

was served throughout the evening.

Prizes for high scores at bridge were awarded to Mrs. Ira Anderson, Mrs. Leonard Wright, Mrs. Wade Purdin, Harry Newman and Ira J. Anderson.

Guests included Christine Vanderford and E. W. Brown of Tulsa; and J. H. Livingston, milk traffic agent, and W. L. Huggins, Jr., director of publicity, both of St. Louis.

Tulsa, Okla.

R. L. Schoeneberg, zone accountant, and for sometime before his transfer to Tulsa, president of the Frisco Men's Club of St. Louis, was elected president of the Frisco Employes' Club of Tulsa at the annual meeting held December 12. He succeeds Fay W. Warren, who thanked the members for their co-operation with him during his tenure of office.

R. W. Harper, chief clerk to the master mechanic, was elected vice-president, succeeding Miss Christine Vanderford. W. F. Krafft, secretary to the master mechanic, was elected secretary, succeeding L. C. Holloway. Claud Johnson was elected treasurer and George Kerns was elected sergeant-at-arms. The last two offices are newly created. Each of the new officers were called on for a speech and each promised to make the club a greater success.

Mr. Warren appointed W. E. Rust, R. B. Collins and G. J. Quinn to audit the finances of the club and report at the next meeting.

A motion carried that the secretary be instructed to wire "our representatives in congress protesting the repeal of the Pullman surcharge."

The motion concluded: "We, members of the Frisco Employes' Club of Tulsa, representing twelve hundred employes, trust you will use your influence seeing that the Pullman surcharge is not repealed. The defeat of this bill is of vital importance and we are watching its progress with keen interest."

Mr. Harper, who is president of the recently organized Frisco Employes' Country Club of Tulsa Terminal, spoke on this project. The club plans to purchase a 90-acre site in Mayes County, Okla., and the land is to be improved and to be used by members when on vacation and at other times.

Clinton, Mo.

The Frisco Employes' Club of Clinton, Mo., in session December 16, passed a motion that the club write Hon. C. C. Dickinson, congressman from the district in which Clinton is located, protesting repeal of the Pullman surcharge.

For Meritorious Service

WESTERN DIVISION

Superintendent W. R. Brown reports the following cases of meritorious services:

G. W. Bowers, Enid, conductor, obtained routing on carload of furniture. W. H. Weatherley, Blackwell, warehouse foreman, obtained a car of pipe. O. W. Hern, Blackwell, yard clerk, obtained a car of fruit jars. C. H. Garman, Enid, engineer, assisted in obtaining a shipment of pipe. O. C. Shelton and F. A. Mauldin, Enid, brakemen, submitted several cards calling attention to unsafe practices. C. E. Meeker, Enid, frog repairer, discovered a broken rail while going over his line on motor car, obtained necessary material and made repairs. A letter of appreciation has been filed in the personal records of each of the above mentioned men.

W. H. Eastin, conductor, discovered and reported a leak around an outlet valve on a car of gasoline. His personal record has been credited with five merits.

James Frost, section foreman, received a complimentary letter concerning the good riding condition of his section.

Birney D. Flowers, clerk, discovered a broken rail in the house track at Hobart. His personal record has been credited with ten merit marks.

C. W. Thomas and I. G. Townley, brakemen, and J. E. Craner, engineer, aided in saving company property when fire destroyed the Gerlach elevator at Bessie, Okla. The personal record of each man was credited with ten merit marks.

A. R. Warren, Bessie, Okla., roundhouse foreman, aided in saving company property when fire destroyed the Gerlach elevator at Bessie, Okla. He has been commended.

F. K. Shrock, Carrier, Okla., agent, discovered a brake beam down in a passing train and notified the crew. His personal record has been credited with five merit marks.

