THE FRISCO EMPLOYES' MAGAZINE

MAY 12 1930

MAY 1930
Vol. VII No. VIII

HAND *in* HAND *with* ACCURACY

Joe Canda

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Hamilton Watch
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THE FRISCO EMPLOYES' MAGAZINE

ROOMS 737-738 FRISCO BUILDING :: ST. LOUIS

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Vol. VII MAY, 1930 No. 8

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THE FRISCO EMPLOYES' MAGAZINE

The Frisco Employes' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes 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.

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

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

MEMBER

The KELLOGG GROUP

FIFTY-THREE YEARS A TRACKMAN

Roadmaster Pat Herd of Carl Junction, Missouri, Recalls Pioneer Days as Retirement Nears

IT was in the year of 1881, and the little Frisco section house, the home of the section foreman at Osceola, Oklahoma, was a desolate looking place, indeed. The "wide open spaces" stretched as far as the eye could see. Prairie chickens were no novelty, neither were wild turkeys, hogs and deer were so plentiful that they sometimes blocked the track in front of the Frisco train which steamed its way each day to Afton, the end of the line.

One day an old Cherokee Indian rode up to the section foreman's house. Across the pommel of his saddle were two sacks. Tied to the pommel was an axe handle. He dismounted and went to the door. Upon being admitted inside he asked if the section foreman might want some potatoes and green beans, and, an axe handle.

"Well," the section foreman replied, "I might. Let's see them."

The old Indian brought them in, two half bushel sacks, and dumped the top layer of each on the floor. They looked fresh and palatable, and the section foreman inquired the price.

"Fifteen cents—too much? Huh?" grunted the Indian.

The price did not seem exorbitant and with the axe handle thrown in, the deal was consummated.

And that is only one of the incidents which Pat Herd, genial Irish roadmaster of the Northern division, related of his experience in early railroading in the Indian Territory.

Fifteen cents! It seems a joke, yet when he went on to say that beef sold for three cents a pound; eggs five cents a dozen, butter three pounds for a quarter, and potatoes twenty-five cents a bushel, it was possible for the old Indian to purchase for his own supplies, two pounds of beef, a half dozen eggs and two loaves of bread, with his fifteen cents.

There are a comparatively small number of Frisco veterans who can recall those early days of railroading, and this, 1930, is Pat Herd's last year of railroading. He was born in 1861 and began his service with Frisco Lines on June 1, 1877, at Ritchey, Mo., working on the section of the old Atlantic & Pacific, and will be retired when he reaches 70 years of age this summer. He was sixteen years old at that time, and together with another boy his same age, made a "hand". The two of them worked together, for a dollar a day. He recalls that the foreman's name was Jim Dunn.

PAT HERD

On the first of September, 1887, the foreman at Granby, Mo., one Dick Cox needed a man for a week or ten days and Mr. Herd took the job, and at the end of the month drew his first pay check from the old pay car. Jerry McCarty, the roadmaster fired Foreman Dunn, and the men walked out with him, which left Billy Gordon, the foreman who took his place ("a little dried up Irishman from Crocker, Mo.," so Mr. Herd described him) with only one man.

Mr. Herd applied for a job and secured it. He has spent a lifetime between Rolla, Mo., and Vinita, Okla., holding positions as section man and foreman until his appointment as roadmaster in 1892, with territory from Paris to Brownwood on the Texas Division. He remained at Granby until January 1, 1898, when he was transferred to Carl Junction. where he has remained for the past thirty-two years.

"I remember the first engine I ever saw," he said. "It was working laying track between Peirce City and Ritchey and was hauling rail and ties. It only had one pair of driving wheels about the size of those on a Ford automobile. The cylinders were about 16 inches long and about 12 inches or 13 inches through, and those were in the front end of the engine. Back of that was another pair of wheels about the same size, with no connections. The cab was open and small, and the little engine pulled a flat car about twenty feet long. The engine burned cord wood. The stock cars in those days held about twelve head of cattle.

"We had a great deal of trouble with that little old engine throwing live sparks out of the diamond smoke stack and setting the fields on fire. Most of the track was dirt in the old days and we used 50-pound iron rail. All switches were stub switches and all frogs cast iron metal, six feet long, reversible."

The past severe winter brought to Mr. Herd's mind the winter of 1884 while he was in charge of the section at Dixon, Mo. The winter was cold and snowy and the ground was frozen up solid. The roadmaster came down and told him to lay off his men. So on the twenty-third day of December he laid them all off. He told them not to go far away, because as soon as the weather broke he would take them all back, however, they did not resume work until March 4, 1884, the day that Cleveland took his seat as president. And those two months were the only two months during his service that he did not draw a pay check from the Frisco Railroad in the track department.

He recalls many of the old-time conductors, roadmasters and engineers. He knew Jim Mansfield, Ben Grist, Andy Carey, Andy Otherson, Wes Sprinkle, Jack Carr, John Lopp, Al Schuler and Ben Fenner, all old conductors, intimately, and the Hitchings brothers, Russ Green, the Lyons and Dwyer brothers, Bert Coleman, Jack Nelson and Walter Knowlman, engineers. Mr. Herd also worked many days with "Bob" Holland, now retired roadmaster at Neodesha, Kans., as well as retired Roadmaster John Sheehan.

Mr. Herd has two children, a daughter and a son. The son is his daddy's clerk at Carl Junction and he has had thirty years of service with Frisco Lines, himself.

At a recent meeting of the section foremen at Joplin, under Mr. Herd's jurisdiction, he made an earnest appeal to the men to make this, his last year with Frisco Lines one of the best. He urged that they pay especial attention to the rules of the

(Now turn to page 25, please)

WORLD'S LARGEST BERRY FARM IN ALA.

Moffett State Farm Near Huxford Has 220 Acres of Strawberries in One Field

FEW of the Frisco's 30,000 employes have ever heard of the Moffett State Farm, located on the Frisco's new Southern extension 10 miles north of Atmore, Ala., five miles from Huxford, Ala., and 60 miles north of Pensacola, Fla.

Indeed, there has been very little to hear about the Moffett State Farm until recently.

Two years ago the site of the farm was an area of 8,400 acres of unimproved land, with a scattered stand of second growth pine timber.

Then the state officials of Alabama became enthused over the remarkable soil fertility of this state-owned property, particularly in view of its close proximity to the state penal institution at Huxford, where convict labor could be secured.

Conferences with Mr. G. K. Fountain, warden of the prison at Huxford followed, and two years ago the rehabilitation of the tract's acreage was begun and Moffett State Farm became a reality.

The regeneration of the district is interesting indeed. First, 4,500 acres of the land was cleared and 2,000,000 square feet of yellow pine timber was secured, all of it sawed and dressed in the farm's lumber mill, and used in the construction of numerous farm buildings. The farm was fenced, and many miles of highway were constructed through it. Then followed the construction of housing accommodations for the 1,350 convicts who are the farm workers, and their guards and overseers, and a hotel for the benefit of visitors.

The construction of five miles of railroad, with 60-pound rail, from the farm to a connection with the Frisco at Huxford was completed in record time, and small switching engines were purchased by the state to care for the switching of cars from the farm to Frisco Lines.

With all this work completed the actual farming began in November, 1928, when 40 acres of strawberries were planted. In March, 1929, 180 additional acres were put to berries, and today the entire 220 acres are producing lavishly. Agricultural experts claim this to be the largest strawberry farm in the world. The first car of the berries left the farm on April 2, via the Frisco to Chicago, and daily shipments are being made. Warden Fountain estimates that fifty or more cars will be shipped this season.

Every facility for handling the strawberry crop is at hand, and sixteen packing sheds are located on the strawberry acreage. From the sheds they are trucked to the loading sheds, or to the pre-cooling plant which has seven compartments, six of them refrigerated with a capacity of five carloads. All berries are packed in 24-pint or 24-quart containers, each container labeled with a highly colored and distinctive label of the Moffett State Farm, and all berries are governmentally inspected and must pass an A No. 1 rating before shipment.

But development of the largest strawberry farm in the world is far from the limit of this modern plant.

During this year, the farm will ship the production from 320 acres of Irish potatoes, 100 acres of snap beans, 100 acres of cucumbers, and 100 acres of sweet corn. In addition, sufficient acreage of spinach, lettuce, okra, beets, peas, onions, cabbage and tomatoes has been planted to care for the feeding of the farm workers.

In order that this vegetable production may be properly conserved, a canning plant has been established and any surplus from immediate needs is canned and saved for future consumption.

During the spring of last year, Warden Fountain and his "guests" planted

(Now turn to page 25, please)

Squads of convicts are used to pick strawberries at the Moffett State Farm near Huxford, Ala. This picture was taken in the strawberry fields as the picking season began early last month. Several penitentiary buildings may be seen in the background.

HAS LETHARGIC INERTIA GOT YOU

Spring's Famous Disease May Catch You Unless Dr. Work's Preventative Is Used

ALL winter long we have heard persons complain of having "that tired feeling" and we have had it, too. Then, about the time everyone is recovering and forgetting about it, along comes a similar but more devastating epidemic — Spring Fever. It's very prevalent right now.

What are these strange maladies? In particular, what is this Spring Fever that is hitting us so hard? And how can it be cured? Much has been said about this illness. We all know the symptoms. Everyone knows what it is to come down to work in the morning all teeming with zip and zim, anticipating a day of large accomplishment, only to get his chin cupped in his hand and a far away look in his eyes about the middle of the morning. If we go to literature for our answer, we find little. Authors seem to have ignored it. Perhaps it is because writers are permanently afflicted with these diseases. Tennyson skirted its edges when he said, "In the spring a young man's fancy lightly turns to thoughts of love." This may account for some of the season's distraction, but it is only a drop in the proverbial bucket.

Undaunted by the hopelessness of the task, we cast about to see if we could add to the total of general knowledge on tbis disease. We did it just because we wanted to help our suffering fellows and just because we wanted to further the interests of science. We had no other motive. Of course if they want to give us the Nobel prize or what ever prize it is that is worth twenty-five hundred "bucks" for the greatest scientific achievement during the year, it will be all right.

We decided that if we were going in for scientific research on the subject, the thing to do would be to go to a scientific man, and that is what we did—to no less important personage in the realm of medical science than Dr. R. A. Woolsey, chief surgeon of Frisco Lines.

"Well, Doc," we queried, "what's the dope on this "tired feeling" and Spring Fever business?" "Are they real diseases?" "How do you cure 'em?" "What gives them to you?"

"Wait a minute," the Doc parried, "give a fellow a chance. Sure they are real diseases—bad ones." With our severe case of Spring Fever, we began to expect him to tell a nurse to run get us a nightie and get ready for an operation, but evidently he didn't notice how badly the Fever was affecting us. "These diseases," he continued, "'that tired feeling' and the Spring Fever, are very much alike, in fact, they are both a state of acute chronic lethargic inertia, and they are also similar in symptoms to another disease that its name can almost be applied to them. This is hypochondriasis."

Some one called the doctor then and our interview was terminated. But it was very satisfactory. We were getting this thing on a scientific basis. A little more research and we'd have the acute chronic lethargic inertia (we'd call it that now) whipped. But a thought suddenly struck us. We'd better get to ask the doctor how to cure it and by the way, what is this acute chronic lethargic inertia and hypochondriasis mean anyhow. Well, we'll look them up in a dictionary. We had to use a medical dictionary before we found all of them, but we got 'em all right, and guess what they meant. Well, sir, after we had looked up all of this acute lethargic inertia and put the meanings together we couldn't figure out that it meant a thing but just plain everyday laziness. And hypochondriasis? We found that when a person has this, he is not sick at all, he just imagines he's sick or is just trying to be sick. You've seen these people who are always trying to find something wrong with themselves. That's what they've got. We thought it over for a while and suddenly decided that maybe the doctor had been kidding us after all, so we rushed right out to see him again and accused him.

"No, I wasn't kidding you," he claimed, "they are bad diseases. They've hurt a lot of people. But they are curable. Do you know how

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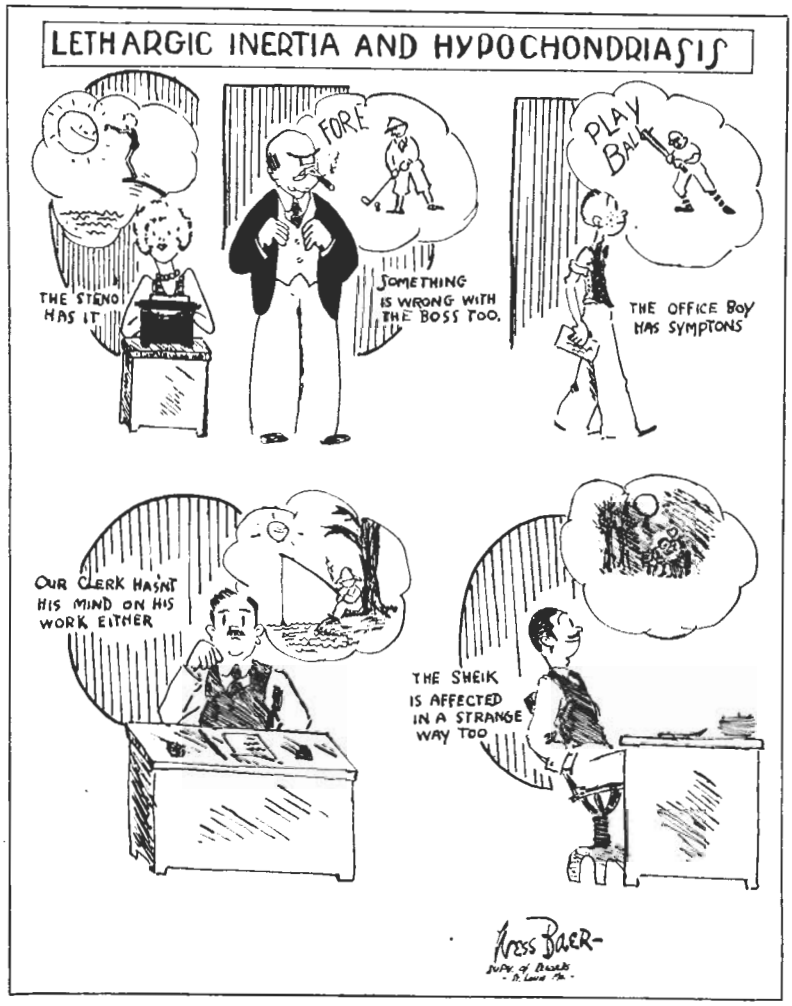


RAILROAD SUNDAY SCHOOL AT ENID

Section Men Meet Sunday, March 30, for Discussion of Track Conditions

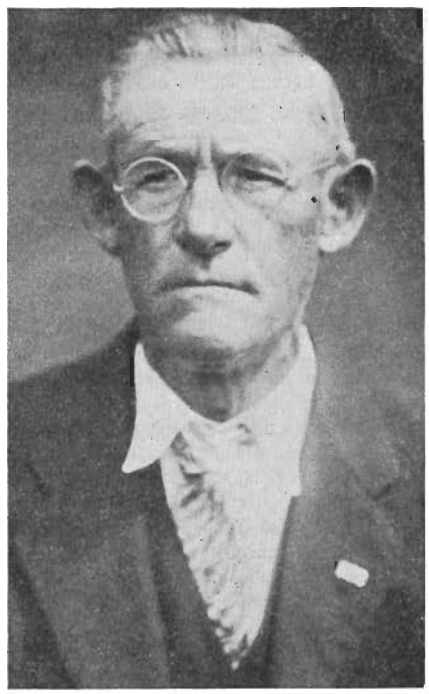
THE "boys" held Railroad Sunday School in Enid, Okla., on the morning of March 30, and the gospel of good track, good fences and proper drainage was expounded by division engineers, roadmasters, assistant superintendents, bridge and section foremen. It was one of the largest section foremen's meetings to be held on Frisco Lines, and the coach which was placed near the station could not accommodate the crowd until several chairs were placed in the aisle.

It was the sort of gospel meeting where everybody gets up and tells his experiences — where the preacher seems to be quizzing them on the previous lessons which they learned, and finding out if there were any backsliders not living up to instructions.

Each man had the feeling at some time or other that the preacher had him in mind when he gave his various illustrations.

And this railroad Sunday School was an open and frank discussion on the backsliders of the book of rules —the penalty for carelessness—the results of a bad foundation on which to build our work.

"Parson" S. Payson, roadmaster at Enid, Okla., faced his congregation and started out by telling them where they had fallen down—where they had erred in not living up to the book of rules and that if they would repent in time—all would be forgiven. It wasn't that these section foremen had laid down on the job. It was merely to spur them on to greater efforts than they had ever exerted before. An officer on a recent inspection tour of the Western division spoke favorably of the track conditions which he found there, but these Western division foremen have a particularly difficult job, due to mud squeezes and other conditions peculiar to that division.



P. M. BELL

Briefly, Mr. Payson outlined the various subjects. He preached good right-of-way fences, the hazard of working with bad order tools, and other subjects such as rail laying, accident prevention, heeling spikes down and tightening bolts, putting in missing plates, mud squeezes and finally urged that each foreman plant a flower garden.

Mr. A. L. Fisher, division engineer arose to the occasion. He might be considered an "Elder" at the meeting, for, he checks up on the members of his Railroad Sunday School by trips over the Western division every sixty days. He emphasized the fact that more time should be spent in dressing up the track and right-of-way, lining ballast, cleaning ballast from the ties, etc.

T. F. Jones and W. N. Patterson, "Deacons" and roadmasters, both stressed the need for a uniform job of work and elimination of personal

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Section Foreman P. M. Bell of Carmen, Okla., was the oldest in point of service at the meeting (right).

(Below) A view of the members who attended Enid's Railroad Sunday School, March 30.

MASONS SPONSOR BOYS' CAMP IN OZARKS

Amrita Grotto of Fort Smith Plans Ten Weeks' Camping at Resort

ONE of the most unique of country clubs is located on Frisco Lines, 22 miles north of Fort Smith, Ark. It is owned by the Masonic bodies of Fort Smith, and was completed recently at a cost of $40,000. Situated on a high bluff overlooking the Arkansas lines of the Frisco, the views commanded from the club house verandas are among the most beautiful in the entire Ozark country. The club house itself is constructed of native rock and has all modern equipment including electric lights and running water.

Amrita Grotto of Fort Smith, one of the prime movers in the club, has had the Frisco railroad flag stop at the foot of the bluff named "Amrita" in its honor, and an additional honor was paid this grotto with the announcement recently that a boys' summer camp will be operated this year at the country club, to be known as "Amrita Boys' Camp."

Fifty boys from the Southwestern territory served by Frisco Lines will be given training under the influence and protection of the Grotto membership, and the camp will begin in June and continue for a period of ten weeks. The cost for ten weeks is announced at $275.00 and for five weeks $150.00.

Not only will the youthful trainees have a beautiful new club house to live in, they will also have the run of a 120-acre virgin mountain-site camp, with swimming holes in abundance, and hunting and fishing to while away vacation hours.

No boys' camp is complete without a director of athletics, and not many boys will have an opportunity this year to train under the direction of an "All-American" football player. But Amrita's boys will have that opportunity, for the famous Wear Schoonover, Arkansas University "All-American" selection by Grantland Rice, will supervise the training of the boys at the camp during the season to come.

Schoonover's remarkable athletic record ably fits him for such a position. He won letters during his last three college years in football and basketball, and during one year made himself a three-letter man with an "A" in baseball. For three consecutive years he was an All-Conference basketball player with the Razorbacks, and in football he made all-conference on two occasions, as well as placing the "All-American" mythical eleven in his senior year.

Not all of the attention will be given to athletics, however, and a splendid coterie of experts in other lines will also be on the teaching staff. Other members include Col. H. C. Morrison, who will act as dean of the camp; Coach Ben Mayo of the Fort Smith high school, who will serve as lieutenant director; F. Vantrease, scout executive at Fort Smith; Prof. Edgar A. Robinson, conductor of the Amrita Grotto band and orchestra in Fort Smith, and C. F. W[illi]mans, expert in physical culture, woodcraft, and Indian lore, also of Fort Smith.

Boys from the states of Missouri, Kansas, Oklahoma, Texas, Louisana, Tennessee, Arkansas and perhaps other states in the Southwest will be gathered together for this character-building course and Frisco employes who are interested in sending their sons to the camp are requested to write Manager David Shepard, Amrita Boys' Camp, Masonic Temple Offices, Fort Smith, for full particulars.

A view of the clubhouse at Amrita Boys' Camp is shown below.

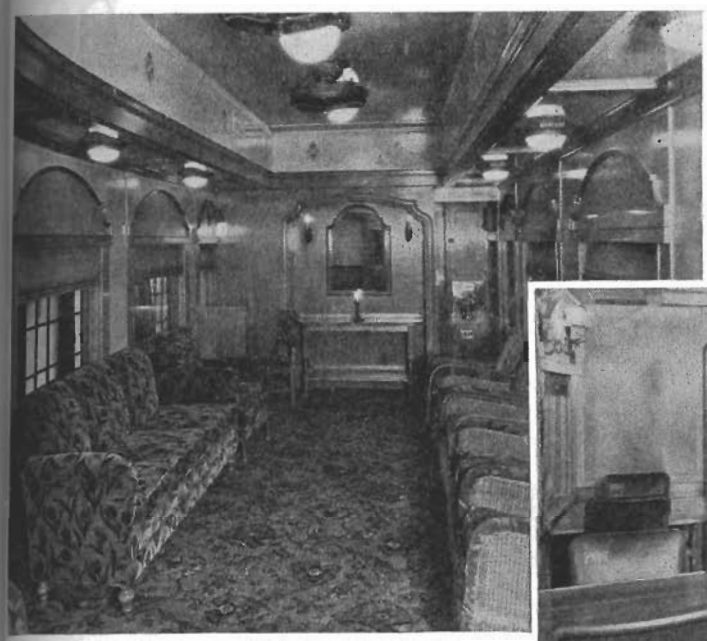
EXTEND BERRY SEASON

The strawberry season has been extended from the latter part of March until the middle of June, due to the movement of an estimated 100 cars from the Pensacola district. These strawberries moved the latter part of March and will continue into the Ozark season which will start in April.

The 100 cars came from the section around Atmore, Ala., and from a 500 tract of land owned by the Alabama State Prison Farm.

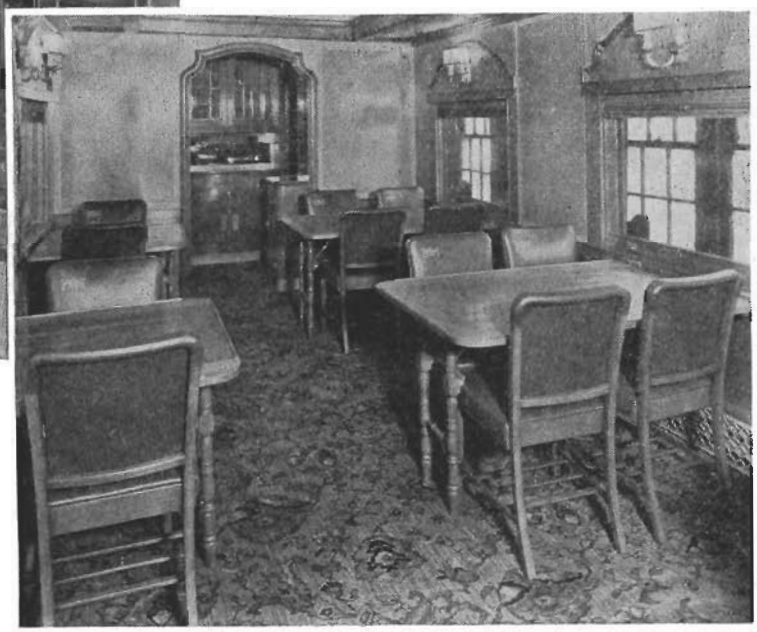
Prospects for a fine crop of berries from the Ozark section are good, according to Mr. W. L. English, supervisor of agriculture, however, there is a great hazard of frost in the early days of April which would bring havoc to the Ozark output. The number of cars which will move from the Ozark section could not be estimated at this time.

New Dining-Lounge Cars Placed in Service



Above: A picture of the lounge, showing the writing desk, book rack, and beautifully finished interior of this part of the car.

Below: A view of the dining compartment, looking toward the kitchen. Note the Frisco Lines trademark stenciled on each chair.



"COLOR in industry" has become the cry of those up-to-the-minute in their service to the public. Always in the forward van of progress, Frisco Lines announces the recent completion of two new dining-lounge cars, constructed in the West Coach Shop at Springfield, Mo., which embody all of the characteristics of modern design. They are, undoubtedly, among the most beautiful cars of their type now operating on American railways.

Dining-lounge car No. 1801 has been placed in special service. Work on the diner was started on October 11, and the car was turned out of the shop January 15.

The car is 72 feet 6 inches over end sills, and the interior is finished in fine Mexican mahogany, with maple leaves stenciled in delicate colors on the walls. The lounge end of the car is furnished beautifully, and the upholstering of the chairs and lounge was done in the upholstering shop of Frisco Lines. The chairs are of different colored velour in pastel shades, and the carpet blends with the upholstering of the furniture. At one end of the lounge end is a huge mirror, a book rack and two berths between the lounge and dining compartment, which may be used for playing cards in daytime and as lower berths at night for the crew on the car.

The dining compartment will accommodate 18 guests, and the chairs are upholstered in a golden brown leather which harmonize with the walls, and the Frisco Lines trademark, in red and white, appears on the back of each.

The kitchen is the last word in dining car equipment. It is finished in Ascoloy Stainless Steel, which is easy to keep clean and sanitary. The refrigerators are all lined and a tank of water in the car provides ice cold drinking water continually.

The estimated value of the car is $60,000.

Car 1804 is being constructed along the same lines, and it is expected that it will be ready for use by March 15.

Previous to the rebuilding of these two diners, a car of the 600 series, No. 636, was rebuilt which operates in trains 9-10, 1-2. Diners 637 and 639 are now in the shop undergoing repairs and rebuilding and will be placed in trains 1-2, 9-10 when completed.

The 1801 made its first trip with the special train of the Kansas City Life Insurance Company to Florida and the car created a sensation among the patrons. Following their arrival in Hollywood, Fla., they wrote officials of the Frisco, praising both the service and the beauty of the new diner-lounge car.

THESE FRISCO TOWNS

L. S. Baney of Joplin, Mo., invites you to solve these jumble-lettered names of Frisco towns. See page 15 for correct answers.

N-I-R-G-D-L-F-E-I-P-S
A-W-C-I-I-H-T
C-A-T-N-A-S-I-K-S-Y
N-I-P-L-J-O
M-E-A-T-N-O-B-U
P-I-E-M-H-S-M
M-M-G-N-I-R-I-B-H-A
G-I-P-T-U-B-S-T-R
A-N-E-L-A-G
T-O-M-E-T-N
R-Y-E-L-A-V-E-H-C-R
A-D-E-E-O-H-S-N
S-L-A-U-T
T-Y-K-H-A-O-A-O-C-I-L-M
P-A-P-A-L-U-S
S-C-O-O-T-R-T-F-T
R-A-G-I-D-R
H-A-T-R-E-G-A-C

NEWS *of the* FRISCO CLUBS

Tulsa, Okla.

THE enjoyable entertainment and dance of the Tulsa Frisco Employes' Club, held March 21, was prefaced by a brief, effective business session. More than 150 were present.

The business session began with a report on tips and business secured. Between thirty and forty cars of tank steel from Beaumont, Texas, had been obtained through the efforts of H. J. Dailey, yardmaster, it was reported, and a 5,700-pound L. C. L. shipment of automobile tires to Dallas, Texas, was accredited to the work of G. R. Warren, also a yardmaster. Several letters in regard to business and prospective business were read.

A communication from the department of publicity, in regard to the formation of a baseball league, was brought up, but because of limited time, was not discussed. A committee was appointed, however, to go into this matter. The following comprised it: Mike Saxon, chairman, M. Lonagan, Weaver Bennett, John White and Bert Martin.

Little Miss Davidson began the entertainment that followed with two humorous readings. Mr. Wrinkle sang "Friscoland", Mrs. Wrinkle accompanying him at the piano. Two tap dances by Miss Betty Sue Slosser concluded the program. Dancing began at 9 o'clock, the Tulsa T-Towners, a seven-piece orchestra, furnished the music.

The clever dancing done by the group of children shown above was a headline attraction at the joint meeting of the Joplin Frisco Employes' Club and the Ladies' Auxiliary, held March 13. The girls won heavy applause with a peppy jazz dance, a pirate dance and a number called a "cuckoo waltz". Reading from left to right, the pirate girls are: Jane Fletcher, daughter of Roger Fletcher, machinist; Virginia Fountain, daughter of Osse Fountain, switchman; Gladys Creech, niece of Mr. Fletcher; and Marian Fountain, daughter of Osse Fountain. In the center is Wilma Jean Stevens, daughter of Dewitt A. Stevens, ticket clerk, who gave several interpretive solo dance numbers, which were enthusiastically applauded.

Oklahoma City, Okla.

"Some in rags, some in tags and some in velvet gowns," bespeaks the array of the 300 club members and guests at the business and social meeting of the Frisco Employes' Club of Oklahoma City, held March 20.

The gaiety of custumes added much to the merriment of the crowd. Mingling about on the floor at this masquerade party were colonial dames, farmers and farmerettes, senors and senoritas, Jiggs, Red Riding Hood and the Wolf, Sambo and his blushing bride, Sir Harry Lauder, a sailor, gypsies, a vamp, and pioneers from the early "80's". The prize for the lady with the best costume was won by Mrs. Ward, wife of J. E. Ward, switchman. She wore an attractive Spanish costume. The men's prize was won by C. A. Moody, conductor, who was garbed as Sambo. The peppy dance melodies furnished by the Sunset Six Orchestra were another feature that added to the success of the party.

Guests of honor at this meeting were Mrs. Mable Bassett, commissioner of charities for Oklahoma, and Mr. and Mrs. Charles Linthicum. Mr. Linthicum is a member of the Oklahoma Legislature.

The business meeting, which preceded the dance, consisted chiefly of reports on business and tips secured. The next meeting was set for April 30th.

Birmingham, Ala.

Frisco employes at Birmingham, Ala., have learned from past experience that when the Frisco Employes' Club there announces a dance, a very attractive and enjoyable occasion follows, so when announcement was made that the club was giving a dance on March 5, more than two hundred employes attended with their families and friends, and the evening of entertainment they were given fulfilled their most extravagant expectations.

Dancing began at nine o'clock to the rhythmic rendition of popular dance tunes by Art Frazier's Orchestra and lasted until midnight. The following out-of-town officials were in attendance: M. M. Sisson, assistant general manager; J. H. Doggrell, superintendent of transportation, and J. L. McCormack, superintendent of freight loss and damage claims.

Men's Club Springfield, Mo.

The question box which was put into use by the Frisco Men's Club of Springfield, Mo., recently yielded some very interesting and pertinent topics for discussion at the meeting of the club held March 25.

At a previous meeting, in which it was decided to have a question box, members were instructed to make note of the matters which they wished discussed and to drop their notes into the box during the month. Among the topics discussed in response to requests from the box were: The best arguments to use in getting business from motor transportation to Frisco Lines, the results of the club's work during the past two years, what constitutes a traffic tip, the relation of the company and a business that has leased a site on the railroad's property.

In addition to this discussion, J. W. Seabough made a brief talk about the proposed Frisco baseball league. It was announced at this meeting that the club

was planning a bowling tournament to be held in the near future, and plans were made for getting in touch with other clubs that might have teams. It was decided that the club would admit to membership all of the Express Company employes in Springfield that cared to join. The meeting was concluded with the reading of a letter from President J. M. Kurn, in which he expressed his thanks to the members of the Springfield Men's and Girls' Clubs for the work they are doing. Approximately 100 members were present.

Chaffee, Mo.

The string band of the Chaffee Frisco Employes' Club is proving a very valuable asset to the club. It is attracting a larger attendance to the meetings and should be an important factor in the future entertainments of the club. The meeting of the club held March 13 was opened with thirty minutes of music by the band.

Discussions of baseball and traffic solicitation constituted the bulk of the business handled at this meeting. A report was made on the club play upon which Miss Ila Cook and a committee are working. The play will be held in the Chaffee High School gymnasium, April 16, it was announced. Fourteen members and four visitors were in attendance at the meeting. The next session of the club was set for March 27.

Girls' Club, St. Louis, Mo.

Mrs. Gladys Wright of the auditor-revenues department, who wrote the lyrics to the song, "Texas, Our Texas", which was recently accepted as the official anthem for Texas, was given the place of honor on the program at the luncheon of the Frisco Girls' Club of St. Louis, held March 31.

Mrs. Wright told the members of the club about the contest in which she and her collaborator, W. J. Marsh, who wrote the music, had entered the song six years ago, and how finally, upon its acceptance, she and Mr. Marsh had been called before the Texas Legislature to receive the prize of $1,000. After copies of the song were distributed at the luncheon, it was sung by Miss Ann Schwartz. Miss Schwartz also sang several other solos and was accompanied at the piano by Miss Emily Sparks. Piano solos by Miss Irma Maier and readings by Miss Alma Karges of the Kardinal Hosiery Company were the final numbers on the program.

Following the program, an open discussion of traffic solicitation was held in which all former and present officers and contact girls were asked to make brief talks. An entertainment committee comprised of the following was appointed to serve during April, May and June: Miss Margaret Byrne, chairman, Miss Lillian Barnes and Miss Arlie Hart. One hundred sixteen girls were present at the luncheon.

Thayer, Mo.

Interest in baseball is running high in Thayer, Mo., since the Frisco Employes' Club there met on April 4 and organized a team. From present indications, the club's team will receive wide support from the townspeople. In fact, at the meeting in which the team was organized, A. L. Carr, mayor of Thayer, who was present, promised his unqualified support and since this session many other citizens have expressed willingness to back the Frisco nine. Twenty-five club members attended the meeting.

The attractive Spanish gown and mantilla worn by Mrs. Ward (above), wife of J. E. Ward, brakeman, won for her the first prize offered to the lady with the best costume at the masquerade party of the Frisco Employes' Club of Oklahoma City, held March 20.

Mr. H. E. Ralston was unanimously elected manager of the team and a call was issued for all wishing a tryout to report at the ball park on the afternoon of April 5. Prior to the meeting of April 4, the club had received an invitation to join the Ozark Baseball League, which had been under process of formation for some time, and Mrs. Ralston was instructed to attend a meeting in the near future at West Plains, Mo., to which various other teams of the proposed league would send representatives for the purpose of completing league plans. Teams from Missouri towns located north of Thayer and between Thayer and Springfield were invited to send representatives to this meeting. All towns in the proposed league are within driving distance of Thayer.

Hayti, Mo.

An interesting and instructive program featured the banquet given by the Frisco Employes' Club of Hayti, Mo., on April 4. Thirty-five Frisco employes were in attendance.

The program which followed the delightful meal at this banquet began with a saxaphone duet by Miss Sadie Mitchell and Mrs. Morgan Ables. Two piano duets were next, the first being given by Misses Christine and Grady Harmon and the second by Mrs. Walter Dorris and Miss Christine Harmon. "Friscoland" was sung by Miss Sadie Mitchell and Miss Essie Reno and was followed on the program by a song by Zeb Reno. Several orchestra numbers concluded the musical portion of the program.

Brief talks were made by each of the following: H. G. Harmon, A. Hoge, F. Schumacher, B. McAdams, G. H. Windsor and the Rev. McDaniels, pastor of the Hayti Methodist Church, in which the banquet was held.

Men's Club, St. Louis, Mo.

A well balanced program featured the luncheon of the Frisco Men's Club of St. Louis, held in the ballroom of Hotel Statler, March 28. Dr. W. F. Gephart, vice-president of the First National Bank of St. Louis, and F. H. Hamilton, vice-president, secretary and treasurer of Frisco Lines, were the speakers. The entertainment consisted of numbers by the Vagabond Trio of Radio Station KMOX and anecdotes by Chester Gruber, widely known among radio listeners as "Tony Cabooch". Approximately 210 were in attendance.

Immediately following the meal, R. B. McBride, president of the club, presented Mr. F. C. Bymaster, the club's newly appointed master of ceremonies, and Mr. Bymaster introduced the speakers and entertainers.

Dr. Gephart, in his talk, explained several widespread fallacies that prevail in regard to functions of banks. The primary function of a bank, he explained, is to commercialize and pluralize the credit of an individual and a bank's purpose is to make short term loans rather than loans

for capital investment. Interest, he continued, is merely the price we pay for the use of credit and is subject to the laws of supply and demand as is a commodity.

After a brief talk by Mr. Hamilton, the Vagabond Trio gave two novelty songs with guitar accompaniment. A hilarious half hour of anecdotes and impersonations by Tony Cabooch concluded the program. Bob Ansyln's orchestra furnished music during the meal.

Ladies' Auxiliary, Kansas City, Mo.

Drawing for an April Fool's box proved to be a very amusing contest at the meeting of the Ladies' Auxiliary to the Frisco Sunnyland Club of Kansas City, held April 1. Mrs. Milice was the lucky (?) lady in this contest. Fifty-four were in attendance.

Bridge, bunco and pinochle were the chief amusements at this party. Prizes in bridge were won by Mrs. Wroughten and Mrs. Breedlove. In bunco, the prizes were won by Mrs. Poole and Mrs. Reber, and the pinochle prizes went to Mrs. Metcalf and Mrs. Batchelder. The hostesses at this party were Mesdames De Fries, Wells, Cooper and Bennisen. The next meeting was set for May 6.

Ladies' Auxiliary, Clinton, Mo.

The meeting of the Ladies Auxiliary to the Frisco Employes' Club of Clinton, Mo., held March 15, was attended by nine members. The greater part of the discussion pertained to club business, including the question of arranging a joint meeting with the men's club there. Following the discussion, Mrs. Frank Wilson sang "Friscoland".

Kansas City, Mo.

The Frisco Sunnyland Club of Kansas City entertained 250 members, their families and a number of guests with a dinner dance in the Kansas City Masonic Temple on March 27.

