

### Writer Unknown

Rastus: "Ah needs protection, suh! Ah gone done got a unanimous letter which says, 'Nigger, let mah chickens alone.'"

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

Rastus: "How I's gwine to know whose chickens I's got to leave alone?"

### Double Outy

"Say John, don't worry about the \$25.00 you owe me?"

"Why, why—what do you mean?"

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

### Some Speed

Skipper of sailing vessel, to Rastus, who had never before made a sea trip: "Rastus, hold this wheel until after I have supper and be sure to keep the bow of the boat pointed at that bright star ahead."

Rastus: "Ah sure will, boss."

A half hour later the Skipper returned, saw that the ship had turned half way around and said angrily to Rastus: "Rastus I told you to keep the ship pointed at that bright star. Why didn't you do it?"

Rastus: "Boss we done passed that star 'bout twenty minutes ago."

### Elementary Electricity

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

There are many kinds of loud speakers not all on radio sets,

A conductor is sometimes a copper wire or thumb screw or hook,

An insulator is always an empty pocketbook.

—Southwestern Tel. News.

### Ok With Them

She: "Is this the Weather bureau?"

He: "It is."

She: "How about a show night?"

He: "Sure its all right with take it if you need it."

### It's True

"Why did you give up golf?"

"The liquor was killing me."

### Just One Picture

It has been announced that decoration at the Republican tion hall at Kansas City was a of President Coolidge. Scarc other development is keeping with the growing popularity cial refrigeration.

### Going Out and In

Hair dressers say that bob is going out. Parents interv the subject say that it is not ing out but not coming in at like a reasonable hour.

### Sour Grapes

Husband: "Goodbye dear work yourself to death while the office."

Wife: "Goodbye, dear, dreams."

### Income Tax

We have just heard of a Sc who inherited a million dollar refused to accept it because h have to pay too much incom the principal.

### Aint We Got Fun

When I ride on the top of a bus,

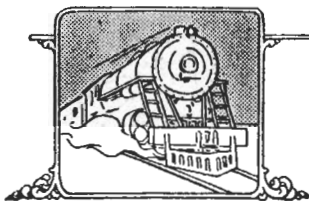
My heart in my throat reje I can see all the sights of what's more,

I can spit on the top of Royces.

He: "Dearie, I must marry

She: "Have you seen fat

He: "Sure, but I love you same."



# The FRISCO MECHANIC

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



## F. A. BEYER RETIRES

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

**D**UE to the retirement of F. A. Beyer, superintendent of the West Shops, Springfield, several appointments were announced from the office of H. 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, 1909 to October, 1910; general foreman, West Shop, October 1910 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 Sherman, Texas.

W. G. Hall, assistant master mechanic at Monett took the position vacated by Mr. Surles and Mr. M. L. Crawford, took Mr. Hall's place, having been transferred from the position of general foreman at Ft. Smith, Ark.

## A CHAMPION DECLAIMER

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

## IN FRISCO HOSPITAL

The following list contains the names and occupations of patients confined in the Frisco Employees' Hospital in St. Louis as of July 20. They will be glad to hear from their friends:

C. J. Egli, Clerk, St. Louis, Mo.; Fred Floyd, Laborer, Foreman, Ark.; Henry Hodge, Fireman, Newburg, Mo.; I. G. Holt, Foreman, Springfield, R. Galbraith, Machinist, Springfield; J. S. Brown, Car Inspector, Kansas City; C. H. Hinkle, B. & B. Carpenter, Kansas City; R. F. Davis, Boiler Maker, Springfield, Mo.; A. Wucker, Painter, Cape Girardeau, Mo.; Tom Toolis,

Laborer, Tulsa, Okla.; M. C. Steedman, Trav. Auditor, Hugo, Okla.

E. A. Harbin Operator, Crystal City, Mo.; Geo. Blackwell, Laborer, Monett, Mo.; E. F. Carlson, Boiler Maker, Memphis, Tenn.; M. J. Malone, Carpenter, Amory, Miss.; G. W. Hall, Pumper, Leachville, Ark.; R. A. Smith, Laborer, Chickasha, Okla.; R. H. Stratton, Boiler Maker, St. Louis, Mo.;

H. T. Shaup, Engineer, Birmingham, Ala.; C. A. Craig, Wire Chief, Springfield, Mo.; F. E. Schoeneman, Stat. Engineer, St. Louis, Mo.; F. J. Ketchum, Bridge Foreman, Potosi, Mo.; R. M. Hugunin, Painter, Kansas City; H. Russell, Shovel Engineer, Springfield; C. D. Cochran, Special Officer, St. Louis, Mo.

## Frisco Mechanic Family News

### WEST SHOP NEWS

EDWARD KLINE, Reporter

Not much happened at our train factory during July. Everybody is back to work after vacations. They all report an enjoyable time.

Joe Goodrich, clerk in our office, spent several days in Newburg, Mo., St. Louis and Memphis, recently, visiting friends.

C. E. Grundburg is spending his vacation where the woodbine twineth, in the wilds of Phelps County, Mo., where the hoot owls are large and the ticks get the size of quarters.

Lloyd Lamb, chief clerk to superintendent, and wife, recently spent a few days in Tulsa. Mr. Lamb is planning a trip to Chicago.

Wilson Mills said he had a wonderful time on his trip to the West, made recently.

### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. and Mrs. Sherman Yelton are the proud parents of a new baby boy, born June 14, 1928.

Chas. Fitzgerald, sheet metal worker, is now laying off account of sickness in his family.

Col. Chas. Todd is back on the job after a 30-day leave of absence.

Orville L. Larimore, second-class machinist, visited home folks at Conway recently.

R. L. Painter, assistant roundhouse foreman, better known as "Hap", spent his vacation out on his plantation in the wilds of Big Piney.

Elmer L. Dillon, locomotive inspector, spent the Fourth in Springfield.

W. L. Flint, locomotive fireman, and W. S. Rinck, car repairer, and families spent the Fourth of July at the Salem picnic.

O. E. Drown, third-class machinist, Mrs. Drown and daughter Olive, spent a day in St. Louis recently on business.

Messrs. F. G. Lister, chief engineer, J. K. Gibson, assistant to superintendent

of motive power, and Dr. Fessenden, chief surgeon at Springfield, G. C. Hughes, general foreman, and I. E. Fuller, first-class machinist of this point, spent one day last week at Crooked Chutes on a fishing trip and outing.

Henry Hodge, stationary engineer, is on the sick list at the Frisco Hospital, St. Louis.

Geo. J. Wissbaum, first-class machinist, died in the Frisco Hospital, Sunday, July 1, at 8:10 a. m. The remains were brought to Lebanon and interment was made at the Lebanon cemetery. Those attending the funeral from this point were: Mr. and Mrs. D. B. Ege, Mr. and Mrs. F. R. Short, Mr. and Mrs. C. D. Ward, Mr. and Mrs. E. L. Dillon, Mr. and Mrs. A. C. Trotter, Mrs. Harvey Wilson, Mr. J. O. Walters, Mr. F. Boudinot. The shop employees extend their sympathy to the bereaved family and relatives during their sad hours.

Mrs. Chas. Fitzgerald underwent an operation for appendicitis in the St. Louis Frisco Hospital recently, and is getting along nicely at this time.

L. O. Cook, locomotive carpenter, has purchased the Van Elting property near highway 66, and has moved his family there. Mr. Cook intends to rejuvenate the sheep industry in this section within a short time.

Dan T. Gorman, of Springfield, has accepted the position of first-class machinist at this point, made vacant by the death of Mr. Wissbaum.

I. A. Ormsby is driving a new Durant sedan.

### LOCAL No. 1—SPRINGFIELD, MO.

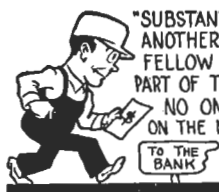
"In the Heart of the Ozarks"

JACK STEWART, Reporter

Mr. J. Adams, south forge shop foreman, is on his vacation now. Mr. D. O. Craig is acting foreman during his absence.

Mr. E. E. Gooch, south shop, accompanied by his wife, journeyed to West Plains recently to visit Mrs. Gooch's parents.

Jess Minnick and John Kellogg went



"SUBSTANTIAL CITIZEN" IS  
ANOTHER NAME FOR THE  
FELLOW WHO SAVES A  
PART OF THE WEEKLY INCOME.  
NO ONE EVER GOT RICH  
ON THE MONEY HE SPENT

fishing over the Fourth at White River dam and report good luck.

Mr. Thos. Reynolds and party journeyed to Joplin, Mo., July 8, to attend a ball game between Springfield and Joplin.

Mr. Julius Chastine has had as his guest for the past two weeks his son from Washington, D. C.

Mr. Jack Frost was a visitor at the shop recently. Mr. Frost isn't able to work on account of an auto accident recently.

Mr. J. W. Thompson announces the marriage of his son, Walter, to Miss Juanita E. Mack, of Cabool, Mo. Miss Mack is a recent graduate of Michigan University at Ann Arbor. Mr. and Mrs. Walter Thompson plan to make their home in Boston, Mass.

Chief Nickolson is driving a new Star coupe.

Local Number One met May 29 at 8:00 p. m. A large crowd attended. At this meeting it was decided that there would be no Frisco picnic this year.

T. O. Chapman spent July 8 in Kansas City.

Mr. Hugh Doran, south shops, has had as his house guest for a few days his sister, Mrs. Scott Pemberton, of Chaffee, Mo. Mrs. Pemberton has returned to her home.

Mr. Tony Avers has the heart-felt sympathy of the south shops during the illness and death of his mother.

A family reunion of the Doran family was held June 27, at Fitzpatrick Park, south of Springfield. About 100 members attended.

Mr. Finis Littrell journeyed to his home over the 4th.

Mr. Homer Kerr was off for a few days on account of sickness, but is on the job again now.

The south shops witnessed a second flood of the year. This time the water was about 8 inches deep in all the shops because of the Jordan River going over the banks at the head end of the yard.

Local Number One extends their sympathy to Mr. Sam Robertson and family on the death of their mother and wife July 11th.

Mr. Robert McCauley has returned from a visit with relatives at St. Mary's, Kansas.

#### "Card of Thanks"

Your kind sympathy has been received and is deeply appreciated.—John C. Avers, Sr., and children.

Mr. and Mrs. Donald Thompson, 1027 Mt. Vernon street, announce the birth of a daughter, Donna Sue, July 9. Mr. Thompson is the son of J. W. Thompson, general foreman, south shops.

Local No. 1 met in regular session at 1126 North Boonville Ave., July 13, 8 p. m. Meetings are being called at 8 p. m. during the summer months.

Thomas Reynolds, president of local No. 1, tendered his resignation at this meeting. A large crowd was in attendance.

Harry Brown, chief clerk to superintendent south reclamation plant, is spending his vacation away from Springfield.

Horace Abernathy, south shops, announced his marriage to Miss Ethel Faulkner.

The south shops boys extend their sympathy to Albert Jarrett in his sadness, owing to the death of his mother. Mrs. Dianna Jarrett, July 8th.

### MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Engineer H. H. Martin has just returned to work after spending 30 days' vacation in Washington and Oregon.

Sorry to report that Engineer R. B. Spence is off account of death of his brother.

Engineer John Page left for St. Louis hospital today. We hope he recovers from his trouble and is back on the job soon.

Geo. Howe, car inspector, and Guy Bordwine, caller, left today for St. Louis hospital. Best wishes for a speedy recovery for them.

T. W. Freeman and Chas. Fisher, firemen, have just returned from the Fireman's Convention at San Francisco.

Mrs. K. M. Corse also attended the Fireman's Convention at San Francisco. Mr. Corse met her in Los Angeles and spent a fortnight there.

Walter Reams, machinist, is now in a local hospital where he underwent an operation. We hope he is able to return to work soon.

J. C. French, machinist, is spending his vacation in Chicago and other northern cities.

Frank Howerton, fireman, is off at present, account sickness.

W. L. Childs, boiler foreman, has just returned to work after his vacation, which was spent at home, resting.

Jas. L. and Clay Nash, car carpenters, who recently returned to West Tulsa are back with us again, this time to stay.

Miss Geraldine Woods, steno to general foreman, was called to Hugo recently account of death of her brother, John Nelson, a former Frisco employe. We all extend our sympathy to Miss Woods.

The shop crafts extend their utmost sympathy to Mr. and Mrs. Dennis Howard, who lost their son recently.

Russell L. Jones, coach cleaner, has just returned to work after spending about three weeks in the western part of the state on vacation.

Jack Tinnell, switch fireman at Lawton, is off account of sickness which we hope is not serious.

Ye scribe was one of the near six hundred employes who had the pleasure of attending the shop crafts annual picnic at Lawton, Sunday, July the 15th, which was beyond a doubt one of the most successful affairs of the season. A special train was furnished by the management, consisting of 9 coaches and one baggage car, for which the shop crafts are very grateful. Engineer L. E. Wham, fireman Paul K. Harwood, conductor John Berry, and brakemen Chriss Seal and Guy Antle donated their service to this train, which was highly appreciated. After this train arrived at Lawton, basket lunches were spread in the city park there. After this automobiles were furnished by the chamber of commerce of Lawton and all who cared to do so were taken on a wonderful drive through Ft. Sill, game reserve, Medicine Park, Craterville Park and many other places of interest. The spirit manifested by the city of Lawton as 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 with the Indian reservation that afternoon and, as usual, the Frisco boys won by a big score. The entire day was filled with one continuous round of pleasure. The committee, Mr. A. K. Watters and Mr. A. C. Cooper, left nothing undone to make this picnic one of the best ever held. This was attended by employes from all departments over the entire southwestern division and many other places on the railroad.

E. W. Swain, general foreman, is spending his vacation in Chicago and other places in the east.

### WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

All of the boys are back on the job feeling fine and full of pep after their two weeks' vacation.

While some of the boys enjoyed trips, most of them stayed in the Ozarks and some good fishing was reported.

Harry Holden, mill and cabinet shop

foreman, with his wife, spent a few days visiting in Tulsa.

L. L. Stow, truckman and family, visited relatives in Ellsworth, Kansas.

We are sorry to report that R. E. Osburn, carpenter, is off on account of sickness.

Ernest Waggoner, upholsterer, spent a short vacation in Tulsa.

Ralph Ruggles, carpenter apprentice, and Mrs. Ruggles, recently visited friends and relatives in Ft. Worth, Texas.

J. W. Wilks, coach carpenter, who has been off for the past six months on account of injury is with us again. All of the boys are glad to see Jim back.

Mr. and Mrs. Ralph Knox recently went to Wichita, where they visited friends and relatives. Ralph is one of our popular piecework checkers.

Robert Kellogg, carpenter apprentice, recently lost a week from work, being unable to wear his shirt over a bad sunburn.

John Tindall, supplyman, enjoyed a two weeks' vacation visiting in Wichita, Kansas.

George Ruggles, cabinet maker, visited his old home in Arkansas recently.

Harry Holden announces that he is now a grandfather, which he says, entitles him to collect the cigars.

Roy Triplett, lead carpenter and wife, took an extended trip through Indiana, Tennessee and Florida during the latter part of June.

### NORTH BACK SHOPS SPRINGFIELD, MO.

ALEX WATT, Reporter

Mrs. S. E. Gillette, wife of car carpenter, is spending a few weeks with her sister near Spokane, Mo.

H. E. Widmeyer, steam derrick engineer and wife, is visiting Mrs. Widmeyer's sister in Weiser, Idaho. She will return about the first of August.

Mrs. Tom Norman, wife of Tom Norman, truck man, is visiting a sister in Ottawa, Kansas.

Sam Fowler, north side apprentice, spent July 1 with his parents near Forsyth.

Sherman Ellis, electrician, spent Sunday, June 24, with his parents, Mr. and Mrs. J. A. Ellis, at Pittsburg, Kansas. Sherman reports a big birthday dinner, which was in honor of his mother and himself, whose birthdays are only two days apart.

George A. Barclay, car carpenter, and wife, returned July 5 from Tryon, Oklahoma, where they have been visiting Mr. Barclay's father.

Frank Sowards, wife and children, have gone to Madera, California, and other points to visit Mr. Sowards' father and other relatives. They expect to be gone sixty days.

Homer Davis has returned from an inspection trip at Michigan City, where he inspected new box cars.

Chas. Palmer and son Donald, an old Frisco car carpenter, who has been working the last few months at Fort Smith, has again been transferred to Yale. He stopped here long enough to say hello, and to tell us how hot it has been at Fort Smith.

Maud Robberson, daughter of Rufus H. Robberson, is visiting her brother in Rosebud, Montana.

On July 5, Mr. Harry Harrison addressed the carpenters in the north car yards with an accident prevention talk.

The Basham brothers, Edward J. and Ernest, employes of the special equipment department, have returned from a trip of several days' duration in St. Louis and vicinity.

Since our last report Mr. and Mrs. Levi L. Newkirk announce the birth of a baby girl on June 22. They have named her Maydean. Mr. Newkirk is a car carpenter.

## LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Mrs. Lee Hutton is in Texas spending a few weeks with relatives and friends.

Wheat shipping has already started on the Frisco Lines in Oklahoma and it is reported that in spite of the rains more wheat will be shipped out of Oklahoma than there has been for several years.

The brick layers have started on the new Frisco freight house. The building is 142 feet by 30 feet—a one story brick structure with a gravel roof.

Claude Steele and Frank McDonald are now on their vacations.

Harold King of Ft. Scott is now employed as extra machinist.

Mrs. M. Murphy was a guest of Kansas City relatives recently.

## LOCAL No. 14—PENSACOLA

R. P. CARTER, Reporter

Mrs. W. D. Van Sickle is visiting her mother in Sherman, Texas, and expects to be away a month.

Ed Shell has been ill for several weeks, but is able to be back at work at this writing.

We are very glad to welcome R. E. Wooten, machinist from Sherman, Tex., into our local organization. Hope he will like Pensacola and that his stay will be permanent.

Brother Frank Junkins, general chairman, system committee of our association, paid us a very pleasant visit the second week in July. Glad to have you, Brother Junkins, and hope you will come back soon.

Richard Carlton, machinist from Memphis shops, has been transferred here, and we are delighted to have him with us. We need some more good men to help boost our local.

George Payne has purchased a new car. We are all waiting for an invitation to take a ride, so don't disappoint us, George.

Bert Spillman's little daughter unfortunately got a piece of glass lodged in her throat a few days ago and cut her throat pretty severely, but we are glad to report that she is now recovering very nicely.

Mrs. W. E. Napier, sister of Mrs. R. P. Carter, of Memphis, Tenn., and son, Vernelle, are visiting Mrs. Carter in Pensacola.

MECHANICAL DEPARTMENT  
TULSA, OKLA.

HENRY PHILLIPS, Reporter

Local No. 17 held a picnic at Crystal City Park the last day of June and all reported a very good time. Everyone present received all the ice cream and lemonade they wanted. There were all kinds of stunts and the winners received prizes. One of the main events was the base ball game between the roundhouse and car department employees. Of course it goes without saying, the roundhouse won. The Tulsa shops are blessed with a real live bunch of men. This was our first picnic held since Sapulpa and Tulsa locals were consolidated, and we hope to make the next one even better.

M. E. Leverett, machinist, is planning on taking a 30-day leave of absence.

P. J. O'Brien, boilermaker, has just returned to the job after having been confined in the Frisco hospital for some time. Pat says he was never treated so well any place, as he was down there and he advises all that are ailing, to go there.

Henry Phillips, machinist, is taking a 30-day leave. He plans on spending

15 days at Fort Sill and the rest of the time at his home.

## HAYTI MECHANICAL DEPT.

THEON STRACK, Reporter

We are back again after missing a month's news in the magazine, due to the fact that the reporter got married and was away on his honeymoon in Miami, Florida. The boys in the shop were quite profuse in showering the writer with congratulations and wishing for himself and bride much happiness as they journey along together.

J. E. Stout, locomotive inspector and extra foreman from Chaffee, is here working the vacancy of our foreman, F. C. Larson, who is spending his vacation among relatives and friends in Kewanee, Illinois.

J. J. Appling, day machinist, is back after having spent ten days vacation in Springfield, Mo.

Mrs. Walter Shanks, wife of our boilermaker, who underwent a serious operation in the Frisco hospital in St. Louis recently, is home again and much improved.

M. W. Rhodes, machinist, is back at work after being off a week on account of sickness.

The water service men have just completed a new overhead steam at our shops and will soon connect it up just as soon as the new stationary boiler is installed.

You will note from the heading of this report that this local has been numbered 33. We are planning to hold regular monthly meetings in the future. Would be glad to correspond with any of the other local officers.

SOUTH TRAIN YARDS  
SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Walter Beshers, night car foreman at south side, Springfield, recently underwent an operation for appendicitis, and is improving very nicely. And we hope he will soon be out again.

Jesse Bunch, car inspector, is working temporarily as night foreman in the absence of Mr. Beshers.

F. J. Brown, inspector at the freight house, is now working on the interchange at the southern junction.

J. L. Brandon is working the freight house job.

Mr. Sweeney, car inspector, who has been away receiving the new cars for the Frisco, spent Saturday night and Sunday at home, returning back to St. Louis Sunday night.

Sam Hays, inspector on third track at passenger station, has been off the last few days visiting relatives and friends at St. Joseph.

## LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Verne Mahan has recently acquired a new Ford roadster.

Dewey Queen and family are enthusiastically planning a vacation trip through Oklahoma and Texas in the near future.

Floyd Mason spent July 4 visiting his mother in Carthage, Mo.

O. B. Stoner has returned from a two weeks' vacation in the Ozarks. Orb says he sure had a wonderful time and enjoyed the mountain scenery very much.

Tom Maussion has purchased a new Chevrolet car. All these new models are making some of us boys paint our old "hoopies" up.

C. A. Walker has just returned from Coffeyville, Kansas, where he visited a brand new granddaughter.

P. J. Moore, general foreman, left on his vacation July 16.

Louis Westinghouse has just re-

turned from a trip to Birmingham where he visited his son, L. Westinghouse, who is general foreman at that point.

Billy Hireman of the car department, has been on the sick list, but is now back on the job.

We express our sympathy to J. A. Rounds and family in their sad bereavement, caused by the death of Mr. Rounds' father-in-law, who resided south of Ft. Scott.

Mr. and Mrs. Joe Sellers motored to Wichita to spend July 4.

Ross Bishard, our renowned fisherman, proved his fish story recently by proudly displaying two catfish, each weighing over seven pounds.

Leo Beaufett, electrician and family, motored to Springfield to spend July Fourth.

Charles Hueguel, welder, has purchased a Hudson car.

Paul Carl has recently remodeled his home and the effect is very good. Almost any evening you may see Paul working on his lawn.

Casper Kratz has taken a 30-day leave of absence on account of ill health.

MECHANICAL DEPARTMENT  
SHERMAN, TEXAS

JOE J. BRYAN, Reporter

Mr. J. W. Surles, master mechanic, has left the Texas lines and is now in Springfield. We hated to see you leave, Mr. Surles, but welcome Mr. Hall, our new master mechanic.

Mrs. Guy Scott, wife of roundhouse foreman, is recovering from an operation.

C. W. White is complaining with his back. Charley, we think in due time age will show on us all.

Machinist Richard Wooten has been transferred to Pensacola, Fla.

W. S. Lathrop, veteran switch engineer in Sherman Yard, died at 11:45 a. m., June 17, after a two months' illness.

There was a meeting of the Frisco social club recently for the purpose of learning more about solicitation of business for the Frisco. Mr. Olliver, traffic manager for Texas lines, gave a very interesting talk on how to solicit business.

Mr. Surles, our flower garden looks very pretty.

John Red Rose and E. Green have a case of spring fever at this writing.

W. K. Fuzzelle, why not drop us a line?

## LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Chester Purcell, who was in the Frisco hospital, St. Louis, suffering with pneumonia, has returned home and is slowly recovering.