NORTHERN DIVISION

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

D. F. Gumm, engineer, and Dorsey Roy, fireman, both of Olathe, Kan., voluntarily replaced a fallen grate in engine No. 4120 while the train it was hauling, a work extra, was tied up at LaCygne, Kan. In fixing this grate Fireman Roy entered the fire box while the engine was carrying approximately 100 pounds of steam pressure. The personal records of Mr. Gumm and of Mr. Roy were credited with ten merit marks each.

M. F. Holmes, Columbus, Kan., section foreman, replaced stone which had worked out of place on a car. A letter of commendation has been placed with his personal record.

Cecil Lunch, Fort Scott, Kan., brakeman, found the main tread of a wheel in a freight car broken off and set the car out. A letter of commendation has been placed in his personal record file.

J. F. Casey, Kansas City, fireman, assisted by C. C. Smay, Kansas City, brakeman, hand-fired an engine after automatic stoker became inoperative between Linton and Prescott, Kan., and brought the train into Fort Scott with very little delay. A commendatory letter has been placed in the personal record file of Mr. Casey.

C. C. Smay, Kansas City, brakeman, and J. F. Casey, Kansas City, fireman, each received ten merit marks in connection with above case.

F. E. Hoffhaus, engineer, and M. O. Bennett, fireman, both of Kansas City, repaired an automatic stoker. These men have been thanked by Superintendent Bevans.

Oscar Hall, engineer; G. A. Hopkins, fireman; John Mathews, conductor; C. W. Depew and Hohn Beverly, brakemen, all of Neodesha, Kan., found a broken rail under their train. The entire crew, assisted by E. B. Harriman, road foreman of equipment, went back to Ashley, Kan., where the broken rail was, called the section men and helped carry a rail to break and insert it. The personal record of each of these members of this train crew has been credited with five merit marks.

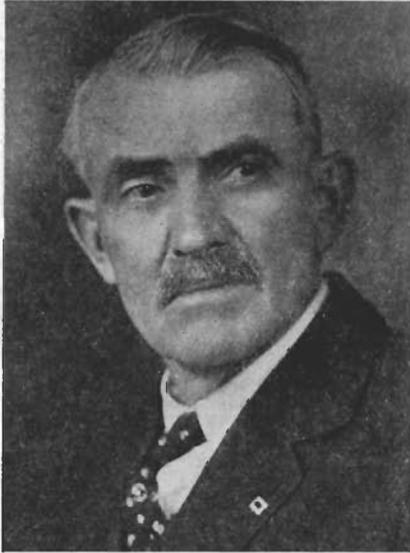
J. R. Lame, Baxter, Kan., brakeman, after Brakeman Thompson became ill, worked all day December 4, on the Baxter switch engine without the aid of anyone to take the sick man's job. A commendatory letter has been placed in the personal record file of Mr. Lame.

(Now turn to Page 18, please)

A TRAFFIC GO-GETTER

Members of the Frisco traffic department in Kansas City, Mo., consider Pat Larkin, switch foreman, perhaps the most energetic in traffic solicitation of any of the Frisco men in the Kansas City terminal district.

Mr. Larkin has proven the theory that switchmen, by reason of their



PAT LARKIN

close contact with the shipping public, have a splendid opportunity to make friends for their respective railroads.

He keeps his acquaintanceship with shippers renewed by frequent visits with them during which he ascertains if Frisco freight service is satisfactory to them and how he can aid in improving that service.

Mr. Larkin was born at Plainview, Ill., May 14, 1866. He entered Frisco service March 4, 1894. Previous to this he was for two years with the Kansas City Belt Railroad. He resides at 5308 Tracy Avenue, Kansas City, Mo.

Payments by the Metropolitan Life Insurance Company to insured officers and employees of Frisco Lines, November, 1928, totaled \$15,725.67, divided as follows:

Shop group, health, \$2,927.15; total and permanent disability, \$1,276.00; death, \$102.00.

Supervisory group, total and permanent disability, \$2,535.04; death, \$5,000.00.

Clerks group, total and permanent disability, \$1,082.48; death, \$2,803.00.