Immediately following the dinner, a very attractive program of entertainment was begun with group singing under the direction of D. R. Alexander of the Union Pacific Commercial office. The piano accompaniment was played by Tom Miller of the Central of Georgia's commercial office. A reading by Miss Blanche Eaton, of the National Bellas Hess Company, followed. Mr. A. Stemen, an employe of Swift and Company, gave an accordion solo and Mr. Roy Hanks, an employe of the Santa Fe, gave a vocal solo, accompanied at the piano by Miss Ruby Christmann. W. L. Huggins, Jr., director of publicity, and E. G. Baker, assistant general freight and passenger agent, made brief talks. The program was concluded with a talk by Dr. James W. Fifield, traveler and lecturer.

Following the program, the hall was cleared and the remainder of the evening was spent in dancing. Visitors at this affair included a number of traffic men from Kansas City industries.

Solicitation work by members of the Sunnyland Club during the first quarter of 1930 has brought very

T. I. Dennis, who has been elected to the presidency of the Frisco Employes' Club of Birmingham, Ala.

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gratifying results, it was reported at a business meeting of that club held April 1.

This meeting was attended by thirty-five members and was featured by instructive talks by the following local officials: G. F. Macgregor, traffic manager; E. G. Baker, assistant general freight and passenger agent; J. W. Skaggs, superintendent of terminals and Mr. Anderson. The greater part of the discussion was devoted to traffic solicitation and future social functions.

St. Louis Terminals

The wide awake Frisco Employes' Club of the St. Louis Terminals has had considerable success in its solicitation work recently, it was reported at a meeting of that club, held March 28. Sixty-five members were in attendance at this meeting.

In addition to the discussion solicitation at this meeting, the matter of a club baseball team was brought up. After going into the matter carefully, it was agreed that circumstances did not warrant the putting a team in the field this and instructions were issued for uniforms which the club bought year to be sold to another club. A port by the club's treasurer showed that the treasury was in excellent condition despite the fact that the had gone to considerable expense giving a dance and entertainment recently.

North End Beaumont Sub

The principal talk at the meeting of the Frisco Employes' Club of the North End Beaumont Sub, held March 26, was made by C. H. Cowles, the club's president. Fourteen members were present.

A report on tips and business secured and a discussion of solicitation constituted most of the business at this session. J. F. Overby, section foreman, was elected club secretary at this meeting to succeed C. L. Nichols, who left Beaumont Sub recently.

Poplar Bluff, Mo.

The Poplar Bluff Frisco Employes Club, in a business session held April 7, directed that a letter be written on behalf of the club to the local Chamber of Commerce, thanking the organization for passing a resolution recently that Poplar Bluff merchants should, whenever possible, give their business to the railroads in preference to trucks. Thirteen members were present at this meeting.

G. H. Windsor, division freight and passenger agent, was the chief speaker, devoting most of his talk to freight solicitation. It was decided that the next meeting of the club should be a dance and box supper and April 25 was the date agreed upon for the party. The next business session was set for May 9.

Muskogee, Okla.

Members of the Frisco Employes Club of Muskogee and the Ladies Auxiliary to that club were urged to a joint meeting of the clubs, held April 3, to report all traffic tips immediately upon receiving them. Fifteen members were in attendance at this meeting.

H. M. Hammers, president of the club made the chief talk at this session. He stressed solicitation and accident prevention work. It was agreed that a joint social meeting, similar to the one given by the club on March 21, would be given April 25. The

men will be in charge of arrangements for this party. The last social meeting was planned by members of the Ladies' Auxiliary. The following men were appointed to comprise an entertainment committee: Messrs. Walker, Estes, Chamberlain and Long.

A great deal of amusement was afforded at the joint social meeting of the Muskogee Frisco Employes' Club and the Ladies' Auxiliary to that club, held March 21, with a penny auction in which those present bid on packages, the contents of which were unknown. The Ladies' Auxiliary furnished the packages. More than two hundred members and guests were present.

Mr. A. C. Miller was master of ceremonies and the principal speaker. He dealt chiefly with solicitation in his talk. Miss Pauline Keel gave two piano solos and Miss Theodora Gage sang a number of songs, playing her own accompaniment on the ukelele. "Friscoland" was sung by Mrs. T. E. Walker. Miss Gage accompanied her at the piano and all present joined in singing the chorus. Following this, Mr. M. Walker, an employe of Sears-Roebuck and Company, gave two novelty whistling numbers, Miss Gage accompanying him also. Following the program, refreshments were served and the remainder of the evening was spent in dancing. The U. S. Veterans Hospital orchestra furnished the music.

Hugo, Okla.

A large number of Frisco Employes' Club members from Hugo went to Paris, Tex., on April 5, where they were entertained by the Frisco-Santa Fe station employes.

A program, consisting of readings and other numbers, and dancing constituted the evening's amusement. Mr. Sherman Kelton of Hugo contributed to the entertainment by giving several novelty stunt numbers.

Henryetta, Okla.

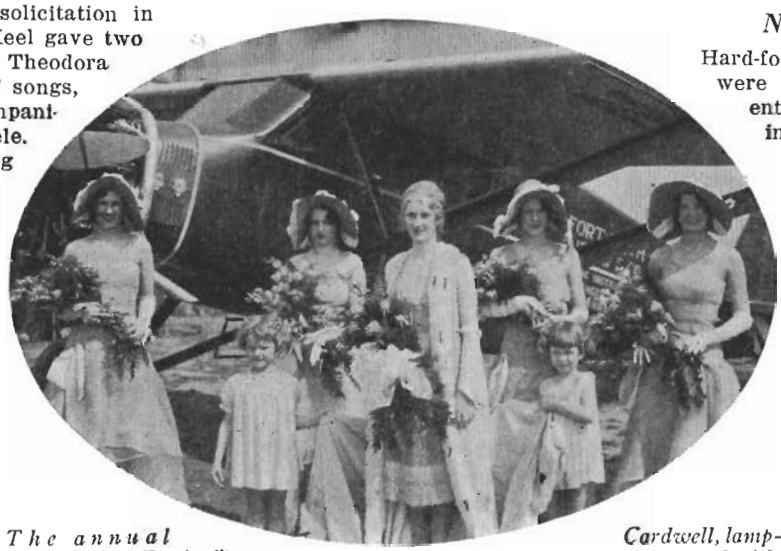
The entire meeting of the Henryetta Frisco Employes' Club, held April 8, was devoted to consideration of means by which members could secure more business for Frisco Lines. Nineteen were in attendance.

F. A. McClaren, president of the club, opened the meeting with an enthusiastic talk in which he brought out that employes should feel it their duty to get together and discuss methods of getting more business. Brief talks, dealing with courtesy, methods of making contacts with the public and kindred subjects, were made by J. A. Hutchison, assistant superintendent, M. T. Burr, roadmaster, H. G. McKinstry, agent, A. G. Wolfe, yardmaster, W. I. Adams, trainman, and R. Harshaw of the car department. The next meeting of the club was set for May 13.

Hugo, Okla.

Freight solicitation was the subject to which the members of the Frisco Employes' Club of Hugo, Okla., gave their wholehearted attention in a meeting held April 8. Ten members were present.

Mr. J. G. Weaver, division freight and passenger agent, Fort Smith, Ark., was a visitor at this meeting and made the principal talk of the evening. He urged the members to concentrate their efforts on the solicitation of freight. The matter of a club entertainment was brought up and E. P. Olson, chairman of the club's entertainment committee, announced that an entertainment would be given in the near future and that the proceeds from it would go to the recently organized Frisco baseball team there. Following this a motion was passed that a letter be written to the Frisco employes at Paris, Texas, thanking them for their hospitality to the Hugo club on April 5. The next meeting was set for the second Tuesday in May.



The annual "Springtime Festival" at Ft. Smith, Ark., March 14, found a Frisco girl playing a prominent part as one of the beauty queens attending "Miss Spring." In the photograph above of "Miss Spring" and her court, the beauteous young lady at the extreme left is Miss Dorothy Cardwell, granddaughter of Roadmaster Anton Scherry of Fayetteville, Arkansas, daughter of Less Cardwell, lamptender at Ft. Smith, and niece of Paul Scherry, relief roundhouse foreman at Ft. Smith. Little Miss Katherine Limberg, the flower girl at the left, is a cousin of Miss Beatrice Limberg, stenographer in the master mechanic's office at Ft. Smith. Yes, they were given a ride in the airplane which appears in the background.

Willow Springs, Mo.

The business meeting of the Frisco Employes' Club of Willow Springs, Mo., held April 8, was attended by twelve members. Announcement was made at this meeting that the club's entertainment committee had cancelled the smoker which they had planned and instead would give a banquet sometime in May. The next business meeting of the club was set for May 13.

Neodesha, Kans.

Hard-fought boxing matches were the principal feature of entertainment at the meeting of the Frisco Employes' Club of Neodesha, Kans., held April 1. Twenty-four members of the club were present.

The main event of the evening was a bout between Knockout Harbin and Phil Scott. This bill for the evening consisted of four bouts.

The business session, which preceded the boxing, consisted of a report on business and tips secured aud a discussion of solicitation. Mr. H. E. Morris, assistant general freight and passenger agent, was the chief speaker at the meeting. He expresed his appreciation of club work and pointed out that business had increased during March. Following Mr. Morris' talk, it was announced that the club had completed arrangements with the Gibbs Carnival Company to show in Neodesha during the first week of June. A report was made on the club's recent dart ball match with Cherryvale, Kan. The Cherryvale team won four out of the five games played.

Chaffee, Mo.

Warning was issued at the meeting of the Chaffee Frisco Employes' Club, held March 27, for all members who aspired to horse shoe pitching honors to begin practice at once, as an early

date would be set for the club tournament. Six members were in attendance at the meeting.

A report on solicitation work revealed that the recent efforts of members had yielded forty-one carlot and several L. C. L. shipments. Announcement was made that the club play, entitled "I Want a Divorce," would be given April 25. The next business session was set for April 10.

Girls' Club, Springfield, Mo.

A bridge and bunco luncheon, given March 15, constituted the March meeting of the Frisco Girls' Club of Springfield. The St. Patrick's theme was carried out in the decorations and each girl was given a floral favor by the Emhoff greenhouses.

The prize for high score in bridge was awarded to Miss Shirley Williamson. Mrs. Iris Brown won the second bridge prize. Miss Selma Hoffman took the prize for having the highest score in bunco and second prize went to Miss Nola Rook. Miss Irene Schaller won the cut favor. Arrangements for the affair were in charge of the past officers of the club, among whom were the following: Misses Freddie Draughon, Verne Tulloch, Anna Mason and Cora Pitts. Miss Marie Arnold was chairman of the group.

Wichita, Kans.

The Frisco Employes' Air Capital Club of Wichita had a very successful social meeting on the evening of March 28. More than 125 members and friends of the club were present.

The first part of the evening was devoted to an entertainment program, following which those present spent the remainder of the evening in dancing and playing cards. Refreshments were served by the members' wives.

A drive for a larger attendance at business meetings was launched at the meeting of the Frisco Employes' Air Capital Club of Wichita, Kan., held April 14. Fifteen members were present.

All present were urged to call the attention of fellow employes to importance of attending meetings, and as a further incentive for attendance it was decided to secure one or more outstanding speakers for each business meeting.

A report on the results of recent solicitation efforts brought out that a sizeable number of carlot and L. C. L. shipments had been secured. A number of short talks on the new industries that are locating on the Frisco at Wichita were made by members. A discussion of express service between Wichita and Wichita Heights followed this. The next meeting of the club was set for April 29.

C. A. COWLES

C. A. Cowles, Latham, Kans., agent-operator (above), was chosen for the presidency of the Frisco Employes' Club of the North End Beaumont Sub at a recent meeting and election.

Frisco Ladies' Club, Tulsa, Okla.

The business and social session of the Frisco Ladies' Club of Tulsa, held April 15, was devoted chiefly to planning a dance and a bridge luncheon, both to be given in May.

Complete arrangements for this dance were put in charge of a committee comprised of Mesdames G. G. Harrison, J. C. Burnett, and W. B. Baxter. Mrs. Harrison and Mrs. Baxter were also appointed on the committee in charge of the luncheon. The third member appointed to that committee was Mr. F. J. Green. In an election, held in this meeting to choose a successor to Mrs. R. S. Norman, secretary of the club who had moved from Tulsa, Miss Christine Vanderford was unanimously elected. The next meeting of the club was set for May 19, and a committee comprised of Mesdames R. J. Lahr, O. L. Young, R. B. Collins, and W. B. Bennett was appointed to arrange for refreshments and prizes.

Following the business session, a mystery package contest was held, the winning number being drawn by Mrs. O. L. Young. In winning the package, she also won the duty of preparing a mystery package for the next club meeting. The remainder of the evening was spent at bridge. Mrs. J. C. Tegler won the prize for having the highest score and Mrs. C. H. Hensley won second prize.

Fort Smith, Ark.

A novel plan for winning goodwill in the community was brought up at the meeting of the Fort Smith Frisco Employes' Club, held April 10. The plan, which was introduced at the meeting by H. E. Burgess of the water service department, is to plant shade trees along the local highways. No definite action was taken on the matter in this meeting. A committee was appointed, however, to investigate the plan. Ten members were in attendance at the meeting.

A report on solicitation work revealed that members were getting results. An unusual number of carlot and L. C. L. shipments and passengers had been secured, it was brought out. The next meeting of the club was set for May 8.

Memphis, Tenn.

The evening of April 15 found 80 members and friends of the Memphis Frisco Employes' Club on the J. S. Deluxe, one of the largest and finest boats on western rivers, enjoying a moonlight excursion on the Mississippi.

This was indeed a Frisco night and a delightful one. All terminal, division, mechanical and traffic officers and large delegations from their departments were present. Dancing to extraordinarily peppy music and amusing games provided the evening's entertainment.

Fayetteville, Ark.

Praise of Frisco Lines from visitors at the meeting of the Frisco Employes' Club of Fayetteville, Ark., held April 8, was the outstanding feature of that session. Nineteen members and visitors were present.

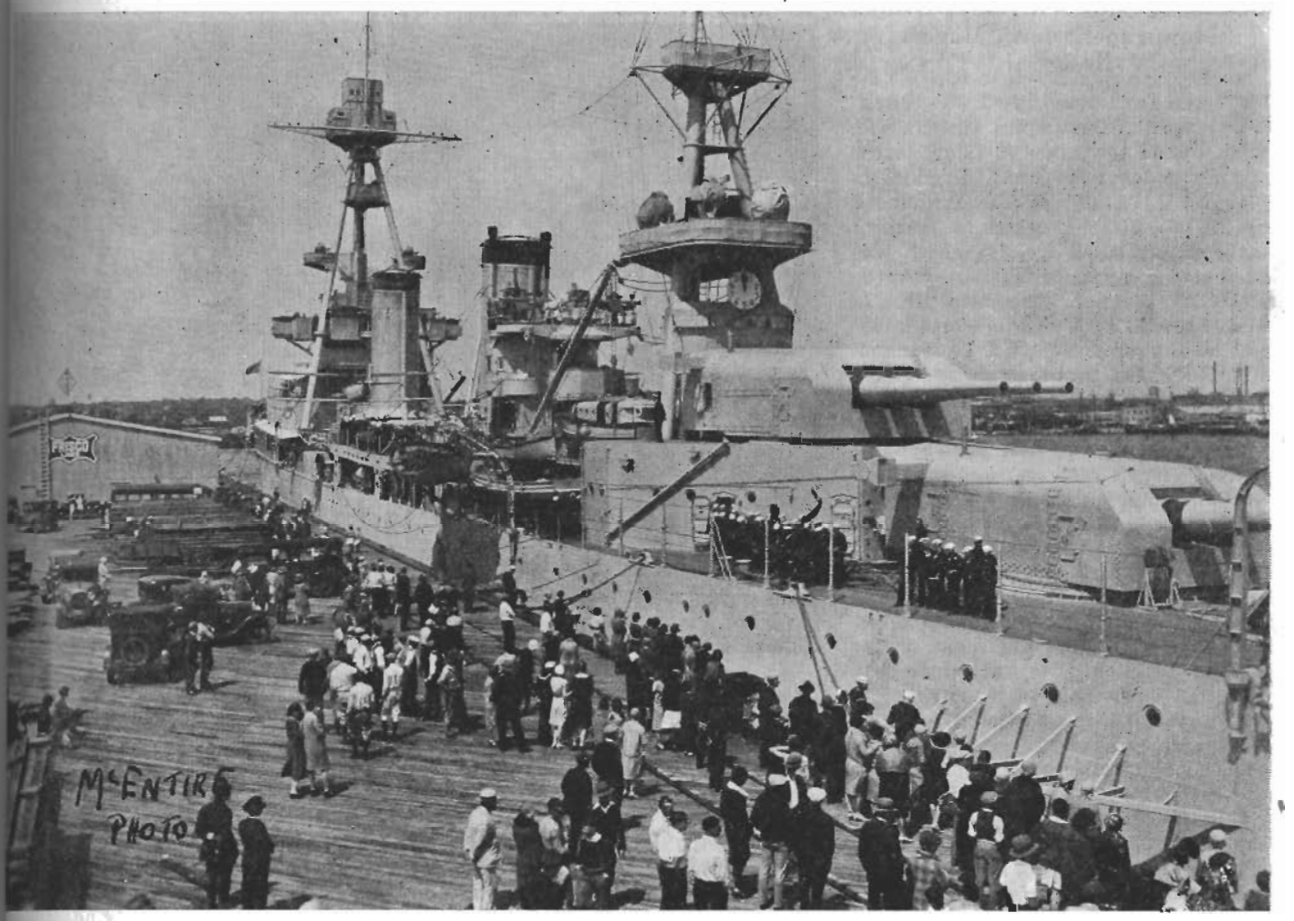
The principal talk of the evening was made by Prof. F. S. Root, superintendent of schools. Brief talks were made by Wm. Dunn, a salesman, C. E. Cole, a merchant, and by nearly all of the other ten visitors who were in attendance at this meeting. D. G. Lahr, agent, spoke, dealing principally with the value of Frisco Lines to the community as a taxpayer. W. E. Stafford, president of the club, made a brief talk in which he outlined the aims and work of the club. The next meeting was set for the second Tuesday in May.

Colored Club, Birmingham, Ala.

Speakers at the meeting of the Birmingham Frisco Colored Employes' Club, held April 7, were the Rev. W. L. Lauderdale, J. P. Washington, passenger solicitor of the Southern Railway, and the Rev. L. R. Taylor of Selma, Ala.

A challenge was issued at this meeting by the Birmingham Frisco Oil-burners baseball club to any team on the system.

U. S. S. Pensacola, Navy's Newest Cruiser, Visits Namesake City April 1st



Cheering thousands of prideful Pensacolians greeted the U. S. S. Pensacola, newest cruiser of the Navy's fighting fleet, as she proceeded majestically up Pensacola Bay the morning of April first, and docked at the Frisco's pier. Escorted by a convoy of gaily decorated small craft, the 10,000 ton fighting cruiser made her way up the bay and straight to the dock without pilot or tug—a feat possible only in the deep waters of Pensacola bay. High above, a fleet of Navy Hawk pursuit planes stunted gracefully in celebration of the Pensacola's arrival, while officials of the army and navy forces stationed in Pensacola welcomed Captain A. G. Howe, her commander, and his crew of 600 officers and men.

During her three-day visit to her namesake city, the ship was visited by approximately twenty thousand persons who availed themselves of Captain Howe's invitation to "open house". Letters from naval department, chamber of commerce and city administration, thanking Frisco Lines for use of docking facilities, were received by Mr. Howard Humphreys, superintendent of terminals at Pensacola.

HAS INERTIA GOT YOU?

(Continued from page 6)

cure them?"

"No, how?" we asked.

"Well, sir," he prescribed, "when you feel an attack coming on, just jump right in and work twice as hard as you would if you were feeling all right. That's a sure cure. You'll forget all about it then."

We came back to the office determined to meet the next attack of the enemy with the good doctor's advice. Along about two o'clock in the afternoon, increasing grogginess told us that a bad spell was coming on. In keeping with the doctor's advice, we redoubled our efforts. Got a lot of work and laid it on our desk and started pounding the old typewriter twice as hard and twice as often. "A great prescription," we thought to ourselves * * * Yeah, it was a great one all right. If our elbow hadn't slipped off the corner of the desk about 4:30 p. m., we'd still be sitting right there in front of the little old L. C. Smith—sound asleep!

FRISCO TOWNS

(Answers)

Springfield
Wichita
Kansas City
Joplin
Beaumont
Memphis
Birmingham
Pittsburg
Galena
Monett
Cherryvale
Neodesha
Tulsa
Oklahoma City
Sapulpa
Ft. Scott
Girard
Carthage
Aurora
Jonesboro

Railroads in the hands of receivers at the end of 1929 numbered 31, with 5,621 miles of line. At the end of 1920 there were 61 different roads in receivers' hands, with 16,290 miles of line.

J. S. McMILLAN PROMOTED

Becomes Supt. River Division, Moran to Eastern, Magers Resigned

THE promotion of J. S. "Jack" McMillan, assistant superintendent of the River division, to the superintendency of that division in place of J. A. Moran, was announced by M. M. Sisson, assistant general manager, on April 1. Mr. Moran was promoted to superintendent of the Eastern division, replacing E. L. Magers, who was assigned other duties at Memphis, Tenn. J. L. Mumma, River division trainmaster, succeeded McMillan as assistant superintendent.

The River division's new superintendent is 30 years old, the youngest of the Frisco's "supers," and was born in Canandaigua, N. Y., where he attended grade and high schools. In the early days of the World War, when he was 16 years old, he enlisted in the United States Marines, and served two years and three months overseas with the Fifth Regiment of the Second Division. He participated in all the principal engagements in which the Second Division saw action, and was both wounded and gassed. Following his discharge from the army he came to St. Louis, arriving in March of 1920, and joined the Frisco organization as a chainman in the engineering department on the Northern division. For five years he learned railroading on location work as a chain and rodman, handled construction work on the Eastern division, building the double track between Windsor Springs and Eureka, and assisted in building the new terminal at Lindenwood. In March, 1922, he became a transitman, meanwhile attending night school at Washington University for three years. In 1925 he had charge of construction on the cut off between Brownington and Deep Water, Mo., and on January 1, 1926, he was made assistant superintendent of the River division. He is married and has two children, a boy and a girl. He will reside in Chaffee, Mo., operating headquarters for the River division.

Superintendent Moran is known to thousands of Frisco railroaders as "John," and came to Frisco Lines in 1907 as a telegraph operator on the extra board at Osceola, Ark. He is a native of Springfield, Mo., 40 years old, and prior to joining the Frisco organization he worked for the Western Union Telegraph Company in several cities as an operator. His progress up through the ranks has been steady and from 1907 to 1909 he handled operator's jobs at Osceola, Ark., Caruthersville, Chaffee, and Cape Girardeau, Mo., and Pocahontas, Ark. Then followed the jobs of cashier-operator and agent yardmaster at Hayti, Mo., and agent at Osceola, Ark. On December 1, 1913, he was promoted to assistant superintendent of the River division, and has held similar positions on the Tupelo and Birmingham Subs of the Southern division, and on the Carthage, Wichita and Burrton Subs of the Northern division. He became superintendent of the River division at Chaffee, Mo., on December 10, 1923.

The average operating ratio on American railroads last year was 71.7 per cent, which was the lowest average attained since 1917. This means that the operating expenses of the railroads last year averaged 71.7 per cent of total operating revenues.

Goggles Save Two More Frisco Men From Injury

EDWARD MERRITT GEORGE HEEREN

Two more men in the mechanical department of the Frisco in Springfield, Mo., are thanking their lucky stars (and lucky they are) that they observed the constantly preached precautions about wearing goggles.

EDWARD MERRITT, boilermaker apprentice, had spent the day rolling and trimming front end air flues with an air hammer and tool. His stomach told him the dinner hour was almost on hand, and the shop clock pointed to 4:20 p. m. when a chip from the flue struck his right goggle lens. What happened to the goggle lens is shown in the photo above. What happened to Mr. Merritt's eye? It wasn't damaged in the slightest degree.

Boilermaker George Heeren was busily cutting inch rivets from a patch on the side of an engine tank. A rivet head flew in the wrong direction, as rivet heads sometimes do, and knocked the entire glass from the goggle frame. Mr. Heeren received no eye injury, procured another pair of goggles and returned to work.

What about it, men? Do you wear 'em, or are you taking the chances?

ELECT MRS. O'CONNOR

The Ladies' Auxiliary of the Kansas City Veterans Unit held a special meeting on March 28, for the purpose of electing officers.

The following will hold office for a year: Mrs. Richard O'Connor, president; Mrs. B. J. Gleason, first vice-president; Mrs. W. G. Cooper, second vice-president; Mrs. George Sleightholm, secretary-treasurer; Mrs. P. L. Hutchison, corresponding secretary.

Mrs. O'Connor entertained the unit with a card party at her home, on April 11. There was a large crowd in attendance and the high score holders were the recipients of beautiful gifts.

Modern Version

Spare the rod and spoil the boil up.

IN THE FRISCO HOSPITAL

The following list contains the names of patients confined in the Frisco Employes' Hospital in St. Louis as of April, 1930. They will be glad to hear from their friends.

SPRINGFIELD, MO.

J. W. Manary, Springfield, Mo.; T. W. Richman, Springfield, Mo.; K. Lee, Springfield, Mo.; W. L. Cannady, Springfield, Mo.; T. McAuliffe, Nettleton, Ark.; J. P. Murphy, Springfield, Mo.; J. R. Rowden, Springfield, Mo.; J. J. Clement, Springfield, Mo.; L. R. Birkhead, Thayer, Mo.; C. W. Carter, Bois D'Arc, Mo.; A. Stapp, Greenfield, Mo.; J. Haymes, Springfield, Mo.; B. A. Kilburn, Springfield, Mo.; B. Bilyeau, Springfield, Mo.; C. Banta, Springfield, Mo.; R. C. Arell, Willow Springs, Mo.

ST. LOUIS, MO.

J. E. Turner, St. Louis, Mo.; H. M. Robertson, St. Louis, Mo.; L. Hagerman, Springfield, Mo.; J. T. Pearson, Cape Girardeau, Mo.; Sam Servin, St. Louis, Mo.; F. R. Thomas, Amory, Miss.; H. H. Kilburn, Springfield, Mo.; M. L. Lane, Monett, Mo.; E. A. Boatman, Sherman, Texas; J. Yarbrough, Blackwell, Okla.; J. C. Osteen, Memphis, Tenn.; L. Matamoros, Hayburn, Okla.; Arcadio Moreno, W. Tulsa, Okla.; H. R. Skinner, Olustee, Okla.; Ralph Dinsmore, Paola, Kans.; Mel Coley, Sapulpa, Okla.; Henry Fee, Cape Girardeau, Mo.; C. P. Hensley, St. Louis, Mo.; T. J. Cavanaugh, Kansas City Mo.; D. Warren, Memphis, Tenn.; Charles Allen, Thomas, Okla.; R. Lopez, Gratiot, Mo.; R. Adams, Tulsa, Okla.; J. R. Travis, Ft. Scott, Kans.; W. W. Sherwood, St. Louis, Mo.; W. T. Wicker, Springfield, Mo.; J. F. Haddock, Valley Park, Mo.; H. Darnell, Hayti, Mo.; J. T. Lane, Biggers, Ark.; E. E. Bateman, Thayer, Mo.; P. S. York, Jonesboro, Ark.; C. R. McGinnis, Wichita, Kans.; G. Holmes, Hugo, Okla.; J. Peterson, St. Louis, Mo.; J. C. Greer, Piggott, Ark.; Miss Ila Cook, Chaffee, Mo.; J. M. Adams, Springfield, Mo.; J. O'Rourke, Joplin, Mo.; T. Steel, Altus, Okla.; T. R. Kirk, Kennett, Mo.; E. Green, Chaffee, Mo.; J. L. Jones, Hope, Ark.; J. Worley, St. Louis, Mo.; A. M. Darragh, Oklahoma City, Okla.; G. K. Patterson, Frenchman's Bayou, Ark.; C. Rowton, Ft. Smith, Ark.; Wm. Everage, Sapulpa, Okla.; J. Mason, St. Louis, Mo.; J. Bunch, Ft. Smith, Ark.; E. J. Sutterfield, Cuba, Mo.; J. T. Rones, Lawton, Okla.; J. A. Barr, Merriam, Kans.; D. W. Taylor, Poplar Bluff, Mo.; R. A. King, St. Louis, Mo.; J. D. Sheppard, Chaffee, Mo.

A CHAMPION FOREMAN

Wm. Dotts of Buhler, Kan., Works 42 Years Without Accident

NORTHERN division officials are considerably elated over another system-wide "champion" whom they have discovered.

WILLIAM DOTTS

His name is William Dotts, and he resides at Buhler, Kansas. For forty-two years he has been a Northern division section foreman, and during those years he has never had a reportable accident either to himself or to any of the men working under him.

Records of the accident prevention department which go back to 1894 are clear of accidents for Mr. Dotts, and in view of that remarkable record, the department is perfectly willing to believe his statement that he had no accident between 1888 when he first began with Frisco Lines, and 1894 when the records were begun.

This champion section foreman was born in Peoria, Ill., on a farm, but left his home at the age of 16 to work for the Chicago, Burlington and Quincy, at Green City, Mo., as a section hand. In August of 1887 he came to Frisco Lines as a section hand, and was promoted to section foreman on August 15, 1888. He resides at Buhler, Kansas, with Mrs. Dotts and their five children, and is widely known on the Northern division, not only for his excellent safety record, but because of his loyalty and ability.

In a recent section foremen's meeting at Medora, Kansas, Mr. Dotts was called upon to speak on accident prevention. He said:

"I never begin a day's work without looking over every tool as it is being taken off the car. If it is not in good condition it isn't used. If the men don't use the tools properly I instruct them. No man can work for me unless he is willing to work in a safe and sane manner and abide by the rules of the accident prevention department. I talk to the men often and earnestly about accident prevention, and insist that they take care of themselves and their equipment."

A "DISTRESS PROPOSAL"

Mr. Shinichiro Watanabe of Fukagawa, Tokio, Japan, will take a trip over Frisco Lines in the not too distant future. In a letter to Frisco Lines dated February 26, and received in St. Louis on March 15, he says:

Dear Gentlemen: Please pardon me to take the liberty of asking you to send your catalogues concerning traveling in your distress (district) without obligation to me at your earliest convenience. As I intend to visit your place before long, I beg you to send me a full information about my propose."

Mr. Watanabe is now in possession of the necessary folders and catalogues to enable him fully to plan his trip, the passenger department advises.

PLAN BOWLING CONTEST

System Wide Tournament Scheduled at Springfield During May

ENTHUSIASM for a system-wide bowling tournament has swept over Frisco Lines to an extent that the tournament has been scheduled at Springfield, Mo., on May 10-11 with entry of teams from at least five of the larger cities on the railroad assured.

Definite plans for the tournament will be decided upon and announced May 1, by a committee headed by John K. Gibson. Other members of the committee are James McCoy, Claude P. King and Will Steele. At that time the committee will also announce prizes that are to be awarded.

It is expected that the St. Louis Men's Club will enter several teams, possibly as many as eight and the St. Louis Terminals Club will probably enter two or three teams. Tulsa bowlers have expressed their eagerness to take part in the event and will enter two or three teams. Kansas City and Memphis will likely each have that number of teams on hand and Springfield will have a number of teams.

Circulars announcing plans for the tournament have been mailed to all the Frisco Employes' Clubs, inviting all of the clubs to enter teams. Many entries in addition to those mentioned are expected. When the Frisco teams meet in Springfield for the tournament, a system-wide league will be formed to function throughout the year and plans for making the tournament an annual event will be considered.

TRAINS 97.4% ON TIME

River Division Leads With 99.1 Per Cent On Time Performance

THE on time performance record made by Frisco Lines passenger trains during the month of March commands the respect of even the most exacting travelers. The 4,940 trains that were operated during that month were 97.4 per cent on time, according to the monthly report on this subject issued by the office of the general manager, Springfield, Mo.

Texas Lines scored 99.4 per cent on time performance, the report shows. One hundred eighty-six trains were operated there. This exceeds last year's record by 4.7 per cent when 188 trains were operated there during March of last year. During March, 1928, the 248 trains operated on Texas Lines were 98.3 per cent on time.

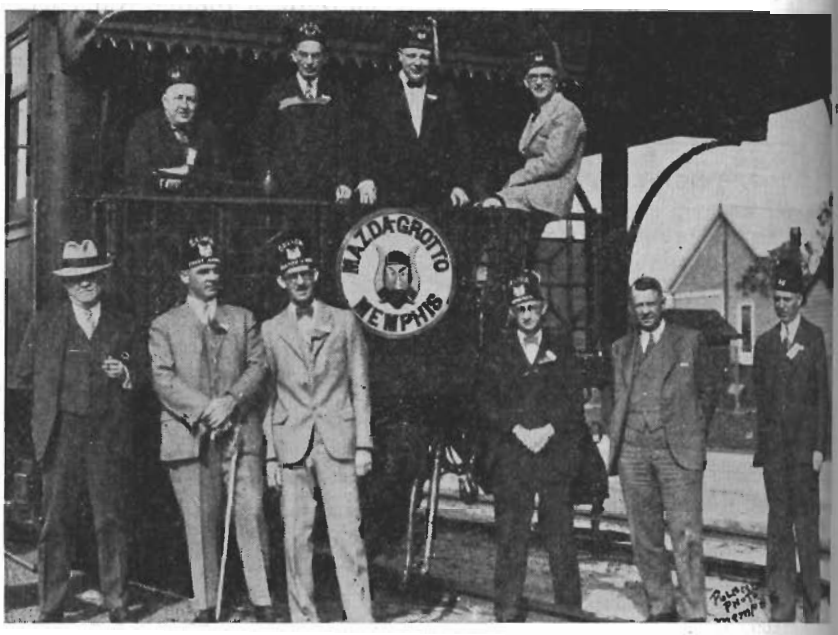
Of the divisions, River division was ranked first in the report. A total of 848 trains were operated on this division and they were 99.1 per cent on time. River division's record for March of last year was 910 operated 97.8 per cent on time, and during March, 1928, the 1,407 trains operated on this division were 97 per cent on time.

Central and Northern divisions tie for second place, the report discloses. Each of these divisions had an on time performance of 98.1 per cent. A total of 310 trains were operated on the Central division and 1,116 were operated on the Northern division. The record made on Central division ties also with the record made there last year. During March, 1928, a total of 620 trains ran on this division and were 99 per cent on time. The same number of trains were operated on the Northern division during March a year ago as were operated there during that month of this year. Last year they were 97.8 per cent on time. The 1,331 trains on this division during March, 1928, were 97.9 per cent on time.

Southwestern division was given third place in the report, operating 868 trains 97.8 per cent on time. A total of 806 trains were run there in March, 1929, and were 96 per cent on time. During that month in 1928, a total of 930 trains on this division were run 97.7 per cent on time.

The report, giving in detail the passenger train performance on all divisions appears below.

Memphis Grottomen to Pensacola on Special Train



One of the finest special trains ever run on Frisco Lines conveyed 500 members of the Mazda Grotto of Memphis to Pensacola, Florida, and return, March 21 to 24. Superintendent S. J. Frazer of the Southern division, Grotto member, put his "1800" car on the rear of the train and played special host to the celebrating Grottomen. The party met President Kurn and Vice-President Koontz at Pensacola, where they were making an inspection, and the photographer caught the delegates and Frisco officers together in the above picture. On the car platform, left to right: Messrs. E. R. Wright, chief justice, Mazda Grotto, Memphis; N. B. Black, treasurer, Mazda Grotto; O. F. Long, monarch; A. C. Gillum, secretary. Below, left to right: President Kurn, Messrs. J. R. Hall, chief justice, Zelica Grotto, Pensacola; W. E. Wicke, master of ceremonies, Zelica Grotto; W. H. White, monarch, Zelica Grotto; J. R. Koontz, and A. P. Matthews, assistant traffic manager at Memphis, who had direct charge of the movement.

DIVISION	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	Mar. 1930	Mar. 1929	Mar. 1928	Mar. 1930	Mar. 1929	Mar. 1928	Mar. 1930	Mar. 1929	Mar. 1928	Mar. 1930	Mar. 1929	Mar. 1928
River	848	910	1047	840	890	1016	99.1	97.8	97.0	1	3	3
Central	310	310	620	304	304	614	98.1	98.1	99.0	2	2	2
Northern	1116	1116	1331	1095	1081	1303	98.1	97.8	97.9	2	3	3
Southwestern	868	806	930	849	774	909	97.8	96.0	97.7	3	4	4
Southern	868	880	868	842	810	833	97.0	92.0	96.8	4	6	6
Western	186	186	217	176	186	217	94.6	100.0	100.0	5	1	1
Eastern	558	589	620	520	554	587	93.2	94.1	94.7	6	5	7
Total Operated	4754	4797	5633	4626	4599	5479						
Per Cent Operated							97.3	95.9	97.3			
Texas Lines	186	188	248	185	178	244	99.4	94.7	98.3			
Total System Operated	4940	4985	5881	4811	4777	5723						
Per Cent Operated							97.4	95.8	97.3			

For Meritorious Service

SOUTHERN DIVISION

MARCH 15—L. E. Stigall, brakeman, Springfield, Mo., was on Train 240 and noticed brake beam down on ACL 32136 in 135 as that train was passing. Five merits.

April 7—G. C. Harbour, clerk, Amory, found discrepancy in weights on SF 41389. Commended.

March 16—C. S. Williams, section foreman, Black Rock, found broken flange on wheel of car in Train 131 and notified dispatcher. Commended.

Herbert C. York, brakeman, Amory, commended for his watchfulness of all trains passing him. He has discovered several defects in trains recently.

WESTERN DIVISION

J. T. Howell, agent-operator, Drummond, secured routing of a passenger from Enid, Okla., to a point in Massachusetts. Commended.

T. L. McGeorge and F. P. Holden, brakemen, Enid, Okla., repaired a carrier iron box car moving in train 662 March 4 at Southard, Okla. Commended.

Bert Erwin, conductor, R. L. Williams and C. L. Liken, brakemen, W. H. Keiller, engineer, and H. B. Girard, fireman, commended for good work in repairing train line.

NORTHERN DIVISION

March 22—J. D. Leak, section foreman, Carthage, Mo., flagged No. 305 when he noticed a farmer crossing track with a riding plow which was caught in a crossing plank. Ten merits.