Brader Johnson, hostler's helper, is off duty due to a fractured foot.

Bernice and Brettina, the talented daughters of Claud C. Bond, spent the week of July 4, visiting friends at Hennessey, Okla.

F. E. Bates, road foreman of equipment, who was laid off some time ago account his job being abolished, is back with us again at his former job. We are glad to see Frank's smiling face around us again.

The wheat run is on in full force and every one from superintendent to call boy is on the jump and upholding Frisco reputation.

On the afternoon of July 4, after work hours, a jolly party of friends drove northwest of town for a picnic supper and afterward a swim at Lake Hellums. Those in the party were: Mr. and Mrs. R. D. Richards; Mr. and Mrs. Claud Bond and daughter, Jesse Claudine; Mr. and Mrs. Winnie Newton; Mr. and Mrs. Arch Trinkle; Mr.

and Mrs. Frank Raab, and baby Constance; Mr. and Mrs. H. H. Fuller and son, Martin; Mrs. Smith; Miss Virginia Smith; Harry Jarvis, Melvin Collett and Joe Langfeth.

"Moon" Mullins, a famed athlete of Phillips University, and working extra in the car department during the summer, is in the Frisco hospital, St. Louis, for treatment of an injury.

Mrs. Roy Richards, machinist's wife and daughter, Wilma Jean, recently visited Mrs. Richards' parents, Mr. and Mrs. Collette of Cashion, Okla. Martin Fuller accompanied them.

J. R. Pritchett, machinist and wife, are the proud parents of a ten-and-a-quarter-pound boy, born June 11.

Mrs. Earl Clark and son are visiting Mr. Clark's parents, Mr. and Mrs. D. H. Clark, of 309 W. Randolph.

W. R. Post, machinist apprentice, has returned from the Frisco hospital, St. Louis, where he underwent a tonsil operation.

T. E. Giddens, machine shop foreman, and family, who were called to Sherman, Texas, June 28, account serious illness of Mrs. Giddens' brother, have returned home.

Frank Holeman, roundhouse foreman, and family, spent their vacation fishing at points in Kansas and Oklahoma.

#### Water Service Items

George Whitley and Charles Atchinson and families enjoyed a fine fishing trip on Turkey Creek recently. The big one didn't get away, but George got wet getting him.

C. T. Venable, assistant foreman, has forsaken the ranks of renters and traded the "old bus" on a home on North Madison.

George Dodswoth has been down on the Cimmaron river, pumping extra at Ames.

William Venable and wife, of Hickory Ridge, Ark., are visiting Mr. Venable's brother, C. T. Venable, here.

Work on the fueling station for the motor cars at the roundhouse has begun. The track is all laid and the storage tanks buried.

Arthur Haldeman and helper, Ed. Thomas, gave the boiler feed system a general overhauling at the roundhouse recently.

Jack Lenox has just completed the boiler inspection on this division. He reports them all in good shape.

Charles Atchinson and George Dodswoth have completed the recharging of fire extinguishers on the division.

Mr. and Mrs. M. A. Wagner and small daughter, Georgiana, have returned from a very enjoyable vacation in the northern states. They were away three weeks visiting Mr. Wagner's mother and three brothers in Jamestown, N. D. On their return trip they visited Mrs. Wagner's sister and family, of Mason City, Ia. "Mike" reports that fishing was not very good.

#### RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

The reclamation plant employees' extend their sympathy to Tony Avers in the death of his mother.

Jess Minnick has been elected shop committeeman to take charge of that work until Virgil Johnson is returned.

Four pretty kittens have joined the shop force in the motor car department. Jess Minnick, shop committeeman, placed them on his seniority list July 7.

The bridge and building department have been at work for some time on the building that is to be used for the track scale repair work, that is being brought to the reclamation plant.

John E. Kellogg, Finis Luttrell and Jess Minnick, spent a day and night at the powersite dam on White river and returned with a fine string of fish. Those boys know how this fishing act is manipulated to secure the desired results.

L. J. Leysaht, shop superintendent, hived and secured possession of a swarm of bees that visited our plant on the 10th of July and tried to make a future home in the scrap pile of sheet iron.

Ernest Nobles, mule driver, secured a thirty-day leave of absence and went to Kansas to the harvest fields. He said it was too warm for him out there on the plains and returned to the cool, shady Ozarks.

Mrs. William Osmon was visiting with friends and relatives at St. Louis in July.

Felix Webb and wife celebrated the Fourth of July at Marshfield, Missouri. They report that there was "plenty doing."

Pete Glidwell, blacksmith, has been in the Frisco hospital at St. Louis taking treatment for rheumatism.

William Frost, oxweld foreman, who was injured in an automobile accident in Northern Missouri while he was on his vacation, has not returned to work, but is still convalescing.

Mrs. Robert Lewis, wife of the hammermith, has been in West Plains, Mo., with relatives and old acquaintances enjoying a vacation during the past summer.

George Schuster, hammer driver and family, spent two weeks at Thayer, Mo., where George amused himself most of the time hunting and fishing.

Harry Harrison, accident prevention agent, brought the loving cup given by Mr. Kurn to the shop or division having the least number of accidents, to the reclamation plant and left it a few days, so we could see what a beauty it was and induce us to try harder than ever to get possession of it.

Homer Richie, machinist, who had his leg broken two months ago, is back with us again. Homer says that is the longest time he was ever disabled in his life and is hoping that it will never happen again.

Jack Stewart went to Kansas City to the Republican convention and understand Jack got a big kick out of seeing so many folks congregated together at one time.

#### MECHANICAL DEPARTMENT WICHITA, KAN.

JAS. N. HARGROVE, Reporter

We are glad to state that business has been fine for the past few weeks, moving lots of wheat as well as other freight, making it necessary to put on an extra chain gang crew with a 400 engine.

S. B. Ramsey, car foreman, was off on his vacation the last half of June and spent two days of the time in Springfield attending the veterans' reunion and visiting his mother at that place.

L. M. Hitch, car inspector, has been transferred to Burreton to take the place of S. E. Price.

Stormy Stephens, switch engine engineer, is off at this time attending the annual meeting of the Knights Templars at Detroit, Mich.

Mrs. S. B. Ramsey, wife of car foreman, spent a few days recently in and around Springfield, Mo., visiting relatives and friends.

E. M. Winans, air brake man and wife, spent the week-end in Arkansas City last week.

We are glad to know that Johnnie Horrocks is able to be out of the hospital again.

#### LOCAL No. 24—AMORY, MISS.

On the Frisco Route to Pensacola

EVERETT D. HANSEN, Reporter

L. D. Davis was transferred from Birmingham to Amory on June 15. One week later Mrs. Mitchel arrived

from Birmingham and they were quietly married. We welcome Mr. and Mrs. Davis to this city.

Mrs. James Branam, wife of extra third class machinist, and little daughter, Velma, have arrived from Montgomery, Ala., and intend to make their home here.

Tom Sisk, car inspector, has recently transferred to Magnolia as car inspector at that point.

Mrs. Anton B. Holmquist, wife of machinist at St. Louis, and little son, Junior, are visiting Mr. and Mrs. Anton R. Holmquist of this city.

Frank Wolf, second class machinist, lost a few days this month due to sickness.

C. B. Cook, engineer on the south end, and Mrs. Cook, attended the veterans' reunion at Springfield. They also visited Mrs. Cook's parents, Mr. and Mrs. James S. Ously of St. James, Mo. Mr. Cook says that they spent several days fishing in the Meramec and other streams in Missouri, where they caught all kinds of fish.

W. C. White, third class machinist, was off a few days this month with an injured foot.

Oscar Lee Ritter is a new employee in the car department.

We are sorry to lose R. L. Stevenson, car clerk. We understand that he will take the position of roundhouse clerk at Birmingham, Ala.

Gertrude Willis of Harvard, Ark., has taken the position of car clerk at this point.

C. T. Stansbury, Memphis painter, was in Amory a few weeks ago painting engines for the special trains for the opening of the Frisco to Pensacola.

Duff Shelton, night boilermaker, has taken a short vacation and while he is off R. J. Sullivan is working as night boilermaker.

R. H. Lamn, car foreman, is spending his vacation in Minneapolis, Minn. John Allison is working as car foreman during his absence.

H. G. Dollahight, caller, has been off several days due to sickness.

F. J. Garner, general foreman, has just returned from a vacation spent in Dallas, Texas; Kansas City, Mo., and Springfield, Mo., where he visited relatives and friends. On the Fourth of July he attended a wild west rodeo at Paris, Texas, which he says was some wild. He reports a very pleasant and profitable vacation.

Some work has been done on a well at Amory roundhouse, making a better place for the employees to get drinking water.

EXTRA—A fine girl just arrived at the home of Mr. and Mrs. W. L. Peeler. Congratulations!

#### WEST SHOP MECHANICAL NEWS SPRINGFIELD, MO.

A. H. BISHOP and B. W. BALDRIDGE, Reporters

Mr. and Mrs. Andy Everetts are the proud parents of a boy born June 15.

George Kent has gone to St. Louis for a major operation; Roy Putman taking his place on the Libby lathe.

Dave Dewar, bolt gang foreman, mashed his thumb badly with an air jam.

Mr. and Mrs. W. G. Jackson have a new daughter, born July 6. Marjorie Ann, weighing seven pounds.

Ralph Blackburn had a fine trip up in Wyoming and Colorado. He was gone the entire two weeks of the lay-off visiting relatives.

George DeMille had only had his new Hudson sedan a week when he had a bad smash up near Conway.

Chas. Hunter has returned to work after a long illness due to pneumonia.

We have Charley Knox again with us this summer. Chas. goes to school at M. U., and works as apprentice during vacation.

We all know the sorrow that Virgil Barnes and family felt in the loss of their five-day old baby.

Mr. J. W. Surles is the name of our new superintendent. He was formerly master mechanic at Sherman, Texas.

Red Smith seems to spend a lot of time upholding the Olds. We thought good performance spoke for itself.

Ralph Cook and Dave Dewar spent some time in Memphis hunting a good place to fish. In some streets the water was four feet deep. We trust they had no trouble.

Virgil Barnes and family visited in Birch Tree of late.

Wonder how Bill Lawson felt when the new Ford went around him at seventy-five miles per hour.

## CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

It never did pay to brag—too much. After several months of good luck, I now find myself ashamed to look at the June file of personal injuries. R. L. Gravener sprained a knee; Lee Robertson dropped a carry iron on his foot; Troy Hull sprained a wrist; E. R. Haggard got a scale of rust in his eye and so did W. W. Hull. Then R. G. Kaufman fell from a side ladder in the train yards. The two eye injuries did not cost a full day, but the others lost from two to fourteen days' time.

And its vacation time once more. Night coach foreman Kesterson drew the first half of July and included a short trip into Texas in his time off. E. W. Hardesty and wife visited relatives at Green Forest, Ark. C. T. Wood and family saw St. Louis and Memphis over the Fourth. J. O. Wood and family with his son, M. R. Wood and family, had passes to Wichita. Mrs. J. C. Leake, son and daughter are making an extended visit in California and will also visit relatives in Greeley, Colo. G. B. Nance and family visited relatives at Noel, Mo., over the Fourth. S. C. Hull and wife had passes to Eureka Springs, Ark. W. H. Dinan and daughter Ruth visited relatives at Coffeen, Illinois and other nearby towns and Oren Moore fell ill and couldn't go anywhere. Too bad, Oren.

Coach cleaner Frank McCully was sent to the hospital at St. Louis, June 30, for treatment and at this writing has not returned.

H. B. Harvey, air brake man and wife, have moved to Chaffee where he was assigned position as student piece work checker, June 18.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

H. D. Holmes, yard engineer, has a new Essex sedan.

Charles Bechtel, messenger, has bid in a similar job at Yale.

Frank Preston, fireman, has a new Whippet sedan.

George Johnson, platform man, has been spending his vacation at Tulsa. Elmer Nichols relieving him.

Abe Wayne Thomas, second trick yard clerk, has bid in a similar job at New Albany.

Mr. and Mrs. H. W. Miller, cashier, are now the possessor of a new baby girl. The stork arrived May 29 and have named her Virginia May.

When the water service people took over the stationary boilers, pleased to note that Sam Reeves and Fred Reef have been appointed pumpers.

Bernie Ritten, electrician, has now moved his family to Yale.

C. A. Berry, foreman and family, are now on their vacation to points in Indiana and Michigan. C. T. Love acting foreman.

The flower committee reports floral pieces furnished June 17 to E. R. Haggard and Jos. C. McGhee.

Delmer E. Spain, coach cleaner, said goodbye to us July 12. He has acquired ownership of a barber shop in Peirce City.

A message to laborer A. E. Bruenn informed him a nephew had been accidentally drowned in a small stream near Peirce City on July 9.

Two other faces are seen no more under the maples at the noon hour. Henry Stewart and William Hull have accepted positions on the repair tracks at Yale and will move their families to that point in the near future.

Perhaps none of you will be at all interested to learn that Fred Walton made the usual Saturday night fishing trip; had the usual bad luck and told the usual fish stories on his return.

Coach foreman T. M. McMillen returned July 2 from Claremore greatly improved after a week's treatment for rheumatism.

Lee Evans, our truck driver, spent a pleasant week at Mountain Home, Ark., recently, being marooned by flood waters.

## NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

C. C. Brown, machinist, has traded his old Buick for a Studebaker sedan.

J. A. Champieux, machinist, and his wife returned recently from a two weeks' vacation with friends and relatives in Pennsylvania and New York state. Mr. Champieux reports a wonderful trip.

J. C. McCullough, machinist, spent several days at Claremore, Oklahoma.

Orvil Armstrong, machinist, with his wife and daughter expect to leave July 15 for a three weeks' vacation in California.

Chas. Rippee, machinist apprentice, and Miss Alma Reed were married at the home of the bride's mother, Mrs. M. A. Reed, Tuesday evening, July 3. We extend our hearty congratulations and wishes for a long and prosperous married life.

W. I. Craig, machine laborer, spent the first week of July with friends and relatives at Kansas City.

Jake Thies, machinist, received a slight injury to his left hand, June 29. His hand became infected and almost caused blood poisoning. Jake returned to work July 9.

Motor car 3002 formerly the M-25, which came off the Butler county railroad, that the Frisco bought recently, has been given a complete overhauling, part of which was remodeled and was made ready for service July 2. The patrons of the old Butler county railroad should be proud of this new car.

Sherman Mills of Monett spent Sunday, July 1, with S. W. Ellis, electrician, at this shop.

Alex Watt, sheet metal worker, spent Sunday, July 8, with a daughter in Kansas City and attended the ball game.

Walter Marshall, blacksmith, expects to leave July 15 for a thirty day vacation in Utah.

Chas. LeBounty, machinist, was absent from the shop a few days recently, recovering from an injury to his foot he received while on a fishing trip.

I. N. Fritz, blacksmith foreman, returned to his duties July 2, following a fifteen day vacation.

Oscar Friend, machinist apprentice, returned to work July 9, after being confined to his home the past thirty days on account of the serious illness of his daughter, who is much improved now.

Jerry Robinson, blacksmith, and his family expect to leave soon for a thirty day vacation in California.

Harry Gazzetti, wheel shop foreman, left on a two weeks' vacation July 2.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

W. H. Schaller, roundhouse foreman, accompanied by Mrs. Schaller and daughter, spent a very enjoyable two weeks in the lake regions of Minnesota. Mr. Schaller narrowly escaped drowning when his row boat was overturned when attacked by a large fish he was trying to land. Of course the big one got away.

J. R. "Jimmie" Barron, formerly crew caller at the south roundhouse, but of recent months at Monett, has bid in the third shift calling job here.

A. J. Cage, tool room attendant, is the victim of a very unfortunate accident which occurred several days ago at his home, when he suffered the loss of his left hand by the accidental discharge of a shot gun.

Ora Gray, sheet metal worker, spent several days recently in western Kansas, where he visited a brother.

Walter Aton, formerly general foreman here, was a welcome visitor during the past month. Mr. Aton now resides on a farm several miles south of town.

Mrs. Ross Davis has returned from Greenfield, where she visited her parents and friends for some time. Mr. Davis is second shift electrician.

Loren Atkinson, who was cut off the fireman board, Ozark division, is now working in the roundhouse as extra man.

Ethel Christine, is the name given a young lady, who arrived at the home of Mr. and Mrs. B. W. Law, several days ago. The little Miss weighed about ten and one-half pounds. Mr. Law is boilermaker on deadwork.

Ed Knight, boilermaker, is off at present suffering an attack of rheumatism. Latest reports are that he is getting along nicely and will soon be back at work.

Mr. and Mrs. W. L. Campbell have the sympathy of the roundhouse in the loss of their eight months' old daughter. Mr. Campbell is engine watcher on the second shift.

John W. Carner, crew caller, is making an extended trip to the eastern states at present. He will visit New York City, Niagara and other points of interest.

John M. "Cotten" Whitworth, who has held various positions in roundhouse here for the past several years, is at present in Clinton, where he is holding down a temporary job as boilermaker.

## EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

Sure glad to be back on the job after having enjoyed (?) a forced vacation since May 14, due to the loss of a finger in a motor car accident at Holman station. I am grateful for the courteous and efficient attention rendered by the entire hospital staff, especially Drs. Sewell, Powell and Fessenden. The Frisco is fortunate in securing the services of such a staff.

While off duty the writer and wife enjoyed a fishing trip on White river. The Mrs. landed a three and one-fourth pound lineside bass, while yours truly had to be content with just helping to eat her catch, receiving not even the semblance of a nibble. The wife is not through crowing yet.

Robert Shriner, B. & B. painter and wife, are spending a week visiting with relatives in Shamrock, Oklahoma.

Mrs. Francis and children, family of Node Francis, B. & B. painter, are visiting with friends in Springfield.

Ray Greathouse, B. & B. painter and wife, spent the Fourth with relatives in Joplin.

Morgan Gavisks' wife and children are visiting with relatives in St. Louis.

while Morgan is working on the Lindenwood roundhouse.

This is the busy season for the paint gangs. The following work is now in progress: Lindenwood roundhouse and Mechanical facilities, Lebanon depot, freight house, coal chutes, water tanks and pump houses, Roadmaster's houses and section house. The Fred Harvey news depot and office buildings at Springfield. The heating plant and engineer's washroom at the Springfield station and the highway and roadway signs on the Salen branch.

The paint gangs have completed "ducoing" the switch targets on the division and they sure do shine like new money.

Lloyd Acuff, B. & B. painter and wife, spent the Fourth with friends fishing in Sac river. They report few fish, but plenty of frogs.

## WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Mrs. Chancey Buckmaster has been quite ill, but is greatly improved at this writing.

Jesse Barker was off a few days on account of illness.

W. E. Phillips, assistant foreman, took his annual day at the veteran's reunion. "Bill" says he doesn't mind working on holidays and he is on duty Sundays, but when reunion date rolls around, at least one day is his. He also made a trip to Monett this month on company business.

Frank Lamar was taken ill recently while visiting "down on the farm". It is rumored that it was too much fried chicken.

Claude Tuck's gang worked in Springfield July 6, and then went to Monett to load the boiler at the heating plant to be shipped to Springfield for repairs.

J. S. Wood, water service foreman, has been out on the road looking after work being done at Mastin, Kans., Wishart, Mo., Ash Grove, Monett and Ozark. A new steel water tank is being erected at Ozark.

Wm. Marrs and John Sumner made pump repairs at Wishart.

C. W. Losey made pump repairs at Ash Grove and accompanied by Jess Barker, hooked up the new tank at Ozark.

Chancey Buckmaster and the writer made professional trips to Aurora, Lebanon and Conway.

The Fourth was duly observed by the "bunch".

C. Buckmaster and family spent the day on James river.

Wm. Marrs plowed his potatoes.

Frank Lamar went to the farm and ate "yeller" legged chicken.

John Sumner lolled in the shade of Doling Park.

C. W. Losey and family visited in Lamar, Mo.

Jesse Barker sat around home and drank ice cold lemonade.

J. N. Stephens and family visited in Cape Girardeau, he having taken two weeks' vacation for that purpose.

Charley Robinson spent the day in Springfield.

The writer and family played all day in the cool waters of Sac river.

And, Andy Baker, 'Oh! my yes, Andy—he has a new grandson and being to play with him, he just sailed in and bought himself a Ford, consequently he spent the day playing marbles with the young man.

Henry Potter supervised the hoeing of his garden, the work being performed by the Mrs. and the boys.

So much for the Fourth, a good time, if we were tired out the fifth.

A set of new Oster bulldog pipe dies has been purchased for the road gang and Charles Robinson is as proud of them as an old hen is of one chicken.

We are glad to see George Hollman, reporter for the paint gang back on

the job after having been off since May 14, when he suffered the loss of a finger in a motor car accident.

## BRIDGE AND BUILDING DEPT. SPRINGFIELD, MO.

ARTHUR BUNCH, Reporter

Mr. Fred Watts and gang are rebuilding a bridge that was washed out at River De Peres in St. Louis.

Mr. Johnson and gang repaired walk ways on bridges between Springfield and St. Louis.

Mr. Clyde Cunningham and gang are putting concrete floor in roundhouse at Lindenwood, Mo.

Mr. Skyles and gang are doing general repair work on bridges at Deep Water, Mo.

Mr. Carter, Mr. Brown and gang installed the slabs under tracks on highway at Harrisonville, Mo.

On account of hard rains and high water, that happened in June, Mr. R. E. Stuart had rush call for bridge inspection.

A large steel tank was sent to Ozark to take the place of the old frame tank. Mr. Baron and gang installed the steel tank.

We are glad to see Mr. John McGill back home, and able to be up and around after several weeks' in the hospital at St. Louis. Hope to see him back to work soon.

Mrs. John Luttrell spent several days visiting relatives at Willow Springs, Mo.

Mr. Thomas Jones was off again for several days on account of sickness.

## LOCAL No. 20—HUGO, OKLA.

ORAY N. WRIGHT, Reporter

Hugh Tinsley, machinist, has discarded the old wreck and is now riding around in a new "chevy" sedan.

Wallace Jefferson, helper, is another who is seeing the world in a new "chevy".

W. B. Kelly, assistant foreman, is back after a fifteen-day vacation at Hot Springs and other Arkansas cities.

Mrs. G. S. Garrison, wife of general foreman, and children are vacationing at Monett and Joplin, Mo.

Mrs. W. F. Smith, wife of conductor, recently spent several days in St. Louis visiting their daughter, Helen.

The local nine is about even on its games; that is, it seems to win every other one.

Mrs. H. L. Akridge, wife of storekeeper, visited at Springfield, Mo., in July.

Misses Golden and Mary Rees, daughters of J. H. Rees, carpenter, are home for the summer. They have been attending school in Dallas, Texas.

John Miller, night foreman, recently took a fifteen-day vacation.

George, Jr., two-year-old-son of George Streetman, who has been seriously ill the past month, is improving rapidly, we are glad to report.

P. I. Holloway car foreman, and family are on vacation at Colorado Springs. T. H. Wheelus, inspector, is acting car foreman.

G. G. Ford, helper, has been grieving very much lately. He says he has lost one of the best bird dogs in the state.

Mrs. J. W. Winfred, wife of the stationary fireman, recently visited her son, who is in a hospital in Oklahoma City.

L. L. Hope and wife visited home folks at Paris, Texas, recently.

W. F. Moore, machinist, was acting foreman while W. B. Kelly was on vacation.

A. M. Patton, boilermaker, spent the glorious Fourth in Texas this year.

G. S. Garrison, general foreman, was a Monett visitor in July.

Mrs. E. W. Holt, wife of helper, visited relatives at Enid, Okla., recently.

Max Wright, brakeman, is back after a month's vacation in Kentucky.

Haskell Messer, caller, has been transferred to Ft. Smith, Ark., to take a clerk's job. We wish him the best of luck.