Busses Take Millions In Revenue From British Railways, Editor Announces

Unregulated Competition Costs South African and English Roads \$2,400,000 Yearly Salstaff Bulletin Claims

Frisco employes who signed the petitions requesting Congress for a "fair and just" regulation of motorized competition will be interested in the accompanying article. Taken from the November issue of the Salstaff Bulletin, official organ of the South African Railways and Harbours Salaried Staff Association (circulation 14,000 per month), this article clearly proves to us here in America that we are not alone in our troubles with the buses and trucks.

The editor of the Salstaff Bulletin points out that on the Continent and in England, motorized competition is depriving railways of sizable revenues, that the ranking legislative and economic minds of the countries affected have as yet found no practical remedy, and cites five reasons for the inroads being made by the buses which are identically the same five major reasons cited in the petitions signed on Frisco Lines which were forwarded to Congress a few days ago by President Kurn.

The article from the Bulletin follows:

FIVE hundred thousand pounds sterling (\$2,420,000 at current rate of exchange) per annum is the estimated loss in revenue to the railways through motor truck competition in the Witwatersrand (South Africa) area. The excellent and cheap train service between Capetown and its suburbs, electrified at a huge capital cost, is accorded but scant patronage by the people of the Peninsula. They prefer the buses. For many months the railways have been trying to recapture the higher rated freight traffic between Maritzburg and Durban which was lost to the motors some three years ago. And so the tale comes from all the populous centers—the motor truck is ousting the railway as a carrier of the short distance passenger and light freight.

There is a tendency in some official quarters in this country to lay the blame for this state of affairs at the door of the staff of the railways. This, of course, is so much "bunk". There are admittedly a few members of the staff who, through lack of attention to their work, carelessness and want of courtesy, have possibly turned prospective revenue into other channels, but the monies lost on this account form but an infinitesimal portion of the whole.

The plain fact of the matter is that the revolutionary advance in the development of the motor vehicle permits it to compete over short distances on economical lines with the Railway, offering at the same time, much greater conveniences to its customers.

It is not necessary to dilate on the advantages which the motor truck has over the train to, say, a merchant who desires to send a consignment of

goods from his warehouse in Johannesburg to a retailer in Benoni.

Railways all over the world, whether run by the State or private enterprise, are being heavily hit by motor truck competition. In America the big railroad companies are pulling all the political wires they can to put a stop to what they term *unfair* competition. In England, *recently*, the London, Midland and Scottish Railway had to go to Parliament for powers to compete, with their own motor fleet, for traffic, which the motors had deprived them of. Road-Rail Traffic War is becoming most intense in England and the Continent. Among the latest developments in England is a sleeping berth motor vehicle which carries patrons from London to Liverpool through the night. These vehicles carry 12 bunks, are luxuriously constructed, offer catering facilities and carry at a lower fare than the railways.

In Australia and New Zealand, the competition is being severely felt and in both these countries railway administrators appear to be looking to the legislature to unravel the tangled skein.

So that what is happening in South Africa is not a condition peculiar to the country. It is safe to assert that every railway country in the world, to which the motor has penetrated, is experiencing the same conditions.

So far, none of them appears to have found a satisfactory remedy, but most of them advance some very weighty reasons as to why the railways should not be deprived of these revenues and it would be foolhardy to question the soundness of their contentions.

(Now turn to Page 19, please)

Damage Only 676 of 4,861,006 Cars Handled in Eleven Months

HANDLING during the first eleven months of 1928 the grand total of 4,861,006 freight cars, Frisco employes were able, by valiant efforts, to limit the number of cars damaged by rough handling to 676, as compared with the corresponding period, of 1927, in which period 747 cars were damaged out of the total of 4,742,946 handled. This is a reduction for the

period this year of 71 cars, or 9.5 per cent.

During the period in 1928, however, the amount of damage totaled \$43,618.02, compared with \$28,066.88 in the corresponding period last year, an increase of 55.4 per cent.