March 28—J. L. Casey fireman, Fort Scott, Kans., handfired engine 4012 from Carl Junction to Fort Scott when stoker was inoperative and roundhouse force at Pittsburg were able to make repairs. Ten merits.

Roy Parsons, section foreman, Pleasanton, Kan., found draft in favor of C. W. Turner and returned it to paymaster. Commended.

March 10—Guy Axtell, section foreman, Altamont, Kan., discovered bottom rod down and dragging on train extra 4011 west, and flagged the train. Commended.

Wm. Sartin, section laborer, Joplin, Mo., noticed a fire in the oil house at Rush yard recently and called fire department, taking what measures he could to protect other buildings while the fire department was arriving. Commended.

March 26—W. F. Wilson, conductor, J. O. Willard, engineer, Roy Zimmerman, fireman, and William Bill and H. E. Davis, brakemen, all of Pittsburg, Kan., saved several cars from damage when Central Coal Company's tipple was burning. Ten merits each.

April 10—J. A. Miller, Jr., operator, Pleasanton, Kan., notified crew of extra 4127, north, that brake rigging was dragging. Five merits.

RIVER DIVISION

A. W. Aubuchon, engineer, Robert Waltrip, fireman, and L. King, conductor, given ten merits each for interest and services at Matthews in assisting with engine 1019.

Guy Smith, brakeman, noticed and reported passing track switch at Matthews showing part red after 806 passed. Commended.

J. W. Dolen, conductor, L. F. Riggins, engineer, and O. L. Jenkins and J. E. Wimberley, operators, assisted in protecting company property in a fire. Ten merits each.

L. M. DeBerry, conductor, and J. W. Davis, brakeman, discovered car with a broken arch bar in train 835. Ten merits each.

When two passengers missed a train at Poplar Bluff, Cleatus Price, clerk, took them to the tower there in his privately owned automobile so that they might catch 895 for Kennett. L. A. Gibson, conductor, held the train for them there. Mr. Price and Mr. Gibson each given a letter of commendation.

EASTERN DIVISION

March 30—E. V. Wilkes, operator, Crocker, Mo., detected a badly slid flat wheel on extra 4, west, and notified conductor and dispatcher. Five merits.

March 22—H. L. Young, fireman, Clinton, Mo., noticed broken flange on tank wheel, engine 679, while working on main line south of Brownington. Ten merits.

March 14—H. D. Deitz, section foreman, St. Clair, Mo., discovered broken wheel on B. & O. 19294 on train No. 38 and flagged train. Five merits.

March 18—A. E. Trotter, operator, St. Clair, Mo., noticed broken wheel in 1st 38 and attempted to flag the train. Five merits.

BIRMINGHAM TERMINALS

March 20—E. R. Bridges, switchman, noticed a broken rail on No. 2 outbound, East Thomas, and reported it promptly. Five merits.

SOUTHWESTERN DIVISION

P. J. Miller, agent, Scullin, took three passengers to their destination in his own automobile when they arrived in Scullin on Sunday without knowing that no trains were run on Sunday on the Scullin Branch. Commended.

CENTRAL DIVISION

H. C. Gardner and E. E. Estes, clerks, assisted in unloading a heavy run of catalogs on train 703 on which they were passengers February 24. Five merits each.

A. T. Ekstrom, engineer, climbed into water tank at Melvin and broke the ice so that his engine could take water. Five merits.

J. N. Jenkins, engineer, B. N. Hensley, fireman, H. C. Martin, conductor, and J. W. Miller, H. Spurgin and T. J. Spain, brakemen, extinguished fire in wooden drain box under track at mile post 322 February 19. Five merits each.

NO PER DIEM HERE

The handling which was given equipment in the cases reported below is the sort that makes the hire of equipment accounts tell a very cheerful story, according to Mr. J. H. Doggrell, superintendent of transportation.

On April 6, M. K. & T. 46561 was received from the T. & N. O. at Paris, Tex., at 9:00 a. m. Immediately after it was received, it was moved to Moyers, Okla., where it was unloaded and sent back to Paris empty, arriving there in time to be returned to the T. & N. O. at 11:00 p. m. on the day of receipt. This car traveled 102 miles and in that distance, it was received by our line, taken to its destination, set out, unloaded and moved back off our line, all of this taking place in fourteen hours and costing no per diem.

At Leon, Kans., S. F. 74008, an empty coal car, was set out the night of March 7 and the next afternoon it moved out loaded with pipe. On March 14 at Leon also, S. F. 50159 was set out at 1:45 in the afternoon and at 5:00 o'clock the same afternoon, it moved out loaded. And on March 18, R. I. 56420 was received at Leon and was forwarded the next afternoon on the local. This car contained 500 sacks of cake meal.

On April 5, thirteen Santa Fe cars loaded with stock for Beaumont, were received from the Santa Fe at Wichita, Kans., at 3:30 p. m. These cars were handled into Beaumont and unloaded, and at 11:00 p. m. on the day they were received, they were delivered back to the Santa Fe at Augusta, Kan., costing the Frisco no per diem. Illustrative of the interest in this movement on the part of employes who participated in it, was the work of F. Venn, conductor in charge of the train.

VETS MEET JUNE 2-3

Ninth Annual Reunion of Veteran Employes in Springfield, Mo. —Pres. Lane Issues Call

VETERANS of twenty and more years' service with Frisco Lines, accompanied by their wives and families, are "commanded" to be present in Springfield, Missouri, on June 2 and 3, for the ninth annual reunion of the Veteran Employes' Association, in a proclamation issued April 18 by President W. L. Lane of the association.

The proclamation follows:

"Whereas, it has been the custom and practice since the year 1922, once in each year, for the veteran employes (those having twenty years or more accumulative service) of the Frisco System, to make pilgrimage to the City of Springfield in the State of Missouri, the hub of the Frisco Railway in the heart of the Ozark mountains, and to then and there, in appreciation of the blessings and prosperity of the preceding year, again meet, mingle, reminisce and make merry with their fellow veteran employes from all parts of the system:

"Therefore, I, W. L. Lane, president of the Frisco Veteran Employes' Association, have, and by this proclamation do, designate and set aside Monday and Tuesday, June 2 and 3, for that noble and time-honored custom, and call upon each and every member of our association, to, setting aside all manners of excuses and delay and accompanied by their wives and families, be present in Springfield, Mo., on the aforesaid dates."

The details of the program will include the usual barbecue and picnic at beautiful Doling park on the first day of the reunion, with athletic sports, dancing and many other surprise features during the day. An unusual attraction of the reunion will be a surprise entertainment in the evening of the first day, by the Frisco Girls' Club of Springfield.

Business sessions of the veterans' association and the ladies' auxiliary will be held at the Shrine Mosque during the second day, and a musical entertainment and banquet, followed by dancing will conclude the reunion June third in time for the veterans to board the night train from Springfield. Transportation of veteran employes and their families will be honored on all trains to and from Springfield.

President Lane requests and urges that all veteran employes who have not yet done so, send their application for membership, accompanied by $1.00 annual membership dues, to J. L. McCormack, secretary-treasurer, room 400, Frisco Building, Springfield, Mo., without further delay. Tickets for the reunion, exclusive of annual dues, will be $1.50 per person, and will cover the entire cost of the barbecue and picnic, banquet, and all "main and side show" attractions.

KEEP 'EM FILLED!

The two-section photograph which appears at the bottom of this page and the next, shows three hundred reasons why Frisco employes should continue their efforts in traffic solicitation.

Taken in the storage yards of the American Car and Foundry Company, 2800 DeKalb street, St. Louis, the picture includes three hundred of the new 50-ton cars which comprise a portion of the 1,500 car order which this company was given recently by Frisco Lines. Delivery of the new cars was begun on April 1, and will conclude about June 1, officials estimate.

Part of the $12,000,000 equipment purchase on the Frisco for 1930, the cars are of steel underframe, single sheathed, forty feet and six inches long, and are numbered from 162,500 to 163,999.

A FLYING THRILL

Miss Bernice Jennings, of Springfield, Mo., the Frisco's one and only aviatrix, finds that flying still has its thrills. The recent "thrill" which she experienced would be termed a near-catastrophe by those who look on flying as yet in its infancy.

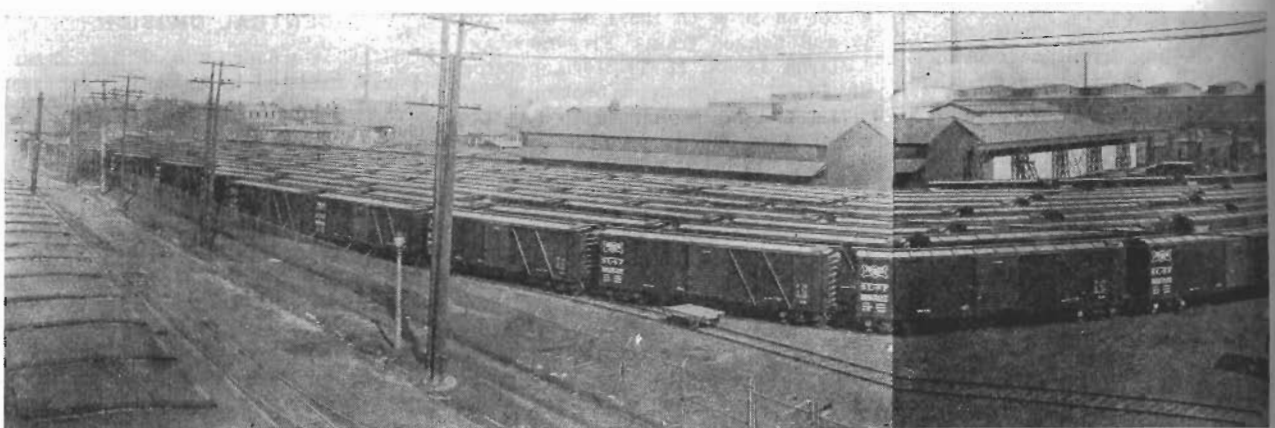
While in Washington, D. C., recently she met Mr. Sam Lambert, inventor of the Lambert Monocoupe. They decided to fly to St. Louis, but the weather being unfavorable, did not take off on the day planned. In the afternoon they decided to fly over Washington. While up some 10,000 feet, they found that they had exhausted their supply of gas. They immediately sought a landing place. Circling over what seemed to be smooth green fields, a closer scrutiny showed rough hills. As Miss Jennings stated it "we soon ran out of field" and the plane was descending with increasing speed. A gully appeared and the plane turned a neat somersault, landing on its back in a muddy plowed field, without injuring its occupants.

With some difficulty they extracted themselves from the plane and waded through mud in search of help. They had landed in the wardhouse grounds of Occoquan prison. Convicts came running to their aid. They turned the plane right side up, straightened the propeller and secured gas. The motor was cleaned and they flew back to Hoover field, Washington, none the worse for their "thrill."

This plucky girl said that during the entire time she was not in the least frightened. She was not at the controls, but nevertheless was searching the ground with her eyes for a landing place.

However, she admits that now she is more concerned about looking at the gas gauge before going up, because a repetition of the incident might not have such a happy ending.

Mr. Lambert was killed in an airplane accident in April.



A FISHERMAN'S PARADISE

Engineer Gooch Starts Season's Fish Stories—Have You One to Beat It?

"THESE be the days," remarked the veteran employe, "when a man just nacherlly has to work hard to keep his mind on the job, what with his attention being constantly diverted by batting averages and the like. But the blamed fillers that worries me the most is the fish-liars!"

Lying about fishing has been for generations one of the most favored of all indoor sports. Frisco Lines has its quota of clever gentlemen who each year write the editor of this publication tall yarns about fishing prowess of salt or fresh water variety, sometimes submitting pictures of long strings as proof—but more often not. Engineer P. W. Gooch of Monett, did not send a photograph to accompany the letter he wrote recently confirming his famous eel catch. We venture that most of his fellow workers on the line have asked him many times for "proof" in the form of a picture. But "P. W's" eel story is an excellent example of the famous indoor pastime of "fish-storying," and we are glad to print his story here as a glaring example of what spring and thoughts of rod and reel, fly and worm, will do to an otherwise truthful Frisco employe!

The scene of the catch takes place at the time of the opening of the Klondyke when the gold rush was in full swing. Mr. Gooch asked a friend of his to "grub stake" him, and, with nineteen men started out to stake a claim. Since he had taken it upon himself to hire the nineteen men for wages, grub and shelter, it was up to him to furnish them. And so it was his wont to cut holes in the ice and fish for salmon.

In talking to old timers who had flocked to the scene, he learned of the habits of eels, of which there were a great number in the icy waters. Among other things he learned that they breed their young at the head waters of the stream and after the eels attain a certain growth they are taken to salt water, in the spring, at the time the ice breaks.

The old eels in taking them to salt water have invented a very ingenious method of transportation. They line the young eels up, placing an older eel at intervals. Then they "tail-up" like elephants, each grasping the end of the tail of the eel in front. The long procession then moves on. In case a young eel should get out of line, the one just behind will grab his tail and yank him back in line. No fisherman has ever been able to tell the exact length of the line, but it is estimated by old timers that it sometimes reaches forty miles in length!

On this memorable day, Mr. Gooch went out in the morning to catch a salmon for his hungry miners. It was after a warm spell and the ice had melted considerably. He chopped a hole in the ice with his hatchet—dropped in his line and waited.

All at once there was a terrific yank at the end of his line. He braced himself with his spiked shoes, gave some slack on his line and then took it in. The "big fish" yanked at it again, and he felt that there was something besides a big salmon on the hook.

Then with the last terrific yank, and all slack taken out of his line the "head" of the catch came up over the ice—a young Lampres eel. On his tail hung an old eel, with teeth clenched, and a look of determination in his eye to hold or die, and on his tail a young eel and so on.

Placing the line over his shoulder, Mr. Gooch started running over the ice, and after a time he stopped, exhausted. On checking up he found that he had landed 350 yards of eels!!!

And now, gentlemen, let's hear from some more of the Frisco's fishermen!

HERE IS SPRING!

If any further proof is needed that "spring is here, tra la," read on, gentle reader, read on!

On April second the first car of strawberries to move over Frisco Lines left Huxford, Alabama, for Chicago where they commanded high prices. The car contained 680 crates, with 24 pints to the crate, and at twenty-five cents a pint, our statistical expert tell us the car of berries brought $4,080. If we're wrong you might write us a letter about it!

Then, on April 15, the first car of early English peas for the 1930 season, left Atmore, Alabama. They moved in regular freight service, leaving Atmore at 7:00 p. m., and arriving in St. Louis at 10:30 a. m., April 17, where they were sold immediately. The operating department statistician can tell you how fast they moved if you care to harass that gentleman for the figures. But believe us, they moved rapidly—and how!

CALF SHOW AT ST. LOUIS

Announcement was made recently of the third annual calf show and sale by the St. Louis Live Stock Exchange which will be held December 11 and 12, 1930, at the National Stock Yards, East St. Louis, Ill.

This show and sale is open to all boys and girls between the ages of seven to twenty who wish to enter a steer calf of Hereford, Shorthorn or Polled Angus Breed. A total of $1,500 in prizes will be offered, $200 of it going for the grand championship premium which will he awarded for the best calf of any breed, $100 of it will go for the reserve champion premium and the remainder will be divided among three $100 prizes to go to the best calf of each of the three breeds and a number of smaller prizes.

Last year several of the best calves came from points on Frisco Lines, one bringing twenty-five cents a pound.

St. Louisans Visit Tulsa and Okla. City April 6-9

This photograph of the group of St. Louis business men who visited Tulsa and Oklahoma City, April 6-9, was made in Union Station, St. Louis, just before the special train started.

A TRADE trip which was considerably more than the usual "good will" tour, and which had for its premise a genuine desire for better acquaintanceship and understanding, was made by the board of directors of the St. Louis Chamber of Commerce and the Industrial Club of St. Louis, April 6-9, to Oklahoma City and Tulsa.

The special train which conveyed the St. Louisans was arranged by Frisco Lines and left St. Louis as second No. 9 at 7:05 p. m., April 6. Vice-President J. R. Koontz and Assistant Vice-President J. N. Cornatzar accompanied the party.

The train arrived at Oklahoma City at 11 o'clock the next morning, and Oklahoma City business men greeted the St. Louisans with true southern hospitality, escorting them to the Chamber of Commerce, where a testimonial luncheon was served. A tour of the city's industrial, manufacturing and residential section was made in the afternoon, and a surprise feature of the trip was arranged at the oil fields on the edge of Oklahoma City, when a gusher was brought in for the especial benefit of the St. Louis visitors.

Not to be outdone by the Oklahoma Cityans, the St. Louis delegation played host at a dinner that evening, which was served at the Huckins Hotel. The special train left at midnight for Tulsa.

A visit to Tulsa's famed airport was the first order of business for the visitors when they disembarked from their train in Tulsa the morning of April 8, and several group luncheons were attended that noon. Visits to Tulsa refineries and other industries were included in the afternoon schedule.

The St. Louisans entertained with a dinner to the Tulsa business men that evening in the Mayo Hotel, and departed from Tulsa at 10 o'clock as second number six.

St. Louis speakers at the various events included: Messrs. George C. Smith, Harold K. Bixby, J. R. Koontz W. B. Weisenburger, Thomas Dysart. Frank C. Rand, Richard Hawes, and Harry B. Wallace.

A complete list of the St. Louisans who made the trip follows:

C. B. Adams, C. B. Adams & Co.
C. E. Allen, S. W. Dist. Mgr., Westinghouse Electric & Mfg. Co.
Judge Glendy B. Arnold.
E. F. Bisbee, Vice-President, St. Louis National Stock Yards, National Stock Yards, Ill.
Harold M. Bixby, President, St. Louis Aviation Corporation.
A. W. Brown, President, Hall & Brown Wood Working Machinery Co.
R. Vernon Clark, President, Clark Realty Co., East St. Louis, Ill.
Stanley Clarke, President, St. Louis Public Service Co.
M. D. Curran, Webster Groves, Mo.
Scott R. DeKins, Secretary, St. Louis Chamber of Commerce.
Thomas N. Dysart, Knight, Dysart & Gamble.
Frederick B. Eiseman, Vice-President, Rice-Stix Dry Goods Co.
A. B. Elias, President, Southwestern Bell Telephone Co.
C. B. Fox, President, Alcoa Ore Co., East St. Louis, Ill.
Dudley French, Graham Paper Co.
Clifford W. Gaylord, President, Robert Gaylord, Inc.
Kenneth L. Green, President, Green Foundry Co.
Felix E. Gunter, Vice-Chairman of Board, First National Bank.
Joseph Hanlon, St. Louis Post-Dispatch.
R. S. Hawes, Vice-President, First National Bank.
W. J. Hein, Vice-President, Mississippi Valley Trust Co.
W. L. Hemingway, Vice-President, Mercantile-Commerce Bank and Trust Co.
Jacob M. Lashly, Attorney, Holland, Lashly & Donnell.
J. S. Laurie, Vice-President, Scruggs, Vandervoort & Barney.
H. J. Littledale, General Manager, Butler Brothers.
John R. Longmire, I. M. Simon & Company.
Robert L. Lund, Vice-President, Lambert Pharmacal Company.
C. H. McMillan, Vice-President, Mercantile-Commerce Bank & Trust Co.
James A. McVoy, President, Central States Life Insurance Co.
F. Lee Major, Vice-President, Boatmen's National Bank.
Douglas V. Martin, Jr., St. Louis Globe-Democrat.
Hiram C. Martin, President, Murphy Door Bed Company.
M. E. Meacham, President, Goodfellow Lumber Co.
Carl F. G. Meyer, President, Meyer Bros. Drug Company.
Hiram Norcross, Vice-President, Missouri Portland Cement Co.
R. Fullerton Place, 1005 Arcade Bldg.
P. B. Postlethwaite, President, Wagner Electric Corporation.
C. B. Rader, Secretary, Merchants Exchange.
Frank C. Rand, Chairman of Board, International Shoe Company.
E. J. Russell, Architect, Mauran, Russell & Crowell.
George C. Smith, Director, Industrial Bureau of the Industrial Club.
Tom K. Smith, President, Boatmen's National Bank.
R. H. Switzler, General Manager, St. Louis Refrigerating & Cold Storage Company.
Hillsman Taylor, President, Missouri State Life Insurance Co.
F. W. A. Vesper, President, Vesper-Buick Auto Company.
Harry B. Wallace, President, Cupples Company.
W. B. Weisenburger, President, St. Louis Chamber of Commerce.
J. Gates Williams, Francis Bro. & Company.
A. O. Wilson, Vice-President, Mississippi Valley Trust Co.

COACH RIDING DECREASE

Total passenger revenues of Class I railroads in 1929 aggregated [illegible] million dollars. Out of this total about 444 million dollars, or 51 per cent, came from passengers in sleeping and parlor cars, while about 430 million dollars, or 49 per cent, came from passengers in day coaches. Hitherto the revenue from day-coach passengers has always exceeded that from sleeping and parlor car passengers. In 1921 total passenger revenues aggregated 1,154 million dollars, of which but 419 million dollars came from sleeping and parlor car passengers. Since 1921 the revenue from day-coach passengers has decreased 265 million dollars, while that from sleeping and parlor car passengers has increased 85 million dollars.

While the building of new railroads has been practically at a standstill in this country for some years there are actually 630 miles under construction at this time, while 1,186 miles of new construction has been authorized. Most of this new construction is in the way of extensions to lines already in existence.

Largest Cotton Shipment via Frisco Lines From Memphis to Carolinas

More than 7,700 bales of cotton, said by Memphis cotton men to be one of the largest shipments of this commodity ever made in the history of the textile industry, moved via Frisco Lines from Memphis, Tenn., to the Cannon Mills Company plants in Kannapolis, Concord and China Grove, North Carolina, on March thirtieth.

The shipment filled 114 of the Frisco's new freight cars, and was handled in two special trains. The cotton was shipped by F. M. Crump & Company of Memphis, and gathered from Blytheville, Ark., and Brownsville and Memphis, Tenn. A photograph of the two special trains just before they pulled out of the Yale yards outside Memphis appears above.

F. M. Crump & Company is one of the oldest and best known of the cotton buying and selling houses in the South. Mr. Dabney H. Crump is chairman of the board and Mr. John Hopkins is president. Other officers of the company include Messrs. H. B. Potts, vice-president; Sol Cohen, vice-president; J. C. Williamson, vice-president, and C. Herbert Taylor, traffic manager. All officers reside in Memphis except Mr. Williamson, who lives in Charlotte, N. C.

RAILROAD SCHOOL AT ENID

(Continued from page 7)

injuries.

With the mention of personal injuries, H. F. Sinclair, "Treasurer" and claim agent, pleaded for more care in the maintenance of way men to avoid personal injuries, thereby putting a stop to a drain on the treasury. A nice reduction of .46 per cent on the Western division was reported for the month of February.

Mr. A. N. Beck, "Secretary" and storekeeper at Enid, spoke of several discrepancies in requisitions for supplies alloted these men, and Mr. Albert Russell, "Visitor" and assistant general chairman of the Brotherhood of Maintenance of Way Employes, made one point in his short, interesting address—that motor car accidents were inexcusable and that if it was not possible to flag properly and protect the curves, to leave the motor car in the shed.

Mr. W. J. Foley, "Visitor" and Master Mechanic, acknowledged his introduction and said that he had learned many interesting details while sitting in the meeting. Mr. F. C. Gow, "On the Board of Governors" and assistant superintendent, stated that each man should put forth 100 per cent effort.

If the "Parson" had called for contributions to the birthday box, Mr. P. M. Bell, section foreman at Carmen, Okla., would have had to drop in fifty-three pennies. He was the oldest member present and began his service at Hunter, Okla., in June, 1904. He has had many years of experience and there were three things which he stressed in his interesting address; making the material go as far as possible, preaching the law of accident prevention to his men, and keeping his territory in perfect order at all times. He is a member of the Frisco Veterans' Association and during his entire service he has only had 25 days off due to vacation, and nine days due to sickness.

Mr. C. Laubham, one of the members in good standing from Ames, Okla., is a native-born Russian and one of the best foremen on the division. He pledged his co-operation to the program at hand.

All this business had been discussed between the hours of 12 noon and 2:35 p. m., when the train left Enid which carried most of the members to their respective homes. The "Parson" had told them of their transgressions—and the members had absorbed the sermon and within each man's mind was the determination to put the lessons in every-day practice.

And the Railroad Sunday School was over. There will be another one in the fall of the year, with the "Parson" expostulating and the members rising to give experiences and suggestions for the betterment of any and all conditions.

CHANGE STATION GROUPS

Effective April 1, a revision was made in the grouping of the stations which compete in the various groups for the least error pennant awards. Henceforth, Group One will include only those stations which handle in excess of 20,000 shipments per month and Group Two will include stations which handle from 10,000 to 20,000. Group Three will be made up of stations handling from 2,000 to 10,000 shipments monthly.

Agents in the Group Three have been instructed to discontinue their monthly statements of tickets billed, shipments handled, etc., when their stations have fewer than the minimum number of shipments and to resume this statement when the number of shipments again rises above the minimum mark.

The revision is a result of the changed conditions that have come about among the stations since they were originally grouped. It is believed that it will tend to establish a more competitive spirit among the stations on the basis of equality in actual performance.

Tulsa, Okla., had the fewest errors in Group One during March and will retain the pennant for another month. Birmingham won the Group Two pennant. In Group Three perfect records were made by each of the following stations: Wichita, Enid and Pittsburg. Each was allowed to hold the pennant of the group for ten days.

REDUCE CAR DAMAGE 20.5%

Careful Handling Results in Good Showing First Three Months

FRISCO Lines employes who are responsible for the handling of freight cars were vigilant and careful enough during the first three months of 1930 to make a reduction of 20.5 per cent in the number of cars damaged by rough handling during that period as compared with the first three months of 1929, a report issued April 7 by the car accountant Springfield, Mo., reveals. The decrease in the monetary amount of this damage was 35.2 per cent.

The per cent of increase in the number of cars handled per car damaged was 19.8 per cent during the first quarter of this year in comparison with the same quarter of last year and the per cent of decrease in the amount of damage per car handled was 32.11 per cent during that quarter of this year compared with the same quarter of 1929.

Central division ranks first among the divisions. No cars have been damaged on that division this year. Eastern division is ranked second in the report, having had but two cars damaged during the first quarter. Southwestern division is given third place, with three cars damaged during this period. During the first quarter, 90,907 cars were handled on the Central division, 184,407 on the Eastern division and 243,224 on the Southwestern division.

Texas Lines shows a slight increase, with six cars damaged during the first three months of this year, an increase of one car over either 1929 or 1928. A total of 31,110 cars were handled during the first quarter of this year. The total for that period of last year was 34,889 and for 1928 it was 34,649.

Among the terminals, Springfield ranks first, handling 170,976 cars and damaging none of them. Birmingham was second with three cars damaged out of the 179,078 handled. The report gives Tulsa third place. The total number of cars handled there was 211,080, and seven cars were damaged in handling this number.

A comparative statement covering rough handling on Frisco Lines during the period under consideration appears below:

Miss Bernice Miller, 11-year-old daughter of Conductor and Mrs. C. C. Miller of Pensacola, Florida, is winning recognition as an acrobatic dancer. She is called upon frequently to perform for various charitable organizations and clubs of Pensacola. Her most recent performance was given for the American Legion at the Naval Hospital.

Besides these performances, she has appeared on programs at the Saenger and Isis Theatres of Pensacola and is a favorite at all entertainments of the Frisco Employe's Club of Pensacola.

Miss Irene Bryan, daughter of W. Bryan, chief rate clerk at Tulsa, O was chosen as attendant to the fo ball queen of Tulsa High School for 1930 season to come.

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1930	1929	1928	1930	1929	1928	1930	1929	1928	1930	1929	1928	'30	'29	
Northern	18	25	36	$ 623.00	$1,317.00	$ 2,040.00	240,788	259,100	244,973	.0075	.0096	.0147	3	7	
Southern	20	12	11	1,528.00	1,267.00	648.00	261,708	257,561	225,064	.0076	.0047	.0049	6	5	
River	15	4	14	838.00	75.00	608.00	92,760	100,643	99,400	.0162	.0040	.0141	7	4	
Total Divisions, First District	53	41	61	2,989.00	2,659.00	3,296.00	595,256	617,304	569,437	.0089	.0066	.0107			
Kansas City	16	26	30	363.00	1,133.00	859.00	182,739	185,189	189,194	.0088	.0140	.0159	5	6	
Memphis	19	21	31	1,076.00	437.00	1,886.50	150,941	149,855	233,310	.0126	.0140	.0133	6	5	
Birmingham	3	4	8	98.50	57.00	570.00	179,078	184,407	183,257	.0017	.0022	.0044	2	2	
Total Terminals, First District	38	51	69	1,537.50	1,627.00	3,315.50	512,758	519,451	605,761	.0074	.0098	.0114			
Eastern	2	11	13	93.00	571.00	2,111.00	184,407	196,975	194,798	.0011	.0056	.0067	2	6	
Central	—	2	5		350.00	110.00	90,907	95,283	96,273	—	.0021	.0052	1	2	
Southwestern	3	9	10	320.00	147.50	352.00	243,224	253,452	247,393	.0012	.0036	.0040	3	3	
Western	3	—	—	80.00			50,905	57,000	53,833	.0059	—	—	4	1	
Total Divisions, Second District	8	22	28	493.00	1,068.50	2,573.00	569,443	602,710	592,297	.0014	.0037	.0047			
St. Louis	11	14	23	468.50	210.00	603.00	168,988	186,434	179,396	.0065	.0075	.0128	4	3	
Springfield	—	1	2		200.00	60.00	170,976	179,709	194,949	—	.0006	.0010	1	1	
Tulsa	7	22	14	395.00	3,315.00	820.00	211,080	232,735	213,995	.0033	.0095	.0065	3	4	
Total Terminals, Second District	18	37	39	863.50	3,725.00	1,483.00	551,044	598,878	588,340	.0033	.0062	.0066			
Birm'ham Belt	1	—	—	3.00			29,024	30,513		.0034	—	—			
Texas Lines	6	5	5	26.00	44.00	824.00	31,110	34,889	34,649	.0193	.0143	.0144			
Total System	124	156	202	5,912.00	9,123.50	11,491.50									

1930 Compared with 1929

Per cent increase in number cars handled per car damaged 19.8
Per cent decrease in amount of damage car handled 32.11
Per cent decrease in number cars damaged .....
Per cent decrease in amount of damage .....

LARGEST BERRY FARM

(Continued from page 5)

7,500 peach trees, and 10 acres of dewberries, and then, not satisfied with this work, began this season's activities by planting 2,500 acres of the farm to cotton.

Proud of his handiwork, Warden Fountain held "open house" at the Moffett State Farm on April 14, to representatives of the Alabama state departments, officials of the Frisco railroad, and representative people from many nearby points.

Frisco officers who attended were: Messrs. M. M. Sisson, assistant general manager; M. W. Crow, general agent at Pensacola and Mrs. Crow; H. E. Gabriel, assistant superintendent Southern division, and Mrs. Gabriel; C. B. Michelson, farm marketing agent, St. Louis; D. E. Eicher, horticultural agent, Springfield; W. L. English, supervisor of agriculture, Springfield; Howard Humphries, superintendent of terminals, Pensacola, and J. B. Morrow, colonization agent, St. Louis.

Prominent state department visitors included: Charles A. Moffett, president of the State Board of Administration, Montgomery; Hamp Draper, associate member of the board; Lawrence H. Lee, legal advisor to Alabama's governor, Montgomery; E. B. Chestnut, warden of the Alabama state prison at Montgomery; W. W. Brooks, assistant state treasurer, Montgomery; J. H. Smith, warden of Speigner prison, Speigner, Ala.

53 YEARS A TRACKMAN

(Continued from page 4)

dent Prevention Department, and also asked that each foreman do an extra good job of keeping his track up in splendid condition.

And when retirement comes to this loyal veteran, he says that he is going to a little farm where he can plant a garden and have some cows and chickens and lead the simple life. Mrs. Herd, whom he met while at Dixon and to whom he was married on December 17, 1885, is equally enthusiastic over the thought of having her husband with her for the remaining happy years of their life, and both are eagerly looking forward to his retirement.

There were 31,500 persons killed in accidents to motor cars last year, while but 53,381 persons were killed in action, or died from wounds, among the American forces during the World's War.

A YOUTHFUL POET

Raymond Chesser, 13-year-old son of W. R. Chesser, Frisco engineer on fast freight between Pensacola, Fla., and Magnolia, Ala., has developed a talent for writing which has brought him much favorable comment. Short stories and poems which he has written have been published in the well known magazine, "Child Life."

One of his most recent poems was dedicated to Lodge 91 Brotherhood Locomotive Firemen and Engineers and Lodges 197 and 467, Ladies Society of the B of LB&E. Mr. Chesser, the father, is Legislative Representative and Local Chairman of Frisco Lodge 346, B of LF&E.

Mrs. Chesser was unable to locate copies of his short stories which have been printed in Child Life, but promised to send them to the Frisco Magazine at a future date.

The above mentioned poem was printed in the Locomotive Engineers Magazine and following its publication, Raymond received congratulatory messages from Mrs. Agnes G. Strong, Grand President of the society.

The poem, which is a delightful tribute to the organization and to the City of San Francisco, appears below:

San Francisco

San Francisco, San Francisco,
From Twin Peaks about;
San Francisco, San Francisco,
Many boats are out.

San Francisco, San Francisco,
Has the richest "Chinatown";
San Francisco, San Francisco,
Has many riches all around.

San Francisco, San Francisco,
Market Street is all alive;
San Francisco, San Francisco,
Sure is busy as a hive.

San Francisco, San Francisco,
Museums great and small;
San Francisco, San Francisco,
Marvelous, one and all.

San Francisco, San Francisco,
City I adore;
San Francisco, San Francisco,
I am with you forevermore.

AGENCY CHANGES

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

March 28—C. R. Piercy, Ashdown, Ark.
March 26—W. E. Haigh, Bessie, Okla.
March 25—G. E. Mills, Chaonia, Mo.
March 27—H. L. Eaton, Foreman, Ark.
March 31—H. A. Daly, Grove, Okla.
March 31—D. Asher, Holland, Mo.
March 6—N. E. Johnson, Clarksdale, Ark.
March 6—B. Robinette, Deckerville, Ark.
March 10—I. F. Yandell, Harold, Mo.
March 18—W. N. London, Rock, Okla.
March 6—R. B. Lemons, Sligo, Mo.
March 26—S. J. Huntsinger, Qulin, Mo.

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

March 24—C. D. Rogers, Dell, Ark.
March 26—F. M. Carlock, Neely's, Mo.
March 24—W. J. Ludwig, Pocahontas, Ark.
March 24—C. F. Rogers, Salt Fork, Okla.
March 25—R. E. Essman, Stanton, Mo.

Change of agents made at Idabel, Okla., March 27. R. W. Berry was installed temporary agent vice H. L. Eaton. No audit of accounts was made as this is handled by cashier.

Arapaho, Okla., and Custer City, Okla., are now joint agencies with the A. T. & S. F. instead of the K. C. M. & O. The Santa Fe took over the K. C. M. & O. August 1, 1929.

Effective December 18, 1929, the Kansas City Southern closed their account at Holmas, Mo., and this is no longer a joint station with that company. Through an oversight on the part of the K. C. S. this information was not furnished by that company until March 10.

G. L. Henson was installed temporary agent at Mountainburg, Ark., March 19. Mr. Henson had been acting agent since February 10.

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

WE are glad to report a reduction of two pounds in the unit fuel consumption in freight service, March, 1930, over March, 1929, although we did not reach our standard. We had hoped to realize a substantial reduction in the performance on account of the efforts that are being exerted toward increasing the train haul and the ever-increasing interest in fuel economy.

The River division, with a performance of 150 pounds in March this year compared with 172 pounds in March last year, had the largest decrease, i. e. 22 pounds per 1,000 gross ton miles or 12.79 per cent. The increase of 19.17 per cent in train haul was apparently the principal factor in bringing about this decrease.

The Southwestern and Northern divisions also had decreases of 11 pounds and 3 pounds, respectively, this year over March last year.

In passenger service the system performance was one pound over the standard and .6 pound per car mile over March, 1929, performance. The cars handled per train mile decreased in each division in March this year compared with last year, which condition would ordinarily cause the performance to increase. In spite of the decrease in cars handled, the Southern and Western divisions made a slight reduction in their performance, and it is hoped that the other divisions will be able to do likewise under similar conditions if they should obtain in the future.

Switch service performance has been somewhat disappointing in the past, as it generally reflected an increase, however, it is gratifying to report that a reduction of three pounds per switch locomotive mile was made on the system in March, 1930, compared with March, 1929, and it will also be remembered that a five-pound reduction was made in February this year, compared with last year. It is hoped that this class of service will continue to show a decrease in consumption as time passes.

The Southern division had a decrease of 19 pounds per switch locomotive mile and this fact enabled it to move from eighth place in the order of standing to fifth place.

The River division also had a nice decrease of 12 pounds per switch locomotive mile, but remained in second place.

The Central and Southwestern divisions each had a decrease of 4 pounds.

The Tulsa terminal had a decrease of 19 pounds and moved from fourth to second place, St. Louis terminal had an 11-pound decrease, but continues in sixth position. Memphis and Kansas City terminals each had a three-pound decrease.

The Southern division equalled its standard of 15.0 pounds per car mile in passenger service.

Switch service broke the barrier by equalling the system standard of 150 pounds per switch locomotive mile.

The divisions which contributed their efforts in making this showing are as follows: Southern division bettered its standard of 150 pounds by 13 pounds; River division bettered its standard of 118 pounds by 8 pounds; Central division bettered its standard of 107 pounds by 1 pound; Southwestern division equalled its standard of 130 pounds; Tulsa terminal bettered its standard of 158 pounds by 14 pounds; St. Louis terminal bettered its standard of 210 pounds by 9 pounds, and Kansas City terminal bettered its standard of 170 pounds by 1 pound.