## AURORA—GREENFIELD, MO. BRANCH

B. P. RAMEY, Reporter

Mrs. Ira Pilkington and Helen, wife and daughter of Ira Pilkington, brakeman, Northern division, are enjoying an extended visit with relatives in California.

Mrs. George Thrall, wife of George Thrall, brakeman, Northern division, has been quite ill the past three weeks. Every employe at this station joins me in wishing Mrs. Thrall a speedy recovery.

Henry Doty, of Ft. Scott, Kan., is protecting Mr. Thrall's run while he is off duty.

Mrs. B. P. Ramey and daughter, Marjorie, wife of Ticket Clerk Ramey, are visiting with relatives in Cape Girardeau, Mo.

Fred Reynolds, formerly express messenger, Kansas City to Springfield, was the successful applicant for the vacancy of messenger made vacant by the death of Peter Smith. This is Fred's home town and everyone was glad to see his smiling countenance on the branch run.

Mr. C. Price, agent at Miller, Mo., is enjoying an extended trip through the west with his family.

T. A. Ridley, engineer, Northern division, returned from the old veteran's gathering at Springfield, declaring it was the best ever. Took him four days to get rested up from the effects of the gathering.

## LOCAL No. 7—FT. SMITH, ARK.

LEE W. CAVINESS, Reporter


G. L. Crawford, our general foreman, has been transferred to Monett, Mo., as master mechanic. That we miss him and hated to see him leave the Central division is the least we can say, as Mr. Crawford was one of the best, fairest in his dealings, and most sincere supervisors on the Frisco. As a token of esteem the shopmen and the office force gave Mr. Crawford a handsome piece of hand luggage.

Vacation time is here and many of the members of Local No. 7 and their families are on vacation or planning going. Brother George C. Shields and family are spending their vacation in Milwaukee, Chicago and Springfield, Mo. I. A. Faust, boilermaker, is planning a trip to Los Angeles by motor. Garcia Fuller, blacksmith, and family have returned from an extended visit at Norman, Okla., where they were the guests of Mrs. Fuller's parents. Mrs. Charles Kline will visit in Los Angeles with her sister. Brother Kline expects to join her later and accompany his wife home. Dewey M. Windes, coppersmith, and wife will spend a few days with home folks at Cassville, Mo., during August. Brother Paul Scherry, machinist, has a new Dodge sedan and says he and his family will spend their vacation in the Ozarks making several of the delightful resorts on their trip.

Ernest Oliver, machinist, has gone to Mayo Brothers' clinic, Rochester, Minn.

W. L. Cordell, coppersmith, who has been in the general hospital for several months on account of broken arches, is improving and hopes to be able to return home in a short time. We send our best wishes to Brother Cordell for his speedy recovery.

Brother Frank Junkins, Springfield, Mo., general chairman, F. A. M. C. & C. D. E., was a recent visitor and spoke to the members and supervisors. We welcome Brother Junkins any time and as often as possible.



# Frisko Family News

## EASTERN DIVISION

### PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Vacations are in full sway in this department. Frank McDonald spent one week of his vacation in St. Louis, renewing his friendship with the World War Veterans, who were having a convention. Frank Zollner and his family spent their vacation "down on the farm". From the sunburn Frank had when he got back to work, no doubt, the fish had a hard time getting away from the fishing rod. Mary Ansboro enjoyed one week of her vacation resting at home. We all envied her somewhat during the hot weather. Wilbert Hessler took in the sights of New York City for one week of his vacation. Wilbert says New York is too fast for him. Louis Behnken and several of his friends decided they could do better fishing in Mississippi, so they loaded up Louis' "old Lizzy" and started out. Much to Louis' disappointment, it rained all the while they were gone. Too bad Louis had such a rainy vacation. Perhaps he can do better next year. Bert Baumgartner and Walter Rodenroth, son of W. G. Rodenroth, chief clerk, toured the Ozarks for two weeks. Frank McEneny, with several of his pals, is spending part of his vacation at Jerome, Mo.

Did someone say Friday the thirteenth was an unlucky day? Miles Austin doesn't seem to think so. July 13 was his birthday anniversary and he received a wrist watch from his wife.

Passenger traffic department employees, as well as the city ticket office, extend a hearty welcome to Fred T. Brooks, formerly of Wichita, Kans., and now assistant city ticket agent here. Fred says he likes St. Louis, but "home, sweet home" looks good to him.

Elmer Herries, assistant city ticket agent, has purchased a new Essex.

### NORTH ROUNDHOUSE SPRINGFIELD, MO.

CHARLES A. CARNER, Reporter

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

James H. Findley, outside foreman, has returned to work after an illness.

Howard B. Morrison, fireman, Willow Springs sub, has returned from St. Louis, where he visited friends.

Hershel Napier has bid in a night switch engine job.

Harry Hefflin, fireman, has taken a switch engine job at Newburg. He formerly was in freight service on the Lebanon sub.

Charles A. Yeager, fireman, Clinton sub, is all smiles now. The occasion was he recently made his first trip as an engineer.

Carl W. Huntress, engineer, Willow Springs sub, has returned from Clay Center, Kans.

Fred L. Hornbeck, fireman, Willow Springs sub, has moved into his new home in the southeast part of the city.

Miner Moon, fireman, is on the Chadwick branch, having been bumped off his passenger run on the Lebanon sub.

Walter Boyd, engineer, is on local on the Lebanon sub, having been bumped off passenger service on the Lebanon sub.

Charles A. Ellis, fireman, is working on the Springfield sub, having bid in a vacancy in freight service.

R. J. McGilvery, engineer, Willow Springs sub, has returned from a fishing trip to near Willow Springs, Mo.

Zack B. Carner, engineer Lebanon sub, is visiting in the south and east parts of the country. He expects to be off for sixty days.

The mother of John and Lee Avers, firemen, died at the home, July 4.

## TALENTED FRISCO DAUGHTER



MISS ADAH PECKINPAUGH

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 some difficult numbers. She was assisted by Mrs. Sidney Haysler, contralto.

## MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Vacation time is here 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, that's self-evident!

Charles R. Glandt, fireman, and wife, with Mrs. C. I. Mayfield left June 24 for Los Angeles for an extended visit.

H. L. Owens, of the car department, and wife left July 18 for New York City, where they will spend a fifteen-day vacation. Evelyn Smith, daughter of T. S. Smith, air man, accompanied them.

E. R. McNabb, boiler inspector, left recently for Marshfield, Mo., "the garden spot of the world", in the heart of the Ozarks, to spend a few quiet days fishing. Mac says he's going to make up for four years' lost time.

Mrs. Jack Rubin spent three happy days in Greene County the forepart of July.

Mrs. Charles Boggs and her three children are spending the summer visiting relatives at Ishpeming, Mich. It is self-evident that Charley is "bach-ing it".

Mrs. W. B. Smith, wife of the boiler-maker, and Mrs. Sidney Williamson, wife of the machinist, motored to Decatur, Ill., July 7 and returned July 8.

Mrs. Otis F. Breuer left July 7 for St. James, Mo.

L. N. Woods, wife and daughter, Anna Lou, left July 1 for Norristown, Ga., and other points for a two months' visit.

Edward Raish, machinist and wife, departed June 30 for Oakes, N. D.

A. J. Perkins, machinist, was at Iberia, Mo., the latter part of June.

Gus Devine, of the stores department, has completed another cottage. Gus builds 'em while you wait.

Carl Myrick and wife were recently at Memphis, due to the serious illness of his sister.

L. L. Butler, engineer, and D. I. Helitbrand, fireman, of the River division, laid off June 16 to July 21.

David Normington, Jr., son of machine foreman, is spending the summer at Palestine, Texas.

Mrs. Broe Mitchell, Sapulpa, Okla., is visiting Mrs. D. A. Normington.

Dick Pikesley, machinist apprentice, is "the berries" with his new Ford roadster.

M. M. Lutes and family recently were at Lutesville, Mo., attending a reunion of the Lutes family.

Louis Nasca, assistant to the coal chute foreman, has returned to work after spending two weeks fishing at Poplar Bluff, Mo.

Clyde Cunningham, mason foreman, is in line for congratulations on the arrival of a five-pound boy, Clyde Lowell, born June 27 at Springfield.

The owl gang—the 4 p. m. to midnight shift—is proud that it was the first to work an engine on the new concrete floor of the roundhouse.

Harry C. Huckins, machinist, has returned to work after nearly a month's absence, occasioned by a broken rib,

which he received while working on his car.

John S. Ferrara, car department, died June 21. He was a faithful member of Local No. 5, F. A. M. C. & C. D. E., and we who knew him will miss him greatly.

Instruction car 100, of the International Correspondence Schools, Scranton, Pa., has been stationed at the Lindenwood roundhouse for the last six weeks. T. A. Stainthorpe, airbrake instructor, who is in charge, is giving a lecture each evening to a large number of employees.

The home of Mr. and Mrs. W. P. Berry, Springfield, Mo., was the scene of a pretty wedding, June 30, when their daughter, Gertrude, became the bride of Mr. Bowman Murrell, St. Louis. Lattice work covered with fern formed an altar at one end of the room, while other decorations in the house were of wild flowers. The bride's dress was of white satin and lace and she wore a long tulle veil. Her maid of honor, Miss Helen Mitchell, wore Nile green chiffon trimmed with lace, and she carried sweet peas. Miss Leola Berry and Miss Effie May Berry, sisters of the bride, were bridesmaids and wore peach taffeta frocks made bouffant style. They also carried sweet peas. Mr. J. M. Cunningham of St. Louis was best man and Mr. Virgil Finkbinder and Mr. Matthews Hall were groomsmen. The bridal party approached the altar to the strains of Lohengrin's wedding march. Miss Eunice East sang softly, "I Love You Truly", during the ceremony. She was accompanied by Miss Helen Moore. The ceremony was read by the Rev. J. L. Henry. The shop forces unite in wishing them extended happiness.

Mrs. H. C. Plummer is spending some of her leisure time in Salem, Mo.

Local No. 5 of the F. A. M. C. & C. D. E. held its annual picnic, July 17 at Bartold's Grove. As it was under the supervision of Charles S. Turner, firechief, it proved to be a howling success.

J. R. Gorman, brother to W. P. Gorman, was in St. Louis June 25.

Lorraine Daniels, little daughter of John Daniels, Frisco truck driver, was a Lindenwood visitor June 26.

Mr. and Mrs. R. H. Stokes, brother-in-law and sister of O. L. Baker, deadwood foreman, were in St. Louis July 9, enroute to Detroit, where they will spend the summer.

Pat Anderson, formerly employed as machinist at the Lindenwood shops, was a recent visitor here. Members of the office force of Irish extraction agreed that it was as good as a visit to the old country. Pat is now employed in Chicago.

Mr. and Mrs. W. L. Baron spent several days recently visiting Mrs. Baron's sister in Tulsa, Okla.

Grace Evelyn Connelley, of Fort Worth, daughter of C. C. Connelley, locomotive inspector, was here nearly a month recently.

Felix Dupree, of Springfield, formerly a Frisco employe, was a recent guest at the home of the newlyweds, Mr. and Mrs. Bowman M. Murrell.

Mrs. Annie J. Moore, the mother of Sam L. and James M. Moore, Frisco engineers, died June 18 at her home in St. Louis. Mrs. Moore was born in Virginia and came to Missouri about the time of the Civil War. She was married in 1876 to Sam L. Moore, a Frisco engineer, who died twenty-seven years ago. She was a member of the Ladies' Society of the Brotherhood of Locomotive Firemen and Engine Men, Frisco Lodge No. 246. Sympathy is extended to the family.

Mrs. Charles S. Turner recently entertained the Frisco Appleknockers at her home, 6970 Bancroft Avenue. This organization is composed of wives of men in the mechanical department at the Lindenwood shops.

Thomas B. Willoughby is in line for congratulations. A seven-and-one-half-pound girl was born July 12.

B. & B. painters are redecorating the roundhouse and all the other shop buildings here. The painters are enjoying their stay while at Lindenwood by taking in a few of the popular St. Louis theatres.

The members of the paint gang at Lindenwood came from various parts of the country. Morgan Gavisk is from Newburg, Mo., and is proud of it. Roy Chaffin is from Springfield, where the wild daisies grow. R. S. Shriner is a broncho buster from Montana. P. H. Campbell is from Oklahoma City, where men are men. C. L. Bishop is from Ozark, Mo., the painters' paradise. Mary Shriner, wife of R. S. Shriner, also is from Montana.

Mrs. N. P. Duffy was hostess to the Frisco Appleknockers on July 12.

Charles McCracken, of the owl gang, left July 10 for a seven-day lay-over at Memphis.

John G. Norris, caller, was at Keokuk, Iowa, July 4.

The mechanical forces, Lindenwood, regretted the death of William Edwin Birch, formerly of the stores department, and recently pensioned. Mr. Birch died at West Tulsa, Okla., July 1, and was buried at Maplewood, Mo., July 5.

## SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

We are glad to report that Mrs. I. A. Uhr, wife of signal engineer, who has been in Springfield Baptist Hospital for an operation, is at home again, much improved.

Billy Jack, weight eight and one-half pounds, arrived June 20 at the home of Mr. and Mrs. W. R. Kelton. Mr. Kelton is general system foreman in charge of construction work.

Congratulations also to Mr. and Mrs. Frank E. Wait on the arrival of a son, July 5. Mr. Walt is maintainer at Winfield, Ala.

W. J. Owen, son of office engineer, L. E. Owen, is visiting relatives in Roswell, N. M.

Mr. D. A. Ball and family spent Fourth of July in Tulsa. Little Jimmy Ball contracted a severe case of tonsillitis on the trip which caused his parents a great deal of anxiety, but he has now entirely recovered.

Carl Thompson and Raymond Troth spent the Fourth of July with a fishing party at Branson. It is reported some of the members developed on the trip a wonderful appetite for eating eggs.

## MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Following the vacation trail, F. S. Routt and Mable Campbell are having a gala time in Los Angeles visiting with friends and relatives.

Our Chief Motive Power Clerk J. E. Potts is sporting a new Oakland sedan.

Lyle F. Jones, the sheik of the drafting department, has just returned from an extended tour of the west. Salt Lake City, San Francisco and Los Angeles were included in his itinerary.

Betty Blake is back from her vacation and reports that she had a "hot time in Texas." She visited with friends and relatives at Dallas and Ft. Worth.

All the stenographers in this office, except Frank Batson, go home at five o'clock, but Frank makes a trip to the police station each evening to advise them why he doesn't carry a city license on his automobile. Would suggest that Frank place a sign on his car reading as follows: "I live in the country, but I work in town."

Blanche M. Rhodes of the drafting department recently returned from her vacation. She had a most delightful trip to New Orleans, La.; Havana, Cuba; Miami and other points of interest in Florida.

Our traveling headlight inspector F. G. LeFevre is the proud possessor of a new granddaughter—his first. Congratulations, Charlie.

## "The University of the Night"



TONIGHT, in cities and towns and villages, on isolated farms and on the seven seas—thousands of men will drop their daily labors to fight, beneath the lamp, 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.

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| <input type="checkbox"/> Roundhouse Foreman                         | <input type="checkbox"/> Bookkeeper                                  |
| <input type="checkbox"/> Roundhouse Machinist                       | <input type="checkbox"/> Cost Accountant                             |
| <input type="checkbox"/> Trainman and Carman                        | <input type="checkbox"/> Industrial Management                       |
| <input type="checkbox"/> Electric Locomotive and Train Operator     | <input type="checkbox"/> Executive Training                          |
| <input type="checkbox"/> Conductor                                  | <input type="checkbox"/> Stenographer and Typist                     |
| <input type="checkbox"/> Machinist                                  | <input type="checkbox"/> Secretarial Work                            |
| <input type="checkbox"/> Boiler-maker                               | <input type="checkbox"/> Good English                                |
| <input type="checkbox"/> Pipefitter                                 | <input type="checkbox"/> Telegraph Engineer                          |
| <input type="checkbox"/> Blacksmith                                 | <input type="checkbox"/> Practical Telephony                         |
| <input type="checkbox"/> Tinsmith                                   | <input type="checkbox"/> Diesel Engines                              |
| <input type="checkbox"/> Copper-smith                               | <input type="checkbox"/> Gas Engines                                 |
| <input type="checkbox"/> Rivet-fitter                               | <input type="checkbox"/> Airplane Engines                            |
| <input type="checkbox"/> Toolmaker                                  | <input type="checkbox"/> Plumbing and Heating                        |
| <input type="checkbox"/> Painter <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches                      |
| <input type="checkbox"/> Apprentice Training                        | <input type="checkbox"/> High School Subjects                        |
| <input type="checkbox"/> Railroad Construction                      | <input type="checkbox"/> Car Repairer                                |
| <input type="checkbox"/> Civil Engineer                             | <input type="checkbox"/> Car Inspector                               |
| <input type="checkbox"/> Bridge Building                            | <input type="checkbox"/> Mechanical Drawing                          |
| <input type="checkbox"/> Concrete Work                              | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Architects' Blueprints                     | <input type="checkbox"/> Business Correspondence                     |
|   | <input type="checkbox"/> Personnel Management                        |

Name.....

Occupation.....Employed by.....

Street Address.....

City.....State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

J. R. Goforth, accompanied by his wife, spent his vacation in Colorado. Conrad Walters of the drafting department stole a march on the office force recently and took unto himself a bride. We extend our best wishes to the happy couple.

J. E. Potts is very reticent about where he spent his vacation this year, but we are of the opinion that the bricks in Memphis will not need pressing again for another year. Who said "You can take J. E. out of Memphis, but to make him forget his old home town is an entirely different proposition?"

Reverting to the sane and sensible way of spending a vacation, Coral Coley, F. M. Ferbrache, L. R. Prater and Waller Heck spent theirs in the Ozarks.

## MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Switchman Earl Gray is driving a new Whippet coach, purchased recently.

Sam P. Jolley, Guy E. Dawson and E. O. Gillette visited Sportman's Ball Park in St. Louis recently, seeing the Cardinals play the Giants.

Mack McClanahan is driving a new sport model Studebaker sedan of the Dictator series.

G. D. Shreeve and Jess Newberry together with their families spent five days on White river, fishing, recently.

Due to change in time card, the first trick switch tenders position has been abolished.

W. P. Fenton's brother of Manila, Philippine Islands, visited him recently, being enroute home after a visit with relatives in the States.

John Stowe, 4 P coach yard engineer, who wrecked his Chevrolet landau recently, has had it repaired and is again enjoying driving it.

P. S. Pittman, second trick telegrapher at "MO" office, went bee hunting with John Stowe recently. John promised him immunity from stings, but it seems that the bees had different ideas and Pittman came to work nursing a closed eye and a badly swollen "beezee."

W. P. Fenton and wife spent several days in St. Louis recently. They intended to go on to Memphis, but Bill became stranded at the ball games, so they didn't go to Memphis.

Extra switchmen O. A. Bass and Jess Kissell have been borrowed for service on the Western Division at Enid, Okla.

Wm. Coffey and Dave Marshall went on a two days' fishing trip recently.

John E. Shipley, assistant yardmaster, went on his vacation July 17.

Night foreman A. Kesterson, of the car department, has returned from a two weeks' vacation.

Coach yard inspector, Joe Amber, is back on second trick, due to the new

time card putting the bulk of passenger trains through Monett in the evening.

## OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Helen Mary Dryden has just returned from a two weeks' visit with her sister, Mrs. A. E. West of Detroit, Mich. Mrs. West was formerly Miss Madge Dryden, clerk in this office, and Helen Mary brings us all greetings from Madge.

Mr. and Mrs. Virgil Hartley drove to Milwaukee, Wis., for a visit with relatives and returned via the "Big City" (Chicago) where they stopped for a day. The Hartleys certainly had good luck on this particular trip, for they completed the long drive without one bit of tire or engine trouble. Some record for a good car.

The Ozarks are more alluring this year than ever—at least they are calling "our gang," for Joanna Brady spent her vacation in a cozy cottage at Hollister, Savina Felin and a party of four spent a recent week-end at Hotel Taneycomo at Rockaway Beach, the reporter spent a day at Swan Creek Camp and Clarence Wilkes divided his time between Branson and Carthage, Mo.

Harlin Boehm decided St. Louis was better for him than the Ozarks, so journeyed to that city.

Aneita Ball and Louise Boren vacationed in Tulsa. It was dreadfully warm, but nevertheless very enjoyable.

George Neft did what all of us would like to do on our vacation—simply pulled up stakes and went up on the Niangua River for a good quiet fishing trip. Haven't heard how big the catch was as yet.

Carl Gardner is sporting a new Chevrolet sedan. It surely is a beauty and we congratulate him on possessing it.

Ellis Dulin represented this office in the wage board agreement meeting which was held in St. Louis a short time ago and it seems Ellis had a splendid time along with the agreement work.

The entire office extends deepest sympathy to Mr. T. H. Wommack, formerly chief transportation clerk in this office, in his recent bereavement in the loss of his father, Elijah Wommack; also do we extend to Florence Bowen and her mother, our heartfelt sympathy in the death of her grandmother, Mrs. R. F. McGlothlin.

## TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Paul K. Blunt, lineman, of Marshfield, Mo., was drowned July 11, while attempting to swim the St. Francis river near Rombauer, Mo. Mr. Blunt was working in telegraph gang under Foreman A. Nesvold. While attempting to swim across the river, Blunt was apparently seized with cramps, and his companions were unable to rescue him. Funeral services were held at Marshfield, July 13. Mr. Blunt was 22 years old and unmarried. He is survived by his parents, Mr. and Mrs. Bert Blunt, of Marshfield, and other relatives.

S. B. Musgrave, general foreman and

wife, are spending a short vacation in New York and Pennsylvania.

H. L. Barksdale relieved foreman H. Z. Woodell at Marion, Arkansas, July 6.

Miss Mildred LeBolt, secretary, is enjoying a sixty day vacation in California.

Miss Hannah Law, P. B. X. operator, Springfield, is in the Frisco hospital recovering from a serious illness.

We are glad to report that C. A. Craig is steadily improving after having undergone another major operation in St. Louis.

R. C. Yancey, lineman, relieved F. E. Clugey, division lineman, at Jonesboro, during July.

R. B. Davidson, lineman, has resumed duty in Barksdale's gang, after having been working as fireman out of Oklahoma City for several months.

Donahue's gang made storm repairs west of Snyder during July.

Arthur Reed, lineman, is in the Springfield hospital. We hope for his early recovery.

S. H. Bolt, Ben Edmonds, Percy Mead and Dave Wisheart have transferred to Donahue's gang. Dave Standridge went to Woodall's gang.

Loise Morse, chief telephone operator, Sapulpa, is away on a vacation.

Recent vacationists in the Ft. Scott territory are: T. S. Keating of Lamar; Alice Hogan of Ft. Scott; A. P. Parks of Ft. Scott; Mrs. D. L. Ford of Hammond; W. E. Baer of La Cygne and Howard Young of Henson.

## EASTERN DIVISION—MECHANICAL SPRINGFIELD, MO.

MILLARD F. BROWN, Reporter

Jas. R. Baron, formerly employed as caller at Monett, Mo., has been transferred to the north roundhouse in the same capacity.

E. A. Cale, road foreman of equipment, has recently purchased a new Pontiac and says he is going to take life easy when not working.

John Carner, caller, north roundhouse, has been granted a thirty day leave of absence. He and his wife are visiting her relatives in the state of Tennessee.

Loran Loveless, distribution clerk and Joe Ray, traveling fireman, spent the past week fishing on White river. They both inform us there is no use of anyone else going, for they did not leave a single one.

W. F. Brandt, general foreman, north roundhouse, is taking the last half of July for his vacation, which he and the Mrs. intend to spend touring in the Ozarks.