Among the terminals Springfield, with 15 cars damaged, had the best

record for the eleven months this year and the Western division, with three cars damaged, had the best record for the divisions.

The comparative statement on rough handling of freight cars on the Frisco during the first eleven months this year, issued by the office of the car accountant, Springfield, Mo., December 7, follows:

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	'28	'27	'26
TERMINALS															
Springfield.....	15	7	11	\$ 1,336.00	\$ 865.00	\$ 1,205.00	723,085	712,634	721,385	.0021	.0010	.0015	1	1	1
Birmingham.....	21	29	43	1,263.00	1,344.50	3,415.00	658,230	674,510	771,386	.0032	.0043	.0056	2	2	2
Tulsa.....	44	94	142	4,790.00	5,094.50	2,623.00	857,730	796,858	641,837	.0051	.0118	.0221	3	4	4
St. Louis.....	77	65	87	2,356.00	1,134.00	3,243.00	741,646	697,597	719,895	.0104	.0093	.0121	4	3	3
Memphis.....	94	106	240	6,869.00	3,138.50	9,631.35	673,718	870,758	1,073,208	.0140	.0122	.0224	5	5	5
Kansas City.....	100	112	203	4,498.00	3,825.00	4,712.90	702,154	676,721	653,134	.0142	.0166	.0311	6	6	6
Total.....	351	413	726	\$21,112.00	\$15,401.50	\$24,880.25	4,356,563	4,429,128	4,580,845	.0081	.0093	.0158			
DIVISIONS															
Western.....	3	2	21	\$ 55.00	\$ 10.00	\$ 2,089.00	229,496	226,977	233,697	.0013	.0009	.0090	1	1	4
Southwestern.....	26	31	155	1,199.52	1,553.00	4,495.50	963,263	994,153	1,056,362	.0027	.0031	.0147	2	3	7
Central.....	17	17	13	538.00	1,472.00	702.00	370,037	368,003	382,502	.0046	.0046	.0034	3	4	1
Eastern.....	41	16	34	3,025.50	681.48	800.28	812,572	786,069	827,532	.0050	.0020	.0041	4	2	2
Southern.....	55	46	66	7,427.00	1,952.75	3,105.50	885,753	863,683	905,740	.0062	.0053	.0073	5	5	3
Northern.....	99	135	143	3,075.50	4,701.65	2,544.80	982,576	961,928	1,035,425	.0101	.0140	.0138	6	7	6
River.....	47	55	63	3,669.50	1,729.00	2,108.50	410,637	412,089	465,244	.0114	.0133	.0135	7	6	5
Total.....	288	302	495	\$20,990.02	\$12,099.88	\$15,845.58	4,654,334	4,612,902	4,906,502	.0062	.0065	.0101			
Bir'gham Belt.....	6	—	—	142.00	—	—	64,817	—	—	.0093	—	—	—	—	—
Texas Lines.....	31	32	24	1,374.00	565.50	440.15	141,855	130,044	146,180	.0219	.0246	.0164	—	—	—
Tot. System.....	676	747	1245	\$43,618.02	\$28,066.88	\$41,165.98									

1928 COMPARED WITH 1927

Per Cent Decrease in Number of Cars Damaged.....	9.5	Per Cent Increase in Number of Cars Handled.....	11.0
Per Cent Increase in Amount of Damage.....	55.4	Per Cent Increase in Amount of Damage.....	54.58

AGENCY CHANGES

Taskee, Mo., ticket agency closed, effective December 12.

Kinder, Mo., ticket agency closed, effective December 11.

Palmetto, Mo., ticket agency closed, effective December 10.

P. L. Tomlin installed permanent agent at Pickensville, Ala., December 7th.

L. A. Schooler installed permanent agent at Wheatland, Okla., December 6th.

B. T. Burton installed temporary agent at Raymore, Mo., December 6.

J. W. Dodson installed permanent agent at Peculiar, Mo., December 6

E. H. Wehmeyer installed permanent agent at Ste. Genevieve, Mo., December 3.

E. J. Cushman installed temporary agent at Neosho, Mo., December 1.

R. O. Beale installed permanent agent at Aurora, Mo., December 1.

Gulfton, Mo., agency closed, effective November 30.