It is interesting to note that a number of the Sub-divisions have made quite a saving in the fuel consumption in through freight service and the special fuel checks over the system have aroused much interest and friendly rivalry among them. As an illustration, the Clinton sub decreased its performance from 249 pounds per 1,000 gross ton miles in March last year to 215 pounds in March this year; Chickasha sub decreased from 171 pounds last year to 143 pounds this year; Oklahoma sub decreased from 133 pounds last year to 111 pounds this year; Creek sub from 147 pounds last year to 126 pounds this year and Pensacola sub from 153 pounds last year to 132 pounds this year. These reductions, and many others have been accomplished by improvements in the methods of operating trains and correcting such conditions which were found to cause a waste of fuel.

A special fuel check was conducted by Messrs. Conley and Mitchell at Monett, Mo., from March 10 to 26, which had its usual good results. Some of the best performances observed during this check are included among the following performances:

EASTERN DIVISION

Rolla Sub: Engineer D. E. MULL fireman J. R. CHAMBERS, train engine 59, Newburg to Stan March 13, handled 182,685 gross miles, burned 10 tons coal, perf ance 108 pounds per 1,000 gross miles.

Lebanon Sub: Engineer J. BL LEDGE, fireman V. CROSS, train 38, engine 46, Lebanon to Newb March 14, handled 157,248 gross miles, burned 8 tons coal, perf ance 101 pounds per 1,000 gross miles.

This same crew on March 21 the following good performanc train first 36, engine 29, Springfiel Newburg, handled 371,193 gross miles, burned 16 tons coal, perf ance 97 pounds per 1,000 gross miles.

Springfield Sub: Engineer ED RI fireman W. LONG, train extra engine 43, Monett to Springfi March 19, handled 159,984 gross miles, burned 10 tons coal, perfor ance 125 pounds per 1,000 gross miles.

Engineer ED MONROE, fireman ELY, train 33, engine 44, Springfi to Monett, March 31, handled 11 gross ton miles, burned 7 tons performance 120 pounds per 1 gross ton miles.

Engineer T. WRIGHT, fireman GRIMES, train extra west, engine Springfield to Monett, April 1, ha dled 85,654 gross ton miles, burned tons coal, performance 93 pounds 1,000 gross ton miles.

CENTRAL DIVISION

Arthur Sub: Engineer LIDD fireman C. E. DRAPER, train extra south, engine 708, Ft. Smith to Hu April 1, with varying load on lin road handled 164,919 gross ton mile burned 5 tons coal, performance pounds per 1,000 gross ton miles. Th is an exceptionally good performan and the crew is to be commended its showing.

Engineer R. R. SKELTON, firem A. M. BEAN, train 734, engine 1 Talihina to Ft. Smith, March 13, ha dled 64,086 gross ton miles, burned tons coal, performance 93 pounds 1,000 gross ton miles.

Engineer BROCCHUS, fireman C. MYRICK, train extra north, engine 1400, Hugo to Ft. Smith, March 1 handled 151,000 gross ton mile burned 9 tons coal, performance 1 pounds per 1,000 gross ton miles.

A. & A. Sub: Engineer W. W. WATSON, fireman W. D. BROCK, train 737, engine 1254, Hugo to Madill, March 2, handled 115,203 gross ton miles, burned 7 tons coal, performance 121 pounds per 1,000 gross ton miles.

Ft. Smith Sub: Engineer WM. HERZOG, fireman D. P. FURLOW, train first 734, engine 1341, Ft. Smith to Monett, March 12, handled 190,619 gross ton miles, burned 19 tons coal, performance 199 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer McFARLINE, fireman ADAMS, train extra, engine 1237, Enid to West Tulsa, March 11, handled 218,400 gross ton miles, burned 1,517 gallons oil, performance 7 gallons per 1,000 gross ton miles. Engineer C. A. HURLEY, fireman L. MASSEY, extra train, engine 1234, Enid to West Tulsa, March 17, handled 218,400 gross ton miles, burned 1,596 gallons oil, performance 7 gallons per 1,000 gross ton miles. Engineer W. H. KEILLER, fireman GIRARD, train extra east, engine 1234, Enid to West Tulsa, April 8, handled 223,011 gross ton miles, burned 1,450 gallons oil, performance 6 gallons per 1,000 gross ton miles. This is an exceptionally good showing.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer J. L. KENO, fireman W. McKINNEY, train extra west, engine 4,159, Monett to Tulsa, March 11, handled 256,650 gross ton miles, burned 1,713 gallons oil, performance 6.6 gallons per 1,000 gross ton miles.

Engineer J. W. GILLEN, fireman J. MACAUD, train 430, engine 4103, West Tulsa to Afton, March 5, handled 243,672 gross ton miles, burned 1812 gallons, performance 7.4 gallons per 1,000 gross ton miles.

Creek Sub: Engineer J. G. LEWIS, fireman S. DANIELS, train extra south, engine 4163, West Tulsa to Francis, handled 225,661 gross ton miles, burned 1,811 gallons oil, performance 8 gallons per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub-Division: Engineer BUCKNER, fireman J. S. MILLER, train first 162, engine 4108, Ft. Scott to Kansas City, April 13, handled 79 loads, 282,437 gross ton miles, burned tons coal, performance 83 pounds per 1,000 gross ton miles.

Engineer WM. COOPER, fireman G. ELLS, train second 162, engine 4128, Scott to Kansas City, April 13, handled 50 loads and 72 empties, 390,000 gross ton miles, burned 17½ tons coal, performance 88 pounds per 1,000 gross ton miles.

Engineer T. HOFFHOUSE, fireman E. O'CONNOR, train 164, engine 4127, Ft. Scott to Kansas City, April 13, handled 46 loads, 72 empties, or 403,920 gross ton miles. Burned 15½ tons coal, performance 76 pounds per 1,000 gross ton miles.

Engineer R. E. ALEXANDER, fireman M. O. BENNETT, train extra north, engine 4138, Ft. Scott to Kansas City, April 13, handled 62 loads, 24 empties—339,471 gross ton miles, burned 13 tons coal, performance 77 pounds per 1,000 gross ton miles.

The four performances above were observed and reported by road foreman of equipment, G. A. Ermatinger.

Engineer ALEXANDER, fireman BENNETT, train third 131, engine 4133, Kansas City to Paola, March 11, handled 115,627 gross ton miles, burned 6 tons coal, performance 104 pounds per 1,000 gross ton miles.

Afton-Parsons Sub: Engineer STOUT, fireman DAVIS, train 132, engine 4136, Afton to Ft. Scott, March 27, handled 380,688 gross ton miles, burned 15 tons coal, performance 78 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Tupelo Sub: Engineer W. PROW, fireman J. HENRY, train 135, engine 53, Yale to Amory, March 27, handled 232,472 gross ton miles, burned 18 tons coal, performance 112 pounds per 1,000 gross ton miles.

Engineer J. NOLAN, fireman CRAWFORD, train 938, engine 6, Amory to Yale, March 26, handled 311,048 gross ton miles, burned 18 tons coal, performance 115 pounds per 1,000 gross ton miles.

Columbus Sub: Engineer DIEMER, fireman RICKER, train 938, engine 1627, Aliceville to Amory, March 9, handled 175,000 gross ton miles, burned 5 tons coal, performance 57 pounds per 1,000 gross ton miles.

Engineer KING, fireman RICKER, train 938, engine 1614, Magnolia to Amory, April 2, handled 456,213 gross ton miles, burned 15 tons coal, performance 65 pounds per 1,000 gross ton miles.

Engineer FINDLY, fireman SELLERS, train 938, engine 1632, Magnolia to Amory, March 20, handled 305,000 gross ton miles, burned 10 tons coal, performance 66 pounds per 1,000 gross ton miles.

This same crew on March 27 on train 938, engine 1614, same run, handled 361,174 gross ton miles, burned 13 tons coal, performance 72 pounds per 1,000 gross ton miles. The showing on both trips is very good.

Engineer REYNOLDS, fireman CALHOUN, train 938, engine 1625, Magnolia to Amory, March 21, handled 279,000 gross ton miles, burned 10 tons coal, performance 71 pounds per 1,000 gross ton miles.

Pensacola Sub: Engineer WHITE, fireman WIMBERLY, train 938, engine 1614, Pensacola to Magnolia, April 1, handled 311,000 gross ton miles, burned 14 tons coal, performance 90 pounds per 1,000 gross ton miles.

Engineer NORRIS, fireman SERVER, train 938, engine 1614, Pensacola to Magnolia, April 5, handled 275,000 gross ton miles, burned 13 tons coal, performance 94 pounds per 1,000 gross ton miles.

RIVER DIVISION

Chaffee Sub: Engineer A. AUBUCHON, fireman L. ANSELM, train 835, engine 4017, Hayti to Memphis, March 23, handled 247,556 gross ton miles, burned 8 tons coal, performance 65 pounds per 1,000 gross ton miles.

Engineer DIERSSEN, fireman VICKERY, train 801, engine 1015, Chaffee to Memphis, March 27, handled 1,211 passenger car miles, burned 1,200 gallons oil, performance .99 gallons per passenger car mile.

TEXAS LINES

Ft. W. & R. G. Sub: Engineer T. J. DEAN, fireman T. C. MELTON, train extra north, engine 1261, Brownwood to Ft. Worth, February 4, handled 100,076 gross ton miles, burned 1,360 gallons oil, performance of 13.6 gallons per 1,000 gross ton miles. This is splendid performance, considering fact that train had only half its rating most of the trip.

Engineer MADDEN, fireman BROCK, train extra north, engine 742 (Saturated), Brownwood to Ft. Worth, March 25, handled 109,858 gross ton miles, burned 1,868 gallons oil, performance 17 gallons per 1,000 gross ton miles.

Engineer COLEMAN, fireman HOGUE, train 43, engine 793 (saturated), Ft. Worth to Brownwood, March 27. This train did local work at all stations, changing tonnage at six different stations, handled 86,205 gross ton miles, burned 1,799 gallons oil, performance 21.66 gallons per 1,000 gross ton miles.

S. F. & T. Sub: Engineer R. L. LAUTERBACK, fireman W. C. CRAIN, train extra south, engine 707, Sherman to Ft. Worth, March 27, handled 146,359 gross ton miles, burned 1,270 gallons oil, performance 8.7 gallons per 1,000 gross ton miles. On account of excess tonnage this train had to double one hill for a distance of two miles.

No man's opinions are entirely worthless. Even a watch that won't run is right twice a day.

—Boston Transcript.

The Pension Roll

Five Frisco Lines veteran employes, with combined service of 168 years and 11 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held March 18, 1930, at the St. Louis general office.

PHIL CONBOY, hostler, Joplin, Mo., was retired January 1930, because of total disability. He was born in Kansas City, Mo., October 16, 1866, and was educated in the schools there. At the age of eighteen, he entered the employ of Frisco Lines as an engine wiper in the roundhouse and remained in Frisco service until his retirement. He was promoted to fireman at Kansas City in 1886 and in the same year was transferred to Clinton division as fireman. He was promoted to engineer there in 1892 and in 1899 was transferred to Fort Scott on the Springfield division, remaining here until 1902 when he was transferred to the Kansas division where he remained until retirement. He married Miss Flora S. Stephens of Olatha, Kan., in March 1895 and to them were born three sons and two daughters. His first wife died a number of years ago and in 1917 he married Miss Marie Hill of Joplin. Mr. and Mrs. Conboy reside in Afton, Okla. Continuous service of 45 years and 9 months entitles him to a pension allowance of $122 50 a month, effective from March 1, 1930.

PHIL CONBOY

ALBERT LEE PHILIPSON, locomotive engineer, River division, was retired September 1, 1929, because of total disability. He was born at Cape Girardeau, Mo., June 13, 1865, and was educated there. He began work at the age of twenty-one in the shops of the Cape Girardeau Southwestern Railroad and became a fireman on that road and later an engineer, remaining in service there until the road was taken over by the Frisco in 1902. At that time he automatically entered Frisco service as an engineer and remained in that position during the rest of his service. On July 7, 1904, he married Miss Gertrude McCloud of Cape Girardeau and to them were born three daughters and three sons. Mr. and Mrs. Philipson reside at 228 Frederick street, Cape Girardeau. Continuous service of 43 years entitles him to a pension allowance of $80.15 a month, effective from March 1, 1930.

A. L. PHILIPSON

PETER STEFFENSKY, car foreman, Sherman, Texas, was retired February 28, 1930, having reached the age limit. He was born in Rehlingen, Germany, February 19, 1860, and was educated in the public schools in Germany. He began work at the age of fifteen as an apprentice stone cutter. Before entering the service of Frisco Lines, he spent three years in the German army, was a contractor in Belgium and France for two and a half years and worked as a section laborer and way for a number of years. From May, 1901, to September, 1902, he was in business for himself. He first entered the employ of Frisco Lines as a holster's helper in October, 1891, at Paris, Tex., and was promoted to car repairman there. Later he was promoted to car foreman. When he reentered service in 1902 after engaging in private enterprises for a little over a year, he started as a car foreman at Monett, Mo., and held this position during the remainder of his service, working at Monett, Neodesha, Kan., and Sherman, Tex. He married Miss Mary Stein of Rehlingen, Germany, November 11, 1884, and to them a son and daughter were born. Mr. and Mrs. Steffensky reside at 512 Willow street, Sherman, Tex. Continuous service of 27 years and 5 months entitles him to a pension allowance of $64.70 a month, effective from March 1, 1930.

P. STEFFENSKY

JOHN PARKS REYNOLDS, locomotive engineer, River division, was retired February 28, having reached the age limit. He was born at Charleston, W. Va., February 19, 1860, and was educated in the public and parochial schools there. He began working in a tannery at the age of eighteen. Before coming to Frisco Lines, he worked as an engineer for the Pioneer Coal Company, and as a fireman and later as an engineer on the Xanawha and Michigan Railroad. He entered the employ of Frisco Lines une 1, 1901, as a roundhouse foreman at Cape Girardeau, Mo., and since has worked on the Chaffee subdivision Leachville subdivision, and the Campbell-Leachville subdivision. At the time of his retiremen he was working on the Leachville subdivision out of Cape Girardeau to Hayti, Mo. In April 1881, he married Miss Virginia Ryan of Charleston, W. Va., who died April 13, 1885. One daughter was born to them. In February, 1899, he married Miss Teresa Malone of Point Pleasant, W. Va., and to them three daughters were born, one of whom died March 17, 1920. Mr. and Mrs. Reynolds reside at 148 Lorimier street, Cape Girardeau. Continuous service of 29 years and 9 months entitles him to a pension allowance of $79.35 a month, effective from March 1, 1930.

J. P. REYNOLDS

PETER BENTON LIVESAY, locomotive engineer, Northern division, was retired December 19, 1929, because of total disability. He was born at Nashville, Ill., December 28, 1861, and was educated in the schools there. As a boy he worked on his father's farm and at the age of twenty-one began firing on the Louisville and Nashville Railroad. From 1882 to 1903, he worked in various capacities for the L. & N., the Milwaukee Harvester Company, and the C. R. I. & P. He

P. B. LIVESAY

entered the service of Frisco Lines as an engineer in 1903 running between Kansas City and Fort Scott and worked as an engineer during the rest of his service. He married Mary E. Cameron of Ashley, Ill., on January 1, 1882, and to them two sons and a daughter were born. Mrs. Livesay died in 1918. Mr. Livesay resides at 1639 Baltimore avenue, Kansas City, Mo. Continuous service of 26 years entitles him to a pension allowance of $52.65 a month, effective from March 1, 1930.

In Memoriam

CHARLES WALTER RAGAN

CHARLES WALTER RAGAN, pensioned crossing watchman, died at his home in St. James, Mo., March 27, 1930. He had been retired from active service April 1 1929, because of total disability. He was born in St. James April 7, 1876, and attended the schools near his home. His first work was cutting grass and weeds along the right-of-way between St. Louis and Pacific in 1886. During the World War he was promoted to the position of section foreman. Later he served as crossing watchman. He was married to Miss Mary B. Earp of Phelps County, Mo. (date not given), and to them were born three daughters and two sons. His pension allowance was $20.00 a month and during his lifetime he was paid a total of $140.00.

HENRY C. SEVENSON, SR.

HENRY C. STEVENSON, SR., pensioned engineer, died in Los Angeles, Calif., on March 17, 1930. He was born at Columbus, Ga., December 18, 1872, and entered service as a fireman at Birmingham in July 1890. He was later promoted to engineer, working at Birmingham, Amory and Memphis until retired, January 3, 1927, because of total disability. His widow, who resides at Mory, Miss., survives him. His pension allowance was $78.65 a month and up to the time of his death he had been paid a total of $3,156.80.

J. W. BINKLEY

J. W. BINKLEY, engineer who piloted the first Frisco train into Oklahoma City, died of heart disease at his home, 706 West Washington avenue, Oklahoma City, on March 29. He had been a trainman since 1883. He worked as a fireman at Monett, Mo., until 1887, then was promoted to engineer, and held his position on the right side of the cab until several weeks prior to his death. On August 24, 1897, he was engineer on the first Frisco train to run into Oklahoma City. His service has been on the Oklahoma City-Tulsa run. A widow and a son, Byron G. Binkley survive him. His son is also an engineer for the Frisco, working between Oklahoma City and Quanah, Tex.

Mr. Binkley's hobby was collecting cow's horns and using them in the construction of various pieces of furniture. From horns he made a settee, footstool, coat rack and other articles. One of the prized headpieces in his collection is a pair of horns from South America, measuring eight feet two inches from tip to tip.

Funeral services for Mr. Binkley were held April 2 at the St. Mark's Methodist Church in Oklahoma City. The following Frisco engineers were pallbearers: John Zachritz, John Mason, Ed Bisney, Ed Kenney, P. H. Cross and George Westphal.

THEODORE WEHRENBRACHT

THEODORE WEHRENBRACHT, employe of the office of auditor revenues, St. Louis, age 50 years, died suddenly while on duty March 28, 1930. He had been with the Frisco since 1921, and was a former employe of the MK&T and L&N railroads. He is survived by a widow and three children.

JOSEPH J. SPENCER

JOSEPH J. SPENCER, formerly employed in the agent's office at Memphis, Tenn., and lately transferred to the office of auditor revenues, St. Louis, died at the Frisco hospital on April 4, 1930, after a brief illness. He was 67 years of age, and had been in the service of Frisco Lines since 1911. He is survived by a widow. Interment was made in Atlanta, Ga., his native home.

JOHN ANDERSON BENSON

JOHN ANDERSON BENSON, age 61 years, employed at Kansas City as receiving clerk for the past eighteen years, died on April 15 at his home, from pneumonia. During his railroad career he had worked for the Santa Fe Railroad at Kansas City for a period of 13½ years as a stowman; one year for the CB&Q as yard clerk at Denver, Colo.; 10 years prior service with the Frisco as receiving clerk and 4½ years with the Rock Island in the same capacity, a total of 47 years railroad service. He is survived by a widow and four sons, one of them connected with the accounting department at Kansas City.

WALTER L. MATTHEWS

WALTER L. MATTHEWS, switchman, age 36, employed at the St. Louis terminals as a switchman, was killed while performing his duties on April 8. He began his service with the Frisco on August 21, 1928; was a member of the Terminals Club and of the B. of R. T. 106, Frisco Rock Lodge. He is survived by his father who resides in St. Louis.

OMER E. RISSER

OMER E. RISSER, of Springfield, Mo., age 65, passenger conductor on Southern division, passed away on April 14, at the St. Louis hospital, following an operation. He had had 37 years' service, all on the Southern division. He entered service as a brakeman on August 1, 1893; was promoted to freight conductor September 14, 1897, and to passenger conductor February 16, 1908. He is survived by his wife, two daughters, one son, one brother and two sisters. One daughter, Katherine, is employed in the Springfield offices of Frisco Lines, and the second daughter, Marjorie, formerly served the Frisco in the Springfield offices. Burial was made in Springfield, Mo.

DAN McCARTHY RETIRES

Kansas City Car Inspector 43 Years With Company

IT is said that master workmen come to have a feeling almost akin to love for their tools, but it is not always that workmen achieve a place of esteem in the hearts of their fellows that wins sympathy for this feeling. But Dan McCarthy, car inspector in the 19th Street yards at Kansas City and a Frisco employe since 1887, is different in this respect. His fellow employes had sympathy for his feeling toward his favorite tool, a nail bar, to the extent that upon his retirement, on April 30, they had the bar plated in nickel and gold and appropriately engraved as a present to him at the close of his forty-three years' service. This was a gift from his fellow car inspectors. An additional testimonial of esteem was the radio set that was presented to him at this time also.

Mr. McCarthy was born in Limerick County, Ireland, April 1, 1860, and came to America at the age of sixteen. Prior to entering railroad work, he farmed in the vicinity of Leavenworth, Kan. His first railroad service was with the Chicago & Alton in the car department. After seven years with that company, he entered the employ of the Kansas City, Fort Scott and Memphis—which later became part of Frisco Lines—as a car inspector in 1887. His entire service was in that capacity, except for a period of seven years during which he was foreman of car inspectors. He has resided in Kansas City throughout his employment by the Frisco.

Homemakers' Page

Mrs. Brown of Frisco Lines Entertains "The Boss"

MRS. BROWN went into the kitchen and put on her big white apron. Today was the day that John was to bring the "Super" home with him, and she wished to have the "big boss" know that she knew as much about the kitchen as her energetic husband did about his job.

Of course she had known it several days before, which made it easy to plan one of those inexpensive but delightful dinners, which must always make a good appearance.

Mrs. Brown prided herself on having a tasty table at the minimum amount of expense. And so she had planned to have tomato boullion with cream, baked ham with orange sauce, baked stuffed potatoes, fresh buttered peas, deep dish rhubarb pie with hard sauce, and coffee.

She had made her tomato boullion in the morning and would reheat it in the double boiler for serving. In the making of it she put one quart of canned tomatoes and one cup of water in a saucepan with a medium sized sliced onion, a stalk of celery, one-half teaspoon sugar, one teaspoon salt and two whole cloves. This mixture she boiled for thirty minutes and then strained, rubbing the pulp through a fine strainer. She thickened it very slightly with a tablespoon of flour, mixed to a smooth paste with a little cold water. Just before the boullion was served she reheated it and served in boullion cups with a large spoonful of whipped, slightly salted cream on top.

The orange sauce for the baked ham was a new concoction which Mrs. Brown had served often with success, and which added a novelty touch to this rather prosaic food. She made it by melting two tablespoons of butter, adding two tablespoons of flour and when well blended, stirred in one cup of cold water. She stirred this constantly over a slow fire until it thickened and then added the grated rind of one orange, one-half cup of orange juice, one tablespoon lemon juice and one-half cup of diced firm orange pulp. The sauce was also reheated in a double boiler when ready to serve.

The ham was placed in a baking dish and baked in a slow oven for an hour and was then uncovered and browned slightly on top.

The peas were boiled with one or two sprigs of fresh mint and a teaspoon of sugar added to the water.

Her stuffed potatoes were particularly delicious. After they were baked she cut a slice from the top of each, scooped out the inside and mashed it with butter, milk, salt and pepper. A seasoning of minced parsley and a few drops of Worcestershire sauce gave them a delicious taste. The mashed potatoes were then placed back into the potato shells and reheated.

The rhubarb pie was made from fresh young rhubarb stalks and her pie crust added much to the pie.

At six o'clock when her husband and their guest arrived, there was a tantalizing odor of foodstuff in the kitchen. The dinner went off without a hitch—everything was served steaming hot, and when the superintendent left he said, "Well Mrs. Brown, I've offered your husband a position to travel or to take charge of the office at one of our main terminals, and he chose the terminal job. I know why now. No meals like the one we have just had could ever be purchased 'on-line.'"

DAINTY BANANA TARTS

Another way to make a quick dessert, if the tart shells are baked, is to fill the shells with the whipped cream highly seasoned with the mashed banana.

Mash the banana and add it to three-fourths of the whipped cream, then fill the shells and top with the plain sweetened whipped cream.

The bananas give a dark, flecked appearance through the cream, so it makes a more attractive tart when enough of the cream is left white to place on the tops of the tarts.

WHOLE WHEAT BISCUITS

Mix and sift two cups whole wheat flour, one teaspoon salt, four teaspoons baking powder and two tablespoons sugar.

Add one-quarter cup melted butter or other shortening to two-thirds cup milk and stir into the dry ingredients. The dough should be soft.

Turn out on a lightly floured board, pat and roll and cut into biscuits.

A HOMEMAKERS' CLUB

Formation of a Homemakers' C with membership open to every Fr housewife on the system, is u way.

As yet the name of the club has been selected. The dues, howe will be **one recipe for the Ho makers' Page each month.**

It has long been the desire to h these recipes of Frisco housew appear on the Homemakers' Page, it is felt that through this club recipes will be forthcoming.

As to the name, it is the desire t each housewife send in a sugges for a name with her recipe, and best name submitted will be use

There are many thousand Fr wives who will be interested in changing recipes with their fe members, and the Homemakers' P is an ideal medium.

The housewife who sends in first recipe will be given the pro distinction of being the first mem of the newly formed club.

Send in both a name for the c and a recipe immediately upon ceipt of this announcement, and l find out what housewives over t system are preparing for their me

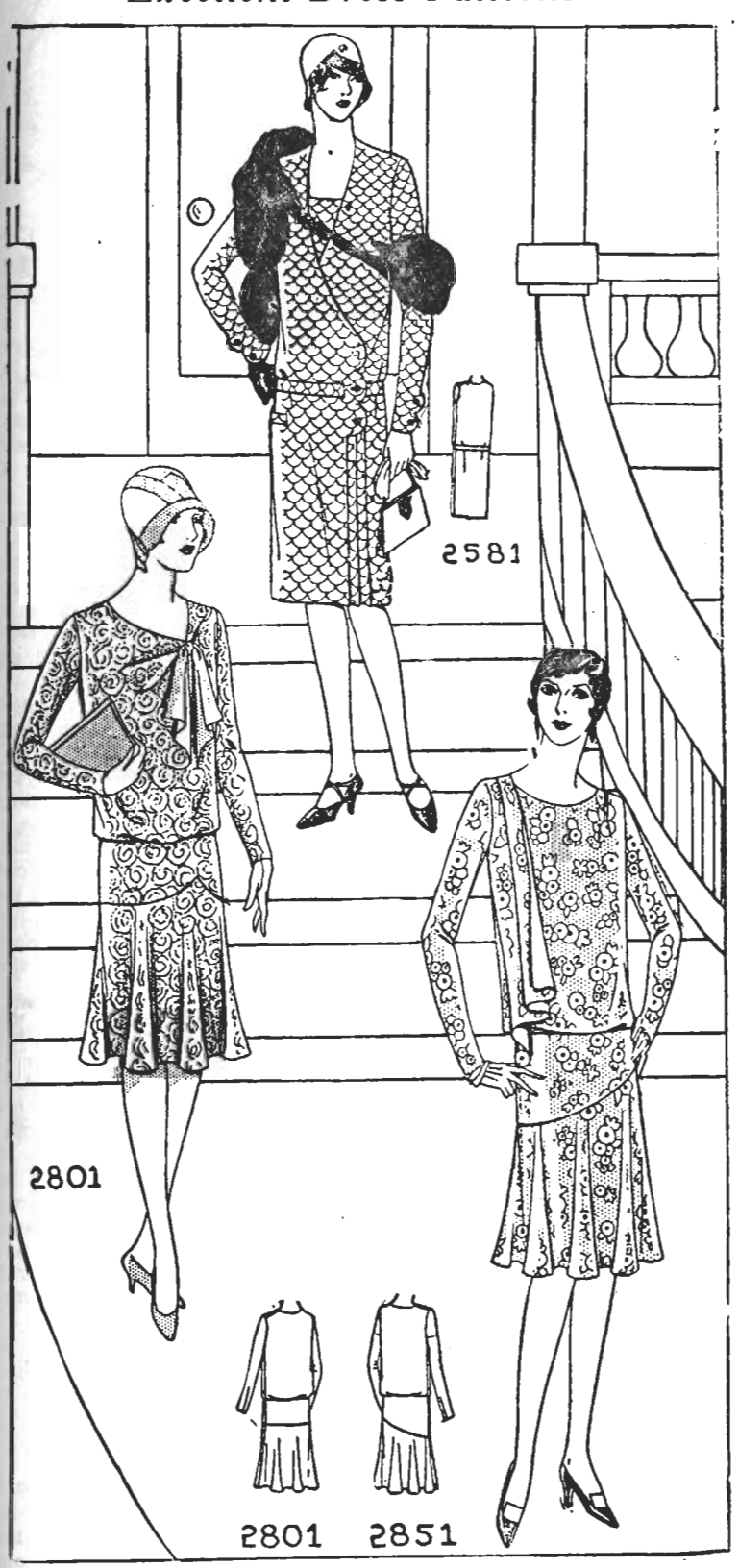
It is suggested that recipes fr this page may be clipped and th desired filed away in a card inde the "Recipe Box," for we feel t there will be many excellent co submitted.

Place on a baking sheet, brush o with melted butter and bake about minutes in a hot oven.

CORN OMELET

Separate four eggs, beat yolks til thick; add four tablespoons one-half cup drained stewed corn, half cup bread crumbs, one-half spoon salt. Add one-half tea salt to whites of four eggs; beat stiff. Fold egg whites into first ture; heat frying pan, grease and cook slowly over low flame set. When mixture is sufficiently place omelet in oven for a few utes to brown. Fold left side o right and turn out on hot platt garnish with parsley.

Excellent Dress Patterns



THE PATTERNS EXPLAINED

For about town or sports, the wardrobe of the well-dressed woman includes a featherweight tweed or a tweed printed silk. They express new formality that characterizes all the new Paris sports types.

No. 2581 is a printed silk crepe in burgundy tones that perfectly expresses French chic in its slim, straight lines. The scalloped closing with belt slipped underneath through bound opening denotes smart individuality and assures slender hips. Designed for sizes 14, 16, 18 years, 36, 38, 40, 42, 44 and 46 inches bust.

No. 2801 shows a conspicuously smart and slender frock in novelty printed wool silk crepe in fashionable hunter's green tones. The new arrangement of jabot frill at end of diagonal neckline, slipped through bound opening and tied in knot, creates flattering sunburst effect. Designed for sizes 16 and 18 years, 36, 38, 40 and 42 inches bust.

No. 2851, a printed sheer velvet that is an economical choice for afternoons. It is smartly simple and decidedly slender, distinguished by exquisite details. The skirt, with circular flare is attached to a smooth-fitting hip yoke that tapers to left side, reaching almost to waistline, which creates a charming diagonal line, both front and back. Designed for sizes 16 to 18 years, 36, 38, 40 and 42 inches bust.

These styles may be ordered from the Peerless Fashion Service, 261 Fifth Avenue, New York City. The price of each pattern is 15 cents.

Tartar Sauce

Yolks two eggs
¼ cup vinegar
6 olives
½ cup olive oil
1 sour cucumber pickle
Parsley
Salt and cayenne

Break eggs in bowl, put in salt and cayenne and beat thoroughly. When thick and lemon colored, add oil, drop by drop, and continue beating; when half the oil is added, add half vinegar and then add balance of oil, not so slowly, but always beating. When all of the oil has been added, use last of vinegar, then chop pickle, olives and parsley very fine and add to first mixture. Keep very cold.

This sauce is to be served with soft shell crabs, fried fish, oysters, clams, etc.

Doctor: Your little boy has absolutely no hearing in one ear.

Willie: There, Maw, and you've been washing it every day for nothing!

Oh!

He: "Do I need a shave?"

She: "No, but you needn't rub it in."

You can't make very good time on the road to ruin nowadays—the traffic is terrible.

The TWILIGHT HOUR

A Page Just for Children

A Letter From Maggie Legg

THERE will be many of you Frisco children who will read this page will want to write the letter the Twilight Lady suggests, and the sooner the better. This month there came a letter from Maggie Legg of Garfield, Ark.

Maggie Legg lives on a little farm along the Frisco Railroad. She walks with crutches and wears braces on her lower limbs. Instead of participating in the rough and ready games with the children, she must sit by and watch them. And so she has learned to make scrap books and pass them on to those who enjoy them as much as she.

The motor car passes by her farmhouse and the Frisco engineers, knowing that she reads a great deal, throw papers and old magazines off to her. From them she gets pictures and stories which she enjoys greatly.

Among the magazines which came to her was a copy of *The Frisco Employes' Magazine*. Maggie looked through it and found the Twilight Page, and so she wrote the Twilight Lady a letter, conveying her appreciation for the magazines and papers which she received from the Frisco engineers.

And now the Twilight Lady has another idea. Why not a letter shower from all the Frisco children? How Maggie would enjoy reading those letters! Tell her where you live and all about your little brothers and sisters. Tell her of your pets and of your school, and most of all tell her about the trips you have made on the Frisco Railroad. Perhaps you have visited grandmother in a distant city. Perhaps you have visited a cousin, or an uncle or aunt. Be sure and tell her all about it.

Can't you just see Maggie Legg opening up those letters while she sits in the shade of a lovely old tree in her yard?

If she doesn't see the *Magazine* before you do, she won't know anything about it, but if she does, then she'll be looking for those letters and I am sure that she will receive many of them.

Here is her address, and a letter addressed to her as follows will soon be in her hands:

Miss Maggie Legg
Garfield, Arkansas.

And here is her letter:

"Dear Twilight Lady:

I am a little cripple girl. I walk with crutches and wear braces on my lower limbs.

I live on a farm near the Devil's Eye Brow. Owing to my condition, I don't associate much with the outside world and therefore would be rather lonely if it wasn't for the Frisco and old Joe Kenney, who is engineer on the motor.

Mr. Kenny brings me lots of magazines and papers which I appreciate so very much. I read some good stories and get so many pretty pictures for my scrap book and sometimes I pass them on to someone else who enjoys them as much as I do.

I have known Mr. Kenney for a long time and have learned to look forward to the time for him to come. Of course, I don't expect him to bring something each time, but I always look in fear he should think I don't want them and I wouldn't want him to think that! Among the many different magazines is the Frisco Magazine which I always like to read and when Mr. Kenney brings me one again, I hope I see my letter printed in it. Engineer O'Melia of Ft. Smith used to bring me lots of magazines and papers too and many others whom I don't know by name. Mr. Kenney was especially kind to me on Christmas when I was wondering where Old Santa was. Hoping to continue getting the reading material, I remain,

"Yours truly,
"MAGGIE LEGG."

A Hard Time

Said the small boy: "My maw and paw had a terrible time getting married. Maw wouldn't marry paw when he was drunk, and paw wouldn't marry maw when he was sober.

PLANT YOUR FLOWERS

Children's Gardens Will Receive Prizes This Year, Frisco Florist Announces

FLOWER plots along Frisco Lines are being spaded and the ground prepared for planting. Before long, the patrons of Frisco Lines will be commenting on the gaily colored flowers which greet them as their train pulls into each station.

Lately, attention has been paid to the children's flower plots by Mr. Don Fellows, the Frisco florist, and he has announced that to the son or daughter under 16, who makes a prize flower garden on each division and sends in a picture to him before July 1, a $2.00 prize will be presented.

This plot does not necessarily have to be a large one, but it should be not less than four feet square. The artistic arrangement of the flowers will have much to do with the children's flower bed prize.

Mr. Fellows has arranged to have packages of seed made up special for the children's gardens and all that is necessary is to write to him, in care of the General Manager at Springfield, Mo., and the seeds will be sent to you.

The Twilight Lady would like for all readers of this page enter the contest and she would like to have you send these photographs to Mr. Don Fellows and he in turn will forward the pictures of winning flower gardens to The Twilight Lady.

Hurry and get busy—have Daddy send in that request for seed for your garden—get it planted right away, if you haven't already done so, and let's show them what nice flower beds the children of Frisco employes can have.

Remember—it doesn't have to be large—but arrange it artistically, and when it is in full bloom, take a picture of it.

Observant Child

"Little girl, does your papa have much trouble with his automobile?"

"Yes, sir. He has as much trouble with it as if he was married to it."

Defining It

"What is a reminiscence, Paw?"

"Tiresome, usually, my son."

Frisco Babies

Top row, left to right: Ross Burns, son of Van Burns, deceased, Hugo, Okla.; Robert E., son of Dave E. Gee, Newburg; nephew of Mr. P. O. Dodd, Ft. Smith, Ark.

Second row: William R., son of Arthur Dermmit, Springfield; Martha Lavelle (center), daughter of Lewis Otts, Sipsey, Ala., and Clifton and Jimmie Nell, son and daughter of James Knight, Pocahontas, Ala.

Third row: Edwin, son of A. P. Parks, Ft. Scott, Kan.; Robert III, son of Robert Kunstel, Jr., St. Louis; James Harold, son of A. W. Thomas, Lindenwood, Mo.

Bottom row: Ruth and Eleanor, daughters of Robert Kunstel, Jr., St. Louis; Mary Alice Dollar (right), daughter of section employe, Sipsey, Ala., and Martha Lavelle, daughter of Lewis Otts, Sipsey, Ala.

Flashes of Merriment

IGNORANT

The old darkey, whose was known to be one of the best mule handlers thereabout, came to work on crutches.

"Why Amos, whats the matter wid yo all? You get kicked by a mule and you is de best han'ler they is?"

"Yes, sir, ah is, but I got a mule dis mornin' dat didn't know ma repitutation."

Not Responsible

"No one seems to be able to understand me."

"No wonder, your mother was a telephone operator and your father a train announcer."

GO AHEAD!

A college professor and his wife were entertained at dinner. During the gayety, young Johnny called his mother.

"Mother?" he called.

"Yes, what is it?" replied Mother.

"There's only clean towels in the bathroom. Shall I start one?"

Wobble, Wobble!

"What time does the next train come in?" asked little Philip of the old station master.

"Why you little rascal, I've told you five time, it comes in at 4:44."

"I know it," replied Philip, "but I like to see your whiskers wobble when you say 4:44."

A GOOD TITLE

The teacher held up a picture of George Washington crossing the Delaware.

"Can anyone tell me the name of this picture?" she asked.

"Sure," yelled a freckled-face boy in back. "Sit down, you're rocking the boat!"

"What's the latest news about bustles?" asked the Literary Digest.

"Surely they're not coming to the front?" replied the Tampa Tribune.

A danger sign can't talk, but its not so dumb as the fellow who disregards it.

She: "A survey shows that women live longer than men although men are more healthy."

He: "And here's another survey: Men live longer than draught horses, though the horses are healthier. It depends on who is doing the driving."