Carl E. Keiser, stenographer, is spending his vacation doing odd jobs around his new home which he recently purchased.

Allen Moore, timekeeper, says he is through with base ball as the Midgets are unable to keep out of the cellar and the Cardinals are so far away that all he will get to do now is to read the paper for the results.

## MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

How we did regret to part with our erstwhile boss, Mr. W. G. Hall, who on July 1 was transferred to Sherman, Texas, as master mechanic of the Texas Lines. It seems that every employee under Mr. Hall's supervision was a friend and admirer, and our only consoling thought in his departure is the knowledge of his justly merited promotion. At any rate he was sent on his way fully equipped for long and arduous travel, for in token of their high esteem the shop

FILL YOUR HOSPITAL PRESCRIPTIONS  
**The PRICHARD-BLATCHLEY  
DRUG COMPANY**  
The Rexall Store  
S. W. Cor. Main & Wall Phone 170  
FT. SCOTT, KANS.

Out of the night comes dawn,  
Out of sympathy comes service.  
**Mrs. C. L. Forster, Funeral Home**  
No. 918-920 Brooklyn Ave.  
KANSAS CITY, MO. Benton 0336

**KANSAS UTILITIES CO.**  
"The Gas and Electric Store"  
FRIGIDAIRES WASHERS  
GAS RANGES  
Ft. Scott, Kans.

men and supervisors presented Mr. Hall a handsome Gladstone fitted with toilet accessories, together with a brief case to be used in his new role of master mechanic. We wish him every success in his new position, and hope he'll visit us often.

There really is some truth in that old saying—"Every cloud has a silver lining," for while we are lamenting Mr. Hall's leaving, we are pleased and delighted with his successor, Mr. M. L. Crawford, who was appointed to fill the position.

The new Studebaker coach recently acquired by engineer T. M. Tucker, is certainly a beautiful and valued possession.

Another dream come true! Frank Ellis, road foreman on the southwestern division, returned to work on July 18 after a two week's vacation. Mr. Ellis reports a fine time fishing, playing golf and most thrilling of all—putting miles on a new Nash sedan.

Sanford Kelley, fireman, reported for duty on Monett extra board on July 17, after a two years' absence.

E. B. Harriman, formerly an engineer out of Kansas City, was appointed road foreman of equipment on the Carthage and Wichita subdivisions on June 20, with headquarters at Neodesha, Kansas. Mr. Harriman is fast becoming acquainted with the trials and troubles of a road foreman, and soon will be a hardened veteran at the job.

M. L. Clements, supplyman, who has been incapacitated since May 15 with a dislocated shoulder, is again back on the job.

#### AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Conductor J. J. Charles and wife are enjoying a pleasant vacation with relatives in California and expect to be away about two months.

William Shea, retired switchman, Monett yards, now residing in East St. Louis, was shaking hands with his old "buddies" this month. Mr. Shea started railroading in 1870.

M. R. Johnson, B. and B. foreman, and his gang who have been located at Monett for some time repairing bridges and crossings, moved to Verona June 20.

The mail and baggage handlers at Monett who have been working "split shifts", have been placed on regular eight-hour assignments.

Chief yard clerk, Richard Mills and family entertained as their guests this month Mr. Mills' sister, Mrs. Fred Salzer and family of Eldorado, Ark.

Ray A. Guinney is the "proud" owner of a German police dog, a gift from his sister.

Miss Dorothy Louise Brown of Tulsa, Okla., is a guest at the home of her grandparents, agent and Mrs. Brown.

Mrs. Cecil Hinkle, wife of baggage and mail handler and Mrs. O. U. Vermillion and children, family of switchman, have departed for a vacation trip to Washington, Indiana and St. Paul, Minn.

Mr. and Mrs. Burl Thomas and family have returned from a visit with relatives in Washington, Indiana.

Mrs. J. H. Shockley, wife of ticket clerk, is recovering from a very serious illness and Mr. Shockley has returned to his work.

E. O. Gillette, S. P. Jolley and Guy Dawson spent two days in St. Louis recently attending "big league" ball games.

G. D. Shreve and family and Jesse Newberry and wife enjoyed a week's outing on White river this month.

Assistant yardmaster W. P. Fenton and Mrs. Fenton have returned from a visit in St. Louis and points in Illinois.

W. O. Gates left Saturday night, July 14, for a trip which will include



## 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 he-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-Rubbed and Edgeworth Plug Slice. Both offered in various sizes, from small pocket-size to handsome pound-size humidor.

#### FREE OFFER to Railroad Men

If you have never tried Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe test. Send your name and address to Larus & Brother Company, 27 S. 21st St., Richmond, Va.

stops at Detroit and Bay City, Mich., and we think he also contemplates running over to Canada, too.

W. L. Cannady, switch engine foreman, took a two days' lay off recently to go fishing and have a feast on "sea foods." When he returned he was "one truthful" fisherman, he didn't even get as much as a nibble, but we are of the opinion Dave Marshall was there the day before and caught 'em all.

Mrs. J. Herron Westbay and daughter Dorothy Lorraine of Indianapolis, Indiana, are Monett visitors this month. Mr. Westbay early in his railroad career worked in the mechanical department of the Frisco railroad at Monett and Hugo, but is now special engineer for the Big Four railroad.

Mr. Frank Schick, fuel clerk, is now away on a few days' vacation.

Mr. M. H. Rodwig, fuel inspector, Tulsa, Okla., was in the office a few days ago. He accompanied Mrs. Rodwig to St. Louis for medical treatment. We hope she is improving nicely.

Mr. J. H. Curry, supervisor of fuel economy, is spending his vacation with his family at Monett.

#### OFFICE OF SUPT. OF TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Cecil Carnahan has returned to his home after a trip to Rochester, Minn., where he received medical treatment. It is hoped that he will soon be able to resume his duties.

Mr. and Mrs. L. P. Lavelle and children recently enjoyed a delightful vacation in Wyoming and other western states.

Lawrence Grimes formerly a brakeman on the Southern division is now employed as a switchman in Springfield terminal. He is heartily welcomed by the terminal force as a valuable acquisition to their number.

R. T. Newbold recently spent a few days sightseeing and visiting in St. Louis.

Mr. and Mrs. Norman Kruse spent several days during the latter part of June visiting relatives in Wichita, Kansas.

W. F. Groth and children have returned home after an extensive motor tour among the northern states.

J. A. McKeon, assistant yardmaster,

#### FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The supervisors of fuel economy meet in Mr. Collett's office on July 13, and as usual held a very profitable meeting. There was a full attendance—Messrs. J. H. Curry, G. T. Allison of St. Louis, G. L. Schneider of Sapulpa, W. A. Crawford of Springfield and C. J. Beshears of Memphis. Mr. J. E. Whalen, general fuel supervisor and Mr. L. A. Blevans, statistician, were also present.

Mr. H. E. Martin drove to Springfield on a few days' vacation last week and thinks touring in the Ozarks is a very pleasant diversion away from the heat of the city.

Mr. L. A. Blevans spent the week of July Fourth at Springfield—taking a rest.

has returned to his duties after enjoying his annual vacation.

A fishing party composed of W. P. Gustin and son Junior, H. J. Poff, Harry Fitch, and George McLelland recently enjoyed a delightful two weeks of their pastime in the wilds of northern Ontario. The party went by train to within one hundred and fifty miles of their destination and then were taken by launch and canoes the remainder of the journey. The largest fish caught was one of forty pounds, which was snared by Mr. Gustin.

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

## SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Mrs. LaVon Armendariz and daughter Dorothy Jane, Topeka, Kansas, and Mrs. R. N. McKitterick and daughter Marjorie, Emporia, Kansas, are visiting at the home of Mr. and Mrs. L. B. Pechner, uncle and aunt of Mrs. Armendariz and Mrs. McKitterick. They are also visiting at the home of their sister, Mrs. Delbert Inman, who was formerly Miss Dorothy J. Adamson, stenographer in lumber yard office. Mr. Pechner is general lumber foreman.

Warren E. Reed, foreman in lumber yard, spent his vacation remodeling his home.

Paul Brandon, wife and daughter Ann Elizabeth, visited in Osceola, Mo., recently. Paul is foreman in lumber yard.

Mr. and Mrs. John B. Haymes, spent the Fourth of July at Marshfield, Mo.

Mr. and Mrs. George E. Graham and son Clyde, attended Dewey Edwards' birthday dinner at Strafford, Mo., July 15.

D. R. Case, stock clerk, who was injured in an automobile accident several weeks ago, has recovered and returned to work June 18.

Mr. and Mrs. A. M. Click and son Marion, visited in Birmingham, Louisville, Ky., and Norfolk, Va., recently. Mr. Click is stock clerk.

Velma Martin, stenographer in lumber yard office, spent the Fourth of July on Niangua and White rivers. Velma caught three fish and one frog.

The forces at lumber yard have

been experiencing considerable trouble account of roof leaking during heavy rains. They are now the proud possessors of a new roof on the lumber shed and are waiting for it to rain to find out whether or not it will leak.

O. F. Kemm, stock clerk, suffered an attack of the "flu" recently. He returned to his desk July 5.

The store employees regretted very much to learn of the death of W. E. Birch, at Tulsa, Okla., which occurred July 1. Mr. Birch was formerly stock clerk at the store room, being in charge of sections five and sixteen, later being transferred to the Lindenwood store as storehelper under the direction of F. G. Collar, storekeeper, and was retired April 1, account of total disability. Our sincere sympathy is extended to the bereaved family.

Thos. E. Alsop, chairman Frisco system board of adjustment B. of R. C., returned a short time ago from Columbus, Ohio, where he attended the Railway Clerks' Convention. He also visited in Cleveland, Ohio, a few days before returning home.

It was necessary for Robert C. McCrory, checker, to secure an additional leave of absence of thirty days. We trust that Mr. McCrory will be able to return to work at the expiration of this time.

Roy Sloan and family, Detroit, Mich., motored to Springfield recently for a visit with the former's parents. Mr. and Mrs. William T. Sloan. Mr. Sloan is trucker at store room.

Mr. H. E. Martin and family, St. Louis, Mo., visited at the home of Mr. and Mrs. F. M. Bishop, recently. Mrs. Bishop is Mr. Martin's sister.

Mr. and Mrs. J. H. Wilson, Mrs. Lambeth and Mr. Wilson's mother, Mrs. Thompson, motored to Ava, Mansfield and Cedar Gap, July 8.

Mr. and Mrs. O. H. Miller and children are visiting in Saginaw, Detroit and Flint, Mich.

C. C. Meyer, stock clerk at store room, with Joe Ray, Walter Ray and Loren Loveless, enjoyed a fishing trip recently at the mouth of White and James rivers. Charley reports they caught fourteen pounds of cat fish.

S. H. Gaston, wife and son spent Sunday, July 15, at Ash Grove, Mo., visiting the former's uncle, J. R. Shockley.

C. E. Wheatley, division storekeeper, and daughter Marguerite, visited in Kansas City, July 15.

J. W. Walker and family motored to Ava, Mo., July 8th, to visit the former's mother. Mr. Walker is stock clerk.

A. R. Hull, checker, spent a very delightful week in Indianapolis recently.

Orin Akridge, of Cincinnati, Ohio, is visiting his father J. G. Akridge, general foreman, West store. Orin was formerly employed as trucker at the store room.

Geo. McGilvry, night watchman and counterman, visited his aunt and uncle at Dorchester, Ill., recently. He reported a nice trip.

Mr. and Mrs. H. A. Siler and daughters Genevieve and Velma, of Pittsburgh, Penna., are visiting at the home of the latter's sister, Mrs. S. H. Gaston, wife of general foreman.

When writing our last month's items we were not familiar with the facts surrounding J. W. "Wes" Rowland's failure to finish among the first in our "Bunion Derby" from Billings to Springfield, but we are now informed that "Wes" was to compete for the prize to be given to the one making the best time walking from Billings to Springfield and after walking several miles and passing several of the runners "Wes" decided that he could win by competing as a runner, but afterwards learned that he had entered the running race too late to make good as a runner. Some of the forces claim that "Wes" stopped to eat strawberry short cake on the way was the reason he failed to finish earlier in the race.

## OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

This month the entire personnel of the office can easily be divided into three groups—those who are just back from vacation, those on vacation, and those planning to escape the heat at the first chance.

The "Has-Beens" get a certain thrill out of relating their adventures and we patiently listen, knowing that our turn will come later.

N. L. Lindquist journeyed to California with his family to visit relatives and see the sights.

Mary Burrow went to Houston early to avoid the political rush and the hot weather.

Myrtle Miller spent a week of her vacation at Chicago Heights visiting friends.

Bertie Sutton spent a week of her time with her two children at Niagara Falls, Toronto, Cleveland and other points of interest.

Irene Schaller accompanied her sister home via auto to Ann Arbor, Mich., where she spent a part of her vacation.

Zella Shawley spent an exciting week visiting friends in Lincoln and Omaha.

Those on vacation are the envy of those left at work, although Grace Hanes is probably not having an exciting vacation, being confined to her home account illness.

Myrtle Cochran and Nellie Clifton are in Yellowstone Park, descending the gorges, gazing in awe at the wonderful mountain formations and exclaiming over the geysers. They expect to return via the Cody Road and Omaha.

Aileen and Marjorie Renshaw are at Hollister—hiking, riding and swimming.

Ruth Owen and Luna Wilder of the record department are in Denver visiting Ruth's sister, Mrs. Jason Rohrer, formerly of this office.

We are sorry that so many from our office are still on the sick list and on leave of absence.

Catherine Lyons, Mrs. Mary Jones

# A Clear Track Ahead for Frisco Employees Who Save

But be certain you save at "Commerce", where the Frisco Railroad itself banks and where scores of its workers find satisfactory service.



**The National Bank of Commerce**  
and  
**Federal Commerce Trust Company**  
In St. Louis

Broadway,



Olive to Pine

and Mrs. Annie George have all asked for extension of their leave.

Helen Hawkins has just been released from the hospital at St. Louis after undergoing a serious operation, and is convalescing at her home.

Blanche Bramhall took her two sons to California for a rest of two months.

The sympathy of the entire office is extended to Mr. T. H. Wommack, general car service supervisor, in the death of his father at Seymour, Mo., July 12.

Four weddings marked the month of June in this office.

Marie Hill became the bride of Mr. Frank Sneed and after a short honeymoon in Kansas City, will be home to her friends at Willard, Mo.

Edith Dunbar became the bride of Mr. Ralph Stephens of this city.

Olive Brady became Mrs. A. O. Hartley, and June J. Sands took unto himself a wife. Showers, dinners and parties were given in honor of the brides, and best wishes were showered on all.

A signal honor has been bestowed upon Cleveland Laub, son of Mrs. Jessie Laub, record clerk in this office, in the award of a four year scholarship to Washington University—two years in the school of liberal arts and two years in the school of business and public administration. This is an exceptional honor from the fact that but four of these scholarships are awarded in the entire state of Missouri each year.

#### OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

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

E. L. Anderson, assistant engineer, spent several days visiting relatives at La Belle, Mo.

Hazel 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 looking so "peppy" and like herself again. During her absence Harold Stoll from Newburg worked in Hazel's place.

Walter Rice, clerk in assistant superintendent's office, has a new Ford coupe. Walter certainly is "strutting his stuff."

W. L. Jones, formerly chairman in this department and for the last two years employed in the engineering department of the Pensacola Lines, paid us a very pleasant visit on June 21. Bill resigned the 15th of June to accept a position with a large southern marble company. We wish Bill the best of luck in his new work.

Guido Moss, transitman, spent the week-end visiting friends in Columbia, Mo. Guido said the roads were fine with a few exceptions, but that it didn't make any difference to him, as his Ford could "travel" as fast on bad roads as it could on concrete roads—however, he prefers concrete roads, as a car driving in front of him on a gravel road unfortunately had a flat tire and threw a rock back and broke the windshield. Guido said he didn't get hurt, only scared to death.

H. L. Woldridge, rodman, spent the Fourth visiting friends in St. Louis.

One day recently we saw C. E. Teeter, general foreman B. & B., sitting at his desk without his hat on. When you see Mr. Teeter without his hat on you can figure the thermometer is registering about 90.

#### GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

George Wood spent his vacation in the west, visiting in Portland, Seattle

and Victoria. While in Portland he saw Mr. Pomeroy. Mr. Pomeroy was an employe in the stores department here until he was pensioned. George reports that Mr. Pomeroy is not in very good health, being bothered with rheumatism.

John Bass joined his family who were visiting in California and spent his vacation, all returning home together.

Mr. and Mrs. G. N. Hudson announce the birth of a son, Gene Brennon, born June 26. Mr. Hudson is chief stationery clerk and we will say this for him, he is more honest than some fathers, as he says the baby gets his good disposition from his mother.

We are glad to report that Mr. M. Cleary is back to work after being absent account of an operation on his eye.

Miss Mae Beamen spent her vacation with friends at Mrs. Lacey's cabin at Hollister. Even though it rained most of the time, Mae said she had a wonderful time.

Miss Ruth Uelton is spending her vacation with relatives in The Dalles, Oregon.

Miss Pearl Fain has not been on any vacation, but she says she had the thrill of a life time 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.

Glen Elsey spent his vacation in Cincinnati, Ohio, attending his fraternity convention, Chi Sigma Chi.

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

#### NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Homer DeBerry, agent, returned to work July 1, after having spent a



— IN ST. LOUIS

Reg. U. S. Pat. Off.

## St. Louis' Largest Bank

Service for Every  
Banking Need

YOU ARE CORDIALLY INVITED

First National Bank



BROADWAY AND LOCUST

Savings Department Open Mondays Until 6:30 o'Clock

two week's vacation in Memphis and various other places.

Mrs. Hazel Baker, clerk in assistant superintendent Jury's office, visited a few days in Newburg, recently.

Miss Lucille Lemons, daughter of operator Lemons, and George Oliver Stockton of St. Louis, visited the former's parents at Newburg the first of July.

J. C. Greener, conductor on the Lebanon subdivision, drove to Newburg and spent a few days visiting recently.

On Thursday, June 21, at the St. Luke's hospital in St. Louis, Mo., triplets were born to Mr. and Mrs. Karl Stoll, one girl and two boys. Both of the boys died. The baby girl and its mother are getting along nicely.

Mr. and Mrs. Phil Connors of El Reno, Okla., are the guests of her sister, Mrs. Ed Murphy and Mr. Murphy.

George Schwandt, who has been working here, has returned to his home at Monett.

F. A. Moore attended the meeting of the clerks at St. Louis on June 24.

W. W. Lemons, operator, and family, visited at Jefferson City, June 29.

Mrs. M. F. Stanfield and son Junior of Chaffee, Missouri, were the guests of Mr. and Mrs. N. O. Watts recently.

Earl Carter, air man, visited in St. Louis recently.

K. G. Stoll, yardmaster, is taking his vacation. Herman Fuller is working as yardmaster during his absence.

Earl Douglas, clerk at Pacific, has bid in third trick bill desk at Newburg.

Claud Leek, operator, has bid in the M. S. office at Springfield. His family will remain in Newburg for a time.

R. D. Wilson, car foreman, and Mrs. Wilson have returned from a two week's vacation.

Mr. and Mrs. Mack J. Cotham visited in St. Louis with Mr. and Mrs. Frank Porterfield and other relatives and friends recently.

Last, but not least, we are glad to say that much praise has already been bestowed upon our young station agent, Homer DeBerry, for his capability for his position. But too much credit could not be given to him for his untiring efforts to keep his station in perfect order and to make Newburg a one hundred per cent Frisco Boostertown. He not only boosts the Frisco to the employees here, but to his associates and to whom he comes in contact with. Below is a copy of the letters he sent to each employe with his or her pay check:

Newburg, Mo., July 14, 1928  
All Employees:

To insure a regular pay check our company must operate and make money. This it cannot do without the support and co-operation of its employees. Newburg is a Frisco town and with your support we can stop these trucks from coming here and depriving our company of hundreds of dollars yearly. Stand back of these merchants who stand back of us. There

are some who ship entirely by freight and express.

Homer DeBerry, Agent.

### PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Mary Lou Carrico has been transferred from the statistical department to fill the place of Evelyn Castles, who resigned her position on June 16 to be married.

Rev. H. F. Bohn spent his vacation the latter part of June, in Chicago, visiting his sons who are studying for the ministry.

Paul Ryan motored to Chicago the first week in July and spent his vacation there.

John C. Starkey, auditor passenger accounts, has been appointed chairman of committee of passenger accounts of railway accounting officers association.

Mrs. Ezra Stewart and children are visiting relatives in Woodland and San Francisco, Calif., they also stopped over in Denver and Salt Lake City and were accompanied as far as Denver and Salido by Mr. Stewart.

Roy Meyers and Bud Denton made a trip to Evansville, Ind., recently.

Genevieve Hutchinson's mother is having a nice vacation in California.

Leola Hughes is spending her vacation in Denver. Russell Grosch in Colorado Springs.

Reinhold Buder is trying out his new Chevrolet coach in various motor trips throughout the country, drove to Jefferson City, Sunday, July 8, and intends to drive to Kennett, Mo., July 22.

### TRANSPORTATION DEPARTMENT NEWBURG, MO.

LILLIAN M. SICKLES, Reporter

Enjoying ideal summer weather, and although the thermometer has been soaring high, we have no trouble in keeping cool, we just take an occasional dip in the old swimming holes for which Newburg and vicinity is famous.

Maud Snyder, roadmasters clerk, spent the week end with her father in Lebanon.

Glad to see Harry Warford, engineer, able to be up and about again. He was recently operated on at Springfield for appendicitis.

Mrs. J. H. Davis, wife of dispatcher Davis, of Springfield, spent the 4th with the Watts family. They enjoyed the day on the river fishing.

Mildred Thomas, daughter of fireman John Thomas, has been spending her summer vacation in St. Louis.

W. H. Owens, locomotive inspector, recently visited home folks at Rogersville, Mo.

Hazel O. Baker, clerk to trainmaster at Springfield, was a visitor at Newburg recently. Her little daughter, niece and nephew accompanied her. A large portion of their time was spent on the banks of Little Piney.

L. T. Grigsby, formerly train crew caller here, has resigned and accepted a position with an oil company at Augusta, Kansas.

Lillian Sickles, assistant superintendent's clerk, was a visitor in Willow Springs recently. Her sister, Mary, accompanied her home for a short visit.

P. A. Mikkelsen, conductor Rolla sub division, spent several days recently fishing near Steelville, Missouri. We understand he caught the biggest fish that has been caught so far this season, in the vicinity of Steelville.

J. R. Campbell, and family, are spending a couple of weeks visiting in New York.

Mrs. O. N. Watts, daughter, Almeda, and son, John, left July 17, for an extended visit in Colorado.

### F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

The writer desires to apologize to the readers of this column for the lateness of the following news item, but same is due to the fact that during the grand rush of the veterans' reunion, June items were sent in too late for publication in the last issue of the magazine.

On June 15, Gertrude Fryer, dictaphone operator, made known her resignation account of her approaching marriage to Mr. Floyd Lillard of this city. The morning of her last day at work, she was given a miscellaneous kitchen shower.

On June 19, a large number of girls from the department enjoyed a luncheon at Fred Harvey's in honor of Gertrude, at which time she was presented with a special gift. The following Thursday evening, a miscellaneous shower was given at the home of Miss Verne Tulloch, 1371 Roanoke Ave., in honor of the bride, whose marriage was solemnized on Saturday, July 16. Those assisting Miss Tulloch were Mrs. Ralph Lewis, the Misses Ruby Northcutt, Gertrude Whitaker, Katherine Hurt, Lona Arnold and Lenora Sutherland. Gertrude was one of the most efficient and loyal employees in the freight claim department, with fifteen years service to her credit, and the employees of the office extend to her every good wish for happiness and prosperity throughout the years to come.