J. L. Copening installed temporary agent at Republic, November 30.

C. A. Hurst installed temporary agent at Hunter, Okla., November 30.

Bazemore, Ala., ticket agency closed, effective November 26.

C. R. Alexander installed permanent agent at Holmes, Mo., November 26.

Platter, Okla., agency closed, effective November 26.

A. S. Guinn installed permanent agent at Boynton, Okla., November 24.

T. B. Winn installed permanent agent at Pettigrew, Ark., November 21.

W. M. Lewis installed permanent agent at Bourbon, Mo., November 21.

H. A. Johnson installed permanent agent at St. Paul, Ark., November 20.

J. F. Murphy installed permanent agent at Kingston, Okla., November 19.

E. R. Ward installed permanent agent at Algoa, Ark., November 16.

C. W. Horton installed permanent

agent at Blue Springs, Miss., November 16.

J. L. Baggett installed temporary agent at Pickensville, Ala., November 15.

G. I. Jones installed permanent agent at Magnolia, Ala., November 14.

H. W. Deaux installed permanent agent at Grubbs, Ark., November 14.

H. O. Proffer installed permanent agent at Broseley, Mo., November 13.

W. B. Morgan installed permanent agent at Parma, Mo., November 12.

Gratiot, Mo., ticket agency closed, effective November 12.

T. A. Hatfield installed permanent agent at Lowry City, Mo., November 12.

L. M. Chalker installed temporary agent at Herman, Ark., November 12.

E. L. Singleton installed permanent agent at Gravette, Ark., November 9.

C. L. Siler installed permanent agent at Grove, Okla., November 9.

W. D. Wilson installed permanent agent at Christie, Okla., November 13.

F. M. Foltz installed permanent agent at Scammon, Kan., November 2.

Locate New Fox Farms In the Ozarks



(Above) Pens with blue fox poised on chute of nesting house.
(Center.) Dr. F. E. Jacobi, as he appeared on a trip of inspection over the newly erected pens.

(Above.) Ozark Silver King, half-silver fox, who with his mate is valued at \$3,000.

THE FRISCO contributed its share toward the establishment of one of the largest silver fox farms in Missouri when on November 28, thirty-six crates, containing seventy-one highly valuable silver and blue foxes representing an investment of more than \$40,000, were unloaded from Frisco train No. 1279 at the Steeleville (Missouri) station and handled to the newly established Ozark Silver Fox Farm, Inc., a short distance from the station.

The fox farm is a dream which Dr. F. E. Jacobi, eminent surgeon and sportsman of St. Louis has had for ten years. He visualized such a farm on a fishing trip in the Ozarks years ago, and today that dream has materialized.

While the fox breeding game is new in the entire Ozarks region, Dr. Jacobi and his corps of assistants are not new at it. Approximately sixty of the foxes on the farm have been Doctor Jacobi's property for the last three years and he has been boarding them on the Blue Diamond Fox Farm at Seattle, Wash.

The pens are located on the top of the highest ridge of the 408-acre tract, to provide proper drainage. The fifty-five pens, each fifty feet square and inclosed with specially-woven fox wire supported by whitewashed posts, are separated by six-foot streets. Two foxes, a male and a female are placed in a pen. The streets between the pens are intended to prevent spread of disease among the foxes, should that remote possibility occur. The wire fence around the pens is six feet high

with a two-foot overhang inside, to prevent the foxes leaping the fences. Three feet of carpet wire is laid on the ground at the fence and pegged down. This is to keep the foxes from digging out. Around all the pens is a guard fence of fox wire, seven feet high. It also, has the overhang and an extension at the bottom. Overlooking the entire system of pens is a watch tower. Here the keeper spends much of his time observing the mode of living of the foxes and seeing that the pairs are properly mated.