His First and Last

When old Mose came down from his first airplane ride he said to the pilot, "Thank you suh, for dem two rides."

"Two rides?" replied the pilot.

"Sure," said Mose, "Mah first and last."

HOW DID YOU KNOW?

"I want some collars for my husband, but I've forgotten the size."

"Thirteen and a half?" said the shop assistant.

"That's it, how did you know?"

"Men who let their wives buy collars for them are always about that size, ma'am."

Carrying Out Instructions

The man was telling of the accomplishments of his dog. "I taught him to bark if someone came in the front yard. Then my son taught him to carry bundles. One night I awoke and heard movements in the next room. I got up and there were two men--and the dog."

"Didn't he bark?"

"No—he was too busy."

"Busy—what was he doing?"

"Carrying the lantern for the burglars."

OH YEAH?

The Mississippi youth said that his musical training had been the means of saving his life in a recent flood in his home town.

"How was that?" inquired a bystander.

"Well, when the flood struck the town, my father got on a bed and floated down stream."

"And you?"

"I accompanied him on the piano."

Many a modren girl seeing a thimble, wonders what they serve in it.

ALIKE

"Curse it, curse it!" hissed the v lain, snatching at the girl's waist.

"No it ain't, either," she retorte "It's only a girdle."

Oh Yes

"My wife kisses me every time come into the house."

"Affection?"

"No. Investigation."

The Way To Win Her

To win a maid who has not reached
The knowing age of twenty,
Just make her verses to her charms
And rub it in quite plenty.
Make her lots of little things
And don't omit the "honey";
But after she has reached that age,
You've got to make her money!

NO WISHBONE

"That chicken I bought yesterday ha no wishbone."

"Madam he was so happy and contented he had nothing to wish for.

What Is This?

"You are the sunshine of my soul You drive away the dark, dark cloud of despair. You will always reign i my heart. My love for you will neve grow cold. Will you . . . ."

"Say, is this a proposal or a weather report?"

By Profession

"See that fellow—he's a rum gunner."

"You mean rum runner, don't you?"

"No, rum gunner—he's in the Coast Guard."

COME ANYWAY

"Can't you come to the party Saturday night, Mandy?"

"Nope, can't do it Andy—I'se got a case of lumbago."

"Well dat don't make no difference bring it wid you. Dem fools 'll drink anything."

Pa

By force of will he came to be
The greatest thing in life:
A self-made man—except where he
Was altered by his wife.

A PAGE OF PRAISE *from* FRISCO FRIENDS

From Mr. G. O. Nickel, traffic manager of the Bartlett-Collins Glass Company, Sapulpa, Okla., to J. W. James, traffic manager, Tulsa, Okla.:

"May I take this means of expressing to you my thanks and sincere appreciation for the service and special attention shown me in furnishing the drawing room on Train No. 10 last Friday evening for the accommodation of my invalid mother.

"I have also received word from my wife, who accompanied my mother, and she wishes also to thank you and your organization for the special attention shown her.

"I have always said that the Frisco family is the finest in the railroad fraternity, and this proves that they have a human heart. They have always lived up to my confidence in them and I will always remember this act. I assure you of my continued co-operation.

"I hope to have the pleasure of personally thanking you at an early date."

Mr. Nickel also wrote R. E. Buchanan, traffic manager at Memphis. The letter follows:

"Last Friday evening, February 27, I sent my invalid mother, accompanied by my wife and Mrs. Ed Brodie, to Memphis, Tenn.

"As the regular equipment, your train No. 10 carries a 16-section Pullman car. It was very important that the party have privacy of drawing room. In handling the matter with Mr. James' office he immediately saw to it that regular car No. 43 was replaced with a 12-section car with drawing room.

"When the party arrived at Tulsa, they were met by P. F. Atkinson who boarded the train and called upon the party rendering real Frisco service, and nothing is more appreciated in traveling than personal attention. Mrs. Nickel writes me that Mr. Atkinson, the Pullman conductor, and the Pullman porter were very kind to them and attentive, and that on arrival at Memphis they were met by a representative from your office, who assisted in helping my mother and looking after the wants of the party.

"I do not know the gentleman's name who met the party at Memphis, but take this means of expressing to you and Frisco employes, my sincere appreciation for all that was done.

"I assure you of my sincere appreciation of every act of kindness rendered my mother and Mrs. Nickel."

From S. H. Gilsy, traffic manager, James B. Berry's Sons Company, Chicago, Ill., to D. F. McDonough, traffic manager, Frisco Lines, Birmingham, Ala.:

"With reference to exchange of wires regarding PTX car 5870 from Waterloo, Ark., on February 15, to Knoxville, Tenn.

"We wish to thank you for the prompt manner in which your office handled this car. Up to the time of taking the matter up with you we were unable to obtain any definite information and no one seemed to know what was causing the delay. I can assure you that the writer appreciates your advice and will remember you in the future."

From A. L. Kurtz of the Shultz Seed Company, Onley, Ill., to F. J. Lawler, assistant general freight and passenger agent, Frisco Lines, St. Louis, Mo.:

"We received your two wires on car B. & O. 269070 for Springfield, Mo., and note that this car is at Springfield.

"We wish to compliment you on this service and tell you that it is as good service if not a little better than we have received from any railroad during our shipping experience of 63 odd years. We thank you for the service given us."

From T. W. Roach, agent, Southern Pacific Company, Redlands, Calif., to Geo. F. Macgregor, traffic manager, manager, Frisco Lines, Kansas City, Mo.:

"It may be of interest to you to know that under date of February 10 we sold to a Mrs. Anderson one ticket to Walnut Grove, Mo., via Kansas City and your line. The lady was well advanced in years and as a part of our service, to her ticket I attached a letter addressed to train conductors en route Redlands, Calif., to Kansas City, Mo., asking as a favor to see that lady was well cared for, if assistance to dining car at meal time was necessary to see that it was supplied, etc.

"In this morning's mail, I have a letter from your conductor, Mr. D. S. Gillis, reading:

'This will show delivery of your passenger, Mrs. Anderson, at Walnut Grove at 3:45 p. m., 2-14-30, safe and sound and seemingly fit for another like journey. I put her in a taxi for her home.'

"I would like for you to know that such service from your conductor is very highly appreciated. I wish to assure you that he will be remembered, as I shall take pleasure in advising the lady's daughter of her mother's safe arrival at home."

From Mr. Frank E. Green, president, California Cotton Growers Association, to Roy E. Maring, passenger agent, Frisco Lines, Kansas City, Mo.:

"I want to again express to you and through you to your company, my very deep appreciation of holding your train for me in Kansas City on the evening of February 21 for my arrival by the Western Air Express from Los Angeles.

"The meeting of the American Cotton Co-operative Association, which I was hurrying to attend, met in Memphis the following morning and it was only through your splendid assistance that it was possible for me to reach Memphis in time for the meeting."

From B. B. Boardman, acting secretary, Independent (Oil) Producers Association, to R. O. Hopkins, assistant general agent, Oklahoma City, Okla.:

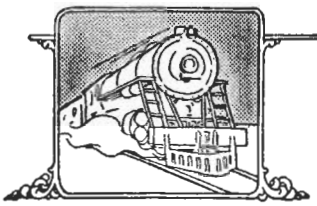
"It is my very great pleasure to inclose herewith a copy of a resolution passed by members of our Association, attending the meeting at Washington, D. C. The resolution:

" 'Whereas, the Independent Producers Association deemed it necessary to send a delegation of 150 members to Washington to present to the national congress, its request for a protective tariff on petroleum and its refined products; and

" 'Whereas, the exigencies of the occasion demanded speedy arrangement for a special train from Tulsa to Washington, and J. W. James, traffic manager, and R. O. Hopkins, assistant general agent, and J. E. Payne, assistant general passenger agent, all of Frisco Lines, made complete and immediate plans for assembling such special train; and

" 'Whereas, much of the success of the trip was due to the thoughtfulness, courtesy and dispatch with which train arrangements were handled;

" 'Now be it therefore resolved, that the Independent Producers Association does hereby formally express to the gentlemen mentioned above, its appreciation of and tender its thanks for, the extraordinary service given as aforesaid.' "



The FRISCO MECHANIC

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

SHOPMEN MEET APRIL 3

Annual Election of the Advisory Board Members at Springfield Gathering

THE annual conference of the Frisco Association of Metal Craft and Car Department Employes was held in Springfield, Mo., April 3, and attended by representatives of various locals of the association from all points of the railroad.

At the annual election of delegates to represent the shopmen on the system advisory board, Tulsa and Kansas City won the largest share of the honors, with four representatives from Kansas City. The remaining member was from Fort Smith, Ark. The Tulsa men were: H. P. Phillips, blacksmith, M. L. Londigan, electrician; S. S. Wilder, carman, M. C. Carrley, water service and Brown, hoist employes. Kansas City placed Frank Haungs, boilermaker, and John Califlor, sheet metal workers, while J. L. Eudy of Fort Smith, represented the machinists.

While the seventy delegates to the convention were in business session, their wives were entertained by the women's auxiliaries of locals No. 1 and 2, of Springfield.

Three hundred persons attended the banquet of the association held that evening in the Robberson Avenue Baptist church. M. L. Ryan of the West shops acted as toastmaster, and the speakers included: Judge E. P. Mann, Frisco attorney in Springfield; George Moore, assistant superintendent of motive power; H. W. Hudgen, director of accident prevention; Frank Junkins, general chairman of the Frisco Association, and W. L. Huggins, Jr., director of publicity.

Besides the speaking, a program of entertainment included selections by the Elks' quartette, a violin solo by Charles Good, and a cornet solo by Junior Osborn.

Following the banquet, the members and guests went to the Community building where they danced to the music of Gibbs' orchestra for the remainder of the evening. Entertainment features at the dance included magical tricks by Oscar Brown, tap dancing by Miss Louise Bostel's cla of pupils, and a one-act play direct by Mr. Gibbs, and a yodeling by Cly Wilson.

A wandering photographer took the above picture of the mechanical departm force at Paris, Texas, recently. Men in the photo are: Left to right, front ro J. S. Sutton, hostler helper; J. A. Nelson, laborer; C. D. Sutton, laborer; Is Moore, hostler; D. Deck, boilermaker; R. L. Williams, machinist; N. B. Palmert car inspector; Patrick Hession, machinist; E. S. Olson, master mechanic; W Wilburn, coal heaver. Back row: Earl Thornton, hostler; B. I. Nowell, hostl T. R. Jackson, chief clerk; A. E. Popp, machinist helper, and L. B. Bell, boil maker helper.

Delegates to the annual convention of shop employes held in Springfield April 3, appear below.

"Adequate transportation deman that the credit of the railroads mu be maintained on a basis that will e able them to compete with othe forms of industry in raising ne money for their capital needs."—N tional City Company, New York.

Attorney: "Where was the prison milking the cow?"

Witness: "A little back of the ce ter, sir."

Local Officers of Frisco Association of Metal Craft and Car Department Employes

In response to requests from various members of the Frisco Association, the Magazine is publishing herewith the names and addresses of various officers of the local chapters of the system-wide Association. In order to avoid the necessity of republishing except at stated intervals, the editor urges each member of the Association to tear this page from the Magazine and keep it handy for reference. The names and addresses were prepared by the secretary of the association, Mr. Howard Pickens, who guarantees them correct and up-to-date, as of March 15, 1930.

Springfield, Local No. 1
Burl Hough, Pres., 2125 N. Frisco.
G. R. Yowell, Sec'y, 2157 Travis.
C. D. Parks, Ch'm, S. C. N. Car Dept.

Springfield, Local No. 2
A. H. Engleking, Pres., 1248 N. Jefferson.
A. H. Bishop, Sec'y, 2087 N. Missouri.
John Prugger, Ch'm S. C., 800 W. Scott.

Kansas City, Local No. 4
Ed. J. Ring, Pres., 1426 N. 26th St. (Kans.)
J. C. McCready, Sec'y, 3010 Lister.
F. Haungs, Ch'm S. C., 3221 Penn.

St. Louis, Local No. 5
O. M. Evans, Pres., 6970 Bancroft.
R. W. Reed, Sec'y, 3126 Cherry St., Maplewood, Mo.

Monett, Local No. 6
Irl Williamson, Pres., 508 6th St.
Coy Wadley, Secy, 602 County St.
W. G. Kinsie, Ch'm S. C., R. R.

Ft. Smith, Local No. 7
M. L. Sexton, Pres., 720 Towson.
H. Claypool, Sec'y, 405½ N. 6th.
James R. Howard, Ch'm S. C., Van Buren, Box 210 R. R. 2.

Enid, Local No. 8
C. A. Willey, Pres., c/o Car fore'n.
Joe Raab, Sec'y, 1006 W. Broadway.

Joplin, Local No. 9
L. O. Foster, Pres., 1305 Jackson.
D. A. Hubbard, Sec'y, c/o Gen'l foreman.

Chaffee, Local No. 11
R. T. Ahlstead, Pres., 242 Yoakum.
R. A. Baert, Sec'y, 315 Black Ave.

Pensacola, Local No. 14
B. E. Spillman, Pres., 709 W. Chase St.
J. P. Brown, Sec'y, 1416 E. LaRua.
J. W. Dyer, Ch'm S. C., c/o Gen'l foreman.

Oklahoma City, Local No. 15
W. P. Myers, Pres., 124 So. W. 35th, Box 229 Capt. Hill Sta.
F. B. Hammond, Sec'y, 507 E. Locust St.
Louis Rue, Ch'm S. C., 317 E. Sycamore.

Wichita, Local No. 16
Homer Moss, Pres. R. R. No. 5, c/o Gen. foreman.
J. C. Burdick, Sec'y, 1410 Pattie.

West Tulsa, Local No. 17
A. W. Finley, Pres., Box 53, Sapulpa.
I. B. Moody, Sec'y, 905 W. 18th St.
F. B. Phillips, Ch'm S. C., c/o M. M.

Birmingham, Local No. 18
J. L. Hendricks, Pres., 221 N. 47th.
O. T. Vessell, Sec'y, 6909 1st Ave.

Yale, Local No. 19
J. J. Hazel, Pres., 1237 Mississippi.
J. P. McNamara, Sec'y, 1407 S. Rayner St.
W. H. Motes, Ch'm S. C., c/o Frisco Shop.
A. O. Proctor, Ch'm S. C., c/o Car Dept. (784 Roanoke St.)

Hugo, Local No. 20
R. D. Walker, Pres., P. O. Box 112.
R. M. Brown, Sec'y, c/o G. fore'n.
Clyde Knight, Ch'm S. C., c/o G. foreman.

Amory, Local No. 24
E. D. Hansen, Pres., P. O. Box 71.
R. F. Dees, Sec'y, P. O. Box 165.

Fort Worth, Local No. 25
J. R. Ferguson, Pres., 3133 Stanley.
J. F. Devaney, Ch'm S. C., 3240 Livingston Ave.
J. G. Fooshee, Sec'y, 2525 Marigold.

Sherman, Local No. 26
W. W. Johnson, Pres., 1215 E. Houston St.
J. J. Bryan, Sec'y, 1320 N. Cleveland Ave.
T. M. Tolbert, Ch'm S. C., 1506 S. Crocket.

Thayer, Local No. 28
I. W. Hill, Pres., Gen. delivery.
R. R. Holmes, Sec'y, P. O. Box 171.

Ft. Scott, Local No. 29
John A. Jarboe, Pres., c/o Gen'l R. H. foreman.
V. Jones, Sec'y, 315 S. Eddy St.

Pittsburg, Local No. 30
Carl G. Ralston, Pres., 1309 N. Joplin St.
F. Dennis, Sec'y, c/o Gen. foreman.

Bacone, Local No. 31
S. P. Webb, Pres., 1103 Jefferson St., Muskogee, Oklahoma.
Frank Maxey, Sec'y, 1633 Summit St., Muskogee, Oklahoma.

Newburg, Local No. 32
W. H. Gowers, Pres., Gen. delivery.
L. E. Long, Sec'y, Box 171.

Hayti, Local No. 33
J. J. Appling, Pres., Gen. delivery.
Theon Strack, Sec'y, Gen. delivery.
M. W. Rhodes, Ch'm S. C., Gen. delivery.

MISCELLANEOUS LIST

R. E. Braden, Committee, Car Dept., Rosedale, Kansas.
W. H. Gibson, Committee, Fayette Junction.
Roy M. Faupel, Water Service Dept., Sapulpa.
J. A. Williams, Francis, Oklahoma, Mech. Dept.
W. S. Emerson, Ada, Oklahoma, Mech. Dept.
W. A. Heinbach, Neodesha, Kans., Mech. Dept.

Colored Employes' Officers

Kansas City, Local No. 4B
Wilbur Walker, Pres., 1850 Bellview Ave., K. C. Mo.
Seborn Gray, Sec'y., 1633 S. Elder, K. C. Kans.
Frank Ford, Ch'm S. C., 2014 Bellview Ave., K. C. Mo.

St. Louis, Local No. 5B
A. Middlebrook, Pres., 2953 Clark.
Guy Trigg, Sec'y, 2912 Laclede.

Yale, Local No. 19B
H. L. King, Pres., 315½ Beale.
V. Adams, Sec'y, c/o Frisco Shops.
Tom May, Ch'm S. C., c/o Frisco Shops.

Ft. Scott, Local No. 29B
R. Locke, Pres., 1802 E. Pine St.
C. R. Brown, Sec'y, 423 N. Ivy St.

West Tulsa, Local No. 17B
N. W. Pryor, Pres., c/o Frisco Shop.
A. C. Boone, Sec'y, c/o Gen'l R. H. F.

Birmingham, Local No. 18B
J. J. Green, Sec'y, 527 N. 10th Ct.
D. Guice, Pres., c/o Frisco Shop.

Frisco Mechanic Family News

SUPERINTENDENT'S OFFICE—WEST SHOPS, SPRINGFIELD

RUSSELL TODD, Reporter

Joe Goodrich, steno-clerk, was recently transferred to the transportation department at Tulsa, and Earl Mooney is the new steno-clerk, taking the place of Joe Goodrieh.

A dance was given April 2 at Half-A-Hill Tavern for the baseball club. Proceeds will be used in purchasing equipment for the team.

Harry W. Turner is our new messenger, taking the place of Russell Todd, who was promoted to shop checker.

Raymond L. Jones, boilermaker apprentice, completed his apprenticeship the last of March.

W. C. Dent, watchman, was transferred to the reclamation plant recently.

By the looks of Gay Walton's new golf equipment, he is looking forward to lots of time spent on the links.

NORTH SHOP—SPRINGFIELD

SHERMAN ELLIS, Reporter

L. E. Waddell, machinist, is the proud owner of a new Chevrolet coach.

John Babb, oil reclaiming machine operator, returned to work March 24, following a week's confinement in his home, account of illness.

John Thies, machinist in the motor car shop, was forced to walk home one evening recently. Some one borrowed his car for a joy ride and never left any address where he could find it. John said, "Never hurt her a bit".

Pete McSweeney, lead man in the air room, has been in the hospital the past two months, recovering from injuries received from a fall on the ice this last winter.

Thos. Mangan, pipefitter, returned to work March 16, following an operation in the Frisco Hospital at St. Louis.

Mrs. L. F. Henslee died March 21, following severe burns she received at her home that day. Sympathy is extended by the entire shop.

Pat Shean, machinist, has been confined to his home several weeks on account of illness.

Bud Dailey, machinist, is sporting a new Graham-Paige sedan.

Fred Shanks, lead man in the tin shop, was confined to his home a few days recently on account of illness.

Chas. LaBounty, machinist, has purchased a new radio.

Jas. VanHook, day watchman, has been confined to his home for several weeks on account of illness.

The Frisco Ball Club of this City has begun to get in shape for the season. We hope to have a team that willl beat all comers.

LOCAL No. 5—ST. LOUIS, MO.

ROBERT W. REED, Reporter

Local No. 5 met in regular form evenings of March 21 and April 4, with a good attendance. Several new members were admitted and several were stricken from our roster account of having left the service. We are not reporting quite one hundred per cent membership yet, but it won't be long until we will.

The members got generous on March 21 and presented Bro. Dan Whalen, our division chairman with a nice new leather brief case, in which to carry his letters and records when attending Board meetings. Brother Dan said it was just what he wanted and he certalnly appreciated the gift very much.

The Board of Trustees of Local No. 5 met on the night of April 2 at the home of Brother Boggs, to audit the records of the Secretary and Treasurer for the first quarter of 1930. Brother J. A. Pearse, Brother Joe McCartney and Brother A. A. Jones are the Trustees and Brother Chas. Boggs is treasurer, and Robert W. Reed is the seretary. We always look forward with pleasure to these quarterly meetings, as a pleasant evening is always assured.

The new sick committee appointed to serve Local No. 5 are Brothers John A. Pearse, Max Hosang, and Robert W. Reed. So far, the committee has had little to do, as folks in St. Louis do not have time to get sick, and if they do get sick, they beat it to Springfield, quick, as a large portion of our membership hail from Springfield.

Local No. 5 for the past several months has been awarding an attendance prize at each meeting, after all business has been transacted, and if there are more than fifty members in attendance, two attendance prizes are awarded. We have found that everyone wants to stay to see who gets the lucky number and in this way we have a full house throughout the entire meeting. If a name is called up who is not present, another name is selected instead.

Local No. 5 elected as delegates to go to Springfield to elect an advisory board the following members: Brothers Max Hosang for the machinists, Everett McNabb for the boilermakers, Monroe Evans for the blacksmiths, Louis N. Woods for the sheet metal workers, Chas. S. Turner for the electricians, O. M. Evans for the stationary engineers, Brown hoist engineers, water service and shop and roundhouse laborers, and John A. Pearse for the carmen. Brother Pearse did not get to go to Springfield on account of sickness, but all the rest of the delegates report having a wonderful meeting and a good time. While none of our delegates were elected to serve on the advisory board, all are satisfied with the selections made and feel that the best-fitted members were elected to serve the organization.

The old reliable Leaford "Doek" Johnson was elected at our last meeting to serve as machinist committeeman and chairman of the shop committee, to finish the unexpired term of Bro. A. M. Hallack who has resigned.

Our sympathy is extended to Bro. A. C. McVay and his family, on account of the death of his father, Thos. McVay, who lived about twelve miles north of Lebanon, Mo.

Our sympathy is extended to Brother Dewey Johnson and family on account of the death of his father, who died April 12.

Brother Marion Andrew Brayfield, boilermaker, was on the sick list for about two weeks with the flu, but is back on the job again feeling excellent.

The membership got their first glimpse of our new assistant superintendent of motive power the first part of this month, and the general talk is that all of Local No. 5 are satisfied that Mr. Surles is going to be an excellent executive to handle the business, and all intend to help to carry out instructions to the letter.

PARIS, TEXAS

N. B. PALMERTREE, Reporter

On the night of April 5, 1930, the Santa Fe employes at Paris entertained with a party at the Fair Park Coliseum in honor of the Frisco employes at Hugo, Okla. A number of our Hugo friends turned out and also our friend the agent at Antlers, Okla. We are glad to entertain these friends as they always enjoy themselves and are nice folks. There was a total of one hundred and twenty-five present at the party, and started the merriment with dancing. During the evening there were three special numbers on the program, two were readings by Miss Josephine Olson, daughter of E. S. Olson, master mechanic. The readings were enjoyed very much and perhaps Miss Olson will honor us again at our next entertainment. The other number was a dancing number given by Misses Mildred and Dorris North, daughters of J. L. North, car inspector at Paris. There were plenty of refreshments for all, and favors for the evening were candy whistles, and even Mr. Taylor learned to blow them with ease. Mr. E. P. Olson, from Hugo, was one of the live wires during the evening and it was through him that we notified the Hugo boys and girls of our party and extended our invitations.

Mr. E. P. Olson, trainmaster at Hugo, was in town and invited the Faris Frisco employes to Hugo to a dance to be held on April 26, and we don't mean maybe, we will be there right on time—and thank Mr. Olson and the Hugo Frisco employes very much for their invitations.

It is the height of the shipping season for the Paris crate factory and Paris box factory and it keeps Bill McGaha busy getting the cars moved out of Paris as they are loaded.

Mr. H. R. Kelly, division chairman of the clerks, visited in Paris this month and we were glad to see him, as he very seldom gets as far as Paris. While here Mr. Kelly got the promise of one new member, Mr. Perry Thomasson, yard clerk. Mr. Thomasson will not make a mistake by signing up.

On April 9 Messrs. H. C. Taylor and wife, B. C. Derrick and wife and son, Charles Edward, C. S. McCord and wife and baby son, T. R. Jackson and wife, Bill McGaha and wife, Slim Desmukes and friend, Faye Hackleman and her mother, Mrs. Hackleman, enjoyed a wiener roast at the City Park, known as "Lake Crook". The next morning B. C. Derrick, chief clerk, was "absent" from his desk and we cannot account for his illness unless he at too many hot dogs and got "dog-itis".

Mr. McGaha, yard clerk, and wife entertained the "gang", April 12th, and they all had a big time, as we always do at our house partics.

Mr. C. S. McCord, operator-clerk, and family are planning on an early vacation to California and expect to leave soon. Mack, we wish you and yours an enjoyable vacation.

Mr. T. R. Jackson, chief clerk, and family are enjoying a new Majestic radio and have learned to look forward to the "Amos and Andy" program on the air.

Mr. N. B. Palmertree, car inspector, and family are the proud owners of a new Atwater-Kent radio.

Mr. R. L. Williams purchased a brand-new Ford the first part of this month and we all envy him—those of us that have old cars. Come by and take us our for some air, Williams, and let us pass on the new car.

Mr. D. D. Deck, boilermaker, and wife have moved to a new home on Caufman Street and were lucky to have found a garden already planted.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

Mrs. Ed. Murphy, wife of clerk, spent a few days recently visiting with relatives at Kansas City.

Perry Elder, engineer, who has been suffering from an attack of influenza, is now back on the job.

Mrs. Harry Fuller, wife of machinist and son, John Errol, spent the 11th, 12th and 13th visiting relatives in Springfield.

Albert Breshears, clerk to assistant superintendent, has been transferred to C. W. Bruton's office at Springfield.

Mr. and Mrs. Roy Fuller and son, Leroy, of Kansas City, are here visiting relatives and friends.

Charles Fulton, engineer, and family visited with relatives in St. Louis and Alton, Ill., recently.

S. J. Gorman, yardmaster, and wife visited with friends and relatives at Springfield and Aurora a few days this month.

Mrs. K. G. Stoll, wife of switchman, visited her parents at Springfield this month.

Mrs. Ed. Fuller, wife of machinist, visited with her sister and family at Tulsa the 8th and attended a home-coming banquet of the Young Women's Missionary Society at Springfield the 10th.

Lee Williams, switchman, made a business trip to St. Louis, April 16.

Fred Lockwood, who has been working in the store department here, has been transferred to St. Louis.

Mrs. Harry Sherer, wife of switchman, who has been ill for the past month with the flu, is able to be up.

OFFICE SUPT. TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

Mr. and Mrs. Norman Kruse announce the recent arrival of a son. The newest member of the Kruse family has been named Norman H. Kruse, Jr.

We regret to report the loss of Ruel J. Wommack, who has so acceptably acted as secretary to O. W. Bruton, but Ruel has accepted a position in the office of the commissioner of revenue of the City of Springfield. We hope Ruel prospers in his new endeavor and we are confident he will succeed. A. J. Threshears, who has been employed as secretary to O. N. Watts at Newburg, has succeeded Mr. Wommack and is welcomed by the terminal employes.

Virgil Finkenbinder has been absent from his duties several days on account of illness.

Mr. and Mrs. Charles Wasson have acquired a bungalow home on East Lynn street and will soon move from their suburban residence to the new home.

J. G. Richardson, Virgil M. Finkenbinder and Tom Turner are all smiles, as they now have regular jobs as switchmen, after fighting the extra board for several months.

Harold Spain, formerly employed at Monett as a switchman, has transferred to Springfield and now is an extra switchman in the local yards.

G. A. Wileman is the newest addition to the roster of switchmen, having hired out April 9.

H. I. Bryant recently purchased a car of the best-known variety and is very enthusiastic regarding its mechanical performance.

Earnest Jones has bid in a regular job as an engine foreman and is successfully handling the duties involved.

Mr. and Mrs. E. L. Stevens recently enjoyed a trip with relatives in Kansas.

E. O. Davis has made an enviable record the past five years as a switch engine foreman. Mr. Davis, for the five years ending March 28, has not missed a day from his duties, and believe it or not, 1826 consecutive days, or rather nights, as Mr. Davis is employed nights, is some record. Match it if you can.

W. F. Wood has been absent from his duties several days due to having dental work done, but is now back on the job.

Archie Lamb is back on the job after celebrating his birthday. Archie refused to tell what birthday anniversary he celebrated and thus caused some speculation.

Mrs. and Mrs. Ed. Wadley and small son recently enjoyed an interesting trip in the White River country and report some interesting sights.

FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

F. M. Packard, chief clerk, and wife were visitors in Jasper, Ala., recently. They report a pleasant visit among friends of the Frisco family in that city.

J. J. Cummins, agent, has been seen sharpening his appetite for fish on other days than Fridays. We will soon hear another fish story at the office.

J. H. Sherman, night clerk, reports a fairly good fish tale for a Sunday fisherman. He visited a nearby lake and the fish really did fall for his bait.

I. E. Thomas, cashier, was informed that his mother is very ill in her home in Springfield, Mo. While he has not been called to her bedside, he expects to visit her soon. We all wish her a speedy recovery.

Mrs. Pauline Burt, report clerk, reports a considerable improvement in the condition of her daughter, who has been in the hospital for several months in San Antonio, Texas. We wish her continued improvement.

J. J. Peregoy, rate clerk, has returned recently from his 60-day vacation in Los Angeles. The only actresses that he met while there were the Two Black Crows, and he wants to go back.

Camie Adkins, expense clerk, was forced to leave the office account of illness recently, but the attack was only of short duration and she is now again on duty.

H. M. Willis, night clerk, has been serving as outbound rate clerk during the absence of J. J. Peregoy, who has been on a vacation for some time.

W. W. Phifer, collector, is entertaining his brother, who is visiting him from Indiana, and who was formerly employed by the Frisco at this terminal.

WEST COACH AND PAINT SHOPS

FRANK SCHELLHARDT, Reporter

Harry Holden, mill shop foreman, has purchased a new Chevrolet sedan.

We extend our sympathy to A. D. Dotson, mill man, whose mother died on March 31.

Fred Ayers, carpenter surprised his friends when he was married March 19.

Ralph Knox, piecework checker, enjoyed a short visit in Monett recently.

John Sparling, tin shop foreman, is getting a big kick out of his new Chevrolet sedan.

Robert "Bob" Sears, cabinet maker, and top-rank bowler, spent a week in Cleveland last month, where he participated in the National Bowling Tournament.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Mr. J. H. Skogman, conductor, has a new Chevrolet six.

Mr. M. L. Crawford and Mr. W. B. Berry were visitors at the roundhouse the last of March.

The roundhouse is now using city water. The former contract with the United Iron Works and Rogers' Iron Works expired and a new one was drawn with the city water works. The transfer was made on the 28th day of March.

Mr. and Mrs. A. W. Nelson enjoyed a visit from their two daughters and three grandchildren for several days the latter part of March. The visitors were Mrs. Boehme and three children from Oklahoma City and Miss Gladys Nelson of Lincoln, Neb.

G. R. Jones, night foreman, was ill for several nights, but is able to be out again. His place was filled by E. L. Sharp, night machinist.

The trainmen's room and the room formerly occupied by the telegraph company at the Sixth Street Station is being remodeled for the convenience of the Railway Express Company, who will move their downtown office headquarters when the remodeling is finished. The move is exepcted to be completed about the first of May.

Mr. C. C. Moult, formerly of St. Louis, has been appointed local agent for the Frisco Building, in place of Howard & Brown Realty Co.

The regular meeting of Local No. 9 was held at the roundhouse on the night of the fifteenth.

The regular meeting of the Employes' Club was held on the 17th of April, when a covered dish luncheon was served at 6:30 p. m., followed by a business session.

Mr. G. L. Scanor, general foreman and family motored to Erie, Kans., on the 30th of March to attend the funeral of an aunt of Mrs. Scanor.

Mrs. Cynthia Raines died at the home of her daughter, Mrs. Lloyd Lackey, wife of night machinist, 901 E. Fifteenth St., on April 6. Burial was at Carterville Cemetery on April 8.

Mother of Mr. L. E. Galloway, engineer, died at her home at Carl Junction, on the 8th of April. Burial was at Carl Junction on April 10.

Mrs. Ada Jones, mother of G. R. Jones, night roundhouse foreman, and H. R. Jones, boilermaker, died at the home of her son, O. K. Jones, on Sunday the 13th of April. Burial was at Forest Park Cemetery.

Sincere sympathy is extended to all these families by all Frisco employes.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

John Kay, machinist, E. H. Norvell, boilermaker, V. E. Collins, electrician, and Joe Porter, stationary fireman, attended committee meeting in Springfield a few days ago.

Machinist Jim Appling from Hayti was a visitor in Chaffee recently.

Louie Kruger has been promoted to first-class sheet metal worker and has been assigned to the day shift.

Talk about gardens, well here are some real records that are hard to beat, Fred Glasstetter says he has over two hundred head of kraut set out, also few spuds and some chickens, and Louie Scheeter says he has over three hundred head of kraut out? ? ?

Mr. and Mrs. Robert Baert are the proud parents of a fine daughter, born a few weeks ago.

Traveling Inspector C. H. Dingman paid us a visit recently.

Boy, those were sure fine fish that Clyde Stephens and Walter Carter were going to bring us, they caught two big ones about six inches long and then a few small ones, so we have been informed.

Wonder if Oscar (Rabbit) Eakers has been signed up to play on the Cape Muny League this season, or if he just goes to the Cape to see the river every Sunday.

SPRINGFIELD NORTH SHOPS

ALEX WATT & GORDON YOWELL
Reporters

Ed Renshaw, machinist, has applied for his total disability papers as he has been suffering with a combination of neuritis and rheumatism. His physician does not give him any hope for improvement in the near future.

Merrill DeNoon went fishing March 17th. He reports not much luck, but just caught enough for a small fry.

Automobile thieves are again busy as several cars of the Frisco employes have been taken or tampered with recently. "Jake" Thees' car was taken once and recovered and again tampered with and one of the door glasses broken in an attempt to take the car. Another roadster was started and one of the employes of the store room saw the thief and yelled for him to stop. The thief left the car with the engine running and made his getaway.

An 8½ pound baby boy was born to Mr. and Mrs. Jesse Weaver on March 21. They have named him Jesse Lee.

N. T. Wilks and wife are the proud parents of a 12 pound baby girl, born April 3.

Cecil Harris left the Frisco to work for Uncle Sam. He is now one of our city mail carriers.

Jesse Lee, oiler on the rip track, has a leave of absence and will spend the next sixty days at Tucson, Arizona for his health.

Clarence Nobler has a new Chevrolet and is out every night breaking it in.

J. C. Cox is still in the market for a Ford coupe.

H. D. Plecher of our upholstering department has bought a new Erskine sedan since our last report.

Mrs. Homer C. Looney and daughter, Opal, are visiting in Salisaw, Okla. Homer is rather cross as he has to batch and break in a set of new teeth at the same time.

Geo. Hammond, steel man in North yards, father died April 8. Interment was made at Clever, Mo.

A. C. "Happy" Potter and family are making an extended trip through the east. He will visit Washington D. C., Philadelphia, New York, Buffalo, Niagera Falls, Quebec, Toronto, returning by way of Detroit to Chicago. They expect to be gone about fifteen days.

We have quite a few reported on the sick list. Among those are Robert Kelitz, Ed Yelson, and Happy Cozard.

An entertainment and banquet was held April 3rd by Locals No. 1 and 2 in honor of the out-of-town delegates to the Advisory Board Convention. About 450 were present and all had a good time. We wonder if Mr. Henley from Memphis made his train in time.

Two first class machinists have been hired this month. They are Bert Bowen, lately of West Tulsa, and Tate McKown of Sherman.

Harry Hawkins, first class machinist, has been transferred back to St. Louis.

Since the ideal fishing weather has set in, several machinists have been missing. They are namely, Jewell Diva, Stanley Wood, Marvin Cooksey, Dave Atwell and Merrill Denoon.

Geo. Offenbacker, machinist, has been on the sick list the last two weeks. We hope he will be back with us soon.

Walter Marshall, black smith, is sporting a new Ford sedan.

Employes of the north shops and the membership of local No. 1 extends their sympathy to Lawrence Hensley, machinist, in the death of his wife recently.

WEST SHOP MECHANICAL NEWS

A. H. BISHOP & B. W. BALDRIDGE, Reporters

Porter Masters has been working in the steam pipe gang and throttle gang for the last week.

Ralph Cook has been off with a bad cold for about ten days.

We've had several visitors at the shop recently from different parts of the system getting instructions on different parts of the work, especially valves and driving boxes.

Eray France is the new lead man in the throttle gang.

Mr. Leo Reddick has been acting schoolmaster in Fred Raugh's place for the past several months. School was out on April 15th.

Allen Vallmar has had plenty of sickness at his house lately with both children having the measles and the mumps.

Arthur Burkholtz has been transferred to the north side shops to finish out his apprenticeship.

The sympathy of the west shops is extended to Oscar Mitcheli in the recent death of his mother.

Mr. Edgar Surles underwent an operation in St. John's hospital the latter part of March.

A dance was given by the supervisors at half-a-hill for, the benefit of the ball team, on the second of April.

Manager Joe Breshears says everything is coming fine and practice has been started.

The last lecture to be given this summer for the benefit of the apprentices was made in Mr. Reeves' office on March 10th. Rods were discussed by Mr. Holt and a good discussion on laying shoes and wedges was made by Mr. Shorty Newton.

We wish to extend the sympathy of the west shops to the family of the late Royal Douglas, who died in Saint Louis hospital March 28th.

John Prugger and John Skinner have joined the gun club so they will be sure not to shoot any goats for jack rabbits.

Fred Hoffman has purchased a new Ford sedan.

William Fritz Reichman is confined to the hospital with a stroke of paralysis.