Announcement has been received of the birth of an eight pound daughter to Mr. and Mrs. W. D. Duckett (formerly Vida Whitsett, dictaphone operator in this office), of Sacul, Texas. The

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Mines Located at Mulberry and Scammon, Kansas, and  
Henryetta, Oklahoma, on the line of the  
St. Louis-San Francisco Ry. Co.

new arrival has been named Norma June.

While visiting in Houston, Texas, during the month of June, Tom Quinn, claim investigator, was the guest of L. F. Sewell, formerly of this office, who now resides in Houston.

Virginia Hasler, of the voucher department, is still talking about her wonderful vacation trip to Portland, Seattle, Vancouver, Lake Louise and Banff, during the month of June. While in Seattle, she met Mamie Gurley, file clerk, who was on the last lap of her extensive western trip and the two made the return trip via the Canadian Pacific Railway.

Miss Marjorie Risser, of the filing department, and mother, have just returned from a two weeks' trip to Houston, Dallas and Galveston, Texas.

The Misses Helen and Wilma Acton, daughters of Mrs. Loree Acton, file clerk, are spending their school vacations in Colorado Springs and vicinity, visiting friends and relatives.

The following girls from various departments in the general office building, motored to Fairgrove for a chicken dinner on Tuesday evening, July 10: Ruby Northcutt, Virginia Hasler, Hazel Clark, Loretta Henry, Freda Fielden, Alma Fielden, Mamie Gurley, Freddie Draughon, Marguerite Haley, Hazel Brown, Becky Pyatt, Marie Kidd, Marjorie Burchard, Marjorie Risser, Flo Elevans and Charlene Willard.

Virgil Anderson, claim investigator, and wife, motored to Columbia, Mo., July 21, for a week-end visit with Mr. Anderson's brother and wife, who are attending the University at that point.

Miss Dazel Lewis, secretary, has returned from a two weeks' visit in Eldorado, Okla., and Clovis, N. M. She was accompanied by her mother on the trip.

Miss Katherine Hurt, dictaphone operator, is enjoying a rest at Estes Park, Colo. She was accompanied on the trip by a number of girls and officers of the local Y. W. C. A.

R. E. Goudelock and family, enjoyed a short motor trip to Eureka Springs and Harrison, Ark., the latter part of July.

Speaking of dauntless bravery and courage—we think Mrs. Imo Johnson, file clerk, possesses these characteristics in a large measure. One rainy morning, while entering the lobby of the general office building, she slipped on the tile floor and fractured her shoulder. However, the next week she and her little son, Treesh, started on a vacation trip to Denver, Salt Lake City and the Grand Canyon. Mrs. Johnson was forced to carry her arm in a sling, while the little son proudly carried the heavy suit cases and assisted his mother in every way possible.

Miss Clara Ernes, supervisor of the filing and typing departments, has returned from a two weeks' vacation in Denver and Salt Lake City. While in the latter city, she visited with Bob Tisdale and family. Mr. Tisdale was formerly employed in this department as a claim investigator, and since his resignation four years ago, has been connected with the Crown-Willamette Paper Company of San Francisco, Calif., headquarters at Salt Lake City. Mr. Tisdale sent his regards and best wishes to all of his old Frisco friends and co-workers.

The baby page will have some new entrants before long, namely the pictures of Betty Louise Sinclair, eight pounds, born July 7; Shirley Marie Wilks, eight pounds, born July 10, and Nancy Jane Gilbert, eight and one-half pounds, born June 29. The proud mother in the first instance was formerly Opha Harcastle, file clerk in this department, and the remaining babies are daughters of Harold Wilks and Bob Gilbert, claim investigators.

A meeting was held July 13, by various members of the Frisco Men's Club of Springfield, and a Frisco Bowling League organized with officers as

follows: C. A. Grobe, president; P. P. Peterson, vice-president, and Howard Pickens, secretary. The various teams will be named after the fast trains of the Frisco and the tournaments will start sometime the middle of September in Kline's Bowling Alley, old McDaniel Hall. The following freight claim department employees will take an active part: Earl Head, organizer, W. N. Doss, George Reed, Carl Smith, Leo Barrett, Bob Gilbert and Bill Warden.

## SOUTHERN DIVISION

### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Sam McDonough, son of D. F. McDonough, executive general agent, Memphis (formerly division freight agent, Birmingham) has been busily acknowledging congratulations on winning the cup in the tennis tournament of the city high schools. More power to Sam.

Edwin Chenoweth has proven to be a champion pitcher of horseshoes. Edwin was second in the contest of the Birmingham Traffic & Transportation Club picnic recently, his partner winning first place by a slim margin.

Bonnie Chew, son of your reporter, recently had a wonderful trip to Oklahoma City, visiting relatives.

B. F. Thompson, soliciting freight agent, recently was on a vacation, spending most of his time at home and a few days in Mobile, Ala.

### OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

J. B. Henson has been assigned to the position of assistant bill and voucher clerk in this office. Mr. Henson was formerly employed in the mechanical department and we are very glad to welcome him into the accounting department.

Considerable excitement prevailed in the Bush Hills neighborhood late the night of July 12, when several of the homes in that section were burglarized. In one of those homes, Jack Ambrose resides. After discovering a burglar had paid a visit and had taken a purse with him, Jack proved his bravery by taking his thirty-two and a searchlight and starting a searching party. The purse was found, empty, but otherwise the search was futile, except to frighten some of the good neighbors who took Jack and his companion for prowlers in their own back yards.

A lively interest in the game of golf has recently been taken by some of the

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gentlemen around the office. Apparently some progress is being made, for according to H. L. Bird, he can now play nine holes before dark—if he begins at noon.

Mr. and Mrs. G. T. Dunlap enjoyed a week's visit in Springfield, Mo., recently.

We have always wondered how the new dance steps originate. Now, we know. Here's how:

Mr. Coleman: "Jack, what is the name of that dance step?"

Jack (who has been doing what appears to be a combination of black-bottom, Charleston, etc.): "Oh, I wasn't dancing. I was killing a cockroach."

Mr. Coleman: "Well, I would suggest that you call it the 'Cockroach Stomp'."

### BIRMINGHAM TERMINAL

MRS. NELLIE MCGOWEN, Reporter

J. W. Skaggs, superintendent terminals, attended a meeting of the rough handling committee in Savannah, Ga., on June 7.

Mrs. J. W. Skaggs and son, James, have returned from a visit in Kansas City.

J. A. Morton, demurrage clerk, was a recent visitor to St. Louis.

Mrs. W. T. Souder, clerk in the chief joint inspector's office, has returned from St. Louis where she went to be with her husband who was operated on in the Frisco Hospital. Mr. Souder is record clerk in the superintendent terminal's office. We all miss "Sam" and trust he will soon be able to be back on the job again.

O. B. Adkins, switchman, is visiting in Cincinnati, Ohio.

Mrs. H. S. Gann, wife of report clerk, who has been confined to the hospital

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surgical treatment. Try *Un-  
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for several days, has returned to her home. We are very glad to report that Mrs. Gann is improving rapidly.

Mrs. F. L. Parrish and children, wife and children of switchman, are visiting relatives in Mace Springs, Va.

C. J. Thompson, assistant to superintendent terminals J. A. Whitten, chief clerk J. A. Morton and R. F. Oxley, demurrage clerks; A. H. Lawson and C. H. Vaughn, revising clerks, were among those who attended the Birmingham Traffic and Transportation

Club picnic at Clairmont Springs on June 23.

J. A. Graves, head train clerk, has returned from a two weeks' vacation spent in Florida.

Mrs. Leland McElvaney, clerk in office of agent at Ensley, left a few days ago for an extended visit through the East. While away, Mrs. McElvaney will visit in Cincinnati, Cleveland, Niagara Falls, Boston, Portland, Me., and points in Canada.

Miss Ethel McBride, daughter of operator, is visiting in Chattanooga, Tenn.

Jessie McBride, messenger, has returned from a week's visit in Atlanta, Nashville and Chattanooga.

The following announcement will be of interest to Frisco friends of Birmingham:

Mr. and Mrs. L. S. Tucker announce the marriage of their daughter, Janie Roselin to Edward Earnest Hill of Chattanooga, Tenn. The marriage was solemnized on Monday, June 11. Mr. and Mrs. Hill will make their home in Chattanooga.

J. A. Whitten, chief clerk, is away on a two weeks' vacation, which, he states will be 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 relatives 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, Ala.

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

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death of his sister. Our sympathy is extended to Mr. Huie and family.

J. H. Hardin, switchman, is visiting in Columbus, Ga.

Charles and Mary McGowen left on July 15 to be guests at a house party given by Dr. and Mrs. G. H. Moore, of Opelika, at their summer cottage at Kress Lake.

Misses Louise and Alda Whaley, daughters of switchman, are visiting in Philadelphia, Pa.

Mrs. W. N. Drake, wife of train clerk, is visiting her daughter in Philadelphia. Mrs. Drake will also visit in Augusta, Ga., before returning to her home.

J. R. Souter, cashier at Ensley, and Mrs. Souter are visiting relatives in Montezuma, Ga.

D. M. Stanford, crossing flagman, and wife, expect to leave in a few days for a visit of several weeks to relatives in Sherman, Texas.

R. W. King, switchman, and family are visiting relatives in Amarillo, Tex., and Oklahoma City.

J. F. Hardegree, car clerk for the Birmingham Southern R. R., who is stationed at East Thomas Yard, with Mrs. Hardegree, are visiting relatives in Tampa, Fla. They also expect to visit in Miami before returning to Birmingham.

#### ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. G. LANGSTON, Reporter

A. H. Sarafian, formerly shop accountant at this point, recently was confined in the hospital for several weeks with an acute attack of appendicitis. Am glad to report that "Cy" is now at home and doing nicely.

C. J. Anderick, of the dispatcher's office, attended the recent convention of the Brotherhood of Railway Clerks at Columbus, Ohio.

T. L. Guthrie, of the engineering department, spent his vacation visiting in New Orleans and St. Louis.

A. E. Biggers, bill and voucher clerk, was fortunate enough to get away for a few days' vacation the latter part of June.

L. B. Reed, assistant bill and voucher clerk, and family visited in Jonesboro, Ark., recently, when Mr. Reed was on his vacation.

C. M. Scott, assistant division engineer, visited in Springfield and Carthage, Mo., recently.

Dolene Scott, stenographer, has transferred to St. Louis. The members of the accounting department presented Miss Scott with a small token of friendship.

H. E. Bailey, assistant engineer, is contemplating an extended trip through northern United States and Canada during the month of August.

#### FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Miss Allie Maie Speight is having a good time driving her new Chevrolet. J. L. Scales spent Sunday, June 11, with the home folks, Wardell, Mo.

Miss Lula Manley is away on vacation, spending part of the time with friends in Osceola, Ark.

#### OFFICIAL FRISCO WATCH INSPECTORS

Dilworth Jewelry Co.....Jasper, Ala.  
Gahlenbeck Jewelry Co.....Pensacola, Fla.  
Haltom, G. W.....Ft. Worth, Texas  
Mack Company.....Tulsa, Okla.  
Standard Jewelry Co.....Muskogee, Okla.

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SAINT LOUIS

The picnic barbecue and dance given by the Frisco Employees' Club evening June 30, was a great success, several hundred Frisco employees and their friends attending.

Miss Mary Cummings, daughter of our chief clerk, has recently undergone an operation for appendicitis. We are glad to know that she is making rapid recovery. Mr. Cummings enjoyed a two weeks' vacation at home.

W. C. Hamilton tells us he enjoyed his vacation very much.

#### STORES DEPARTMENT—MEMPHIS

HELEN GRIFFIN, Reporter

Miss Gladys Ann Irwin, stenographer, car department, is the proud owner of a new Ford coupe.

Miss Thelma Drashman, stenographer-clerk timekeeper's office, spent June 19 in Oxford, Miss., where she was bridesmaid in Miss Elizabeth Lowrance's wedding.

Sheldon Ross, timekeeper, and Mrs. Ross spent the day with friends in St. Louis recently.

George Morris, chief clerk store department, was away from the office June 14 account illness.

We extend our sympathy to Everett Hansen, shop checker, and Mrs. Hansen, in the loss of their baby, Jeanne Margaret, age one year, on July 4.

J. E. Shipman, B. & B. foreman, spent week-end of July 7, visiting relatives in Birmingham.

Everett Nixon, storehelper, was sick July 10 and unable to come to the office.

Millard Rhodes, section stock clerk, spent the day recently with his home folks in Jackson, Tenn.

#### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

The newly-weds have gone to house-keeping,—the Rotzingers and Higginbothams. They rented a furnished house together. Mr. and Mrs. Rotzinger were presented a set of dishes, and Mr. and Mrs. Higginbotham a mahogany mantel clock by this office for wedding presents.

B. S. Linville, night chief clerk, together with wife and daughter, attended the Veterans' Reunion June 18 and 19, and from there went for a visit with relatives in St. Louis and Jefferson City, Mo., returning to Work July 15.

Miss Faye Barbee, stenographer, spent June 17 and 18, also July 8 and 9 in Jonesboro with relatives.

A. V. Garrett, O. S. & D. clerk, was unable to work for several days recently due to illness. Mrs. Garrett has also been indisposed, having had her tonsils removed.

Those that were unable to attend the barbecue and dance on June 25, given by the Frisco Employees' Club, surely missed a good time. The barbecue, and everything that went with it was fine, everyone had all they could possibly eat.

S. L. Oliver returned June 25 from meeting of Freight Station Section, A. R. A. Niagara Falls, reporting a nice trip.

Leon Rohrbough, demurrage clerk, and Gordon Robertson, cashier, spent several days recently in St. Louis on business.

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

J. L. Fazzi, inbound delivery clerk, and Mrs. Fazzi left for New York City June 30 to visit relatives, going via Cincinnati. Mr. Fazzi returned to work July 16.

Miss Dorothy Johnson, key punch operator, spent week-end of June 29 in St. Louis with relatives.

Miss Elms Wright, comptometer operator, enjoyed a house party at Reel Foot Lake June 30 and July 1.

T. E. Bagwell is back with us as rate clerk, bumping Louis Hanover, account being relieved of his position at West Memphis by Jack Foster from Harvard. Hanover exercised his seniority at Yale.

T. E. Bryant, cashier's clerk, has returned from a vacation of fishing. Tommie also visited in Thayer, West Plains, and Springfield.

W. F. Corkery and family have returned from a visit with his father and other relatives in Champaign and Urbana, Illinois.

W. D. Welch, platform foreman, entered the Frisco hospital, St. Louis, July 1 for a thorough examination, remaining there about a week. Mr.



Little Miss Mildred Hughes is the accomplished eight year old daughter of Mr. J. T. Hughes of the mechanical department, Birmingham, Ala. She recently was awarded first prize for her exhibition of acrobatic dancing at the Kamram Grotto Circus, at Birmingham.

She is the pupil of Miss Mary Neville 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.

Welch returned to work July 16 after several months absence due to illness and we are all glad to have him back.

Fred E. Dobing has moved from Alamogordo, New Mexico to Albuquerque. We are in receipt of a letter from him saying he likes Albuquerque so much better and believes he will be able to get well there. Fred has the best wishes of every one, we just know he is going to be all right and will soon be back with us.

Mrs. H. V. Cook and children, family of executive clerk in Mr. Stanage's office, St. Louis, have returned home after a week's visit with Mr. and Mrs. B. C. Scruggs.

The July meeting of Greater Traffic Committee was conducted by Gordon Robertson, President, due to W. F. Corkery being away on vacation.

Sorry to report that Mrs. J. F. Wright, wife of rate clerk, is still ill. She has been moved to the St. Joseph hospital and it was necessary for Mr. Wright to give blood for two transfusions within the past week.

## CAPE GIRARDEAU ADVERTISERS

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W. O. Farris, disposition clerk, has been on the sick list, being unable to work two days.

We were all so glad to see J. H. Norman, demurrage clerk, on morning of July 16. Mr. Norman had been ill and unable to work for a couple of months.

Robt. J. Rotzinger and wife visited relatives in Thayer and Forland, Mo. July 14, 15, and 16.

R. L. Mackey, zone auditor, was away July 13 and 14 account moving to Memphis from Kansas City.

Harry E. Roper, messenger, spent week-end of July 14 in St. Louis.

## DORA, ALABAMA

F. M. SCOTT, Reporter

J. E. Ryan, engineer on the Demopolis passenger run, has moved from Dora to Amory.

Fred Horton, agent at Summit has moved to Summit.

G. O. Gaylor brakeman and family spent several days at Verbena, Ala., the home of both Mr. and Mrs. Gaylor. George reports the fishing fine.

Mr. and Mrs. J. P. Curl spent a week at Cullman, Ala., visiting relatives. Mr. Curl was relieved on the Sipsey run by Claude Stuteville.

W. G. Connell, engineer, bid in on the Sipsey run.

S. G. Fouts, brakeman on Sipsey run was off account of sickness, later being bumped by W. C. Gilliland.

Tom Connell, son of T. J. Connell, agent-yardmaster, enjoyed a five day camp at the Junior Boy Scout camp at Camp Orear.

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E. L. Nerren, engine watchman, was a recent patient at St. Louis hospital. Mr. Nerren being off about two weeks recovering from illness.

Mrs. C. M. Hunt had a pleasant visit to her daughters at Wichita, Kan., during the month of June.

C. M. Hunt bid in Dora Hole Job as engineer, made vacant by W. G. Connell.

Charlie Gains, section laborer, to St. Louis hospital and later to Birmingham hospital.

M. P. Hillhouse, section foreman at Bergens has a new garage with a brand new Chevrolet sedan in it.

Miss Dorothy Hamilton, granddaughter of Mr. and Mrs. M. P. Hillhouse is making her home with them now.

N. S. Davis, fireman, bid in the Cordova run.

R. C. Manasco, fireman, bid in Demopolis passenger run, but it was too hard a run for Rube so he came back to Dora.

R. C. Smith, agent American Railway Express Co., is off duty account sickness. Trust Mr. Smith will soon be able to return to work. He is being relieved by I. J. Price.

## JONESBORO, ARK. TICKET OFFICE

CARL YARBROUGH, Reporter

J. W. Ledbetter, agent West Plains, Mo., has been assigned permanent agent-yardmaster, Jonesboro, and will enter upon his duties here within the next few days. Mr. Ledbetter, who has been with Frisco 22 years, comes highly recommended as an efficient

## ST. LOUIS ADVERTISERS

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man, and we are glad to welcome him in our midst.

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

J. D. Hayes, demurrage clerk, is enjoying a week's vacation in middle Tennessee.

H. C. Coke, car foreman, has just returned from a few days vacation, and reports a very enjoyable trip.

W. T. Lane, Jr., cantaloupe king, is now shipping green corn and cucumbers from the famous Buffalo Island district around Monette, Black Oak and Senath, at the rate of 4 cars daily.

We are glad to report business picking up, in and outbound carload shipments are steadily increasing, which is very pleasing indeed.

#### TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

Mr. and Mrs. Keith I. Allen attended the American Legion Convention in Meridian, Mississippi.

Mrs. C. H. Goldsmith visited in Dallas, Texas, for several days.

Our special agent at Amory, Mr. I. V. Rumsey, and wife, have adopted a little baby girl, three-months-old, from the orphanage at Jackson and have named her Wanda Rose.

We offer our congratulations to Mr. and Mrs. R. L. McKinney, who were recently married. Mrs. McKinney was formerly Miss Virginia Hines, and taught school in Amory for several years. Mr. McKinney is a brakeman on the Tupelo Sub Division.

Miss Irma Flinn, daughter of Dispatcher E. W. Flinn, is spending her vacation in Amory.

Mr. H. G. Dollahite, chief caller, has returned to work after several days serious illness.

Mr. R. T. Hynson, night trainmaster, is attending an Eastern Star Convention in Detroit, Michigan, and Windsor, Ontario, and will visit in Tacoma, Washington, and Denver, Colorado, before returning to Amory.

Mrs. H. R. Wade had as her guest for several days, Mrs. Sullivan, of Springfield, Mo.

Miss Violet Goldsmith spent several weeks in Biloxi, Miss., and New Orleans.

#### FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

J. J. Cummins, agent Frisco and Belt, has been having much trouble keeping his new Nash auto separated from the other autos while driving out on the road. The car seems lonesome and seeks company.

F. M. Packard, chief clerk, has moved his residence to higher parts of the city, apparently the excessive rainfall has driven him to higher plains to reside.

A. F. Pryor, demurrage clerk, is again at his place in the office, after an extensive honeymoon trip to St. Louis and other points enroute. He was exposed to matrimony for some time and finally contracted it. We all wish him the best of luck, and plenty of it.

W. W. Wade, bill clerk, has been promoted to assistant to the station auditor of Frisco and Belt. He seems to be making good on the desk, and stays at home nights now.

W. W. Phifer, collector, has been promoted to bill clerk, succeeding W. W. Wade, who made another stride upward in the service of the company.

Paul H. Gillian, yard clerk, has been promoted to night clerk at freight house, succeeding J. D. Carroll by seniority rights.

William Fowler, clerk at Ensley, Ala., has been assigned to collector of freight accounts at Bham freight

## Foaming Controlled with Vegetable Matter

—Chubb—

**A**N engineer specializing in water problems and water treatment, in a recent gathering of interested engineers from all parts of the country, said that

there was no virtue in the use of organic or vegetable matter, or oils, in the control of a foaming water. A number of Railroad chemists immediately were on their feet correcting the statement from their own experience and informing the gathering that foaming had to be stopped with some of the very materials the speaker had condemned.

Foaming is usually the result of high concentrations of soluble or insoluble solids, or of a mixture of both, and either cause has its own types of remedies which must be intelligently prescribed.

In cases where the water scales as well as foams, Dearborn Treatment disintegrates and removes old formations, keeping the boiler free from scale thereafter. Vegetable matter is depended upon to a large extent by our chemists for this result. Dearborn Treating Plants used for applying treatment with mechanical accuracy, are an added guarantee of the effectiveness of Dearborn service.

## Dearborn Chemical Company

299 Broadway, New York

310 S. Michigan Ave., Chicago

Frisco Building, St. Louis

Offices in All Principal Cities



house, vacancy caused by promotion of collector to bill clerk.

The section crews have oiled the troubled waters, and now we can see without first erasing the dirt from our eyes. We are very grateful to the official who made this oiling possible.

Everyone seems to be very much

elated over the picnic and barbecue to be held at West Lake, Tuesday, July 17th. All are cordially invited to come and bring their bathing suits and participate in the contests for various prizes.

Officials are very much enthused over the adoption of full time at all

the steel mills in this vicinity. This leads us to more tonnage and more trains, and best yet, more men to operate these trains. Frisco is now able to handle more of this class of business, as we are in position to handle the southern moves for this steel trade. By our entrance to Pensacola we will realize almost double in the steel for export trade.

Several of the employees are so much enthused over their approaching vacations that they do not mind working a short time after closing time at the office. This shows that all men appreciate favors from their employers, and are not afraid to do more than they are paid to do in order to make possible their vacations.

#### OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

F. J. Walsh, chief timekeeper, wife and little daughter, Frances Lee, spent several days the latter part of June visiting with relatives in Springfield.

Grayce Blaylock, stenographer, was absent from the office July 5th and 6th. Miss Florence Greener filled the vacancy during her absence.

C. B. Callahan, trainmaster, is spending his vacation in Nebraska. Mr. McWilliams is acting trainmaster during his absence.

Sincere sympathy is extended to Katherine Surles, comptometer operator, in the loss of her father, who passed away at his home, July 15th.

Mr. Ed Patton, assistant freight agent, dropped in the office for a short visit July 7th.

M. J. O'Donnell, timekeeper, spent Sunday, July 15th, fishing near Osceola, Ark., and reports a wonderful trip, caught plenty of "BIG" fish, and had several good fish stories to tell.