Dr. Jacobi has secured an expert corps of assistants to aid him in his enterprise. Ralph Bailey, is a graduate of the Rusch School, in Northeast Pennsylvania, devoted to instruction in fox breeding and raising, and serves as keeper. Tom Slade, a friend of Dr. Jacobi is superintendent of the farm and H. E. Whitmire of St. Louis, research chemist for the Purina Mills and a breeder of foxes for several years, is aiding with scientific advice on feeding.

The plan according to Dr. Jacobi is to sell breeders and pelts and to establish the largest ranch of high-class breeding foxes in this section of the country and of the central states. Anyone may purchase a pair of foxes and they may be boarded on the farm, bred, and their pelts sold. Plans are now being made to build a rustic lodge where those who own foxes may come for a week-end or longer.

According to Dr. Jacobi, the Ozark Silver Fox Farm, Inc., has already established connections with European Firms and statistics show that there

TWO NEW LOCAL TRAINS Improved Service Installed December 9—New Trains— Better Connections

THE installation on December 9, of two new local passenger trains designed to improve existing connections with present trains to and from Monett, Mo., was announced December 5, by Mr. J. W. Nourse, passenger traffic manager.

The first of these new trains will leave Monett at 9:10 a. m., arrive Springfield at 10:30 a. m.; leave Springfield at 10:40 a. m., arrive Monett at 12:01 p. m.; arrive Joplin at 1:35 p. m.; leave Joplin at 1:55 p. m. and arrive at Monett at 3:25 p. m.

The second train will leave Monett at 9:15 a. m.; arrive Fayetteville at 11:55 a. m., and leave that point at 12:45 p. m., arriving at Monett on the return trip at 3:25 p. m.

These new trains will stop at all intermediate stations. The first train will connect with local trains from Paris and Ft. Smith at Monett, and also with locals from the Wichita-Joplin line. The second train will make a connection with Frisco No. 5 from St. Louis, and with No. 4 for St. Louis.

A change in time on the following trains will result in faster schedules.

No. 128, the Frisco's afternoon train from Joplin to Kansas City, will leave at 3:45 p. m., instead of at 2:15 p. m., as at present, and arrive at Kansas City at 8:30 p. m., instead of 7:30 p. m.

No. 117 will leave Tulsa at 10:30 p. m., instead of 10:00 p. m., arrive Dallas at 7:30 a. m., as at present and arrive Ft. Worth at 7:45 p. m., as at present. The companion train No. 118, will leave Dallas at 10:45 p. m., as at present, leave Ft. Worth at 10:50 p. m., instead of 10:00 p. m., and arrive in Tulsa at 7:40 p. m., instead of 7:35 p. m.

is always a great demand for the pelts.

"The Frisco should be complimented on the handling given this shipment," remarked Dr. Jacobi. "There was not a sick fox in the entire lot, and the fast service which we got in shipping them from Kansas City to Steeleville via Frisco Lines was indeed a great satisfaction for, of course, we wanted delivery as quickly as possible."

The news of the new industry is spreading over the country. Visitors have already begun to visit the farm to view the outlay, and in the program of diversified farming in the Ozarks, the fur-bearing industry now has been added.

FOR MERITORIOUS SERVICE

(Continued from Page 14)

F. W. Benedict, Kansas City, brakeman, for his courteous treatment of passengers has been thanked by Superintendent Bevans.

M. Abbiatti, Fort Scott, Kan., B. & B. foreman, discovered a fallen brake beam on a train which was passing a point near Fontana, Kan., and flagged the rear end of the train. His personal record has been credited with five merit marks.

SOUTHWESTERN DIVISION

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

W. Morgan, Wyandotte, Okla., agent, after a ten-year-old girl traveling alone, was carried by Seneca station and put off at Wyandotte, took care of her during the night and the following day. Then in his car and at his own expense, he took the girl to Seneca in order that it would not be necessary that she remain at Wyandotte until the train that night. A commendatory letter has been placed in the personal record file of Mr. Morgan.