O. D. Pottenger, machinist, announces the birth of a six-pound boy, Donald Reich, born March 5th.

The boys in the machine shop are patiently waiting the new smoke stack reamer ordered by Bill White of the store department.

A. E. Godfrey, boilermaker, with Mrs. Godfrey visited in Kansas City recently. A. E. has also purchased a new Ford—stepping out—I calls it!

We wish to extend sympathy to John Allen, sheet metal work foreman, in the recent death of his mother.

Wade Fulbright, machinist, announces the birth of a six and a half pound girl, Lula May, born April 14th.

Tony Hart and Hayden Campbell returned from a recent fishing trip with story of a catch of a seven-pound cat, but investigation found it to be a house cat caught on a minnow hook while the boys were eating their lunch.

Arthur McCullough, machinist, believes in the slogan, "Get your Man." Arthur's man was a bus passenger bound for Tulsa, Oklahoma, and after selling the idea of going on the train, stayed with him until he purchased his ticket and boarded the train.

Herman Towe is back on the job after three weeks' seige of the mumps.

LOCAL No. 14—PENSACOLA, FLA.

ROBERT HODGEN, Reporter

J. E. Ross, B. & B. carpenter, has returned to work after being absent for quite a while, Mr. Ross was quite ill with mumps, which seems to be the prevailing ailment here just now.

Miss Mary Alice Carter entertained a number of young friends at her home on West Gadsden street with a party recently, Mary Alice is the charming young daughter of R. P. Carter, who is locomotive carpenter for the Frisco here.

G. H. Payne, machinist first class, made a business trip to Memphis April 1st.

H. D. Rawls, night machinist, was off a few nights recently, having his tonsils removed, J. B. Nelson, extra-man, relieved him during his absence, and now Mr. Nelson has accepted temporary job as machinist at Yale shops. W. D. Van Sickle and wife are back in Pensacola, we are glad to have them back in Pensacola again, although we regret than Van is no longer connected with the Frisco, he was formerly first class machinist at the shops here, and later at Birmingham, but has recently accepted a civil service position as gun machinist here at Fort Pickens.

By BERTHOLD RUSSEL HIRSCH

We are all walking around with pride to think that the U. S. S. Pensacola arrived at the Frisco docks in safety without a harbor pilot to bring it in. The Oceanographer, a government boat was on one side of the dock, and the U. S. S. Pensacola, a navy cruiser on the other side. The U. S. S. Pensacola had 45 officers and a crew of 538 men. It was 585 feet long, and had a breadth of 60 feet and 11 inches. Its armament consists of 10 eight-inch guns, 4 five-inch anti-aircraft guns, and 2 three-pounder saluting guns, 2 twenty-one inch triple torpedo tubes above water, it carried two airplanes, it can carry four airplanes if necessary. The ship U. S. S. Pensacola was the namesake of Pensacola, Fla., the city asked for a namesake five years ago. The ship had two cots, one dog, and one cat. The Scouts of America presented a believe billygoat. An electricia this boat named Fred S. Dixon m Miss Matilda Tice, Tuesday Apr the day the boat was here.

WEST SHOP MECHANICAL N

JOHN R. FRANKS, Reporter

Mr. Reddick, boiler foreman, awarded the high score for havin best kept department, for the week ing May 5.

Born to Mr. and Mrs. H. L. March 15, 1930, a baby girl.

W. L. Leyde, machinist, has beer fined to his home account of illnes

Dewey Ladd, machinist helper, h turned to work after being confi the hospital for several days.

Mr. Claude Atteberry, stationary man, hurried home the ninth day of to find that he was a proud parent newcomer's name is Claude, Jr.

Edward Farmer, stationary eng power plant, has been off from work for several days.

We have a new mail boy, Harry ner. He relieved Russell Todd, wh been put back to checking.

LOCAL No. 7—FORT SMITH,

LEE W. CAVINESS, Reporter

Saturday afternoon at the n mechanic's office brings back me of the old war days in camp. A employes in the car department roundhouse line up at three o'cloc a "shot" in the arm. For the ben those who are not in on the story, give them a few of the high lights: Foltz and Brooksher (also char nurse) journey down to the shop to us a triangle of typhoid shots. getting our arm daubed with red it is then every man for himself and thought is manifested in the selecti the Medicine Man who is to do the work. Account of the Arkansas flowing several years ago, which deposit of silt, etc., our local su deems it advisable that we take this caution against the fever, and we sincerely appreciative for this cons ation from all who are responsible making it possible for us to do so.

Charles Cline, machinist, has re purchased a new Chevrolet. He great believer in General Motors' ucts, as this is his fourth.

Spring is here and everybody a shop is happy for several reasons, the two most outstanding are, tha the 16th of April we have our wo hours changed from 8:00 a. m. to p. m., to 7:30 a. m. to 4:00 p. m. other one is, grass comes up and our man, Brother Lynn Loyd lowers the of milk to .06 per pint.

Delegates to the Advisory Board vention were certainly loud in praise of the members of Locals N and 2 at Springfield for the spl hospitality shown them while t also appreciate the courtesy sh them by Mr. Surles in arranging trip through the West shop.

O. H. Linton, carman, is whipping ball club into shape for the pennant this year. Frisco Lines will be a me of the Twilight League. This cl composed of several of the larger in the city and play about twenty during the season.

Our meetings aren't being attende well as we would like for them to however, every member seems willi all times to help put over anything structive that is undertaken, and as as this interest is shown in any or ation there certainly must be some to it. The members of our local appreciate a visit from any visiting m ber and we would, no doubt, profit the visit.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Committeemen Pence, Hough and Law attended the meeting of the system board of the FAofMC&CDE. They report a very harmonious meeting, with everything going off nicely. They said the visiting Committeemen were especially pleased with the manner in which they were entertained by the Ladies' Auxiliary of Locals Nos. 1 and 2.

Andrew J. Cage, tool room attendant, is off duty at present and has been for some time suffering from a stroke of paralysis. Mr. Cage was stricken while on duty some time ago.

Mrs. Wm. E. Gooch seems to have recovered nicely from two operations for goiter, which she underwent at a local hospital recently. Mr. Gooch is a boilermaker welder.

Mr. and Mrs. David Ragsdale are the proud parents of a nine-pound girl. She will answer to the name of Geraldine. Mr. Ragsdale is a third-shift engine watcher.

H. W. Schellhardt, machinist on dead work, has returned from Clinton where he performed the duties of foreman for three weeks while Mr. Balke, employed as regular foreman, was making a trip to Cuba.

Silas Snider, machinist, is the owner of an Oldsmobile coupe. He and Mrs. Snider made an overland trip to Oklahoma, where they visited with relatives and friends.

Orville C. Fite, machinist, is also sporting a new car which is a model A Ford coupe, which he purchased during the last month.

Jas. R. Stratton recently finished his machinist apprenticeship here and has been assigned to a first-class machinist position at Lindenwood.

John E. Estes, extra man, is again on the job after several days' absence on account of illness.

George Gibson, sheet metal worker, is also a victim of illness, having been off for some time and is still unable to report.

Lawrence Patton, has the sympathy of everyone in the loss of his father, whose death occurred during the past month at his home near Lebanon. Mr. Patton is a machinist on the third shift.

Mrs. Chas. Dummitt is quite sick at this time and has been for some time. We are sorry to say that she shows no signs of improvement at this time. Mr. Dummitt is third shift grease cup man.

Chas. Meyers, second shift grease cup man, is on the job again after a tussle with the mumps.

Thomas A. Burkholtz, machinist apprentice, has been transferred here from the West Shops to finish his time.

Franzo Stever, cinder pit man, is on duty again after several weeks' absence, due to injuries received during the severe ice storm last winter.

Geo. "Ike" Alward, sheet metal worker, recently had quite an experience on Lake Taneycomo while motor boating. He had the misfortune of losing his outboard motor while running at high speed. The motor, a $165.00 one, was not recovered.

Clifford S. Keiser, night roundhouse foreman, is stepping around faster than his usual fast pace at present, all because of the arrival of a ten-pound boy at his home. The new foreman of the Keiser household has been named Robert Eugene.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

C. H. VANDIVER, Reporter

Baseball season opened in due form, the Frisco Employes' Club winning the opening game in the Twilight League against Crane & Co., with a score of 6 to 4. Our boys played mid-season ball and it looks as though they will be able to win the pennant in this league, providing they are able to keep all their players the entire season. As you recall, we finished in a tie for second place last year. Dence Howard, truck packer, roundhouse, carried off the batting honors of the opening game, hitting 1.000.

L. E. Wham, engineer, was called to Illinois recently account of the death of his brother. We all extend our sympathy to Mr. Wham and family during this hour of bereavement.

We are indeed sorry to report the recent death of Mr. J. W. Binkley, who passed away suddenly at his home on March 29, 1930. The entire Frisco family extend their sympathy to this family in this hour of trouble.

W. C. Allen, former fireman, of Oklahoma City, passed away recently. Mr. Allen worked here for several years and leaves a host of friends to mourn his loss.

Alec M. Darragh, box packer, is in the St. Louis Hospital account of influenza. Hope to see him well and back on the job soon.

Mr. A. M. Dow, car foreman, has been located at St. Louis for the past thirty days, inspecting new cars which are being bought from the American Car & Foundry Company, at that place.

James C. Griggs, machinist, is driving a new Chevrolet six coupe.

Several of the roundhouse employes have been off account of sore arms due to smallpox vaccinations, which were administered to about 40 of these men recently, after it was discovered that one of our machinists had taken smallpox. This was Mr. Gillespie. I understand that he is getting along nicely and will return to work in a few days.

LOCAL No. 19—MEMPHIS, TENN.

J. H. LONERGAN, Reporter

John W. Haley, boilermaker, is back on the job again, having returned from the St. Louis Hospital. We are glad to have him back with us again.

J. L. Glass, locomotive carpenter, is the proud father of a ten-pound baby boy, born April 10th and named J. L., Jr.

Frank F. (Skippy) Franklin, drill press operator, was on the sick list for a few days.

T. W. Chapman, second-class machinist, has bought a new home.

S. M. Fergusson, back shop foreman, was on the sick list a few days, but is back on the job again.

J. C. Osteen, engine inspector, attended the funeral services of his half-brother, R. F. Lester, in Statesboro, Ga., March 18. We offer our sympathy to the family of the deceased.

We are glad to learn that the condition of Urban Billings, boilermaker, is much improved and we hope to have him back with us soon.

R. W. Goodyear, third-class machinist, has a new three-windowed Ford sedan.

F. W. Huff, machinist, and wife spent a few days visiting their relatives in Springfield, Mo.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Brother Frank Junkins, general chairman of the Shop Crafts, visited Newburg between trains on the 28th.

Mr. C. P. Burnside and son, Claudie, visited Newburg, Sunday, April 6, 1930.

Mrs. E. E. Fuller attended the homecoming of Young Peoples' Missionary Society of the Campbell M. E. Church, Springfield, April 10.

Orville Fite, third-class machinist, of Springfield, visited home folks the week-end.

Wm. Davis and Sherman Yelton, are off account of sickness.

Pus Hill, second-class boilermaker, has appointed himself as road overseer of the Lost Trail from Highway 66 to Hidden Hollow.

Geo. Turner, wife and two sons were called to the funeral of an old friend near Aurora, Mo.

Arthur Trotter is back at work after 10 days of sickness.

Mrs. F. C. Fulton and son, visited in Springfield recently.

Mrs. R. L. Painter and son, Jack, visited Kansas City.

Mr. and Mrs. Fred Wilson and Mrs. C. Roach and families visited H. J. and L. C. Scott families on the farms near Lebanon.

Mr. and Mrs. Wilbert Stroup, Mrs. W. O. Daugherty and Mrs. E. F. Fuller, motored to Lebanon recently on business.

Ivan Fuller, Herman Fuller, Troy Root and T. J. Roemer brought in six fine bass, the best catch of the season.

L. I. Buffington, clerk, and wife, visited his grandparents at Piedmont, Mo., recently.

LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Talmage Purdy, machinist, has purchased a new Ford sport roadster. New Fords seem to be all the rage here now.

Mr. & Mrs. C. A. Gateley were called to Springcreek, Tennessee, recently account of the death of his sister. The members of Local No. 18 wish to take this means of extending to them our deepest and heartfelt sympathy in this hour of bereavement.

Willie Doubleman, machinist helper, is still on the sick list.

W. A. Hairsine, blacksmith, of the car department, was put back to work recently, after being cut off since January 1st. Glad to see you back, "Bill."

W. D. Van Sickle, machinist, quit his job here to work for the Government. He is now located at Fort Barrancas, Pensacola, Florida. We were sorry to lose Van, as he was a fine fellow and and a good workman. We hope he will meet with success in his new position.

Local No. 18 was well represented at the meeting held at Springfield, Mo., for the election of seven members to the system advisory board of the mechanical department.

Joe Hendricks, machinist, N. B. Beck, boilermaker, C. A. Gateley, blacksmith; H. D. Warren, electrician; H. H. Stapp, stationary engineer and Brown Hoist men; and H. Honea, car inspectors and carmen, were the representatives elected from the southern division at Birmingham. All reported a good time at the meeting, and that talks were given by Mr. J. W. Surles, Asst. sup't motive power; Mr. Junkins, system chairman; Mr. W. L. Huggins, Jr., editor, Frisco employes magazine and others. They tell us that the out-of-town visitors were royally entertained by Locals 1 and 2, Springfield.

Lloyd Criswell, machinist, is off on vacation for a week.

Jerry Sullivan, first-class car repairer, who has been off from work some time on account of injuries received, is now back at work with us again.

Gene Caldwell, of the car department, is now serving on the jury.

Fred Garrett, machinist, filled the vacancy made by the resignation of W. D. Van Sickle.

Mr. J. W. Surles, ass't supt's motive power, was here recently ascertaining the condition of the equipment and premises of the mechanical department.

Julius Robbe, machinist, took sick recently. He is now in St. Vincent's hospital. We hope he will be able to be back with us soon again.

The reporter is now visiting relatives at Thayer, Mo., having a very enjoyable time fishing, etc.

LOCAL No. 24—AMORY, MISS.

RAYMOND S. DEES, Reporter

W. T. Ritter, cab carpenter, is the big butter and egg man at this point.

We sympathize with Bros. F. R. Thomas and H. L. Tschudi, supplymen and their families, upon the death of their kinsman, Henry Stevenson. Mr. Stevenson was a retired engineer on the Southern division.

J. H. (Red) Branam, 3rd-class machinist says he likes night work better.

Cal Adkins, colored machinist, 3rd-class, is off with his rheumatics again.

E. D. Hansen, electrician made a flying trip to Tupelo, Mississippi, recently.

Douglass Marshall is filling the vacancy made by the illness of F. R. Thomas, supplyman.

Geo. Beggs, night inspecter, is still off account injuries received some months ago.

KANSAS CITY MECHANICAL DEPARTMENT

DORAL L. DENISON, Reporter

Mrs. Elmer Burg, wife of electrician Burg, is spending a number of weeks in the hospital where she has underwent a major operation.

Burley Farmer, machinist second class, is now back to work after an absence of several weeks with an attack of rheumatism.

Fred Chaffin, is now back to work after spending several weeks at the Frisco hospital at St. Louis undergoing a major operation. After returning home from St. Louis he was stricken with an attack of acute tonsilitis and we are glad that he is able to be back to work.

We wish to express our deepest sympathy to Louis Baker, boiler washer, in the loss of his beloved wife who passed away recently.

George Stroble, sheet metal worker, was off two days, not sick, but resting.

Ted Cavanaugh, machinist, third class, is on the injured list with a crushed foot which he received when struck by a falling steam pipe while working in the front end of engine 3733.

We wish to express our deepest sympathy to Mr. and Mrs. Mike Murphy, Jr., and family, in the loss of their beloved sister and daughter, who passed away at their home in Pittsburg Kansas, Mr. Murphy was formally employed in Kansas City as a boiler maker transfering to Pittsburg two years ago.

Miss Margaret Davis, daughter of Tom Davis, machinist spent a number of days visiting relatives in Osceola, Mo.

Mrs. John Purtle and son, Alfred, wife and son of John Purtle, machinist, spent a number of days in Osceola, Mo., visiting relatives.

Emmet Ward had the good luck of recovering his car which was stolen some time ago.

Artie Berry, machinist, was off a few days taking a much needed rest, during the time he was off he spent most of his time buying a new Ford town sedan, which is to be delivered next month.

David Wright, machinist formally of Pittsburgh, has returned to Kansas City vice James Kaiser.

We wish to extend congratulations to Mr. William Romines, and wife, who were married on April 7, Mrs. Romines was formally Miss Thelma Raper, daughter of George Raper, machinist, third class.

William Bullard, machinist, was off a number of days moving. He now resides at 1111 West 41st street.

John Purtle, machinist, off a number of days, with a severe cold, but is now able to be back to work.

Leo Rogerson, machinist laborer, was off a number of days with a slight attack of pneumonia.

Arthur (Fat) Disselhoff, locomotive inspector, can now rest more easily as the grass in Penn Valley Park is getting almost high enough to cut with the democrats in control of the park board. We all still wonder if Arthur is still trying to blow the light out on the corner, south of his house.

Arthur Thompson and yours truly have joined the corn field canneries and have undertaken the planting of potatoes for profit. Arthur has made up his mind to corner the potatoe market.

Willard Abcrombrie, machinist, apprentice, is a proud owner of a new Ford coach and is doing fairly well under the coaching of his wife who is teaching him to drive.

John Califlower, sheet metal worker, was the surprised member when a birthday party was given in his honor April 8.

Josephine Disselhoff, daughter of locomotive inspecter, who is undergoing treatment at a sanitarium at Marshall, Mo., is reported to be doing nicely.

A number of the boys of the back shop namely, Wilbur Davis, George Bell, Dan McGrew, Charles Knox, Willard Abcrombie, and Virgil Dillinger, attended a banquet held in Springfield March 3.

Local No. 4 held, on March 3, an old fashioned square dance, in their hall at 13th and Troost, with an attendance of approximately 200 people. We were royally entertained by the famous trio from station K. M. B. C. Happy Hallow Groupe, Danny and Doug also George Washington White who gave us one hour of side splitting laughter. We were also entertained by little Miss Josephine Catalano, who gave us a wonderful exhibition of fancy dancing and acrobatic stunts. After the dancing and entertainment a light lunch was served. According to the happy faces a good time was had by all. We all look forward to the next one.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Walter Myers, machinist of Birmingham, Ala., wife and daughter, also his sister Mrs. L. D. Bryant of Houston, Texas, are now visiting F. C. Williams, night roundhouse foreman.

Mack Bleard, pumper, is now on a leave of absence for 60 days, and visiting in Pensacola, Fla. Thayer Ingle relieving him.

Harry Kneedler, track laborer has now been assigned as crossing watchman at Tupelo, Miss. Wish him much success.

Mrs. C. B. Callaham, wife of assistant superintendent, was a visitor in Memphis, Tenn.

Ralph Holmes and wife, of Springfield, visited their father Howard Holmes, yard engineer for a few days.

Bob Jones, millwright of Springfield, Mo., has been overhauling the air compressor for the past 10 days.

Ralph Bryan age 5½ years, son of Roy Bryan, pumper of Hoxie, died March 12th after a lingering illness. Burial was made in the local cemetery. The family has our sympathy.

H. E. Crass, fireman had the misfortune to have his house and household goods destroyed by fire.

Geo. Mitchell, hostler, is now in the Springfield hospital for an eye operation.

W. M. Andrews, pumper, and wife are now on a vacation to Campbell, Mo.

Bert Hallingshad of West Plains is now the new freight man here.

E. Roberts, yard clerk, is now off for a few days, Fred Smith relieving him.

R. Burkhead, night helper, is now in the Springfield hospital with pneumonia. M. W. Manning relieving him.

Mack Turner, track foreman, has been transferred to Black Rock.

The following parties went down to Mammoth Springs, Ark., to see the master degree in masonary conferred. H. Miller, cashier; E. Banks, yardmaster; H. W. Waitt, maintenance man; J. A. Halstead, engineer, and the writer.

C. A. Berry, roundhouse foreman, has now a new Dodge sedan.

Sherwood Skaggs, clerk, visited mother in Willow Springs.

BRIDGE AND BUILDING DEPT EASTERN DIVISION

ARTHUR BUNCH, Reporter

Mrs. Ellis Mayfield recently spe few days visiting relatives at T Okla.

John Luttrell is in the hospita this writing, due to sickness and i ported getting along splendidly. hope to see him back on the job s

Mrs. Thomas Jones has just reco ed from quite a long spell of s ness.

Roy Smith recently spent a Su visiting with his mother and fathe Willow Springs, Mo.

Ye reporter was on the sick and was absent from work a few d

Jim Jones and his assistants just completed bridge inspection on Eastern division. We are glad to Jim back on the job with us.

Charley Baron and most of his g have been repairing bridges in terminal, while the rest were loading timber for road work.

Clyde Cunningham and gang trying to keep up with the safety work at the west shops.

Jim Carter and gang are repair bridges in and around Fairplay,

General repair work in and aro St. Louis is being done by Fred W gang.

Bridges on the Salem branch are ing repaired by Eb Nease and ga They are now at Cooks, Mo.

Charley Wallace and gang are pairing station buildings at Leba Mo.

J. B. Brown and gang are now Grandview, Mo., doing bridge re work.

Bill Skyles and gang are doing so repair work on culverts betw Springfield and Nichols Junction.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Hugh Doran and wife were visit at Osceola, Missouri, over a re Sunday.

Fred Thies has returned to w after being on the sick list for ne a month. Fred's ailments this t seemed to be chiefly due to neuriti

Herbert Salsman has had a sev attack of rheumatism which has k him away from work the past mo We hope for his speedy recovery a return.

Mrs. Elizabeth McCullah, mother-law of Homer Kerr, has passed a since our last writing. The reclamation plant extends sympathy to t bereaved.

Lester Davis has moved away fr our city to a farm on James River, b will continue to work as usual, dri ing to and from work.

Those who work with Fred Cham bers in the forge shop say that he not old, or getting old, but he has h his teeth pulled and that is the ca of his looking the way he does.

Walter Delo, yard foreman, has be convalescing at home for some da since his operation for goiter. Mr Fitzgerald, one of our recently a quired foremen, and James Burt h been keeping the scrap piles round up since Mr. Delo has been away.

Melvin McElhaney was a St. L visitor recently. "Beans" says S Louis is some town, but he was gl to return to dear old Springfield. Wh in St. Louis he walked across Eads bridge and was so hungry when he g a meal on the other side, the restaurant ticket read $1.75.

Mr. and Mrs. Frank Rotterman ha as guests for several days, his brothe George Rotterman and wife of Guthr Oklahoma. They spent considerab

me driving, and viewing our wonder-
l Ozarks scenery while here. One
f their trips was up to Ha Ha Tonka
d the surrounding territory in cen-
l Missouri on the Osage and
angua rivers.

Chas. Vahldick says he has had
ny hard times in his life, with trials
d tribulations galore; but the hard-
t and last affliction that has befallen
m was when the dentist pulled all
s teeth, and now he is looking for-
rd to the time when he can enjoy a
l set of new "store" teeth.

With the warm spring days have
me the horseshoe games at lunch
me. The machinists and black-
iths had a contest not long ago.
rry Royal and Harvey Adams de-
ting Melvin Ellingsworth and Les-
r Davis. Harry Royal is said to be
rseshoe champion of the shop. He
n throw ringers upon top of ringers
st any time he desires.

LOCAL No. 6—MONETT, MO.

S. P. TIMMONS, Reporter

Claude Ash, third trick stationary fire-
n, and Miss Estella Gould, were united
the holy bonds of matrimony, March
. Congratulations, Claude

L. D. Amos, machinist, and Mrs. Amos
de a trip to Rockaway Beach the lat-
r part of March. On the return trip
me, they visited a nephew of Mr.
mos', who had been operated on for
pendicitis at the Springfield Baptist
spital.

A double blessing was bestowed on Mr.
d Mrs. Charles L. Mathews, April 5,
the form of twin girls. They have
med them Mary Helen and Sue Ellen.
arley is our blacksmith.

Local No. 6 wishes to extend sincere
mpathy to Mr. Bennett Nance and fam-
in the loss of his small daughter, Ile-
who passed away, March 29.

We also wish to express our sympathy
Mr. and Mrs. L. D. Amos in the death
Mrs. Amos' father.

Warren G. Doty, tank man, is driving
new Chevrolet sedan, which he pur-
sed during the past month.

Born to Mr. and Mrs. A. B. Bohannon
April 6, a big baby boy, whom they
ve given the name of James William.
r. Bohannon is second trick suppyman
the shops.

Roy Goodnight, sheet metal worker,
d Gilbert Williams, machinist, who
ve been off for several days, due to per-
al injuries, have returned to work.

CAR DEPT.—KANSAS CITY, MO.

JAMES N. HARGROVE, Reporter

Born to Mr. and Mrs. C. O. Edmisson
March 9 an eight-pound baby girl,
om they have named Virginia Louise.
Edmisson is coach foreman of the

Mrs. H. A. Daughter, wife of car re-
irer, and children are spending an ex-
ded vacation in Oakland, Calif., visit-
friends and relatives.

Mrs. Oscar Snelling, wife of air brake
n, on April 3, had the misfortune to
l and break her left ankle. She was
en to St. Mary's Hospital for treat-
nt, but we are glad to learn she is
k home again and getting along fine.

Isaac Rogers, car repairer at freight
se, has been off for some time, suffer-
from a mashed hand, which makes
personal injuries in March and none
the month of February. Let's all be
our guard and try to get back to the
ord record again this month and
p it there.

Lost", one pencial sharpener and two
l screws—finder will please return to
foreman's office and receive reward,
ed by V. K. Pack, piecework checker.

Mrs. Wm. H. Hasten, wife of car re-
irer, and children spent a few days
Seymour, Mo., visiting friends and rela-

V. K. Pack, piecework checker, spent
week-end in Joplin, Mo., visiting his
her and friends.

W. J. Hardenstine, assistant car fore-
man, has the fishing fever and it is run-
ning pretty high, but so far has ben un-
able to find any worms. His sincere wish
is that a good rain will fall so that the
ground won't dig so hard.

All reported a fine time at the enter-
tainment and dance given by Local No.
4 on the evening of April 4.

LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

C. A. Job, telegrapher for many years
at this place, has accepted a position in
Chaffee, Mo. We regret to see him leave
here, but we are glad that he has been
promoted in his work. Mr. Job was presi-
dent of the Frisco Employes' Club at this
point.

Walter Shanks, boilermaker, went to
Benton, Mo., on business a few days ago.

Richard Hayes, car inspector, says
watch him strut his feathers in that new
Chevrolet which he expects to purchase
the 15th. Richard is building a swell
garage for his new Chevrolet, and he
tells us that he had thought about mov-
ing into it himself and converting his
home into a garage.

The company is making arrangements
for a new well at this place. The water
in the old well being condemned, makes
it very difficult in handling passenger
equipment at this place.

R. D. Saunders, car inspector, spent
Sunday in Blytheville, Ark., as he is now
a six-day man.

James Chronister, telegrapher, has the
second trick at this place. Mr. Chronis-
ter came from Leachville here.

James Appling, machinist, also Presi-
dent of our Local, went to Springfield to
attend a meeting of the locals.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Oscar Lee, boilermaker, has traded his
old Ford off for an old Studebaker. Good
luck, Oscar.

Albert Cain, boilermaker, has a smile
on his face a mile long over a new gaso-
line buggy, which he is driving.

Frank Moses, boilermaker, was off sick
for several days, but is on the job again.

Homer Nichols, boilermaker, is again
able to be back to work after his all-
night fishing trip and his stay at the
hospital. We hope Mr. Nichols will be
more careful in the future in his selection
of creek water, he chooses for his cold.

Ed. Andaloft, boilermaker, who was
sick in the hospital for about a week,
is back on the job. The boys are glad
to see him.

Mrs. John Hoffman spent a few days
recently in Kansas City with relatives.

Dave Beard, boilermaker, was off sick
a few days, but is on the job again. The
boys are glad to have him back.

George Law, crane operator, made a
week-end fishing trip the week of April 5.
George came back with a hard luck story.
Wish him better luck next time.

E. M. Spence, S. M. W., is still smok-
ing his corn cob pipe.

Oscar Mitchell, pipefitter, has the sym-
pathy of the boys at the West Shops in
the death of his mother, which occurred
April 7.

Joe Hayden, pipefitter, is whipping up
and down the street in his new Whippet.

Joe Brandon, S. M. W., made a week-
end trip to St. Louis, April 5.

Gordon Mann, S. M. W., is the proud
father of a fine baby boy.

J. D. Allan, tin shop foreman, has the
sympathy of the West Shop boys in the
death of his mother, which occurred on
March 28.

K. E. Jacoby, S. M. W., was off sick
for a few days, but is now back on the
job.

J. A. Cooper, boilermaker, is off sick.
We hope by the time this item goes to
press he will be back on the job.

Ladies Auxiliary No. 2 is planning an
entertainment for the men in the near
future.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

J. L. Brandon spent Sunday, April 6,
with his brother at Centerton, Ark. He
reports prospects for quite a lot of apples
through that country.

J. F. Brown and family spent Sunday,
April 6, with relatives at Crane. Brown
says the farmers down there are suffer-
ing very badly for want of rain.

We are glad to report that Joe Ep-
person, coach repairman, is back on the
job after a few days of illness.

J. A. Bockman and family are making
a trip to Des Moines, Iowa, to visit with
relatives.

Harold Patterson, son of H. R. Pat-
terson, foreman at the stockyards, is
now sightseeing in Pensacola, Florida.

Mrs. Dan Rainey and daughter, Hor-
tense, are making a trip to Wenatchee,
Wash.

Luther Trask and family were called
away to Steeleville, on account of the ill-
ness of Mr. Trask's mother. His mother
is improving.

D. B. Barclay, inspector, is off making
improvements on his farm, which is sev-
eral miles out of Springfield.

Just an expression from our loyal
coach cleaners at Springfield:

"We are all for the Frisco and glad we
are Frisco employes. Doing all we can
to get business and to give a good day's
work. Certainly appreciate our good,
competent foreman."

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mrs. G. B. Adams and infant daughter
are visiting friends and relatives in
Springfield, Mo., at present.

Mrs. J. T. Payne, wife of J. T. Payne,
mill shop man, was painfully injured on
April 1, when a stove in her home ex-
ploded in some mysterious manner. Fly-
ing parts of the stove struck her, but
fortunately no bones were broken and
she is now recovering.

Wade Adcock and wife of Dallas,
Texas, are visiting Mr. and Mrs. T. E.
Gidden.

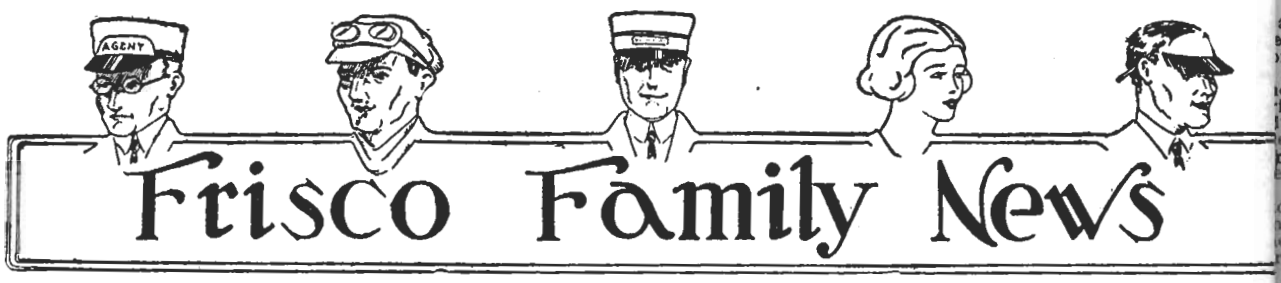
Albert Pritchette and wife are the
proud parents of a baby boy, born on
March 29. Mr. and Mrs. Pritchette are
parents of Robert Pritchette, sheet metal
worker.

J. H. Morgan and wife of Oklahoma
City, were recent visitors in the home
of Mr. and Mrs. Wm. Phillips.

The boys in the roundhouse have or-
ganized a ball team with John Poling
as captain, and are working out daily.
There is plenty of material out of which
to mould a winning team. We intend to
enter the City Twilight League. Let every-
one turn out and encourage the boys.

Mrs. R. D. Richards and daughter, Wil-
ma Jean, with Mrs. C. C. Bond, drove to
Cashion, Okla., to visit in the home of
the former's parents.

T. E. Bentley, representing the car
department, Carl Baker for the machin-
ists, E. W. Young for the blacksmiths,
B. G. Adams for the electricians, George
Whitley for the sheet metal workers, C.
C. Bond, for the boilermakers, and H.
H. Fuller representing the power plant,
Brown hoist, and shop and roundhouse
laborers, made up the delegation from
Local No. 8 to the Shop Crafts conven-
tion, held in Springfield, April 3. The
purpose of the convention was to elect
seven members to the advisory board.
Locals Nos. 1 and 2 of Springfield, pro-
vided a splendid program of entertain-
ment for the visitors and delegates. A
banquet at the Robinson Street Baptist
Church at 6:30 p. m. was followed by a
number of interesting and instructive
talks, by officials and visitors. We then
adjourned to the Community Hall, where
a program of music and dancing num-
bers was presented. The event closed
with a dance. The members of Locals
Nos. 1 and 2 deserve great credit for
the perfect manner in which they con-
ducted this entertainment.



Frisco Family News

EASTERN DIVISION

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

William Guenzler and wife left the latter part of March for Montana where they will spend a brief vacation on their ranch.

Mr. Charles Boggs is our machine shop foreman in place of Mr. Tom Murray, who at present is acting roundhouse foreman in charge of passenger engines.

New machinery recently added to our modern machine shop consists of an electrically driven micro grinder and a new link grinder.

Mr. O. L. Baker and Mr. Tom Murray were in Springfield, Mo., April 7 and 8, inspecting various methods used at the West shop, which proved to be of interest to both.

Sidney Williamson and wife, and Mrs. W. B. Smith motored to Decatur, Ill., where they spent April 12 and 13 visiting friends.

Mrs. Jack Ruben has been in Springfield, Mo., the past several weeks because of the illness of her mother.

Joe Baron sure is the "berries" when he steps out in that new four-passenger Oldsmobile coupe which he purchased the latter part of March.

Shop forces unite in extending sympathy to Dewey Johnson whose father died April 2.

Claude Deskin was our night roundhouse foreman April 11, in place of W. P. James, who took a night off.

A. A. Jones has recently purchased a new Essex sedan.

Sympathy is extended to Mr. and Mrs. Marvin Lutes in their sad bereavement at the loss of her father, who died on April 2.

Machinist Arthur Burke joined the night owls March 20.

Added to the list of new Ford owners is Frank Burt, night roundhouse foreman.

Miss Leota Berry of Springfield, Mo., was a St. Louis visitor April 13, at the home of her sister, Mrs. Bowman M. Murrell.

At this writing Mr. W. A. Murray has been off on sick list.

AUDITOR, REVENUES, TICKET ACCOUNTING DEPARTMENT

ESTELLE HILTON, Reporter

Those attending the ninth annual tournament of American Railway Bowling Association held at Columbus, Ohio, March 22, were John Lemberger, Wm. R. Reigel, Arthur Stoessell and John B. Tremayne.

Claribel Robinson, typist, has been transferred to this department account abolishment of her position at Seventh street.

John C. Starkey, assistant auditor revenues was quite ill with a cold for several days.

Reinhold Buder was absent from this office April 5, account attending the funeral of an aunt.

The impromptu luncheon given by the Girls' Club at Hotel Statler March 31, was greatly enjoyed by all the girls in this department.

Fred W. Ries, chief clerk, interline department, attended a conference of C. P. A., S. E. P. A., S. W. P. A. and W. P. A. committees held at St. Charles hotel, New Orleans, La., March 19 to 21.

Our office boy, Lawrence Nahm, was stricken with appendicitis quite suddenly March 15—was taken to the Frisco hospital where an operation was performed, he improved very nicely and is able to be at work again.

Gordon Bennett is the proud possessor of a (new) Jewett roadster.

We are sorry to lose Matilda Froh from our department, as she has been transferred to the overcharge claim department.

Mr. and Mrs. Wm. Birkemeyer are rejoicing over a baby boy born on March 16. Both parents were formerly employed in this department and the mother will be remembered as Catherine Daley (Little Kitty).

O. E. Risser, conductor on the Southern division, died at the Frisco hospital April 4, his death being due to complications following a serious operation. We have several other conductors who are patients at the hospital also, E. E. Bateman of the Southern division, A. W. Kilpatrick of the Currant River branch, and J. W. Barkalow, Southwestern division.

PURCHASING DEPARTMENT ST. LOUIS, MO.

W. L. RITTER, Reporter

Our R. E. Drake threatened to resign from our ball team and start one of his own. We immediately took action and successfully secured the services of Lewis Cunningham, our O. B., who has a bat and ball and claims he can play any position because his Uncle Jim once knew a fellow who worked where they made baseballs.

Irwin Wegener spent three days vacation fishing around the outskirts of Belleville. Judging from what he had to say about his automobile and the number and size of the fish he caught, we take for granted they are both good.

Herb Clay is raising a mustache on his upper lip.

Henry Compton attended a bridge party recently on Eads bridge and came in sixth.

E. W. Gatzert, R. B. McBride, Herbie Clay and yours truly, the pinochle club of the purchasing department, are arranging a fishing trip in the Ozarks, straight out St. Charles Rock road to the bridge and then turn.

We have some bright sayings through our department — Bernice Hower—"Now listen, Hon." Margaret Cowan—"I haven't got that file, Hickey." Clarke Pinkerton—"Oh-1 sahn uva gahn." Mary Graddy—"You all ought to know." All together—"When's payday?"

Ray Kosky intends spending a quiet vacation in Chicago and yours truly intends spending a nickle on his, providing he can sneak away from his kids long enough.

Lynn White must be taking vocal lessons, since he was seen gargling his throat several times recently.

The girls in our office have st a sewing circle and are getting nicely. At the recent election of o Clark Pinkerton was elected pres and R. E. Drake, chief tie inspector.

L. W. Kistler wants to join our tette, but he's too stout.

Grace McAvoy says she celebrated 23rd birthday on April 14th, and h splendid time. Kathryn Hughes pre ed Grace with 23 lemons taken fr tree in their back yard.