Bertha Harris, general clerk, left July 14th, for an extended vacation in the west. She will visit in Denver, Portland and Seattle, and will be gone approximately four weeks.

Mary Buhler, pass clerk, spent her vacation latter part of June, with her parents and little son, Jack, in Springfield.

The wedding of Mr. J. W. Evans, B&B clerk, and Miss Mary Evelyn Spain, was quietly solemnized, 6:30 o'clock Friday, July 20th, at her home 1963 Evelyn Ave., after which they immediately left for Chattanooga, Tenn., where they spent their honeymoon. Miss Spain will be remembered by all as the "blonde that danced with Johnnie every dance" at all of the Frisco Club dances. They have our best wishes from this department for a long and happy wedded life.

#### SOUTHWESTERN DIVISION

##### TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Messrs. G. G. Harrison and G. A. Gladson; Misses Billie Cagle, Lois Allison, Gertrude Smith, Mary Jenkins; Mr. Vernon McDonald, J. T. Banks, Berry Ray; Mr. Kenneth Bass, D. M. Renick, Ivar Johnson, wives and little Joy

Johnson, all vote 100 per cent for Lawton, Okla.

The above party attended the Oklahoma City Frisco Employees' Club picnic, held at Lawton and enjoyed the hospitality of both Oklahoma City Frisco employees and Lawton citizens.

The marriage of George Kerns, demurrage clerk, and Miss Francien Brooks was solemnized at the home of the Reverend Earl F. Mitchell, July 4, 7:30 p. m. George was one of our most favored bachelors, consequently a celebration was held. The office force presented the newlyweds with a beautiful bridge lamp.

A joy ride for George is worth mentioning, as it landed both in the county jail until pity was taken of their plight and we had them released.

Fannie Turley, utility clerk, has just returned from a two weeks' visit to New York, Chicago and other eastern points.

We do not know who is responsible for the new pennant for the least number of errors, but the warehouse boys say they are going to try their darndest to keep from having any nail holes in it, caused by rehanging.

Goldie Workman, tonnage clerk, visited friends in Kansas City for a week-end.

#### WEST TULSA STORES DEPT.

OTIS RULE, Reporter

Mr. and Mrs. O. R. Rule were in Afton, Okla., July 6 and 7, attending the funeral of Mr. Rule's stepfather, Mr. E. M. Bailey, who died July 4, in Tulsa, after a long sickness.

John Harris, storehelper, took his vacation July 1 to 15.

Mrs. Dorothea Hyde, comptometer operator, has moved from Sapulpa to Tulsa.

Donald Stone, of Springfield, is visiting for a week at the home of his brother, G. V. Stone, and family.

Mrs. Thos. Mishler and children left the first of August for Mansfield, Mo., to spend their vacation.

Lindley C. Akin, storehelper, and family, left August 1, for Pueblo, Colo., and Salt Lake City, Utah, where they expect to spend about a month.

Mrs. Charley Neimeyer and family left the first part of August for Mount Vernon, Mo.

#### FREIGHT AND PASSENGER DEPARTMENT—OKLAHOMA CITY

VICTORIA WALKER, Reporter

A party of 28 girls, enroute to Camp Nakanawa, Mayland, Tenn., were handled in a special car from Oklahoma City to St. Louis, June 26, in connection with the L&N to Nashville and Tennessee Central special train to Mayland. Our service on the handling of this car was highly complimented. R. O. Hopkins accompanied the car to St. Louis.

Mrs. J. L. Douglas recently returned from St. Louis, where she spent two weeks account of illness of her mother.

Two special cars of 36 Oklahoma business and professional women were handled to New Orleans, via Memphis, July 6. These ladies attended the National Federation of Business and Professional Women's Convention held at New Orleans, July 9 to 14. One car originated at Oklahoma City and the other at Tulsa. Also had a special car of Elks on same date for Miami, Fla., via Birmingham.

Mr. and Mrs. H. C. Conley spent the week-end of July 15 visiting with their son, H. J. Conley, at Ft. Smith.

J. D. Rogers accompanied the excursion train, Tulsa to Ft. Worth and Dallas and return, July 15 and 16.

Mrs. Wm. Fitch and son, William, Jr.,

## TULSA ADVERTISERS

### HENRY ADAMSON COAL & MINING CO.

#### MINERS and SHIPPERS OF COAL

Mines Located Four and One-half Miles East of the City of Tulsa

WHEN IN THE MARKET FOR COAL  
Call Phone Cedar 5588 or Osage 9810-F21

OR WRITE US

TULSA, OKLA. R. R. 1, Box 145

We Want Your Business

### Nichols Transfer & Storage Co.

DISTRIBUTORS OF CAR LOADS

THE OLDEST AND MOST  
RELIABLE

North Boulder and Frisco Right-of-Way  
Phone 2-1117 & 2-1118 TULSA, OKLA.

### Leavell Coal Co.

MINERS AND SHIPPERS

MAGIC CITY COAL

TULSA, OKLAHOMA

### Oklahoma Steel Castings Co.

MAKERS OF

Railroad, Oil Field and  
Commercial Castings in

### OKLAHOMA ELECTRIC STEEL

Tulsa, Okla., Box 658

Official Frisco Ambulance

Phone—2-6186—Phone

### Stanley & McCune

FUNERAL DIRECTORS



TULSA, OKLA.

spent several days this month visiting relatives at Madill. Mr. Fitch spent the week-end of July 15 there, returning with Mrs. Fitch and William, Jr.

#### OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

ELMA WILLIAMS, Reporter

Chief Clerk H. T. Wood and family spent Sunday, July 8, in Sand Springs, Okla.

Otis Doty, former demurrage clerk at Okmulgee, dropped in to say hello a few weeks ago. He was moving his furniture to Tulsa where he is now employed in the baggage room.

Key F. Wilhelm, wife and baby, drove to Ft. Smith, July 7.

Fred Drewell, chief yard clerk, says he had a keen time the few days he spent at his home in Miami. Yes, he did some fishing and entertained a visiting "cousin". John Echolls worked for Fred while he was away.

Yard Engineer R. F. Lackey was off for a few days account of sickness.

Engineer J. E. Cole was in the Sherman hospital 3 or 4 days, but is back at work.

Engineer W. R. Moore was off about ten days account of sickness.

Operator Lee Welch is on the job again, having been off for about 60 days, vacationing in Tulsa and Collinsville, Ill.

Warehouse Foreman Decocq's mother and son, Oliver, are visiting in California.

Mr. I. A. Johnson, chief rate clerk in the Tulsa zone office, called on us July 11 and conducted a general discussion concerning rates involved in ICC Docket 13535.

Messrs. J. L. Douglas and R. O. Hopkins from the passenger office of Oklahoma City, were in Okmulgee the latter part of June, making arrangements for the Knights Templar special out of Okmulgee, July 14, enroute to the national convention in Detroit.

Baggageman Harry Donnell's wife and children are visiting in Newkirk and Garber, Okla.

#### 40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

A meeting of all bridge and building and section foremen was held at Sapulpa, June 24. There was a splendid attendance and it was felt by all present to have been one of the most successful meetings held for some time. Lunch was served at the Harvey House to all present.

Ed. Duncan has been placed in charge of an extra gang working with the work train, engaged in laying the 110-lb. rail between Tulsa and Afton. Ben English is relieving Mr. Duncan at Claremore.

A. Hodson, foreman at Afton, is taking a 60-day leave of absence.

Chas. Rudd has been assigned the position of relief foreman on Roadmaster Trisler's territory.

The Spartan Aircraft Corporation, of Tulsa, are having an 820-foot spur track built to serve their plant at Dawson.

W. G. Knowles is in charge of Sapulpa section G-31.

W. Tipsword is in charge of an extra gang recently put on to take care of the construction of new tracks being built in the Tulsa terminals. Mr. Gutierrez is relieving him while he is engaged in this work.

W. Marsh, roadmaster on the 43rd track division, left recently for a two weeks' vacation. He will visit in Missouri with the assistance of a brand-new Pontiac sedan.

#### TRAINMASTER'S OFFICE SAPULPA, OKLA.

R. E. LEACH, Reporter

Irma Brown spent a recent week-end in Dallas.

W. S. Cassidy, conductor, has returned from the St. Louis hospital and has resumed duty.

L. A. Hadwin, operator at Madill, is visiting relatives in Louisiana.

M. E. West spent a week-end with his father and mother in Missouri.

J. W. Long has returned from a week's vacation which he spent around Sulphur.

Dan Cupid has claimed another victim in the person of C. H. Bolling, car distributor, who was united in marriage to Mrs. Gertrude Spier of Okmulgee. The wedding, which came as a surprise to his friends was solemnized in Oklahoma City, June 30. Rev. Hutchison of the South Methodist Church officiated.

#### OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mr. and Mrs. H. C. Birchard and daughter, Martha Lou, are visiting Mrs. Birchard's parents at Calumet, Mich. On their way north, they stopped at St. Louis to visit Mr. Birchard's mother.

Miss Mabel Spence and mother are touring the East, visiting Boston, New York and other principal cities.

Mr. C. T. Mason and family are spending their vacation in Colorado. Matt Connelly, Mr. Mason's secretary, is also on his vacation and has gone to Memphis.

The Misses Lois Flanagan, Helen Gorham and Ella Thrasher journeyed to Oklahoma City, Saturday, July 14, to join the Oklahoma City Frisco Club on

## Her Asthma and Cough Are Gone

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

People tortured by asthma or bronchial trouble will be glad to know how Mrs. Amanda Kincaide, 1483 Lafayette St., Detroit, Mich., ended the disease. She says:

"I had asthma 15 years. I was very weak, and my cough was awful. I had to sit up in bed for hours, to get my breath. I am 60 years old, and had almost given up hope of ever being well. One day, I read what Nacor had done and decided to try it. After the first few doses, I began feeling better and kept right on improving. My asthma is gone. I have no cough and feel fine in every way."

This remarkable letter is just one of hundreds received from sufferers from asthma, bronchitis and chronic coughs, telling how their trouble left and never returned. Their letters and a booklet of vital information about these stubborn diseases, will be sent free by Nacor Medicine Co., 705 State Life Bldg., Indianapolis, Ind. No matter how serious your case seems, write for this free information, and find out how thousands have been restored to health.

their trip to Medicine Park. While at Oklahoma City, they were the guests of Miss Nancy Kendall.

#### EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

Hot weather is here, yet we are glad to say that freight traffic is on the upward trend, especially in the southern part of Oklahoma.

Tulsa continues to hold her own in the building world, building permits continue to exceed a million a month, and it won't be long before the world sees Tulsa-made airplanes.

We note with interest the continued success of Mr. C. H. Hensley's forces at the local station, Tulsa, in holding the pennant for the greatest number of packages handled with the least number of errors. We congratulate and wish them continued success.

The new tariffs, 151 and 154, have at last gone into effect with some exceptions, some stations are experiencing some difficulty, but if they will read their circulars carefully all will be ironed out.

Interest in the employes' clubs of both the men and ladies is increasing. The ladies are building up a very good club. Mrs. W. D. Moore, daughter of Mr. Brown, our chairman of the board, who resides in Tulsa, was a guest at the last meeting.

## IMPORTED PRECISION DRAWING SET

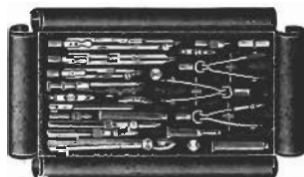
REGULAR PRICE

**\$35.00**

EVERYWHERE

HERE IS  
WHAT YOU GET

6-inch Swedish Pen  
4½-inch Ruling Pen  
5½-inch Ruling Pen  
Drop Spring Bow Pen and Pencil



Intermediate Size Compass Box  
6-inch Compass with parts  
6-inch Divider  
4½-inch Center Screw Divider

SPECIAL PRICE

**\$15.00**

WHILE THEY LAST

4½-inch Bow Pencil  
4½-inch Bow Pen  
Silver Center Pen Key and Lead Box  
Genuine Flexible Leather Case

707 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."

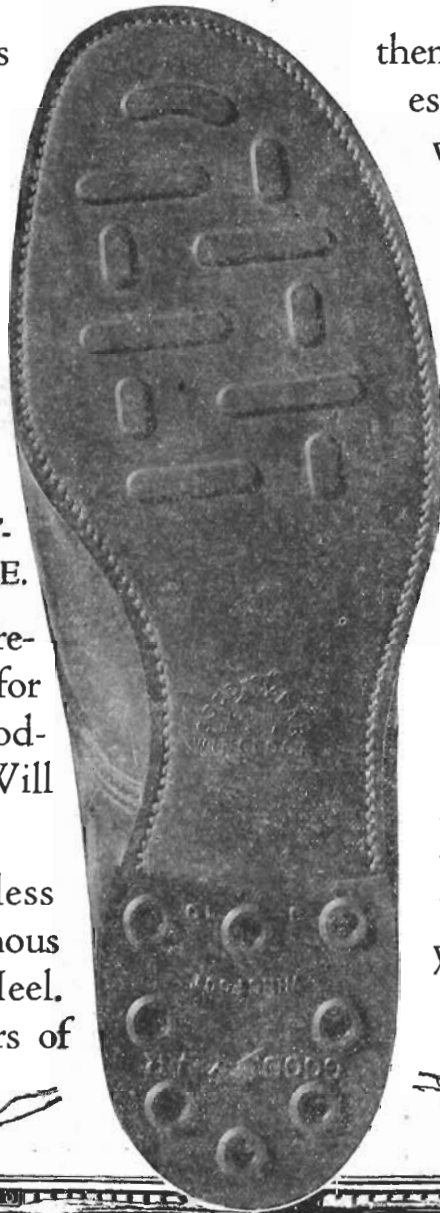
Travels as easy and comfortable as a Pullman chair, and wears like a tie plate.

*The new Goodyear Wingfoot TAN Sole.*

GUARANTEED TO OUTWEAR ANY OTHER SOLE.

Waterproof. Springy. Sure-gripping. Tough enough for the toughest service, good-looking on any shoe. Will not mark floors.

This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel. More than 200,000 pairs of



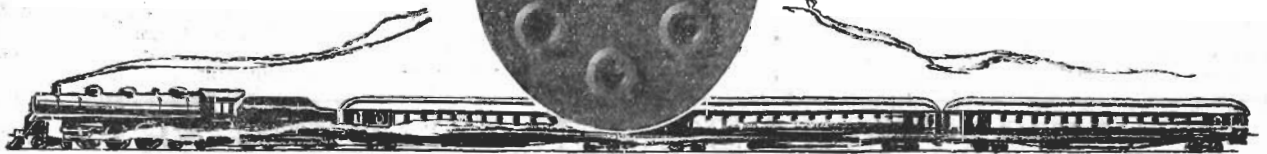
them have gone into the hardest kind of service on men's work shoes and growing boys' and girls' school shoes, *and not a single pair has ever come back!*

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

Copyright 1928, by The Goodyear Tire & Rubber Co., Inc.

Mr. O. H. Reid, commercial agent, is spending his vacation with his mother, who lives in Ft. Smith, Ark. Mr. Reid's mother is blind and we know she will appreciate and enjoy a visit with her son.

Mr. W. L. Pendleton, soliciting freight agent, is in the hospital at St. Louis. His condition is reported as improved and we hope to see him back soon.

Mr. W. B. Baxter, chief clerk, and family are spending their vacation with his sister at El Paso, Texas.

#### OFFICE GENERAL AGENT OKMULGEE, OKLA.

D. E. McCAIN, Reporter

Mrs. Elma Williams, who has been working as expense clerk, has been assigned to the position of stenotypist, superintendent's office, Sapulpa.

Mr. George Keck, trucker, has been off for a few days on account of a mashed foot.

Mr. and Mrs. K. F. Wilhelm have been visiting for a few days in Arkansas.

Mr. Lee Welch has returned to work after an extended leave of absence.

Mrs. N. C. Bowen, of Ross, Okla., has been visiting her brother, Mr. H. T. Wood, chief clerk, freight office.

Mr. Martin L. Hembree, yard clerk, is taking a few days off.

Mrs. George Hilsheimer wife of check clerk, has been visiting her son and family of near Tulsa.

Mrs. R. L. Hughey, son and daughter have been visiting in Memphis, Tenn. Mrs. Hughey reports that her daughter, Marguerite, who has been at Yuma, Ariz., for some time on account of her health, is doing fine and expects to be well soon.

Mr. H. F. Brown, assistant agent, reports a good business in week-end excursion tickets, having sold twenty-two to Dallas, July 14.

## THE FIRST NATIONAL BANK

OF TULSA  
OKLAHOMA

CAPITAL \$2,000,000.00

SURPLUS \$500,000.00

"Tulsa's Oldest Bank"

#### OFFICE OF SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Ground was broken last week on South Elgin Street for the erection of an ice skating palace, the building to be approximately three hundred by six hundred feet and is to be constructed in such a way that the floor can be cleared for dancing or it can be further rearranged to furnish seating capacity for six thousand people. The owners hope to have the building completed by September 1.

Track material is being assembled for construction of track east of Dawson to serve the Spartan Aircraft Corporation, which will be engaged in the manufacture of airplanes. Considerable steel for the buildings proper is also commencing to show up.

Francis W. Hayden, yard clerk, has gone to Seattle, Wash., where he will join his family and spend several weeks visiting.

W. E. Eagan, general yardmaster, has returned to duty after visiting his mother at Hobart, Okla.

Mr. and Mrs. O. L. Young and daughter have returned from Birmingham, Ala., where they visited old friends. Mr. Young also attended the superintendents' convention held at Memphis.

Lynn C. Halloway, yard clerk, is enjoying a visit from his sister, Miss Veva, of Hugo, Okla.

Mr. and Mrs. J. B. Vanderford, of Sherman, Texas, visited friends and relatives at Tulsa recently. Mr. Vanderford was formerly general yardmaster, Tulsa Terminals.

S. A. Crawford, yardmaster, has been absent from his duties account of illness.

Fred Cole, chief caller, and family visited relatives and friends in Springfield recently.

L. S. Kirkpatrick and J. H. Turner, yard clerks, are enjoying a few days' vacation, which they are spending at Hot Springs, Ark.

Dale A. Young, yard clerk, has secured a leave of absence account of illness. He is visiting his parents at Fort Smith, Ark.

#### AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

After the recent high water at Monett, it required thirty cars of chatt and boulders to recondition the yards. The roadways leading to the freight house and roundhouse were washed out very badly and almost impassable. It is gratifying to know the city officials of Monett, to co-operate with Yard Foreman P. Stolle, furnished the city's dump truck with driver to use in hauling ballast and filling in passenger yards, also the motor street grader with driver was furnished to recondition the roadways. This is indicative of the good feeling existing between the railroad company and the citizens of Monett.

The Ladies' Auxiliary to the Frisco Veterans' Association at Monett held a very delightful picnic at the City Park, July 13. There were about twenty members with their families present. Needless to say, fried chicken with all the trimmin' garnished the tables.

#### RIVER DIVISION

#### CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

Robert Kammer, clerk at Wilson, Ark., who formerly worked in this office, spent July 4th in Cape Girardeau with his family.

William Ruskamp, clerk, and James

## 8% Compounded Semi-Annually For Your Surplus Funds

Fully Paid, Pre-Paid or Monthly Savings Building and Loan Certificates. The safest and most satisfactory 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.

Business transacted by mail, no matter where you live.

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Operating Under Supervision State of Texas  
Insurance Department

#### STANDARD BUILDING & LOAN ASSOCIATION

Authorized Capital \$5,000,000.00

720 Burk Burnett Bldg., Ft. Worth, Texas

N. Clark, switchman, spent a recent Sunday in St. Louis, attending a Yankee-Browns baseball game.

Inez Lail, steno-clerk, spent several days in St. Louis recently, receiving treatment at the Frisco Hospital.

Mrs. Don Parr, wife of switchman, recently spent a few days with her mother at Advance Mo.

David Hawkins, clerk, recently motored to Desloge, Mo., with a party of friends.

W. B. Wells, assistant freight traffic manager, St. Louis, Mo., was in our city recently. Mr. Wells reported that he was agreeably surprised at the size of Cape Girardeau, and also stated he liked the city very much. Come again, Mr. Wells.

Robert Morris, formerly of the Cape Girardeau force, but now located at Chaffee, visited our office recently.

#### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

M. E. Gesi spent a few days in St. Louis attending reunion of the Twelfth Engineers, of which he is a member.

Ray Patchett, assistant timekeeper, is spending two weeks' vacation at Hot Springs, Ark. Mrs. Patchett and little daughter, Dorris May, who have been there for some time, will accompany him home.

Dean Underwood is acting as trainmaster while J. L. Mumma is enjoying a two weeks' vacation.

Bert Cheatham, of Evansville, Ind., is spending a few weeks with his parents, Conductor and Mrs. H. V. Cheatham.

Conductor and Mrs. A. M. Townsend have left on sixty day vacation. They will be joined by Mr. and Mrs. E. O. Daughtry and son, of Enid, Okla., and will make trip to Yellowstone Park and other western points.

## BANKS ALONG THE FRISCO LINES

### The Peoples Bank of Springfield, Missouri

WE APPRECIATE  
YOUR BUSINESS

OUR MOTTO  
COURTESY, FAIRNESS AND  
EFFICIENCY

**4%**  
On Savings Over \$500  
"Save with Security"

### SECURITY NATIONAL BANK

Elighth, Between Olive and Locust



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 DEPOSITARY

Main at Seventh Street

UNITED STATES DEPOSITARY

### 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 \$5,000,000.00

"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.

Wm. Koontz, son of division engineer, who recently underwent surgical operation at Missouri Baptist Sanitarium at St. Louis, is reported to be getting along nicely.

Miss Irene Rigdon is enjoying a month's vacation in California, spending part of her time visiting her brother, Gilbert Rigdon, in Los Angeles. She is accompanied by her mother and sister, Miss Katherine Rigdon, and will make stop over at Grand Canyon and other points of interest on their return home.

Walter Essner is filling vacancy on stenographer desk, caused by D. E. Baker transferring to roadmaster's office.

Dean Underwood and family, and Jack Allison and family, spent the "Fourth" fishing on White Water. Evidently they had a big fish dinner as they brought none home.

C. G. Roland has returned from two weeks' motor trip to Little Rock and Hot Springs, Ark., and reported it as the best vacation he has had. Chris was pleasantly surprised on his return to find a new electric Monroe Calculator on his desk to speed up the getting out of 691-reports.

Conductor and Mrs. D. T. Wells spent several days the first of the month visiting with Mr. Wells' relatives in Kennett.

George Sample, son of our local surgeon, has had to spend some time in the Frisco hospital, receiving treatment for injured hand caused by Fourth of July explosion. Are glad to report that he and the other boys who were hurt in same accident are getting along nicely.

#### MECHANICAL DEPARTMENT CHAFFEE, MO.

LEOTA FRIEND, Reporter

Harry B. Harvey, who was sent to Chaffee as student piecework checker, from Monett, asked for transfer back to Monett on July 15. Mr. Harvey says Chaffee is all right but he was getting lonesome to get back to God's country.

Mr. F. C. Larson, roundhouse foreman at Hayti, and wife, spent a two weeks' vacation visiting relatives and friends in Kewanee and Chicago, Illinois. Mr. J. E. Stout, locomotive inspector, was acting foreman at Hayti during the absence of Mr. Larson.

Mrs. Martha Smith, mother of car foreman E. O. Prosser, has been seriously ill for the past two weeks, however, we are glad to report she is now improved.

Walter Smith, our congenial car inspector at Chaffee, is wearing a broad smile these days. It is said that he is a distant relative of Presidential Nominee Al Smith, and he is slated for the Embassy to the Fiji Islands in the event Al is elected.

Fred Harmon, car man and Oliver Rigdon, machinist, went fishing in Black River on July 4. They say they caught 90 pounds of bass.