C. W. Robins, Pierce City, Mo., operator, after he noticed brake beam dragging under a train, tried to signal engine crew, but could not attract the attention of the members of this crew. He then stopped the train by turning the order board and failing to deliver the order to the rear end. The personal record of Mr. Robbins has been credited with ten merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following meritorious service:

W. J. Hopkins, pumper, noticed smoke up the track, shut down his pumps and investigated, finding right-of-way fire spreading into an adjoining corn field. He checked the fire before much damage was done to the corn crop. He has been commended.

EASTERN DIVISION

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

G. W. Hoffman and H. W. Alexander, engineers; W. R. Mack and J. A. Sanders, firemen, and W. S. Dodson, brakeman, extinguished a fire which was started by one of the two engines of their train as it was ascending Bad Eye Hill near Tracy Junction, Mo. The fire, if not caught in its incipiency, would have destroyed a farmhouse and surrounding buildings. The personal record of each of these men has been credited with ten merits.

B. M. Harnly, engineer, Newburg,

Frisco Winners Attend American Royal Nov. 17-24



Frisco prize winners in the picture above are all from Oklahoma with the exception of the young man second from the right in the top row, who is from Missouri. The winners are, from left to right, bottom row: Chillotte Scruggs, Josie Morrison, Zylva Nell Harper, Leota Bartmess, Florence Qualls, Lucille Slucher; middle row: Doyle Huffine, Smith Lipscomb, Neil Brittab, Dwight Ghormley, Leonard Junell; top row: Jim Alexander, Ray Renegar, George Patterson, Marvin Brown, Jack Ledbetter, Paul Hagler (Missouri), and Carl Barentine.

FREE transportation via Frisco Lines to the American Royal Livestock Show in Kansas City, Mo., November 17 to 24, were the prizes won from Frisco Lines by the group of young men and women pictured above. All are members of the 4-H and Vocational Clubs, and participated in the contests sponsored by

county organizations throughout Missouri, Kansas, Oklahoma and Arkansas. More than 85,000 club members were entered in the contest in the State of Oklahoma alone.

The Frisco prize winners were enthusiastic in their remarks concerning Frisco service and treatment to and from the Kansas City show.

Mo., voluntarily assisted in reducing delay to No. 5 the night of December 5, when that train struck an automobile at the Valley Park, Mo., crossing. He assisted engine crew in jacking up pilot and in repairing train line on a baggage car. A commendatory letter has been placed in the personal record file of Mr. Harnly.

RIVER DIVISION

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

G. E. Butts, agent, Black Oak, Ark., prevented heavy loss to the Gregg & Doyle gin at Black Oak and loss to the Frisco when a fire occurred at the gin recently. He has been commended.

A Thackery, conductor, on close inspection of a combination car discovered defective wheels, which were changed. A letter of commendation was written to him.

C. Coker, conductor, discovered a broken flange. He has been commended.

Roy Abernathy, engineer; J. S. Lloyd, conductor; Charles Birdsell,

fireman, and M. F. Stanfield, Paul Hibner and J. M. Hudgings, brakemen, when passing Bassett, Ark., recently, noticed a fire near the tracks and pulled all cars off the house track to prevent their catching fire. A letter of commendation has been written to each of these men.

A NOVEL CAMPAIGN

The 100 employes at the Seventh Street Station, St. Louis, are competing keenly in the writing of unique accident prevention messages. A different message is posted each day on the bulletin boards on the inbound and the outbound platforms. The contest was started about the middle of November. The prize is the posting.

Following are three of the messages which were posted in December:

"Frisco Railroad Is Surely Co-Operating on Safety. You Should Think Every Minute."

"Help to Educate New Labor to Prevent Accidents."

"Forethought, Remember, Is a Sure Cure of All Accidents."