We have with us a new office b the person of Roland Volkening, was formerly assistant prosecuting torney in our law department. He very nice boy, well liked by us all, we wish him luck on all his fi trips.

OFFICE OF CAR ACCOUNTAN SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

The beauties of Pensacola were t oughly demonstrated to four of our Vera Erke, Mary Burrow and Jackson of the assorting board and S ley Williamson of the typing departm on a recent visit there, and they te that the ads concerning the city and "attractions" have never yet done it tice.

Ruth Owen of the record departm announces the birth on March 23, daughter, Helen Louise, to her si Helen, who was for several years a ord clerk in this office and is now Jason Rohrer of Portland, Wash. expects to visit the new niece this s mer on her vacation.

Our forces on leave of absence gradually returning, Bertha Arnold ing at her desk again after a severe ness and Pearl Hutton having retu April 14, but we regret to report Emma Granade is still absent acco the continued serious illness of mother and brother, and that M Cochran has recently been forced to a sixty-day leave of absence on acco of her health.

Bertha Sutherland of the typing partment spent a recent week-end her parents near Lebanon.

Zula Selvidge of the statistical dep ment, in company with Shirley Willia son and Amy and Mamie Bradley of typing department, spent the week-en the twelfth at the home of Zula's m at Collins, making the trip on Satur afternoon and returning Sunday in Bradley's car.

Edith Middleton of the record dep ment was one of the team of bo from the Frisco Girls' Bowling Le of Springfield entering the bowling t nament held in St. Louis, April although no prizes were brought hom the team, a good time was had by who went to the tournament. Our le has been organized but one year, practically all the others entering tournament had played for years.

Lillian Yates, captain of the Li Special team, Edith Middleton, captain the Friscoites, and Marie Arnold of Red Ball team were members of Springfield League during the past which closed March 27. The three lo teams are arranging a banquet to ent tain the entire membership of

ague with the prize money. Incidentally, Lillian and Edith are on this committee.

Florence Lyons of the per diem department, in company with Mrs. W. C. Cheek, wife of one of our Springfield Frisco hospital staff, is visiting her sisters in Whittier, Calif., making the trip via El Paso, and stopping there for a day of sightseeing in old Mexico.

Mary Welch is absent from duty on account of the serious illness of her mother who recently fell and fractured her hip in the same spot that it was fractured a few years ago.

Anticipation was proved to be not greater than realization by the statistical department girls on the evening of March 25, when they so thoroughly enjoyed a dinner planned on the impulse of the moment (or perhaps more correctly stated, on the impulse of hunger), at the home of Zula Selvidge's sister, Mrs. J. W. Young on Roanoke avenue. The idea of the party was conceived by Margaret Miller and Zula, others consulted and arrangements immediately completed. Not even the place cards were lacking at the sumptuous dinner, which was interrupted by the arrival of a special from the "boys" of the department, which frankly stated that it was a "pain to their pride" that they were not invited, but considered that perhaps it was better for their own sake in view of the fact that the dinner was so hastily planned and served.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

Mrs. Grace Hartman has been employed as relief operator in the Ft. Scott DX office, and will do relief work there during vacation time.

W. M. Estus, operator Sapulpa relay office, returned April 1 from Tucson, Ariz., where his wife is now temporarily located account ill health. He reports her condition improved, and expects to bring her back to Sapulpa soon.

Warren Seabaugh, messenger, has returned work in the Springfield telegraph office after a 30-day leave of absence.

R. R. Lamkin, manager and wire chief, Memphis, has been off duty since March 18, account illness.

Miss Lena Cagle, chief telephone operator, Memphis, resigned April 1. She was married April 9, to Mr. James Adams. They will continue to reside in Memphis. Miss Cagle was a very efficient employe, and was well known and much admired by her many friends in the Frisco family who wish her much happiness and success in this new "venture."

Operator C. G. Wilson has been assigned to position of cashier-telegrapher at Sasakwa, Okla.

Operator E. F. Oakes of Sapulpa relief office, accompanied by his wife and the parents, Mr. and Mrs. J. F. Gilbert of Sapulpa, spent two days recently on Arbuckle lake, fishing.

Chester Holt, 29th street towerman, was called to Moran, Kans., to attend the funeral of his grandmother on April 14.

C. G. Autrey, regular second trick operator at XY Sapulpa, has gone on extra board. Gene recently returned from New York after a 60-day stay there, during which time he did some recording for the Victor Phonograph Company.

Miss Gladys Roth, stenographer to bridgemaster, Ft. Scott, and Mrs. W. H. Evans, wife of superintendent, spent the week-end of April 6, in Kansas City.

A. B. Curtis, messenger, Springfield telegraph office, is enjoying a week's vacation at this time.

J. L. Bray has been acting as division operator at Oklahoma City during April.

W. M. Hastings relieved division lineman Helms at Joplin, and S. L. Canady at Fayetteville, Ark., this month.

The new assembly room in the superintendent's old office at Ft. Scott is proving very popular as a place for Frisco dances and various other meetings.

Mrs. Elsie Deming Beegle of Kansas City, who was formerly secretary to superintendent of telegraph, visited our office on April 15.

W. M. Fraser has been released from the Springfield telegraph office, account force reduction. He has displaced P. E. Paulsell, telegrapher, Memphis relay office.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

The Sunnyland bowling team, composed mostly of employes in this department, of which C. F. Smith is captain, is leading the Frisco League, having won thirty games and lost nine for the last half.

Lenora Sutherland, typist, spent Sunday, April 13, in Lebanon, visiting her parents.

Cleo Pearce, dictaphone operator, enjoyed a trip to Conway, Mo., recently.

This department was grieved to learn of the death of Mr. O. E. Risser, April 14, in the Frisco hospital at St. Louis. Deepest sympathy is extended to his daughter, Kathryn, of this office, and other members of the family.

Those enjoying early vacations at home this year are: Verne Tulloch, Nettie Sartori and C. J. Bowman.

The Air Line Special bowling team, composed of girls in the claim department, won the championship for the 1929-30 season with 19 games won and 7 lost. The personnel of the team is as follows: Loree Action, captain, Marie Morelock, Frances Gustin, Lenora Sutherland and Mamie Gurley.

The Frisco Veterans' Association membership campaign is in full swing. To date, April 17, approximately 550 members have enrolled and as the month for the reunion draws near (June) the excitement increases day by day. Everything points to the biggest reunion in the history of the association. If you have not already enrolled, please get in communication with the secretary, Mr. J. L. McCormack, Room 400, Frisco Bldg., Springfield, Mo.

It is a never-failing sign that spring is tapping gently at the door when Abe Martin, live stock investigator, sheds his coat and goes to work in his shirt sleeves. This important event took place at the exact hour of 2 o'clock p. m., on April 11, 1930, on which date the temperature rose to 88 degrees.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

We are glad to report that Louis Hagerman, who has been confined in the St. Louis hospital, is getting along nicely and will soon be able to resume his duties. Emil Thomas is relieving Mr. Hagerman temporarily.

G. J. Drummond, signal supervisor at Springfield, has also been away account illness, but has now returned and is again going over his territory.

Judging from stray bits of conversation and the display of golf clubs, several members of our force seem to be growing enthusiastic over the game. Messrs. Ball, Testerman, Thompson and Troth have been noticed to disappear after office hours recently in the direction of one of the prominent courses.

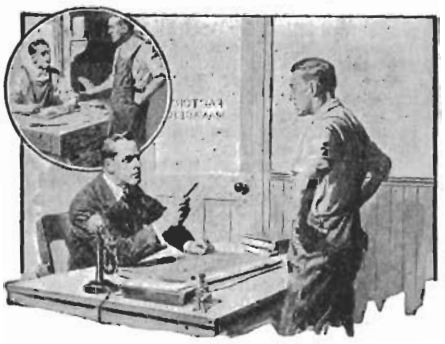
Mrs. C. I. Garton, wife of assistant inspector, visited her mother at Purdy the first of April.

Little Joseph Uhr, son of signal foreman, S. L. Uhr, has recovered from injuries recently sustained in a bad fall.

Jack Stewart, previously employed in drafting room, has taken a position in foreman S. L. Uhr's gang. Clifford Johnson, formerly with foreman Kelton's gang has relieved Mr. Stewart as draftsman.

Mrs. L. L. Owen and son, Paul, family of signal maintainer at Vinita visited in Tulsa recently.

Mrs. C. C. Woodfill, wife of signal maintainer, Nichols, is visiting her parents at Paola.



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DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD

PEARL A. FAIN, Reporter

Jimmy Walsh, our messenger boy, worked one week in Monett recently. His

place was filled by Ralph Wilkerson, but Jimmy is now back on the job again, greeting us with his famous smile.

The two sons of Mr. L. H. McGuire, crane operator, have had the misfortune to be kept at home with the whooping-cough but they are much improved at the present writing.

Mr. L. B. Pechner, lumber foreman, has been quite sick for the past month and a half with erysipelas and he has been missed greatly by his fellow employes, but at present he is able to spend a part of each day at his work and we sincerely hope he will soon be able to give his full time again.

L. E. Goodman made the trip on the Highline this month with the supply cars.

Sam Gaston was called home recently account of the illness of his wife. His son, Samuel O'Dell, was sick several weeks recently also, and was quarantined for twenty-one days with diphtheria, but we are glad to report he is now able to attend school again.

Mrs. John Bradford of Chicago, Ill., is visiting her sister, Mrs. Howard Hutsell of this city and perhaps will remain a couple of months.

Mr. A. M. Click, stock clerk, is batching again. His wife was called to the home of her daughter, Mrs. Marion Montgomery, in Vega, Texas, account of sickness in the home. Mr. Click cannot see why any man would enjoy the life of a bachelor. He says he would starve to death if left to do his own cooking any length of time; in fact, he says he would find himself a first-class boarding place, instead.

One of our fellow employes recently got his spring hair-cut and we are fearful lest he take pneumonia. Be doubly careful, "Willy."

Mr. E. R. Parker, supply man, and faithful employe of this department, is ill at his home on North National boulevard. Mr. Parker has served the Frisco for the past forty-two years and his presence is greatly missed by his friends, and we wish for him a speedy recovery.

Others in this department who have been absent account of having severe colds are John Rheinder, Charles Twigger and Jim Saddler. Mr. Saddler lost the use of his voice entirely for a few days, but is much better now.

Mr. and Mrs. Porter Leavitt and two sons have the sincere sympathy of this department in the recent death of their small son and brother, Richard Henry, age 8 years. Mr. Leavitt is storehouse agent in general storekeeper's office.

Our out-of-town visitors during the past month have been Mr. R. E. Drake, tie and timber inspector, from St. Louis; Mr. L. P. Cochran, chief clerk to division storekeeper at Memphis, Tenn., and formerly of this office also Mr. Sam Wheatley of Rich Hill, Mo., brother of Mr. C. E. Wheatley, division storekeeper.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Henry Mellon was absent several days account of being ill. We are glad he is now able to report for work.

Miss Jack Fitzjohn spent two days of her vacation visiting friends in Joplin.

Mr. Luther Utley is the owner of a car these days. He spent one week-end this month in Oklahoma City, but we think he made the trip on the train rather than risking the trip in his car. He says he saw the oil gusher, or rather where it had gushed.

This department extends their sincere sympathy to Mr. Charles A. Allen whose mother died the latter part of March.

Deepest sympathy is extended by the employes of this department to Mr. and Mrs. Porter Leavitt and family in the loss of their son and brother who died April 7.

Paul Gaylor has had one week of his vacation. He feels the week off did him good as he was having some trouble with his eyes.

Miss Maude Bedell spent Sunday, April 13, in Kansas City, visiting her sisters.

Mr. Paul Lowery was off a day the first of the month and planted his garden "in the light of the moon."

TELEGRAPH NOTES EASTERN DIVISION

HELEN FELLOWS, Reporter

W. T. Baskett bid in third Crocker, and B. T. Bruton bid in second St. John.

P. S. Pittman bid in first MO Monett, G. W. Brown second MO, and third MO was bid in by C. H. Reed.

E. J. Sutterfield, third Cuba, is in hospital in St. Louis for examination. E. Trotter is relieving him.

C. S. Musgrave, third Sullivan, and wife are spending a few days' vacation visiting in Kansas City and Strafford. He is being relieved by W. C. Eoff.

C. M. Leek, third MS Springfield, recently flew to Pittsburg, Kans., with Swede Christopher, formerly telegraph operator on Eastern division, but now sales manager for Curtis-Wright Company.

H. H. DeBerry, extra dispatcher, has been assigned a regular job at Chaffee. We are glad to see Homer stepping up so fast, although we hate to lose him from our division. His position is being filled by D. H. Leek, who has been working first trick Marshfield. Doral makes the third of our boys who has taken up dispatching within the past two years.

G. E. Wise, second MS Springf recently visited his son, Bill, a fo Eastern division operator, but with the A. T. & T. in Woodriver O. R. Carson relieved Mr. Wise.

F. DeBerry, third St. James, s a few days at his home in Stou recently. C. H. Findley relieved

The father of G. E. Sally, se Rolla, and C. R. Sally, first Pa passed away April 14. The symp of all is extended to the familie

O. R. Carson, extra operator, been sent to Neodesha, Kans., to second trick a few days. This like a shortage of good operato other divisions.

Extra operators V. H. Wilkes R. W. Arnold paid us a visit the morning while waiting for No. 5.

The following note was receive

"I would like for you to ins line in your column of the next of the Frisco Employes' Magazin tending my appreciation and t for the nice floral tribute present the boys on the main line and th Line, account of the death of my March 10, 1930.

"(Signed) R. M. Dickerson, tor."

AURORA-GREENFIELD, MO BRANCH

B. P. RAMEY, Reporter

Milton E. Baker, section for northern division, has resigned a turned to his farm which is l near Springdale, Ark.

Noel Cox, relief section fo from Greenfield, has been prote vacancy left by Mr. Baker whil sition is up for bulletin.

Arlington Birch, station helper station is off duty account illnes W. Johnson is protecting station ers position while Birch is off d

Ernest Riddle, formerly s helper, this station has accepte sition as helper at Richland, Mo yes, by the way, almost overlook Ernest is now a married man, h taken unto himself a pardner th of the month. The entire force in wishing the young couple a and prosperous married life.

On Monday, April 14, a car head of cattle moved by express this station to Connecticut, the age price per head received for registered cattle was $115.00. S pretty well for old Missouri whe have to come that far to obtai breed of cattle they wish back

The work of beautifying the grounds has been started, a fence around same having bee grounds cleaned off, the next mo understand is to see a bit of bery set out, the plot being bea is 400 feet by 60 feet. Shade have also been set out arou stock pens which will add grea the appearance. Cass Vinyard gardener, has worked very diligen getting the grounds all cleaned

Ralph Jury, relief operator, the boys at the tower April 6.

Boyce Berry, relief expressma accepted a run on 107, 7, 108 be Memphis and Hoxie, Ark.

AGRICULTURE AND REFRI TION DEPARTMENT SPRINGFIELD, MO.

EPPA DELK, Reporter

Mr. W. L. English, and Mr. Eicher, attended the celebration first carload of strawberries loa the state prison farm near A Ala., Monday, April 14.

Marie Kidd recently visited fr in Tulsa, Okla., and reports h had a most thrilling time. A same time Mr. and Mrs. Joe W made a trip to Oklahoma City,

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they spent a few days with his sister.

Mrs. Glenn Jones and son, Glenn Wade, have returned home from Kansas City, where they have been visiting her sister.

Mary Burrell's mother has returned to her home in Festus, Mo., after a lovely visit in Springfield with Miss Burrell.

Barbara Temple spent Easter vacation with her mother, Mrs. Elizabeth Temple, in Springfield.

J. M. Thomas and family have been enjoying the Ford limousine, purchased just in time for the Easter parade.

OFFICE DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

R. G. LANGSTON, Reporter

Mary Newton visited in Hannibal, Mo., March 24 and 25.

C. N. Small was in St. Louis April 1.

M. W. Abernathy, formerly division accountant at Springfield and Ft. Smith, and now with the Interstate Commerce Commission, was a recent visitor. "Ab" expected to be in Springfield approximately 30 days.

Eunice Hagerman was away from the office several days during the first of April in order to be with her brother, who underwent an operation in the Frisco hospital, St. Louis. Am glad to report that he is doing nicely and expects to return home soon.

Speedy Reed drove to Richland, Mo., April 6 to enjoy trout fishing.

Members of this department extend sincerest sympathy to Porter Leavitt and family during their bereavement for the loss of a 7-year-old son, April 7.

Walter Hudson is certainly proud of his new 1930 Chevrolet coach. His first trip was to Hartville, Sunday, April 13, to visit his parents.

Oscar Nelson, formerly of the accounting department at Ft. Scott, has accepted a position with the Interstate Commerce Commission, with headquarters at Minneapolis. We were mighty glad to see him for a few minutes Saturday, April 12, and wish him success in his new undertaking.

Revenge is sweet. The "Meteors" were defeated by the "Scrubs" in a bowling match staged at the alleys of the New Green Tavern hotel on Commercial street, April 16. "Doc" Williams, "Speedy" Reed, George Wood, Al Denham and E. E. Carlock formed the Meteors, while "Hienie" Kelpe, "Butch" Austin, Belton Hembree, "Jake" Fullerton and Dean Baker bowled as the Scrubs. Interest was high and much friendly kidding was in evidence during the fracas. It is now rumored that the Meteors are to be challenged by a team composed of members who, in order to qualify, must prove that they have never bowled. That match will probably be interesting, as well as instructive, for the novices.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Mrs. F. G. Lister and son, Francis, Jr., were called to El Paso, Texas, recently account sickness.

Our general air brake instructor, J. E. Scott, has just returned from Eugene, Oregon, where he and road foreman of equipment, Frank Ellis, spent a couple of weeks observing some interesting and instructive air brake tests being made on the Southern Pacific railroad.

J. E. Potts and family were severely shaken up and somewhat bruised when their car turned turtle one Sunday recently. They were indeed lucky to escape with no bones broken.

Flo Blevans and Millie Alcorn, the two tallest girls in our office, have yielded to the call of the big out-of-doors and taken up golfing. Now, if they don't run some of the professionals a close race, we miss our guess.

Albert Chase was called to Los Angeles recently account death of his father who was past 90 years of age. We extend our sympathy to Mr. Chase and wife.

J. L. Ryan is in Philadelphia, Penn., inspecting the new locomotives being built for this company by the Baldwin Locomotive works.

The bowling games are over and the girls are looking forward to the big banquet which they will have soon. Understand a tournament is being talked up and feel sure some keen competition will ensue. Those in this department eligible to enter the tournament are Hazel Clark, Eunice Morrow and Mable Campbell.

We were not surprised to learn that Chesley Looney, Jr., the young son of Mr. Gibson's secretary, was adjudged a perfect child in the recent baby show held here. The fact that this wide-awake youngster mistook the stethoscope for a telephone and tried to call up the groceryman while the doctor was listening to his lungs, did not keep him from being awarded the blue ribbon.

Mable Campbell spent the week-end with friends in Poteau recently.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Ruth Dunbar, daughter of our chief maintenance clerk, is representing her school this year in the annual district musical contest. Miss Dunbar, a junior in high school, is well known to Frisco folk, having sung at a number of our functions. She has our best wishes to win out.

Miss Ann McClernon journeyed to St. Louis Sunday, the sixth, to view the girls' bowling tournament.

P. A. Moffitt enjoyed an unsuccessful fishing trip Sunday the thirteenth.

Orville Coble is now back in the file room, displacing Frank Feyen, who returned to the telegraph office. Coble wintered in St. Louis at the Frisco hospital. He reports efficient doctors, good food, and pretty nurses, but seems glad to return to a desk and payroll.

We hear quite a bit of golf these days; and who wouldn't be attracted to the green with weather like this? (Cosby is threatening to wear plus-fours to work.)

Several well-known visitors called at the office during the past month; among them M. W. Abernathy, formerly division accountant now of the I. C. C.; Paul Connelly, brother of Mike, formerly in the accounting department but now with the Gypsy Oil Co.; and H. L. Adkins, formerly file clerk in this office, now with the Frates interests in Tulsa. With Harley was his recently adopted son, as cute a 3-year-old as one ever saw.

We are sorry to announce that Mr. L. Stanley is retiring from the service as train rule examiner because of ill health.

MONETT YARD

FRANK L. KYLER, Reporter

Announcing the marriage of Mr. Leslie Alonzo Taylor to Mrs. Jewel Sheehan, which took place on or about March 10, the exact date we have been unable to obtain. Funny boy that he is, Taylor called upon this humble person to stand up with him and then put over a fast one on me, telling me the ceremony had been put off and then goes ahead and springs the trap without my assistance. In view of the fact that we have been closely associated for some time, I will not say more than this. That guy had a lot of nerve to put over a stunt like that when I know him SO WELL. But anyway, the gang in Monett yard wish him all the happiness in the world.

Mr. and Mrs. J. H. McTigue visited relatives and friends in St. Louis recently.

Engineer W. C. Bray of the 4:00 p. m. crew has been laying off due to a badly infected hand. Mr. Bray was confined to his bed for a week but is now able to be around, but is not yet able to return to work.

Miss Bernadine Smith, daughter of yard engineer C. J. Smith, and Miss Lois Bowman, daughter of conductor B. Bowman, were St. Louis visitors recently.

Four student switchmen are riding with us at the present, making the required thirty days student trips. They are Solon Wright, Jr., Ramon McCauley, Ivan Cramer, and Harold Jaques. Cramer is a son of L. W. Cramer, yard fireman, and Jaques is a son of Central division brakeman N. Jaques.

Howard White, switchman, who was injured on January 15 is not yet able to return to work. White was injured while at work by having his feet mashed against the side of a car he was riding upon.

W. L. Cannady, switchman, who was injured recently is still confined to St. Johns hospital where he is reported as convalescent.

Harold Spain, formerly employed at this place as switchman, has transferred to Springfield terminal in the same capacity.

C. R. Gillette, switchman, who has been borrowed by the Western division at Enid, Okla., has been released at that point and has returned to work in Monett yard, having bumped on position as helper on the 11:59 p. m. crew.

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

Another poor unfortunate has fallen prey to that mighty and inexorable demon—the Golf Bug! That insidious passion that creeps unawares into the hearts of men, rendering them utterly powerless to overthrow its poisonous influence! Claude Neely, car clerk, is the latest victim, so when you hear him prating and prattling of "birdies" and "eagles" don't get the idea he has been visiting the aviary—he is only visioning improbable possibilities with regard to his future golf game.

It is with distinct regret that the citizens of Monett bid farewell to the family of R. T. Keithley as residents of the town, but owing to the fact that engineer Keithley has accepted a run between Rogers and Grove they decided it best to take up their abode in closer proximity—at Rogers, Ark. They have lived in Monett about thirty-five years, and have always been active in social affairs and progressive enterprises—thus their departure is recognized as an obvious loss.

Mrs. Herman Lipe, wife of boilermaker, together with her mother, Mrs. T. Y. Tennison, and two brothers, have departed for a two weeks' visit with relatives at Denver, Colo.

Engineer Mont Bentley and family are enjoying a visit from their daughter, Dorothy, who is in nurses' training at St. Anthony's hospital, Oklahoma City. Dorothy has been unable to be on duty for the past several weeks, due to a painful and persistent infection on her hands, combined with the physical inertia resulting from a tonsil operation, so is putting her enforced convalescence to good use by a visit to the home town.

William Walpert, machinist, whose home was destroyed by fire on February 7, is having the house rebuilt along more modern and convenient

lines, and expects to be ready for a housewarming about the 15th of May.

The pale looking gentleman who recently walked slowly and laboriously into the office is none other than that erstwhile tower of strength, engineer W. C. Bray, who has been reduced to this weak and faltering condition by a siege of blood poisoning in his hand, from which he has been suffering since March 30. He is improving and hopes to be able to return to work within a few weeks.

ST. LOUIS TERMINALS.

WM. GAGHYAN, Reporter

Switchman Frank Ott of the 7 a. m. Ewing Ave. job recently substituted on Charlie Brown's daylight yardmaster job at Chouteau Ave. while Charlie was taking a few days vacation.

Switch Crew Foreman Clarence Morris of the rip track job has returned to duty after being off on account of a broken toe. Tom Gibbons has been filling Morris' vacancy.

Switchmen Mike P. Gallagher and Frank Tony Anthony of the 2nd trick Arloe job have reported after being off for a few days.

Engineer Walter Tancil Ewing Ave. job days is able to be about again, and we hope he will have an early return to duty, as Walter recently suffered a broken ankle.

Engineer Mike Marren 2nd trick rip track job Chouteau Ave. has been filling the vacancy on the daylight Ewing Ave. job.

Engineer Jim Nevins, 3rd trick Chouteau hill job, and wife, are visiting in Chicago with Jim's sister.

We wish to extend our profound sympathy to our fellow worker and club member Arthur Cox, 3rd trick car inspector Gratiot inbound yards, in the recent deaths of his mother Mrs. Mary Yates of St. Louis and his sister Mrs. Alice Miller of Perryville, Mo. The interments were at Cape Girardeau, Mo.

Switchman Harry Fritz of the Arloe has taken a temporary vacancy on the 3 p. m. Lindenwood job.

Switch Crew Foreman Harry Doud of the Lindenwood job, 2nd trick, has taken a temporary vacancy on the 3:30 p. m. job with Harry Downing.

Switchman W. C. Plank has taken the 6:00 p. m. switch tenders job at Arloe in Jim Mason's vacancy, who is off account of sickness.

Switchman Charlie Voorhees has been assigned foremanship vacancy on the Lindenwood job, 2nd trick.

Edward J. (Bug) Slatery, chief clerk to Yardmaster Maroney, recently suffered a broken ankle and was confined to the hospital, but is now able with the aid of crntches to be in daily attendance at the office.

Dr. C. E. Baldree, of the hospital dispensary, has been assigned as the medical car now making its regular system trip. Dr. Baldree is one of our very enthusiastic members of the St. Louis Terminal Club.

The new additions to the hospital staff at St. Louis are Dr. M. E. Stoehle and Charles Hail, stenographer in the office of Chief Clerk Robert Sack, and we extend a cordial welcome to both.

Noble Moore, inbound 3rd trick Gratiot yards is confined to his home account of injuries received by being hit by an automobile. We extend our best wishes to Noble for an early recovery and return to duty.

Switch Crew Foreman Henry Clendenen, of the 10:00 Wabash west transfer job, was recently called away account of the death of his father and we extend our profound sympathy to him and other members of the family.

Mrs. Grover Bond, wife and daughter Corinne of Switchman Bond of the 3rd trick Chouteau hill job, have left for a visit to Hoxie, Ark.

Switchman Tom Gibbons, Chouteau rip job, is sporting a new Ford sedan these days by riding in the rear seat. Mrs. Gibbons is the chauffeur.

Lee Jr., son of Lee Whitledge, is doing fine after his operation and we extend our best wishes to our fellow worker in the case.

The new switchmen's locker at the Lindenwood shops was recently completed and opened for use with modern facilities throughout.

Special officer Louis Roseman recently paid us a visit and renewed acquaintances around the terminal. Mr. Roseman has been recently assigned to duty at Newburg and has moved his family there.

John Trotter, foreman of the 7:00 hill job has returned to duty after being off on the sick list and confined to the hospital for a week.

Jim Kelly Rogan 2nd trick train trick, Gratiot yards, is confined to the hospital at this time, and we are wishing Jim an early return to duty. Jim's pleastant smile is missed around the Gratiot yards.

Yardmaster Stroup has been off for a few nights vacation and the following have substituted on the various jobs: Tony Harmon filled Stroup's job as night general yardmaster, Bill Gretch foreman, of the train yard job, 2nd trick, has been filling Harmon's 4:00 p. m. yardmaster job, Fenton Adams has been filling Gretch's vacancy on Gratiot train yard job.

Troubadors of the Chouteau Ave. hill job are the special Sunday night relief now for the various 3rd trick jobs and consists of Jim Nevin as engineer, and Howard Tucker as foreman, and (Chalk) Bond, and ye scribe as helpers.

Terminal Club President John Daniels and the other officers and the entertainment committee, are carrying out the plans, and things are shaping out well for the picnic, the crowning event in the St. Louis terminals, always looked forward to by everybody, as an enjoyable time is assured and enjoyed by all.

The following are on the honor roll of the solicitation for business secured: John Sword, 5 cars; Charlie Phillips, Machinist Lindenwood, and John Daniels, president of the terminals club, has 36 cars to his credit for the 1st quarter, and also Mr. Whalen, clerk Tower Grove station has a very handsome credit also.

Hughie Robinson, chief clerk to Terminal Superintendent P. W. Conley at the present time is confined to the hospital and we are extending our best wishes for an early recovery to Hughie.

Yard clerks have organized several teams to send to Springfield to the bowling tournament to be held in May, and we are hoping that one of the St. Louis teams will come back with the Trophy cup.

Yard Clerk Jean Cunningham, Gratoit yards, has purchased a new radio and of course has joined the ranks of the radio bug, with the stories of the long distance received stations, and especially California. Jean must be waiting for "dearie" to broadcast. She does occasionally, over K. F. I.

Jerry Schook, car inspector, 3rd trick, Gratiot yards, is one of our modernists. He has installed a radio in his new sedan and it really picks up stations.

The Night Hawks and the Owls, t two Frisco bowling teams in the ra road clerks league in St. Louis, fi ished the season in their respecti places 13th and 16th, and the boys h plenty of fun and enjoyment and a looking forward with keen interest t next year.

Ben Heath, Asst. general yardma ter, and wife are the first vacationi of the season covering a period of t weeks which will be spent at Tam Miami, Pensacola, Fla., visiting re tives, and will include also a sig seeing trip to Havana Cuba. We hoping the trip will be very enjoya to both.

Wilkie Weir, foreman of the C. & I. transfer job, is filling in on H Heath's yardmaster job at Grat yards day.

ST. LOUIS CAR DEPARTMENT

LOUISE SCHUTTE, Reporter

Johnnie Schwend, who was displa by Gus Stein as piecework checker, back in the same capacity, Mr. St having accepted a position at Be mer, Ala.

Our A. R. A. clerk, Bill Gorman, w transferred to Jefferson avenue co yards, April 1, to take charge of t clerical work in Mr. Doyle's offic

Dexter Tobias, Mr. Gillespie's cl clerk, visited his family in Wil Springs.

PASSENGER TRAFFIC DEPARTMENT, ST. LOUIS, MO.

RAYMOND H. RINKEL, Reporter

From all appearances several part in our department are competing some sort of "Get Your Glasses" co test or else they are playing a "

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low your leader" game.

W. G. Rodenroth, C. B. Michelson, F. J. McEneny, and Delbert Fields have added a pair of glasses to their equipment, and Ed Grob may be the next one to "catch up" on exterior decorating.

Recent promotions are as follows:

Joe Wosmansky, transferred to office of the president. Our cheerful friend, Killian V. Coever, promoted to general office mail room. Raleigh Beatty to file department. K. R. Smith, from general office mail room, to mail department on eighth floor. We also have a newcomer in the general office mail room—Vincent H. Meist. We wish all the boys the best of success in their new line of work.

Ideal vacation weather—and if it continues—well, we will all be wanting ours rather soon.

OFFICE OF AUDITOR-DISBURSEMENTS—ST. LOUIS, MO.

DOLYNE SCOTT, Reporter

Mr. A. F. Free is driving a new Oldsmobile sedan.

Mr. Erwin Reimer, former shop accountant at Fort Smith, and Mr. Curtis Hensley, completion report clerk at the same place, have been transferred to St. Louis in the valuation organization department.

Mr. J. F. Culliman, from Minneapolis, is also a new member of this department.

Miss Vashti Grimes spent Easter at her home in Memphis, Tenn.

Miss Dolyne Scott spent Easter at her home in Mountain Grove, Mo.

Miss Elizabeth Weber is a new employe in the machine bureau, coming from the office of auditor-revenues.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Well, the first of April passed in a rather sane way in this office, only a few of us getting exciting telegrams and lovely onion-chocolates, etc., and now we find ourselves approaching May with the prospects of some good baseball, white shoes and straw hats. These are the fine days when a-maying we all want to go, visiting, sightseeing, etc.

Mr. and Mrs. Virgil Hartley left Saturday, 19, for Miami, Fla., and other points of interest in that section of the country for a two-weeks' visit.

Miss Catherine Toon, in company with her mother, also vacationed in the Sunny South, spending quite some time in Maysville, Ky., returning via St. Louis for a visit with her sister.

A big attraction at St. Louis recently was the Bowling League Tournament. Stella Stevenson, Edith Widmeyer and Louise Boren of this office, and Eunice Morrow of the mechanical department, attended and report a most interesting time.

Vianie Hindman and Helen Deckert spent the week-end of March 15-16 in St. Louis, taking in some good shows and having fun in general.

George Silver, a member of the night force, this office, has also been vacationing. First in Kansas City, thence to Chicago where he was able to have some thrilling experiences taking in the night clubs, and other late-hour affairs. There are some good points to holding down a night job, after all.

Speaking of "thrilling experiences"—must tell you about mine. On April the 10th I "enjoyed" my first automobile smash-up. Having always driven a Star-car and having had my aspirations hitched to a star, I came very nearly living among them for good, when a fast moving Nash banged into me, knocking it "sky-high." Fortunately I was not injured badly and there was no need to look for another reporter to represent this office. It was a great experience, but I'm not "hankerin'" for another such.

Dora Gado enjoyed a vacation recently, too, but she took it in a much calmer way than did George and the others. She spent most of her time visiting her folks in Billings, Mo.

Hallie Welch, head of the typing bureau, this office has been away for some time taking care of her mother, Mrs. C. M. Welch, who is confined to her bed due to a fractured hip. We are glad to report as this goes to press that Mrs. Welch is much improved. We wish for her a speedy recovery.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Columbus Mayhan, mail and baggage handler, had the misfortune of having his brooder house and small chickens destroyed by fire March 27. He is now building a larger and more adequate building to house 400 chicks.

One of the new cafe-library cars being used on trains 7-8-4 and 9 laid over in the Monett yards recently to be forwarded on train 9 and created quite a little admiration from those who viewed the interior of the car.

Strawberry fields are in bloom, which means we won't have to wait very long now for that famous Ozark Special, "STRAWBERRY SHORT CAKE."

A refreshing shower which visited Monett and vicinity April 13 brought out the flowers and gardens which were needing moisture very badly.

George Brown, who has been third trick operator at MO office for some time, was assigned vacancy on second trick, in place of Sam Pittman, who is now occupying the position of first trick operator.

Mack Cotham, clerk at Newburg, visited old friends at Monett April 9. Mr. Cotham was stationed at Monett as ice clerk until two years ago when he went to Newburg as bill clerk.

Arch Long, station master, was recently elected to office of City Commissioner at our spring election.

Leslie A. Taylor, extra yardmaster, and Mrs. Jewel Sheehan were married at Monett recently and are at home at 306 Frisco avenue.

Mrs. E. E. McGuire and son, Thomas, of Memphis, were visitors in Monett April 12.

George Brown, operator, is enjoying a two weeks' vacation from duties and with his family is visiting relatives in Texas.

George J. C. Wilhelm, who has been secretary of the railroad Y. M. C. A. at Monett for the past 30 years, has resigned. His successor has not, as yet, been named. Mr. Wilhelm has not decided as to his future activities.

Mrs. Oliver Gulick is enjoying a trip to Pensacola, Fla., and points in Tennessee while visiting with her husband in Magnolia, Ala. Mr. Gulick is road-masters' clerk.

Russell Gillette, who has been switching in yards at Enid, has returned to resume his work in Monett yards.

Harold B. Jaques, Ivan W. Cramer, Raymond T. McCaulley and Solon Wright, Jr., are newly made switchmen at this station.

SOUTHERN DIVISION

OFFICE DIVISION ENGINEER MEMPHIS, TENN.

C. C. SICKLES, Reporter

Work on the Memphis bridge is practically finished. Mr. Capp, from Mr. Hennessy's office, has been on the job for quite some time and is doing very nice work. Mr. Hennessy spent April 9 looking over conditions on the bridge.

E. D. Ferguson is busily engaged in putting up new coal chute at Carbon Hill. Note he is very industriously studying the plans and we hope the coal rolls out of the chute when it is put up. He is being assisted in checking the plans by J. M. VanDover and between the two, the coal should come out of the chute.

Assistant Engineer Scott and family spent a few days in Pensacola and Demopolis first part of this month.

Miss Mary Alys Sickles visited in Memphis for several weeks. Miss Mary and her sister spent the week-ends visiting in Little Rock, Hot Springs and other nearby cities.

Recently put on two new extra gangs—gang under Foreman Hansen is surfacing new rail out of Cedar Gap and gang under Foreman Williamson is sur-

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facing 110-pound rail out of Olden, Mo.

J. P. Bruton and O. E. Haman are down at Pensacola. The supposition is that they are supposed to be checking up on completion reports. This would have gone over all right if Mr. Bruton had not made suggestion that he was taking Otis along as a guide. Technically that would be known as a caddy.

We have not learned whether the wearing apparel lost by O. E. Haman (presumably lost on a Pullman), has been returned. Will try to have report on this by the next month's issue.

Former assistant engineer H. E. Bailey of this office has been transferred to Oklahoma City as resident engineer to take charge of the new terminal work at that point. The entire force regretted Mr. Bailey's leaving, but we wish him all the success.

R. B. McKee, assistant engineer, formerly stationed at Pensacola, has been transferred to Tulsa as resident engineer to take charge of the new terminal work at that point. While we are sorry to have Mr. McKee leave us, we are glad to see him moving up.

R. R. Lamkin, chief, Memphis relay office, has been absent from the office for the past several weeks account sickness. We are glad to say that he is very much improved and hope he will soon return to work.

Operator Thos. L. Walsh is filling in the vacancy account Mr. Lamkin being ill.

File clerk Frank Bauer and wife spent the week-end of April 5 visiting Mrs. Bauer's relatives at Joiner and Crawfordsville, Ark.

Ramsay Wall is now driving a new Ford, having sold his Chevrolet.

We are glad to report that Luther Williams is now able to go about on crutches and is getting along very nicely.