Mr. Nixon returned July 1 from his vacation which he spent in the southern part of the U. S. A. and Cuba. Mr. Nixon reports a wonderful vacation and states Cuba is delightful. It is reported that others of the supervision of the River division, mechanical department, contemplate spending part of their vacation in Cuba.

John Crippen, ARA clerk, and wife, with Mr. and Mrs. Buckley of Chaffee, drove over to Puxico, Missouri, Saturday night, July 14, and spent Sunday fishing in Castor River. Johnnie reports a good catch and all the fish they wanted to eat. We wonder just how much they wanted to eat.

Ivas L. Hamilton, hostler helper, spent several days this month visiting relatives in Kentucky.

The many friends of C. Wilmurth will regret to learn of his untimely death, July 13. Mr. Wilmurth was cutting timber near Oran when a tree fell on him, causing injuries which resulted in his death. Mr. Wilmurth, up until the past year, was employed by the Frisco as stationery fireman.

R. E. Breedlove and family, visited Mr. Breedlove's mother at Memphis, Sunday, July 15.

Mr. and Mrs. John Sheeley spent Sunday, July 15, in St. Louis.

Mr. and Mrs. Rufus Heeb visited relatives in St. Louis July 14 and 15.

Robert is the name that has been selected for the new son that put in his appearance at the H. E. Hubbard home on July 2.

Car Foreman E. O. Prosser is on vacation. He and his family drove to Arkansas to spend two weeks visiting. Mr. Prosser says he will have some real fish stories to tell when he returns.

Mr. Harry Harrison, representative of the accident prevention department, has promised to bring the merit cup to the River division at our next accident prevention meeting which is to be held July 25. We are hoping that this will be incentive to the employees and that for the coming quarter the merit cup will be delivered to the River division as a reward for their efforts.

A new telephone has been installed in the shanty of Mr. Smith, head car inspector. Mr. Smith says business has been increasing since the installation of this telephone, and he is now wondering if he cannot get authority for an office girl.

Cliff Peacher, piecework checker, is becoming somewhat of a big league fan. Cliff journeys to St. Louis quite frequently on Sunday, and when asked why the frequent visits he replies: "I have to do my bit for Sunny Jim Bottomley."

#### OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Misses Esther Rigdon and Anna Guethle were the guests of Mrs. Jesse Hitts, Hardy, Ark., the week-end of July 21st.

Mr. and Mrs. Erwin Reimer are spending their vacation in Texas and Oklahoma.

Mr. and Mrs. H. H. McGarvey and Miss Esther Rigdon were among those who enjoyed a basket dinner at Hilleman Springs the 4th of July.

Miss Ila Cook has been off duty account of illness. She and Miss Lorena Bollinger, stenographer, Blytheville, Arkansas, will leave July 22nd for Los Angeles, Cal., to spend two weeks, returning to Colorado Springs where Miss Cook will remain a month or six weeks account of her health.

Miss Martha Lee, a former teacher in Chaffee, was the guest of Ye Scribe July 8th.

Mrs. E. C. Heard had as her guest, her sister, Miss Lorena Bollinger of Blytheville, Ark., July 15.

Mr. and Mrs. T. J. Sweeney spent the Fourth on Current River.

Mr. Jerome Cook, of California, Missouri, Dan Hough and Rex Krueger, of Lincoln, Nebraska, motored to Chaffee to spend the Fourth with Ye Scribe, who is a cousin of Jerome Cook.

#### Trainmaster's Office

Harold Hopkins has returned from a two weeks' vacation spent on the lakes of Michigan.

Mrs. Lucille Macke of Success, Ark., is visiting home folks at Chaffee.

Miss Alice Brockmeyer of St. Louis, Mo., is the guest of her aunt, Mrs. J. C. Green.

R. V. Brasher, Jr., of Hayti, Missouri, is the guest of Billy, young son of V. E. Hopkins, operator.

Dean Underwood, B. J. Griesabar, J. R. Frank, W. E. Burgess and J. E. Steger are among those giving their houses new coats of paint and additional touches.

Miss Esther Alsobrook, daughter of B&B foreman, has returned to St. Louis, where she is working, after a short visit with home folks.

Mr. and Mrs. Earl Ormsbee have had as their guests, C. E. Ormsbee of Cape Girardeau and Mr. and Mrs. Ed Hudson of St. Joseph, Mo.

Mrs. W. H. Pryor entertained with a lawn party for her little daughter La Wanda, four years birthday, on July 9. About twelve little girls the age of the little lady were present, and all enjoyed themselves very much.

Miss Gwendolyn Moore, daughter of Mr. and Mrs. Frank Moore, has been the guest of Miss Ora Kelley of Hayti, Mo.

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Mr. and Mrs. J. L. Mumma are taking their vacation in Florida and Louisiana.

Our sympathy is sincerely given to Claude Morris, switchman, whose mother was killed by an automobile on July 14; and to the family of J. P. Harrison in the loss of their little grandson who was drowned at Baker's Mill, a picnic ground about fifty miles from Chaffee, on July 3.

Miss Mary Ferrell, stenographer in this office, attended a family reunion at her home in Sikeston on July 16.

W. E. Burgess, conductor, who has been confined to the Frisco hospital for seven months, was a Chaffee visitor recently. Everyone is certainly glad to see him around again.

Mr. and Mrs. Otis Slaughter are the proud parents of a baby daughter, born on June 21.

#### Freight House

Our deepest sympathy is extended to the family of Archie Smiley, Dr. G. A. Sample, C. E. Campbell and Frank Morgan, because of an explosion Fourth of July, where the sons of these families were seriously burned. Little Archie Smiley losing an eye and both hands, where the other boys received injuries which will heal in time.

We were glad to have G. V. McCutcheon, "Doby," come into see the gang on July 4, as he is one of "the boys." He and Mrs. McCutcheon with

their baby daughter motored from Memphis. "Doby" is now traveling freight solicitor for the Maryland Western Railway, with headquarters in Memphis.

### TEXAS LINES

#### STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

The reason Sherman was not represented in the last issue was because the reporter was away on her vacation, a portion of which time she spent at Chickasha, Okla., visiting relatives.

It is with deep regret that we report the death of Walter S. Lathrop, 69, yard engineer, who passed away June 17. Mr. Lathrop had returned from the Frisco Hospital at St. Louis just a short time before and his condition seemed to be satisfactory until just a short time before his death when he complained of his heart hurting. We extend our heartfelt sympathy to the bereaved family.

The shop employees on July 3 presented a golf set to J. W. Surles, former master mechanic of the Texas Lines

and now superintendent of the West Shops, Springfield, Mo. H. Reifennath made the presentation speech. Mr. Surles responded and thanked each employee for his hearty co-operation and support. He also urged the employees to support the new master mechanic, G. W. Hall, as loyally as they had supported him.

E. E. Glascock, section stockman, wife and son, Jack, have returned from a vacation trip to Pasadena and Los Angeles, Calif.

Eskell Russell, stenographer in the master mechanic's office, has returned from a month's vacation in St. Louis, Chicago, New York, Boston and other points in the East.

L. McMillan, chief clerk is on his vacation. He has spent part of the time painting his house.

The Hedges - Weeks Construction Company of Springfield, Mo., is installing a 150-ton track scale at Sherman.

N. Thorwarth, boiler foreman, has purchased a new Reo sedan.

Dick Horn, messenger, is on his vacation in South Texas.

The supervisors gave J. W. Surles a surprise party on the eve of his depart-

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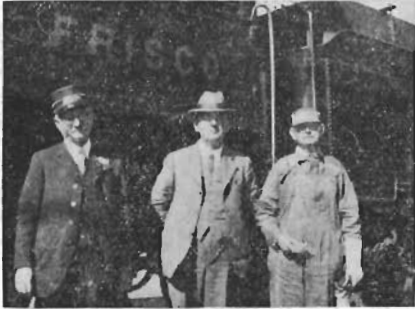
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**THE LEADING HOTEL  
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ure for Springfield. The party was given in the home of Mr. Thorwarth. The group later went to Mr. Surles' home, where refreshments were served by the wives of the supervisors. Out-of-town visitors were E. F. Tuck, general foreman, and J. T. Odell, road foreman of engines both of Ft. Worth, and their wives.



Three veteran employes of the Texas Lines pose for the camera man. Reading from left to right: W. H. Moore, conductor, O. H. McCarty, vice-president and general superintendent and J. S. Doak, engineer. Mr. Moore is the oldest conductor on the Texas Lines in point of service, with seniority from November 13, 1897. Mr. Doak is the second oldest engineer, with seniority from August 19, 1899.

## NORTHERN DIVISION

### YARD OFFICE—FORT SCOTT

CHARLES E. MARKSBURY, Reporter

W. L. "Bill" Dever, switchman, is the democratic candidate for sheriff of our county. Good luck, Bill. We'll help you all we can.

C. H. Heitz, conductor, took a short vacation recently and visited his son, C. H., Jr., in Chicago.

J. B. Fowler, switchman, and family have returned from a vacation spent with relatives in Northern Iowa.

B. F. Cummings, switchman, recently visited his brother at Winfield, Kans. T. M. Cooper, switchman, has taken a sixty-day leave of absence and will visit relatives and friends in California.

T. W. Hope, switchman, and family spent July 4 visiting relatives at Cherokee, Kans.

C. F. Zentmire, brakeman, has given up runs 111 and 112 and has taken a pool out of Fort Scott.

W. H. Grimm, brakeman, and family are visiting Mrs. Grimm's parents at Lawton, Okla.

F. H. McCann, conductor, has moved to Pittsburg and taken local runs 149 and 150 out of there.

Mrs. J. R. Harris, wife of switchman, is on a vacation in Springfield, Ill., and Detroit.

H. Thrasher, brakeman, has taken passenger runs 111 and 112.

S. C. Vennum, yard clerk, and wife are on a vacation in Canada and the East.

Joe Driver, extra yard clerk, is relieving P. E. Hallowell on the 4 a. m. job while the latter is relieving S. C. Vennum at 3 p. m.

C. H. Heitz, conductor, is laying off, attending the reserve officers training camp at Fort Riley, Kans.

L. L. Leffer, conductor, is on vacation in Canada.

James Collins, brakeman, and wife took their vacation early in July and visited relatives in North Missouri.

H. T. Newcomb, night yardmaster, is on vacation and G. E. Toner, foreman, is substituting.

Raymond Baker, yard clerk, formerly of Joplin, has bumped Jack Young on the 11 p. m. checker's position. Young, in turn, bumped V. H. Holland on the 3 p. m. desk position, and Holland bumped W. D. Bell on the 11 p. m. desk position.

H. C. Chartrand, brakeman, was off duty recently, due to an injury.

T. R. Carlisle, extra yard clerk, is working an extra job at Beaumont, Kans., during the wheat rush.

## MECHANICAL DEPARTMENT FORT SCOTT, KANS.

CLEIS B. HUNT, Reporter

Hello, everybody! I missed getting an article in last month's Magazine because I was vacationing with my mother in Oklahoma and Arkansas, but since returning, I am all the more convinced that Fort Scott is the "Land of Paradise". It also seems good to be back on the job after a few weeks' vacation.

J. F. Longworth, car foreman, has bought a new home at 810 S. Judson.

Mr. and Mrs. M. O. Calvert enjoyed a two weeks' visit with their daughter, Mrs. A. J. Messer, of Altus, Okla.

John Bray, engineer, has been off several weeks with sciatic rheumatism. He is now at a sanitarium at Claremore, Okla.

Our sympathy is extended to Rhel C. Stoner, machinist, and his wife, in the loss of their two-month-old son, James Robert, who died June 18.

Mr. and Mrs. W. E. Fletcher announce the marriage of their daughter, Lucile, to John E. Antrim, on June 9. Congratulations are extended the newlyweds.

Mr. and Mrs. Norman Miller, and Mrs. Miller's mother have returned from a trip to California. They report a wonderful time.

Mr. and Mrs. Charles Dwyer are the proud parents of Charles, Junior. The young man arrived on Mother's Day.

Charles Conner, hostler, came in the office one day and said: "Take this down for the Frisco Magazine, as I have some real news. 'Boon Alexander is carrying a new suitcase!'"

We have two new apprentices, Robert Penn, machinist apprentice, and L. C. Jackson, boilermaker apprentice. We hope by this time they are finding their new work a pleasure.

One of our former employes, Commer Sellers, machinist, is again with us, coming from Thayer, Mo.

Charles Heinze, boiler foreman, living up to his last name, tried almost fifty-seven varieties of cars and chose a Dodge. Henry Tressel, fireman, chose a Studebaker. Verne Mahan, machinist is sporting a new Ford roadster.

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## OFFICE OF SUPT. TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Due to Mr. J. E. Moton, division special agent, moving his headquarters from Ft. Scott to Kansas City, Mr. Henry Hopkins, special agent assigned to this territory, will occupy the office formerly occupied by Mr. Pollard, just across from the superintendent's office.

Understand Berkley Benneson, time-keeper is in the market for a Nash sedan.

Mr. J. M. Flanagan, superintendent terminals, has just returned from a two weeks' vacation spent at home. That is, he slept at home, but I believe the best place to have caught the boss during the daytime would have been at Riverside Park or Muehleback Field.

Mr. F. E. Morgan, assistant to superintendent terminals, expects to leave in the next few days on his vacation to be spent in New York City and other eastern points. Mrs. Morgan requests that I announce that she is going along, too.

The Anderson Photo Company advertise "We photograph anything". We believe it after seeing some of the photographs of the Frisco bunch at Fairland Park with Nick Fracul, J. E. Harris and a few others sticking out so prominently.

## MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Mr. J. S. Brown, car inspector, who has been ill for some time, left for the St. Louis hospital, night of July 11.

Mr. J. D. Knox, general locomotive foreman, and family spent a very enjoyable vacation during the first two weeks of July in the Ozarks.

Mr. H. F. Shivers, chief car clerk, and family report a very nice trip during the last two weeks of July, visiting points in the South.

Miss Dorothy Johnson, pass clerk, spent her vacation in New York City the last two weeks in July.

Miss Agnes Lynch, file clerk, left on her vacation August 1, to visit points in Texas, Kansas and Nebraska.

Mr. and Mrs. John Moffett spent a week-end recently visiting relatives in Humboldt, Kans. Mr. Moffett is assistant timekeeper in this office.

Mr. H. L. Johnson timekeeper was called to Springfield, July 16, account of the serious illness of his father.

## MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Charles Turner, night roundhouse foreman, and son, John, have returned from a vacation, visiting the western coast and parts of Canada.

Edward Hunter, machinist, wife and son have returned from their vacation, spent visiting the Yellowstone National Park.

Homer Riggs, fireman, is spending a 45-day vacation, visiting points of interest on the western coast and in Texas.

Mrs. Oscar Riggs, wife of outside hostler helper, is on the sick list, but is improving at this time.

Our deepest sympathy is extended to families of Engineer Robert Green and Estell Nunnemacher, who passed away recently.

We extend congratulations to Arthur Disselhoff and wife, who are the proud parents of a big baby girl who came to their home recently.

Mr. Edward Chaffin machinist helper, who is now in the Frisco hospital, is doing as well as can be expected. We hope to have him back with us soon.

Congratulations are in order for Mr. Clarence Hicks and wife, who are the parents of a baby girl, born recently.

Ted Cavanaugh, machinist helper, has taken the supply house job, vice Walter Upton.

Frank Haug, boiler maker, and wife left for Buffalo, N. Y., to attend the wedding of Mr. Haug's niece.

## OFFICE DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Mr. Oscar Nelson, completion report clerk, has returned from his vacation and he reported having a splendid time.

Mr. Charlie Long, general clerk, has returned from the St. Louis hospital, where he went to have his tonsils removed. We are glad to report that Charlie is able to be back on the job.

Mr. Bill Jones, shop accountant, is on his vacation, fishing in the James River. Mrs. Jones is visiting relatives at Cape Girardeau and St. Louis.

Mr. H. A. Mitchell, general clerk, is spending the first half of August at Ft. Riley. Mr. Mitchell is a first lieutenant in the National Guards stationed at Ft. Scott.

Mr. Phil Briggs, assistant bill and voucher clerk, drove to Kansas City, Mo., July 21, to visit friends.

Miss Margaret Hendrick, stenographer, spent the last part of July visiting her mother and family in Detroit, Mich. We know Marge will report having a grand time when she returns.

Mrs. Walter Roush, wife of bill and voucher clerk, is visiting relatives and friends in Topeka, Kans.

Mr. Bill Bates, rodman, spent his vacation in West Plains, Mo., visiting his family. He said he had one grand time, and managed to slip away long enough to make a short visit in St. Louis.

Mr. David Potter, chairman, took his vacation the last part of July.

Mr. Gene Burges, of St. Louis, spent a few days visiting his sister, Mrs. A. J. Finn. Mr. Burges is formerly of Chaffee, Mo.

Miss Nelle Richardson stenographer for the division engineer, slipped off for Kansas City, July 14, to visit relatives.

## OFFICE OF GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

Ethel Martin, steno, is spending her vacation at home. She is being relieved by Miss Glesius.

Mr. Gleason, our general agent, attended the agents' annual convention held recently at Niagara Falls.

Mrs. Rich, typist, spent her vacation in New York City. Miss Teeple substituted for her.

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For Sale CHEAP—Lot, 2 blocks north of New Shop, Springfield, Mo. Charles Petet, Capitol, Austin, Texas.

Oscar Oxley, machinist, and Sam Pilkington, fireman, are driving new Durant sedans.

Mrs. Neal Carl and son and daughter are visiting Mrs. Carl's parents at Wichita, Kans.

Miss Virginia Lee Parker has returned from a course of study in voice with the Horner Institute, Kansas City.

Mr. and Mrs. Sam Hudson and baby recently spent a few days at Jenkins, Mo. While there Mrs. Hudson canned some Ozark strawberries to bring home.

P. J. Moore, general foreman, took his vacation the last half of July.

O. B. Stoner, roundhouse foreman, has returned from his vacation.

The home of Earl Baxter, engineer, knows the full significance of the song, "I've Got the Mumps". Even Mr. Baxter can explain something about that grand and glorious (?) feeling.

Miss Helen Lomax, daughter of Mr. and Mrs. Ed. Lomax, is studying music at the State Teachers' College, Pittsburg, Kans., this summer.

Mr. and Mrs. Harry Koontz and their two boys recently visited Mr. Koontz's brother and family, of Pittsburg.

The sons of F. J. Grabner and Tom Mawson recently went back to "the old home town", Neodesha, to spend some of their summer vacation.

Ernest Bonini, clerk, car department, started his vacation by being the best man at a wedding. He then visited in Chicago and Milwaukee and while at Milwaukee took a boat trip to Racine. He reported a good time and cool weather.

Mrs. E. W. Leverton and their two daughters, Katie and Dorothy, are on vacation at Pueblo and Alamosa, Colo.

Mr. and Mrs. Ed. Strader and two kiddies enjoyed their recent vacation at Jackson, Miss., visiting Mrs. Strader's parents.

Mrs. E. E. Hale recently accompanied her mother to Grand Rapids, Mich., for a visit with Mrs. Hale's sister.

"Rusty" Quirke, who severed his connection with the Frisco several years ago, and who is now practicing law in California, recently paid his old friends here a visit. All were glad to see "Rusty" once again.

The auxiliary to the Frisco Veterans' Association entertained Frisco employees and their families at Fairyland Park, with a picnic supper on the night of July 14. There was a splendid representation.

## CENTRAL DIVISION

### ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Mr. and Mrs. R. D. Williams have returned from Lamar and Springfield, Mo., where they visited relatives.

A number of Ft. Smith business men made the trip to Pensacola, Florida, for the opening of the MSB&P line.

Mr. and Mrs. Sperry recently visited Mrs. Sperry's brother and family in Shreveport, La.

Miss Madge Granthem, of Walnut Grove, Mo., is the guest of Mr. and Mrs. H. A. Likins.

The Frisco baseball club defeated the Missouri-Pacific club in a most exciting contest recently.

Mrs. Ed. Crandall and small son will spend the month of August with Mr. and Mrs. M. W. Abernathy, St. Paul, Minn.

Mr. F. E. Brannaman, assistant superintendent, has returned from the hospital where he was confined for a number of days account of a chicken bone lodging in his throat.

Miss Dorothy Oldham, comptometer operator, is spending her vacation in Ft. Smith.

Mr. and Mrs. O. W. Russ have as their guests Mr. and Mrs. C. D. Gentry and daughter, Virginia, of Oklahoma City. Mr. and Mrs. Russ and guests were members of the camping party composed of the Builders' Class of the Methodist Sunday School, whose members held their annual outing on Frog Bayou near Rudy, Ark.

The accounting department wishes to congratulate Mr. M. L. Crawford, who has been promoted to assistant master mechanic at Monett, Mo., and Mr. J. H. Dyer, who has been assigned Mr. Crawford's former position here.

Mr. E. Fitzgerald was a most welcome visitor in our office during the past month.

Mr. and Mrs. O. P. Little and children will leave in August for Los Angeles, Calif., where they will be the guests of Mrs. Little's mother and Mr. Little's sister.

### ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

The annual Decoration Day and Union Services were held at Walnut Grove Cemetery near Crosses, Ark., July 14. This is the 57th year that the residents of this community and surrounding country have gathered to pay their respects to those who have gone before. This cemetery is one of the oldest in the state. The gathering is not only in respect of those who have gone before, but it affords an opportunity for renewing acquaintances and establishes friendships which will live forever in the lives of many and bind more closely the lives of these people.

The J. W. McMurry Construction Company of Kansas City is now engaged in replacing three old stone piers on bridge 388.8 one pier on bridge 391.1, and constructing face wall and wing walls on old stone south abutment of this same bridge, also replacing two piers and underpinning abutment of bridge 395.6. The structures are supported by old sand stone ashlar masonry, more than 40 years old, and of a type which is now obsolete. Such stone work was used largely in the early days of construction, there being then many artificers in stone during that period, but concrete has, in more modern construction, taken the place of stone, and these old stone masons are now rarely found. The work is in charge of Mr. Gibbons of Kansas. Mr. J. F. Winn of Mr. Jonah's office is the company inspector.

Recently when placing false work for the support of a steel bridge where new piers are being constructed by the McMurry Construction Company of Kansas City, a pile driver landed a piling, striking it several times with-

out its responding, apparently not penetrating at all. The driver continued hammering and finally the piling fell apart for some three or four feet; whereupon, a large fish came out of the water immediately from under this piling. The fish swam around with its head sticking out of the water, making rapid turns and dives. The supposition was that piling had been on a large rock and that the fish had been under the rock, and that when the pile driver either broke the rock or went through it, it stunned the fish and caused it to act in such a peculiar manner. This is a fish story which can be vouched for by Mr. Winn, inspector on this work.

James Shibley is back to work after spending ten days exploring Kansas City, St. Louis and Memphis.

Mrs. C. L. Mahan left July 15 for a visit of several months at the home of her daughter in Hollywood, Calif.

Mrs. H. V. Yerby is visiting at the home of her parents in Broken Bow, Okla. Harold says that these greasy

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spoon cafes are all right for a short time, but would not care to be a regular boarder.

### AGENT'S OFFICE BLYTHERVILLE, ARK.

LORENA BOLLINGER, Reporter

Sixteen attended the accident prevention meeting held here recently. C. McBroom, chief clerk of Chaffee, acted as chairman. R. W. Modglin, WWIB inspector, was the only visitor. J. F. Zimmer, assistant cashier, and family recently visited in Cape Girardeau.

The three children of Ben T. Juden, yard clerk, are spending the summer in various points in Missouri.

L. P. Davis, trucker, was absent two days account of sickness. Ira Bohanang relieved him.

Ray Osborne, brakeman on the yard switcher, captured a 92½-lb. turtle on a trot line near Armored, after a hard struggle with the reptile, which lasted an hour and a half. The turtle was brought to town and secured with a heavy chain, while many gathered to view the catch of the fisherman.

A few days later Mr. Osborne caught two more turtles, weighing fifty and sixty pounds, which are now on exhibition at Overton Park Zoo in Memphis.

Lloyd Scales, chief rate clerk of Memphis, spent a recent Sunday in Blytheville.

The writer will spend the month of August in Denver, Colorado Springs and Los Angeles.

### STORE DEPARTMENT—CENTRAL DIVISION

KATHRYNE McMAHON, Reporter

Mr. and Mrs. Andrew Jenkins and Herschel Jackson will make a trip to Niagara Falls during August. They will visit in Detroit, Chicago and St. Louis while enroute.

Wm. F. Griggs, chief clerk, spent two weeks in Springfield, Mo., where he was called, due to the serious illness of his youngest daughter, Barbara Jean. Mrs. Griggs and three children have been visiting at the home of her parents in Springfield, and the baby was taken ill while there.

We certainly regret the loss of our general foreman, Mr. M. L. Crawford, who was recently transferred to Monett, Mo. We extend our heartiest congratulations to Mr. Crawford on his promotion, also to Mr. Dyer, who succeeded him at Fort Smith.

Thos. N. Holcomb, Mrs. Holcomb and three children, Hollis and Holland, and Agatha, will go to Sheffield, Ala., and Collinwood, Tenn., during August, to visit their old home.

Miss Grayce Heyburn, of the engineering department, visited friends in Monett, Mo., and Hollister, Mo. She liked it so well, she's going back for another week. We rather think there are more vital attractions than the scenery, etc.

Miss Beatrice Limberg, of the mechanical department, spent July 4 in Eureka Springs, Ark. She will spend her vacation in Denver and Colorado Springs.

### OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Have the following from F. T. Shanahan, roadmaster's clerk at Hugo, Okla.

If you are looking for a good, clean place to spend a desirable vacation, away from civilization, it can be found

in the land of mountains, on Little River, Cloudy and Pig creek, Pushamataha County, State of Oklahoma, location known as Iron Springs, the land of the finny tribe, deer, squirrel, turkey, quail and other game; thirty-five miles northeast of Antlers, Okla.

Mrs. E. E. Carlock and daughters, Nancy and Jane, have gone to Sulphur Springs, Ark., where they have a cottage for the remainder of the summer. Mr. Carlock, timekeeper, will spend his vacation with them. Their daughter, Virginia, is a guest at Cloudland camp, which is also at Sulphur Springs.

Mr. and Mrs. W. N. Edson have announced the birth of a daughter, to whom they have given the name of Gloria Jean. Mr. Edson is an operator at Bonanza, Ark.

Quite a few of our employees are enjoying new automobiles. Carl Schmidt, rate clerk, has a new Chrysler coupe; Charles Eason, secretary to superintendent, Chandler sedan; Wm. Clark, operator, Marmon sedan; E. W. Smith, chief clerk, Chandler sedan. A. T. Thorson, manager and wire chief, says it won't be long until he will be pushing a new Victory six sedan.

Miss Frances Warthen, operator, is spending her vacation in sunny California, as usual.

Miss Maggie Morgan spent the Fourth of July and several days thereafter in Oklahoma City and Sulphur, Okla. From reports, it is evident she had a big time.

Miss Johanna Ruge, stenographer in division freight agents office, has been visiting her brother in San Antonio.

Charles Eason, secretary to superintendent, and Mrs. Eason motored to St. Louis and Detroit, Mich., in their new Chandler, spending their vacation with relatives.

Our deepest sympathy is extended to the family of Buster Bishop, brakeman, who met his death July 4th, while on duty, by falling between cars of a moving freight.

May was the seventh consecutive month that the 70th track division, under the supervision of T. J. Warren, roadmaster, did not have any personal injuries, which is very commendable. Keep up the good work, boys.

Miss Ruth Cantrell, daughter of S. T. Cantrell, has been attending the Delta Delta Delta convention at Pequot, Minn., and before returning will visit in Minneapolis, Chicago, St. Louis and Springfield. Her sister, Alice, has been making a round of visits in Winston-Salem, N. C., Cincinnati, St. Louis and Springfield.

After being out of service for some time under Rule 24, Tim Krone is again with us, having bid in the position of steno-abstract clerk at the local freight office.

J. Kemp Johnson, maintenance of way timekeeper, and Mrs. Johnson, spent ten days visiting in Stephens, Ark., Memphis, Dallas and Hugo.

## 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  
Birmingham-on-the-Frisco

### HUGHEY BROS. ROAD CONTRACTORS

Grading, Graveling and Asphalt Surfacing  
Subdivision Work and Private Jobs a Specialty  
Office and Yard 971 James Street  
Memphis, Tennessee  
Graders of Yale Yards

### Fischer Heating Co. HEATING AND PLUMBING

Steam and Hot Water Heating  
Power Plant Installations  
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367-369 Adams Ave., Memphis, Tenn.

OFFICIAL WATCH INSPECTOR, ABERDEEN, MISS., TO PENSACOLA, FLORIDA

### Gahlenbeck Jewelry Co.

DIAMONDS-WATCHES-JEWELRY  
EXPERT REPAIRING

9 W. Garden Pensacola, Fla.

\$1.50 and \$2.00—NO UP  
MANHATTAN HOTEL  
GEO. KUPFRIAN, Manager  
Rooms With or Without  
Private Bath  
PENSACOLA, FLA.

Folks, gather around in the train-master's office shortly after the presidential election as J. R. Trotter, Republican, is going to give us a box of candy. Eh, J. R.?

# MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Changing and more changing losing good men and getting other good ones. Such is railroading, however, we regret to lose Mr. M. L. Crawford as general foreman at Fort Smith, but are pleased that he received a promotion to Assistant Master Mechanic at Monett; 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; Mr. A. A. Wegman, night roundhouse foreman, succeeds Mr. Dyer and Mr. W. L. Freeman, machinist at Ft. Smith, has been appointed night roundhouse foreman, and we congratulate each one on their promotion.

Miss Beatrice Limberg is vacationing in Colorado 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. Claypool.

Mr. and Mrs. E. T. McKenna 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 to know that Mr. Stringer looks greatly improved and, no doubt, 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 have transferred to other divisions. Mr. George D. Alford, piece work checker, has gone to Yale; also Messrs. N. P. Taylor, W. M. Means, S. T. Vance, Chas. Palmer and Rolan Meadows are working at Yale, and Mr. E. L. Reese, car painter, has taken a job at Enid.

Mr. C. P. Long is the newly appointed foreman at Bacone, having come to this division from the Southern division, and as he has previously worked here, we feel sure he is about as glad to get back as we are to have him with us.

Summer resorts seem to have a fascination for Miss Beatrice Limberg, as she spent the Fourth of July at Eureka Springs, prior to going west on her vacation.

Misses Pearl and Mary Heyburn of Gary, Ind., are spending the summer with their parents, Mr. and Mrs. J. D. Heyburn.

Mr. W. J. Dressendorfer was quite unfortunate while away on his vacation, as he was driving up north in his automobile and when nearing St. James, Mo., his automobile was turned over in a ditch, due to loose gravel on the road, badly damaging same and bruising up his family.



## Paul L. Pierce

**[ Realtor ]**

119 South Palafox Street

PENSACOLA,  
FLORIDA



## REAL ESTATE INVESTMENTS

in

## Pensacola

**[ Where the  
FRISCO  
Meets the Gulf ]**

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.

## Realty Corporation of Pensacola

"Real Estate and Mortgage Bonds"

200-202 S. Palafox Street

Phone 2051 P. O. Drawer No. 1303

## Ray Hardware Company

G-M-C TRUCKS



710 South Palafox Street

PENSACOLA, FLA.

## 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  
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## WILSON-BEAR REALTY COMPANY

REAL ESTATE, MORTGAGE LOANS, RENTS, INSURANCE  
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PENSACOLA :: FLORIDA

### BOLAND REALTY COMPANY

REAL ESTATE  
FARMS HOMES

### BOLAND-PRICE BEGGS

INSURANCE AGENCY  
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### GULF SECURITY CORPORATION

MORTGAGE LOANS  
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15 WEST GARDEN STREET

PENSACOLA, FLA.

### McKenzie Oerting & Company

Marine Supplies  
Hardware

603 S. Palafox Street  
PENSACOLA, FLORIDA

### 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.

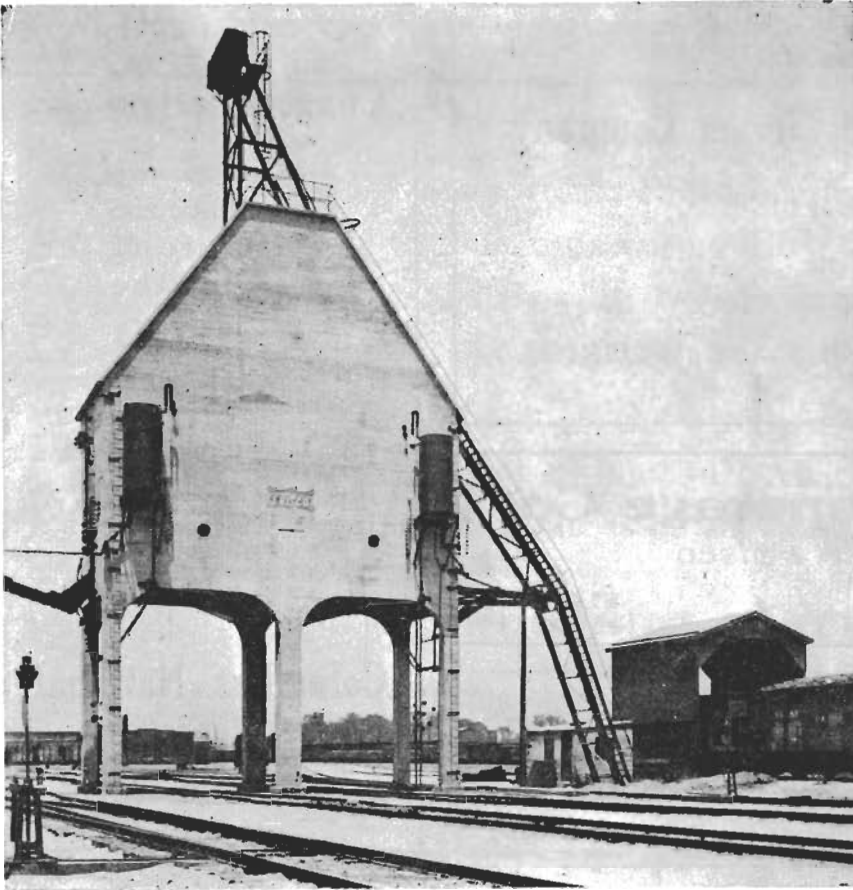
ESTABLISHED 1876

### The LEWIS BEAR CO.

INCORPORATED

WHOLESALE  
GROCERS  
and Dealers in Feeds

Pensacola, Florida



Coaling Plant  
at  
"FRISCO"  
YALE TERMINAL  
1928

Designed and Built by  
**ROBERTS  
AND  
SCHAEFER  
COMPANY  
CHICAGO**

Also Duplicated for  
"FRISCO" SYSTEM  
at Kansas City

*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"

Compliments of

**Pensacola Lumber and Timber Company**

Exporters of  
Pitch Pine

PENSACOLA - - - FLORIDA

**Congratulations....**

We hope we  
may have the  
pleasure of  
serving the  
**FRISCO**  
on its new  
line.



**Pensacola Cooperage Co.**

*Welcomes the Frisco*

PENSACOLA - - - FLORIDA

**Pensacola Maritime Corp.**

*General Steamship Agents and Operators*

PENSACOLA, FLORIDA

**Columbus National  
Bank**

COLUMBUS, MISS.

**HEARTIEST CONGRATULATIONS!**



**HEDGES-WEEKS CONSTRUCTION COMPANY**

415 HOLLAND BUILDING  
SPRINGFIELD, MISSOURI

**Weis-Patterson Lumber Company, Inc.**

*Manufacturers*

**TIDEWATER RED CYPRESS**

*Finish - Trim - Mouldings  
Gum Veneers*

PENSACOLA, FLORIDA

**W**E 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

**J**UST 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.

# PIERCE PENNANT PRODUCTS

HAVE SATISFACTORILY LUBRICATED  
THE GREAT FRISCO LINES  
FOR OVER A QUARTER CENTURY



Pierce Pennant Balanced Motor Oils, Greases and Gasoline Build Lasting Friendships

## PIERCE PETROLEUM CORPORATION

Service Since 1855

PENNANT BUILDING, ST. LOUIS

LOOK for the



and the GREEN PUMPS

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*

**W***E 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

**W**E 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.**

**W**E congratulate the Frisco on the opening of its new line to Pensacola Florida.

**GRAYBAR ELECTRIC CO., Inc.**

# LAYNE INSTALLATIONS SUPPLY WATER

— At Many Points Along the FRISCO

DEPENDABILITY—

ECONOMICAL OPERATION—

LOW MAINTENANCE—

have won the confidence  
of the FRISCO officials

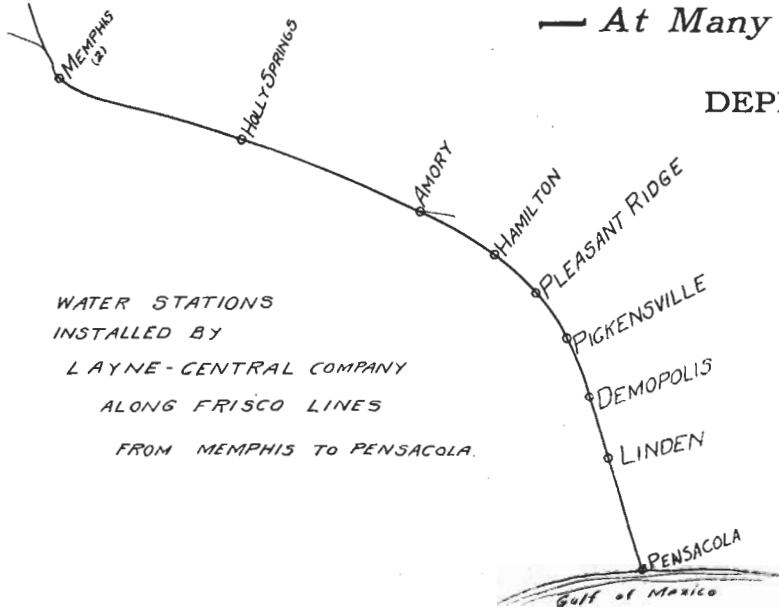
*LAYNE Wells and Pumps  
insure prompt service on  
the new line to Pensacola,  
Florida*

**LAYNE & BOWLER**

INCORPORATED

MEMPHIS, TENNESSEE

WATER STATIONS  
INSTALLED BY  
LAYNE-CENTRAL COMPANY  
ALONG FRISCO LINES  
FROM MEMPHIS TO PENSACOLA.



**W**E 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  
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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



# Frisko...

*we congratulate you*

**Y**OU 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**

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608-10 BURWELL BLDG.

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## THE NEWPORT COMPANY

WORKS AT  
{ CARROLLVILLE, WISCONSIN  
PASSAIC, NEW JERSEY  
BAY MINETTE, ALABAMA  
PENSACOLA, FLORIDA }

**PENSACOLA, FLORIDA**



WELCOMES THE FRISCO LINES

# SIX MODERN COALING STATIONS ON FRISCO LINES

By J. G. FORSTER, Vice-President  
OGLE CONSTRUCTION CO.

Chicago

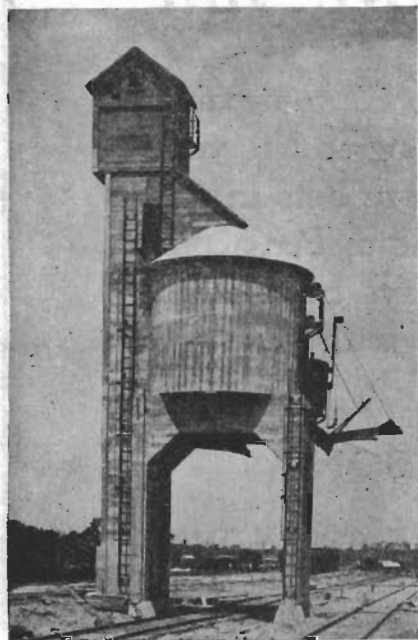


Fig. 1, Pensacola, Fla.

**W**ITHIN the past fifteen months, Frisco Lines placed contracts for six modern coaling stations with the Ogle Construction Co. of Chicago. These at Aliceville, Local, Magnolia, Alabama, and Pensacola, Florida (similar to 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



Fig. 2, Cherokee, Kan.



Fig. 3, Yale, Tenn.

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:

Never start the machinery while anyone is in the bucket pit or hatch.

Never operate the plant with slack cables.

Never permit large obstructions, such as car wrenches, cross ties, mine pumps, and the like, to enter the receiving hopper. If they do, they will cause serious damage to the loader and bucket.

Never overfill the storage bin.

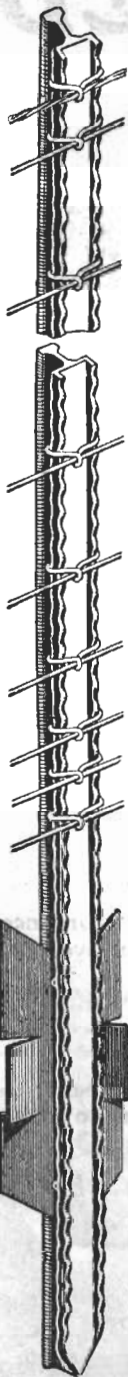
Never attempt to adjust the machinery unless he knows what to do and how to do it.

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 when the plant is shut down 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.

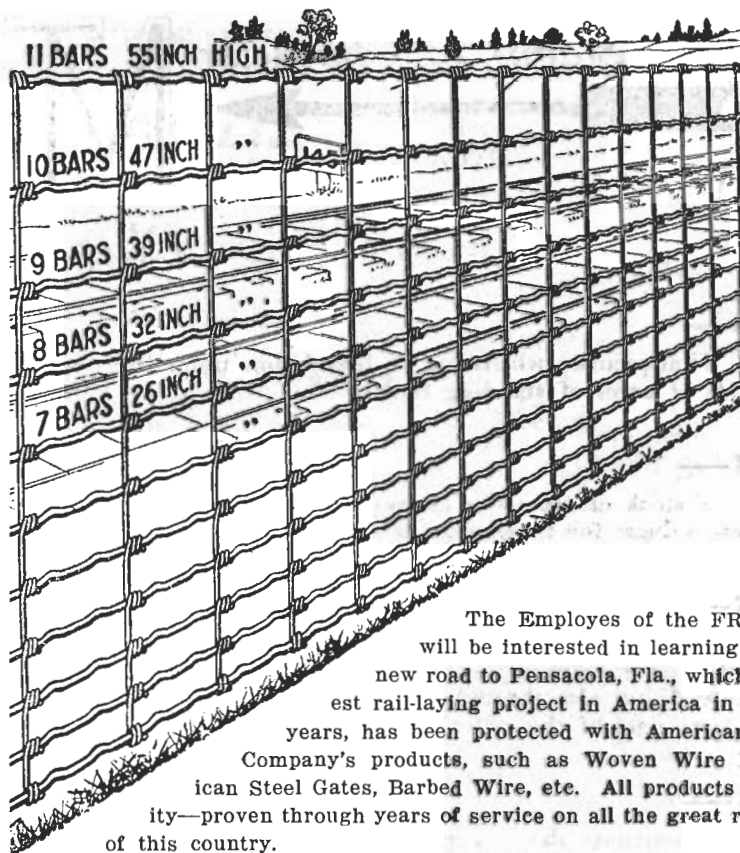
These suggestions are born of years of experience in locomotive coaling station engineering. If they are conscientiously carried out by the employees who are responsible for the operation of these coaling stations, they will contribute much towards fulfilling the purpose for which the plants were constructed—"Dependable Locomotive Coaling Service at Low Cost."

(ED. ADV.)

# American Railroad Fencing and Banner Steel Fence Posts for Right-of-Way Protection



**Banner Steel Post**  
*The Post  
With a Backbone*



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.

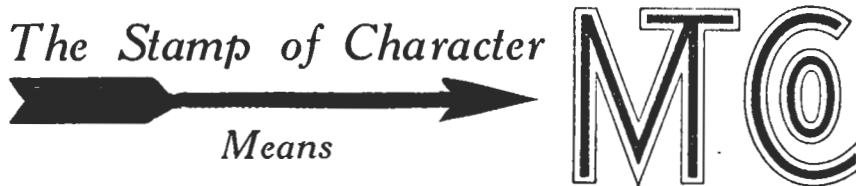
**AMERICAN STEEL GATES**—Strong and Durable. Made in all standard sizes for railroad use. Galvanized or painted frames. These gates have exceptional quality and have been approved by the leading systems of the country.

**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



## 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 not 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*

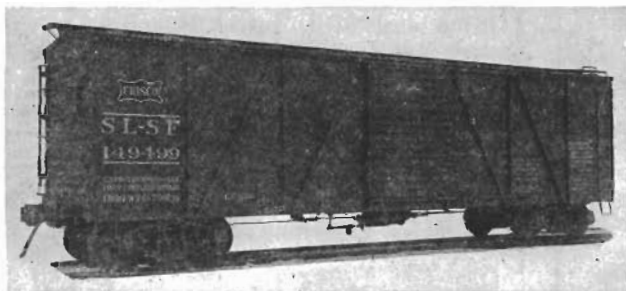


**FISCHER** LIME &  
CEMENT CO., Inc.  
MEMPHIS

## General American Tank Car Corp. General American Car Co.

### BUILDERS

Tank Cars  
Milk Cars  
Railroad Cars



### LESSORS

Tank Cars  
Milk Cars  
Refrigerator Cars

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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 Tishomingo and Camden Gravels for Streets and Roadways  
Railroad Ballast a Specialty

MEMPHIS, TENN.

LOCATION OF QUARRIES  
Gravel Switch, Ky., I. C. Ry.  
Camden, Tenn., N. C. & St. L. Ry.  
Parsons, Tenn., N. C. & St. L. Ry.  
Oldham, Miss., Southern Ry.  
Gravel Sliding, Miss., Southern Ry.  
McCulloch, Ala., Frisco, R. R.

GENERAL OFFICES  
1630-33 Exchange Building  
Cumberland Phone 6-4015  
Long Distance Phone 6-2398

## ATLAS COAL

Henryetta Fuel Company

Henryetta, 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

## VILOCO RAILWAY EQUIPMENT CO.

CHICAGO

*For Dependable Service*

"VILOCO" Pressed Steel Brake Step

"VILOCO" Automatic Rail Washer

"VILOCO" Bell 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

"BENSLEY" & "ALA CITY"  
**BASIC SLAG**  
CRUSHED & SCREENED

was used exclusively as road ballast. The Frisco Railway has used thousands of tons of basic slag for road ballast in the Birmingham-Memphis division—and each year hundreds of tons goes into the building of concrete bridges and culverts.

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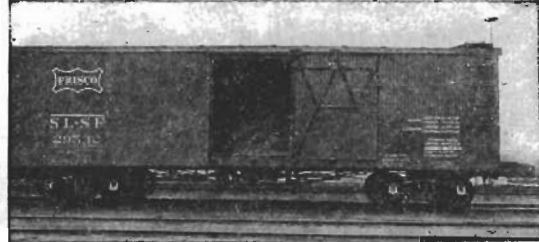
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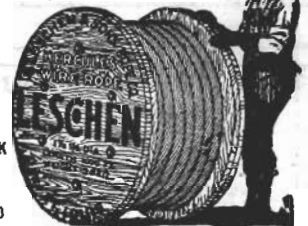
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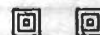
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