Now that we have the change in the office hours there is quite a bit of competition in the filing department as to which file clerk gets out of the office at 4:30, 4:31 and never later than 4:32.

W. B. Bailey, water service foreman, has been spending considerable time in Springfield learning how to make up and put in water lines. Believe with the information and instructions he received in the Springfield Terminals that the pipe lines and water lines on the Southern division will be in first class shape.

According to the boys in the office J. M. VanDover, the proud owner of the new Hupmobile, is doing O. K., getting twelve to fifteen miles per gallon with it.

MAGNOLIA TERMINALS MAGNOLIA, ALA.

O. J. GULICK, Reporter

The strawberry now has the right-of-way and the attention of the whole Frisco Family, in getting this luscious fruit to the northern and eastern markets. The berries are being shipped from different points in Florida and Alabama. The new icing dock which was built here at Magnolia this spring has greatly assisted them in icing the cars. Most of these cars are initially iced at this point and then re-iced after cars are loaded and are started on their trip to the different markets. Mr. G. Walker, of Springfield, Mo., is in charge of the situation and is handling it in a most satisfactory way.

Mr. W. C. Nanny, relief foreman, is at present handling section gang at Kolola Springs, Miss.

Mr. W. B. Greene, foreman at Kimbrough, Ala., is on the sick list and is being relieved by relief foreman, Jake Starkie of Barrineau Park, Fla.

Extra gang 209 has been moved to Hybart, Ala., where they are now surfacing the 90-pound rail. This gang is in charge of foreman L. D. Gardner.

R. J. Patterson's bridge gang is now stationed at Linden, Ala., and is working between Linden and Magnolia, cutting and chopping bents.

Foreman M. L. Maddox of McCullough, Ala., was recently called to Memphis, Tenn., by the death of relatives. W. G. Roberts had charge of his section during his absence.

The Florida Power and Light Co., ice dock at Pensacola, Fla., was finished by foreman L. D. Gardner and this dock is very much in service at the present.

Mr. V. Grace, Frisco watch inspector, made an inspection trip from Amory to Pensacola this month.

Mrs. Harry Kazee, wife of engineer Harry Kazee, came down from their home in Amory and visited at Magnolia with her husband.

This warm weather has dried up the roads around here so that they are able to get lumber and the long piling hauled in to be loaded. Several cars of piling have been shipped and something like twelve cars of dressed lumber have been loaded and shipped.

The Columbus sub., held a section foreman's meeting at Columbus, Miss., on March 28, which was attended by all the foremen. Mr. W. L. Heath was present and gave them a very interesting talk on "Courtesy to your Fellow Man" and also on "Safety," which was appreciated by all present. Mr. F. C. Hughett, division accountant, gave the foremen a very helpful talk in their daily work. The meeting adjourned at 6:00 o'clock and dinner was served to them at the Bell cafe at Columbus.

Kentche's bridge gang was moved from Mountain Grove, Mo., to Sheppard, Ala., where it is repairing bridges at different bridge locations.

YALE STORE DEPARTMENT

L. E. WALKER, Reporter

It was necessary for Mr. J. M. Walker to return to the St. Louis hospital on March 30 for a few days, however, we are glad to say that he has returned and is improving rapidly.

Mr. Lowell E. Walker spent the week-end of March 29, with relatives and friends in Springfield.

Mr. Rodney E. Wilcox spent Easter Sunday with relatives in Thayer and Springfield.

Mr. Worley E. Linville got his foot broken on March 15 when he dropped a brake shoe on it, however, he has returned to work and seems to be getting along alright.

We received the first underframes for the 300 new cars on March 28 and a sample car was started on March 31.

On April 1 Mr. L. P. Cochran, chief clerk, was presented with a Coca Cola and forgetting the date he drank just enough of it to get burnt up real good, as he later found it was full of Tobasco sauce. Things seemed pretty warm for him around here for a while.

OFFICE OF TERMINAL ACCOUNTANT—BIRMINGHAM, ALA.

G. T. DUNLAP, Reporter

Mr. and Mrs. R. W. James spent several days visiting in Mobile, Ala., Gulfport and Biloxi, Miss., and New Orleans, La., where they witnessed the Mardi Gras celebration. They returned to Birmingham Thursday, March 6, and reported having had a very enjoyable time.

Oscar Hummel and J. B. Henson visited with Mr. Hummel's parents in St. Louis, Mo., February 23. Oscar is planning on going to St. Louis in the near future and driving a car back to Birmingham.

J. B. Henson went fishing Sunday, April 13, but reports that the fish weren't biting.

Eula Montgomery's sister, Lorene, spent March 29 and 30 visiting with her in Birmingham. Miss Montgomery spent the week-ends of April 5 and 12 visiting with her parents in Ashville, Ala.

Mr. G. R. Carson, former superintendent terminals here, was a visitor in this office during the first part of April.

Mr. C. B. Rex and Mr. C. E. Blair of St. Louis were in Birmingham for a few days recently.

Mr. Jarrell, traveling auditor for the Seaboard Air Line Ry. Co., spent several days in this office during March.

Mr. Higgins, traveling auditor, and Cleveland, division accountant, of Illinois Central R. R., visited in this office during the first part of April.

G. T. Dunlap recently joined the ra family, having purchased a new Ma tic "92" and enjoys programs from m all parts of the United States.

PENSACOLA, FLORIDA

GERTRUDE BAZZELL, Reporter

Of vital interest to Frisco officials citizens of Pensacola was the naviga feat of the new U. S. Cruiser S. S. "P sacola", when she docked April 1, on east side of Frisco Pier No. 2 with the aid of a tug or harbor master, f three-day stay at the port of her na sake. The 10,000 ton cruiser was b at the Brooklyn Navy Yard and is on initial cruise, which will take her to Panama Canal Zone and several So American nations, coming back to States about May 31. The three d were filled with events in honor of cruiser's stay, but the most inspiring fair was the dedication ceremonies formal presentation of the city's gift a centralized radio set. Moving pictu of the arrival of the "Pensacola" at Frisco docks and of the ceremonies formally presenting the radio to cruiser were shown at theatres, wh were taken by student photographers the Naval Air Station Photogra School.

Frisco officials are receiving invitati to the celebration to be given on A 14 at the Moffett State Farm, Huxf celebrating the opening of the new r road to the farm and also the first sh ping of strawberries raised on the fa

The Frisco Club, in conjunction w the citizens of Barrineau Park are pl ning a celebration on the completion the new depot at Barrineau Park. Th will be plenty to eat, good music dancing and a general good time is pr ised to all attending.

Mr. C. W. Skates, who was formerl assigned here during the reconstruct and rehabilitation of the Pensacola L was a visitor during the latter part March.

Right-of-way along Frisco tracks b been oiled as far south as Pensac which will assure Frisco patrons of dustless trip over Frisco Lines.

A most enjoyable time was had by attending the dance given by the Fri Employes' Club at Sanders Beach, Ma 20.

J. H. Perkins, operator, has retur to work after having been in the hosp for a few days account of a tonsil ope tion.

The grounds of the superintendent terminals' office and the general fo man's office at "O" and Governm Streets are taking on a very attract appearance. Flowers, shrubbery and gr have been planted under the artful dir tion of Messrs. Lutz, Bryant and Pay and before long it will be one of t beauty spots of Pensacola. Come an see for yourself.

Work on the $2,000,000 Pensacola B bridge is progressing according to sch ule, one span having been completed. meeting was held recently in Pensac of the directors of the Pensacola B Bridge Corporation in connection w plans for developments of Santa Ro Peninsula and Island; and they also e pressed their satisfaction of the progr on the bridge.

Miller Christie has fully recover from his illness and is back on the job the local freight office.

Mr. Chas. S. Gerth, who will act a auctioneer at the sale of 1,500 lots of th Maxent Tract, April 11 to 14, inclusiv recently entered his yacht "Starland" i the St. Petersburg-Havana race for th

Machado trophy. Mr. Gerth has traveled over the world in this yacht on his different business enterprises.

Tune in on WCOA each Monday evening at 9 p. m. and hear "Wild Bill Mehlhorn, Osceola Country Club pro and winner of the $15,000 LaGorce Open at Miami recently, and many major tournaments before coming to Pensacola, and hear his golf lessons.

On April 10 two new and attractive street railway passenger cars were put into service by the Gulf Power Line on the interurban route between Pensacola and Fort Barrancas. These cars were routed into Pensacola over Frisco Lines.

During the latter part of March Zelica Grotto entertained the Memphis Mazda Grotto, 529 Prophets and ladies having come to join with the local order in joint initiation. They went away happy after two days in Pensacola and were high in their praises of Pensacola's hospitality. Zelica Grotto expects to return the visit to Memphis in September.

Mr. R. B. McKee, who was assigned to the Pensacola for several years has been transferred to Tulsa, Okla. We wish him success in his new field.

Work on the insulating board mill of the Armstrong-Newport Company is progressing rapidly, but it will be sixty to ninety days before the same is completed and ready for operation.

L. E. Tiller, formerly demurrage clerk in the local freight office, is now assigned to a position in the yard office, having relieved Adam B. Underwood, who is now cashier at Jasper, Ala. H. H. Moore, formerly switch clerk, succeeded L. E. Tiller as demurrage clerk, and G. M. Tomlinson of Memphis has been assigned as switch clerk. We welcome Mr. Tomlinson to the Pensacola Line and trust he will enjoy the good Gulf breeze.

Strawberries started moving the first of April, but on account of dry weather, shipments have not been heavy.

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MEMPHIS TERMINALS

MARGARET STEWART, Reporter

Several Memphis Terminal employes were off duty a few days during the past month account of illness, among the number being R. J. McKnett, switchman; G. M. Tomlinson, yard clerk; Howard Easley, caller; J. H. Martin, switchman; Dewey Warren, messenger; Miss Thelma Drashman, stenographer in the master mechanic's office; Miss Margaret Stewart, stenographer in the office of superintendent of terminals; and Frank Angell, caller. Believe, however, that everybody has recovered and is back on the job, working harder than ever.

Switchman J. H. Martin and wife spent several days in Pensacola the latter part of March.

Mr. and Mrs. H. C. Barnett and young son, Harold, Jr., visited relatives in Kansas City, March 22-24.

Robert I. Harrell, clerk at Parkway yard, and wife have just returned from a pleasant visit in Dyersburg, Tennessee.

Miss Gladys Anne Irwin visited her mother in Tennessee Ridge, Tennessee, March 29-31.

Margaret Ann McGuire, little daughter of superintendent terminals, was very sick several days recently, but we are glad to report that she has now entirely recovered.

Mrs. O. T. Williams, wife of switchman, was called to Durant, Miss., April 10, account of the serious illness of her sister.

R. E. Laughter, switchman, was called to Ruleville, Miss., April 8, account of the death of his brother. Sympathy is extended.

The newest thing at Yale yards is the tennis court which is being constructed for the especial benefit of the six girls who work at Yale. Work is progressing a little slowly, but the men have been very kind and generous in their donations and in helping us every way possible and we wish to thank each and every one that has had a part and to extend an invitation to play tennis with us when the court is completed.

Thomas McGuire, son of superintendent terminals, who recently had his tonsils removed, is improving nicely.

Sympathy is extended to R. L. Armstrong, train clerk, who had to pay about $7.50 for a taxi to get to work the morning of April 2, because of his car being demolished at New Albany in an automobile accident. Better luck next time, Mr. Armstrong!

On the evening of April 15 the Frisco Employes' Club of Memphis sponsored a moonlight excursion on the Steamer JS for the benefit of the Memphis Baseball Club. About 900 Frisco employes and their friends twisted and turned to the tunes of the famous cotton pickers orchestra. Most of the local officials were present, and the event was declared a great success.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

J. L. Edwards, formerly yard clerk, has been assigned position of cashier's clerk in this office.

T. P. Lockhart is now utility clerk, being assigned position left by G. R. Humphrey.

All local freight depots close on Saturdays at twelve noon, starting April first and will continue until October first.

B. C. Scruggs, W. O. Farris, Charlie Farrell and D. E. Creeden, have been on the sick list recently.

Miss Garlan Hayes has been assigned position of typist-clerk in the revising bureau left vacant by Miss Mary Guidi.

Sorry to learn that Paul Humphrey, young son of W. W. Humphrey, switch clerk, has been taken out of school due to being in a very badly run-down condition. He is such a bright little fellow and has done so well in school.

We extend sympathy to Mrs. B. C. Scruggs, wife of assistant cashier, in the loss of her mother on March 28, also to other members of the family.

J. B. Wright, claim adjuster, was called to Crenshaw, Miss., March 27, account the illness of his father. He had just returned home and was called back as his mother was very ill, who died April 2. Joe you have our deepest sympathy in your loss.

You should see the new Fords parked around this office, the owners being J. T. Carrigan, J. F. Wright, Gordon Robertson, and Theodore Birkner.

Mr. and Mrs. T. E. Bagwell are rejoicing over the arrival of Ethel Virginia on April 2. She weighed 7½ lbs. and is getting along fine.

We were so sorry to hear of the death of J. J. Spencer April 4. It seems he died rather suddenly in the Frisco hospital at St. Louis. Mr. Spencer worked in this office a number of years before being transferred to St. Louis and was loved by us all.

J. F. Wright, chief bill clerk, enjoyed a visit with his children here week-end of April 5.

W. A. Moore, assistant platform foreman, was called to Los Angeles, April 9, account the illness of his father.

Our baseball team played the Memphis Independent Club, Sunday, April 13, which was considered a practi game, however, we won, 4 to 3.

Harry Johnston, traveling audit who has been with us for some ti finished his check of switching m ters April 12.

"Frisco Day" was observed at t Men's Traffic Club luncheon, April and besides S. L. Oliver and D. Creeden, who are members, non-me bers from this office present were F. Corkery, Gordon Robertson, and O. Truitt. Also H. H. Smith, agent West Memphis, Ark., attended.

Several from this office attended Memphis Baseball Club opening ga April 15, the score being 20 to 2 favor of the "Chicks." Some game

We enjoyed a short visit from bride, Mrs. Lena Cagle Atkins, A 15, she came down to get her last check. Lena was PBX operator, hav married April 9. We wish for every happiness, but surely do hate give her up as she was so sweet pleasant at all times.

Temporary position of cotton fo man was taken off April 15, Louis H over, the holder, going back to regular job as yard clerk at Yale.

The local freight office was represented on the boat ride, night April 15, and everyone enjoyed it ve much. As an added attraction a of ladies' snake skin shoes were gi away by JeNan's of 55 S. Main stre which were won by Miss Billie H noy, a guest.

B&B AND WATER SERVICE DEP SOUTHERN DIVISION

BILLYE BENNETT, Reporter

Station B&B on the the air—B and everywhere—from Springfield to Pen cola and into Birmingham. We hope all had a happy Easter and are feeli all the freshness and newness of l that comes with the springtime.

We wish to extend special greetings Mrs. W. B. Bailey, wife of our wat service foreman, who has had quite lingering illness. May she soon come the end of it and into her rights health and happiness.

"There was a big time in the old to that day"—down in Pensacola on Ma 22 when the Grotto Special of Memp fellows pulled in to put on a Grotto ce monial. Mr. R. E. Gaines, one of B&B foremen, went to Pensacola wi them and reports the day a huge succe

"Accidents will happen", so we heard, but sometimes we wonder ho And this we were tempted to ask general foreman B&B, Mr. Eaves, wh he came home off the annual spri bridge inspection with his throat all ba

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daged up and called it a snake bite. Mr. Eaves says there was lots of snow up on the Current River Branch and the snakes were bad. From the reporter's standpoint, at least we should give him credit for good inspection as from all she can figure, he must have been down in the snow on his head, looking up under the bridges. Glad to say that he has quite recovered from the injury.

Mr. W. R. Brown, B&B inspector, with regular headquarters at Magnolia, is now working from Springfield to Memphis, in lieu of Mr. R. L. Redding, who is on some special work. Mr. Redding spent a week recently here in the office with us, but he frankly admitted he did not like it here and said he'd rather be out working. We wondered what he'd term what we do, but he hastened to explain that he meant manual labor.

Mrs. W. A. Digman, wife of B&B foreman, and Mrs. L. E. Pugh, wife of B&B carpenter, spent the week of April 7 visiting friends in and near Barrineau Park, Florida.

The small son and daughter of Mr. G. T. Miller, Pensacola, have just recently recovered from a siege of measles.

If anyone has an idea that construction work is all we know in this department, he would have changed his mind had he been present at the Traffic Men's luncheon, Hotel Gayoso, Memphis, on April 14, when our talented clerk, Mr. J. W. Evans, picked the old banjo. Some of the officials who attended tell us Johnnie certainly "did his stuff." Come on, folks, give the young man a hand!

Our new pumper, assigned to Atmore and Mexia stations, is Thayer Ingle.

Mr. H. N. Parmer, carpenter, in W. A. Digman's gang, spent Sunday, April 6, with his brother in Mobile.

Believe it or not! Mr. Bailey, our W. S. foreman, came to work the other day with a badly bruised nose and face. Says he bumped into the door in his hotel room when the telephone rang in the night. He says he's going to stick to that story, too.

Mrs. J. W. Evans, wife of our clerk, has been ill for several days, but we are happy to say that at this writing she is out again.

Mr. H. F. Criswell, carpenter in G. T. Miller's gang, spent Sunday, April 6, with his parents in McCullough, Ala.

Julius Hamilton, carpenter in W. A. Digman's gang, admits having the Big Paw. He is home nursing the mumps.

Mr. R. L. Redding, B&B inspector, went to the Springfield Hospital on April 16 for a slight operation.

A new queen has come to rule the home of Mr. and Mrs. W. O. Brown. She is a new baby girl. Mr. Brown is one of our B&B carpenters.

Mr. Vester V. Homer, B&B carpenter, is on a 60-day leave of absence, due to ill health. He is at home in Guin, Ala.

Mr. O. A. Shoberg and gang have been "paintin' the old line red," rather the New Line. Not so bad, since it's in the way of nice red signs and monograms and in the center in pure snow white letters are the two words, "FRISCO LINES."

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

The boat ride and dance given on the Steamer "J. S.", under the auspices of the Frisco Employes' Club of Memphis, was a great success. There was a large attendance, the music was good and everybody had a good time.

A pair of ladies' shoes was donated by Je Nan's Shoe Company to the holder of the lucky number, Miss Billy Hannoy being the lucky lady.

Miss Lena Cagle, our popular first trick telephone operator, is no longer with us. Miss Cagle on Wednesday, April 9, became Mrs. James Atkins, the ceremony being performed at 7:00 p. m. in the Church of Christ on Union and Tucker.

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Dearborn Special Formula No. 134 has been highly endorsed for effective cleaning of feed water heaters and scaled water lines. It disintegrates average thicknesses of scale in a period of one to three hours. Dearborn Special Formula No. 134 removes *all* of the scale. Try it. Inquiry invited.

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SPECIAL 134
Rapid-Easy-Thorough

Mr. and Mrs. Atkins are home, 511 Cambridge. Best wishes of all to you, Lena.

Lee Moore, a former employe of the company, relieved Miss Faye Barbee for two weeks account Miss Barbee being ill. Glad to advise that Miss Barbee is now back at her accustomed desk.

Mr. A. L. Davidson, traveling accountant, was a recent visitor in our office.

Katherine Surles, comptometer operator, is contemplating a rest and vacation in the Virginia mountains in the near future.

Mrs. R. E. Fleming and Mrs. Frank J. Walsh visited recently in Thayer with Mrs. Fleming's mother.

DORA, ALABAMA

F. M. SCOTT, Reporter

Voy H. Goober Scott has been enrolled in the ranks of operators. His father, M. W. Scott, agent at Adamsville, Ala., now has three sons in the service of the Frisco as operators, M. W., F. M. and E. W. Have a total of 57 years as operators, all made on the Birmingham sub of the Southern division, and we are all young men yet.

Charlie Hall, Brakeman, and Miss Fannie Harbour were married March 1. We wish them the best of luck, happiness and prosperity.

Lindsey Norris, helper, visited the old home town of Goodway, Ala. He reports having a good time.

W. G. Connell, engineer, is trying a change of scenery. After having worked on mine jobs at Dora for a number of years, Mr. Connell has gone into through freight. We understand he is to move his family to Birmingham at an early date.

Charlie Hall brakeman has gone in through freight, as it is not as hard on him as the middle buster. That's right, Charlie, blame it on the middle buster.

Henry Shoupe and Jim Hollingsworth

have been forced on mine jobs. It's been quite a few months since either of them have ben on any but through runs. Rube Smith bumped on the middle buster and Willie B. Lewis is firing the Amory switch engine in the day time.

The Sand House baseball team managed by T. J. Connell, yardmaster, beat the Dora High School team in a "fast" game of ball.

The ball season has opened and there is lots of betting going on with the mouth, but none with the pocket book.

Business is still pretty good for it to be the springtime of the year and mines working about 4 days a week.

Ross C. Smith, agent for the express company, has been transferred to Cullman, Ala., and Ira Price has been installed agent at Dora. We are glad that Smith has got a better job and are sorry to see him leave us and are glad that we can have Price back in Dora again.

OFFICE OF LOCAL AGENT ALICEVILLE, ALA.

L. S. BROPHY, Reporter

C. B. Rock has been working the third trick for two weeks while job on bulletin.

M. C. Baker is now regularly assigned to the second trick.

P. L. Tomlin bumped third trick account being bumped at Linden.

S. T. Meek has moved his family from New Albany to Aliceville and is now permanently located in their new home.

Special Officer Earl Johnson, who resides at Demopolis, stopped with us between trains, April 8.

Claim Agent Jim McPhetridge spent the week-end with us recently, investigating an automobile accident.

The AT&N have given us a splendid business the past two months. The tonnage consists of gasoline, lumber and paper and is the heaviest we have ever had from them.

We now have tri-weekly local service on the Columbus Sub locals, tieing up at Aliceville on Monday, Wednesday and Friday nights.

Spring is fast approaching, lots of plowing being done, which indicates a good acreage to be planted in cotton.

TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

On March 17, Mr. H. C. Stevenson, former engineer on the Southern division, died in Los Angeles, Calif., where he had been residing. Mr. Stevenson was the father of Henry Stevenson, who is yard clerk at Amory. We extend our sympathy to Henry, his mother and Robert, his brother, who is working in Memphis.

Little "Joe Baby", youngest daughter of Mr. F. J. Garner, general roundhouse foreman, has recovered from pneumonia. We are mighty glad to see her out again.

Mrs. C. E. Kerr was recently called to Kansas City for a few days, account the death of an aunt.

Mrs. J. R. Looney, of Sheffield, spent several weeks in the home of her son, Conductor C. N. Looney.

We extend our sympathy to Mrs. C. N. Looney for the death of her mother, Mrs. Parkinson, March 26.

We are glad to see "Uncle Bob" Griffin, conductor on the Columbus Sub, back at work again after being ill for several weeks.

Mr. R. T. Hynson, night trainmaster, spent several days visiting relatives in Mammoth Spring, Ark.

Mr. and Mrs. R. E. Camp, son Robert and daughter Mary Angeline, will leave about May 6 for Los Angeles, Calif., where Mr. Camp will represent the Southern division during the O. R. T. vention.

Anyone wishing to see Mr. D agent, Arthur Holmes, cashier, or p bly ye reporter, after 5 p. m., will than likely find them at the Amory course, future contestants for E Jones.

BIRMINGHAM TERMINALS

NELLIE McGOWEN, Reporter

The topic of conversation now s to be "vacation" where shall I go, when shall I start.

R. H. Lamm, chief joint inspector, called to St. Paul, Minn., recently, count illness of his mother.

Little Billy Burrus, son of Yardm W. E. Burrus, who has been quit with pneumonia, is rapidly improvin

Mrs. T. P. Kelley and daughter, I wife and daughter of engineer, a Galveston, Texas, where they were c account illness of Mrs. Kelley's br

Mrs. Sally Morton, mother of De rage Clerk J. A. Morton, has retu from Nashville, Tenn., where she w to attend the funeral of a grandchil

C. J. Thompson, assistant to sup tendent of terminals, spent several in Springfield recently.

L. S. Tucker, switchman, who has confined to St. Vincent's Hospital some time, is able to be out again.

J. B. McLane, yardmaster, was c to Atlanta, Ga., on March 30, account death of a brother. Our sympathy is tended to Mr. McLane.

Mrs. S. H. Sanders, wife of switchm and children are visiting in Sheffield,

G. L. Bennett, switchman, was c to Rocky Mount, N. C., recently, acc the death of a brother. Our sympath also extended to Mr. Bennett.

Cecil Green, office messenger, is s on a sixty-day leave of absence. H spending some time with his parent Dallas, Texas.

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ST. LOUIS' LARGEST BANK

R. A. Kilpatrick, record clerk, is confined to his home account of illness.

R. F. Oxley, demurrage clerk, has accepted a position in the office of Traffic Manager D. F. McDonough. Mr. Oxley succeeds A. H. Lawson, who has accepted a position with the AT&N R. R. as traveling solicitor.

Spring and the warm weather is giving some of the boys in the office the "fishing fever". Understand some of them have already been fishing, but have been unable to find out how many fish they caught, at least they have not told any fish stories.

O. H. Fossett is manager of the Birmingham Joint Terminal Baseball Club, which is in the City League. Mr. Fossett says he has a very fine team and if there is a team anywhere on the Frisco that would like to meet them, just say the word and he will show them just how fine his team is.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

April 14, was Frisco Day at the luncheon of the Traffic Club of Memphis. The program was in charge of Ted H. Banister, general agent, all Frisco talent, and from the number of compliments received it must have been good. Johnnie Evans, clerk in the bridge and building department, Memphis, gave two banjo selections, Allie Mai Speight, sceretary to traffic manager, sang two solos. Mary Hightower, daughter of Assistant Yardmaster Hightower, Yale, gave two very delightful piano numbers. Earlene Buchanan, charming young daughter of the traffic manager, delighted the members of the club with her interpretive dancing.

March 5, J. E. Patton, soliciting freight agent and passenger agent, and Dorris Brown Dailey, were married at St. Luke's Episcopal Church, after the ceremony they left for Jacksonville, Florida, for a short stay. They are now at home to their friends at 1184 Tanglewood Street, Memphis.

B. R. McWilliams is now acting operator in this office, Herbert Blansett having bid in a position at Yale.

Mrs. W. C. Hamilton and children, family of the rate clerk, are visiting relatives in St. Louis.

Baseball season has opened and Manager "Boots" Flanigan is very enthusiastic about his team.

The Frisco Employes' Club of Memphis chartered the steamer "JS" for a moonlight boat ride, April 15. Music by the famous Cotton Pickers' Orchestra made dancing the big feature of the evening.

We were glad to see W. H. Crow of Pensacola fame in the "old home town" for a day recently. He thought it was spring and came up without an overcoat and had to make a borrow for the day.

AGENTS OFFICE, WILLIFORD, ARK.

L. W. JOHNSON, Reporter

After about three years' shut down the large quarry plant of the Williford Crushed Stone Company started up April 15th. We hope orders will keep them in operation for several years, altho this plant has given us a good outbound carload business while shut down, loading and shipping Rip Rap, it will not begin to equal the out put while plant is running. Business now looks like old times when a rock train each morning was necessary to move our business.

Section Foreman Smith has completed repairing Quarry track, and now the large engines can safely go in there. Lineman Tribble came down and repaired the telephone line from office to Quarry, April 8.

April 6th Mrs. Selma Townsend, wife second trick operator, left for an extended visit with relatives at Grenada, Miss.

Juanita, Rosa D., and James Sanderson, daughters and son of agent, will leave for Florence, Ala., within few days to spend the summer months with their grandparents.

L. W. Johnson, third trick operator, was off April 12 and spent the night with his parents at Cabool, Mo. He was relieved by extra operator E. R. Billingsley of Hardy.

"Rip" Phillips was awarded regular position as third trick telegrapher at Magnolia, Ala., and as he passed here on his way to take possession, he displayed an expression of deep satisfaction.

Burnham, Mo., agency discontinued April 2nd. Arno Wasson, agent there, was undecided about bumping third here or Agency Olden, Mo., but finally decided on the latter.

Operator Moffit motoring through from West Plains and Nettleton paid us a visit one day recently.

Effective April 16th, our other local placed back in service between Thayer and Jonesboro. We hope that Conductor E. E. Bateman, who is now in St. Louis hospital, will soon be in his usual good health and resume his old place as conductor on this train.

Jimmy Sanderson, our agent, accompanied by his family, was out on Spring river last week, having a little picnic, and giving the little chaps a nice time on the river.

Frank Zitzman and family made a trip to Evening Shade, recently.

SOUTHWESTERN DIVISION

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Whoopee! Vacation time will soon be here, so let's everybody get out the old map and decide where you want to go.

Chas. Parker, accounting department. "Well, folks, I guess I'll go down on some river bank as the fish will always bite good on the first worms."

George Kerns, demurrage clerk, somewhere along Mohawk Ridge. George is building a new home and expects to be the superintendent on the job during his vacation.

Fannie Turley, expense clerk. "Guess I'll be somewhere between here, Los Angeles or New York City." (Big stuff.)

Christene Vanderford, secretary to agent. "Oh! are you going to take a suit case with you? My trips are all short, so all I'll need is an over-nite bag."

Claude Johnson, assistant claim clerk. "Too bad I did not get my pocket edition canoe perfected." Claude has successfully designed and perfected a collapsible canoe and is now working on a pocket size.

Goldie Workman, tonnage clerk. "I'm all a-flutter, can't say where I'll go. Sudden decisions always did flustrate me."

Irene Doling, steno-clerk. The shock, that it is so near vacation time, made her lose her voice. Irene has been confined to her home for a couple of days with laryngitis.

While house cleaning this spring, if you

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have lost track of the pennant for the least number of errors, it's still at Tulsa. Springfield borrowed it one month but like all good neighbors, returned it home the following month.

C. H. Hensley, agent, is back on duty after having been confined to his home for a couple of weeks. Mr. Hensley was threatened with pneumonia.

Earl Brown, chief bill clerk, while eating beef stew and noodles, the other day, swallowed a bone. The bone lodged in his throat and it was necessary to secure medical aid. Earl says, "bones in your soup is no joke."

Martha Hensley, who makes her home with her grandparents at Salem, Ill., has arrived to spend the summer months with her daddy, C. H. Hensley, agent.

Mrs. Annie Brennan of St. Louis and Mr. and Mrs. Jerome Boyer of West Plains, Mo., has been the guest of Mary Jenkins, bill clerk, for the past week.

DEPOT TICKET OFFICE TULSA, OKLA.

P. L. HAILEY, Reporter

Mr. J. E. Manning, ticket clerk, spent a few days last month in Oklahoma City, Okla.

Mr. E. W. Shannahan, information clerk, is sporting a new Pontiac coach.

Mrs. W. D. McCool, wife of ticket clerk-cashier, has just returned from a few days' visit in Oklahoma City, Okla.

Mr. Wm. P. Kine, general manager Tulsa Jockey Club, announces nineteen days of racing at the fair grounds beginning April 26.

Work is progressing very rapidly on the elevations of Boulder and Cincinnati streets, also the excavating of the site for the new station. Reed and Lowe, contractors, of Birmingham, Ala., are doing the excavating for the

BANKS ALONG THE FRISCO LINES

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tion site and the lowering of the cks.

Regret that we were too busy last nth for any items. On account of moving to our temporary station were all pretty well worked down took us several days to get ghtened around and properly ar-ged. However, all are well pleased h our new quarters and have every-g arranged as convenient as pos-le, not only for ourselves, but the eling public as well. We have re-ved a number of comments very orable from the public which are y appreciative of the temporary tion and arrangements.

WEST TULSA STORES DEPT.

TOM MISHLER, Reporter

Mr. Leo Marsh, formerly with the e department at this point, is now a gang foreman on the 43rd track sion.

Thos. H. Woolsey and son, Nile, tored to Wetumka Sunday, March and spent the day with Mr. Wool-'s daughter.

Eugene Vanderford was absent the few days of the month, account ickness.

Mr. and Mrs. Frank Easley visited ir parents in Greenwood, Ark., Sun-, March 23.

Ellen V. Stone, chief clerk of store artment, and Toney Phillips of the chanical department spent Sunday, ril 6, fishing near Proctor, Okla. Mr. ne's family returned with him after hort visit with Mrs. Stone's parents.

Janice Coffer, our steno, visited near ale, Okla., April 5 and 6.

Mrs. Dorothea Hyde, comptometer rator, is absent at present account kness.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

Mr. G. A. Brundidge, general agent, Mr. H. T. Wood, chief clerk, at-ded the Accident Prevention and ight Claim Meeting in Tulsa ril 15.

Mr. and Mrs. H. T. Wood, Mr. and s. Elester K. Rikard, Mr. and Mrs. F. Wilhelm, Mr. and Mrs. Fred well, and Miss Juliet Baskett at-ded the Employes' Club meeting dance at Sapulpa Monday, April They were generous in their se of the Sapulpa club and report-a very pleasant evening.

Miss Juliet Baskett spent the week-of April 12 in Racine, Mo., as the st of her father, Mr. D. H. Baskett.

Cashier Elester K. Rikard and Mrs. ard spent Sunday, April 6, in ndler, Okla., visiting relatives.

Mr. Key F. Wilhelm, demurrage rk, has returned from the U. S. Vet-ns' hospital in Muskogee, Okla., re he underwent a medical ex-nation.

Mr. and Mrs. Bracey Bishop of Tulsa nounce the birth of a daughter, ril 9. Mrs. Bishop will be remem-ed as the daughter of yardmaster Mrs. J. E. King.

Mr. G. A. Brundidge is driving a new diac sedan.

Mr. Virgil W. Rikard, rate clerk, has n doing quite a bit of fishing late-but he reports his luck is bad.

MECHANICAL DEPARTMENT NEWS—WEST TULSA, OKLA.

L. A. MACK and J. N. PAISLEY, Reporters

Virgil J. Williams, colored coach ner, West Tulsa, died April 10, r a lingering illness.

Our sympathy is extended to A. L. an, foreman at Francis, in the h of his father who died recently.

Blair L. Flegal, machinist, West Tulsa, is again on the sick list.

A. B. Crume, timekeeper, has purchased a new Pontiac big six coupe and made Francis point of call on its maiden voyage.

The sympathy of all West Tulsa Frisco folk is extended to Miss Ethel Nation, comptometer operator in the master mechanic's office, in the loss of her father April 12.

O. H. Duncan, wrecker foreman, is the proud owner of a new Chevrolet sedan.

We note that Mr. C. F. LeFevre, traveling headlight inspector, has lost considerable weight. We understand that he has taken up bowling and is showing the boys around the bowling alleys how to do it.

Account of recent smallpox scare at West Tulsa and the subsequent vaccinations, we are in possession of a surplus of sore arms.

J. E. Turriff, engineer, who has been absent due to an attack of blood poisoning has recovered and is back on his run on the Creek Sub.

J. C. Thomas, roundhouse foreman at West Tulsa, has joined the ranks of the new car enthusiasts and is the proud owner of another Oldsmobile.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

MISS EDNA A. WOODEN, Reporter

The spring racing meet of the Tulsa Jockey Club, it is reported, will open Saturday, April 19. Considerable number of horses from different tracks over the country are arriving at the present time to participate in this meet.

Lee Bolton, switchman, has returned to work after an absence of several days account illness.

E. A. Batchelder, switchman, who recently accompanied the remains of his father, who passed away March 24, to Clinton, Iowa, has returned to work after an absence of several days.

Chester Corbin, yard clerk, has returned to his duties after an absence of several days account illness.

G. G. Harrison, chief clerk, has returned from Los Angeles, Calif., where he was called account the serious illness of his father, who is reported improving.

Joe Goodrich, stenographer, who recently accepted position in this office has been transferred to the office of assistant superintendent at Newburg. Joe Paisley, stenographer in master mechanic's office, has succeeded Mr. Goodrich.

Mell Coley, yard clerk, is in the hospital at St. Louis account illness. We hope Mell will soon be able to return home.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Work of constructing a 500-ft. spur track to serve the Oklahoma Cement Pipe Co. at Tulsa has been completed.

Jim Healy, formerly roadmaster on this division, was a visitor at the local offices.

Leo Marsh has been assigned as foreman on the extra gang working in connection with rearranging tracks for the new union station at Tulsa.

The semi-annual bridge inspection has just been made by the division officials.

Jim Jones, water service foreman, has been appointed general bridge and building foreman on the Eastern division, being succeeded by Claud Tuck.

On the Oklahoma sub division a force of humpers are busy restoring dumps and will be followed by application of new ballast.

Oil business at Chandler is on the boom due to striking oil at 4,500-ft. level half a mile from the city. A 5,000-barrel well blew in with heavy gas pressure, pouring over highway 66, tying up traffic for two days.

It is with deep regret we report the death of Henry Kelly, section foreman at Verdigris. Death was due to pneumonia and other complications. Mr. Kelly has been foreman on this division for the past 12 years, and he will be greatly missed, but not forgotten by his many friends.

At Oklahoma City excitement has been running high due to the oil field which is said to be the biggest in the U. S. now, and the world's largest gusher. This well is located about 5 miles southeast of the city and has been running wild, producing 1,000 barrels an hour. Great difficulty was experienced in capping this well. While this well was wild a spray of oil could be felt at Norman, a city 11 miles distant.

The building of tracks at Oklahoma City due to the oil boom is in full progress, the work being done by extra gang 148, under W. L. Higdon, foreman. Two extensions to west alley track are being constructed and a new alley track between Noble and Washington street.

The west lead of east yard at Oklahoma City is up for re-arrangement and in addition two new train yard tracks will be built. Looks like business is good in the vicinity of Oklahoma City.

Hands Up!

If you're one of those fellows who think that work-stained hands can't be cleaned, I'll bet you've never tried Lava Soap.

For more than 30 years men with jobs like yours have been using Lava Soap...because it gets the grimiest, greasiest hands clean in 58 seconds, without hurting the skin...because it makes a lather rich as cream in the hardest water.

Here's the secret of Lava's speed, thoroughness and gentleness. In addition to pure vegetable oils, Lava contains pulverized Italian pumice. That's what makes dirt and grease disappear so quickly, without harm to the skin.

Get a cake or two tonight and see if I'm not right.

George, the Lava Soap Man

Lava costs a dime (or 6c for the medium size cake) at any drug or grocery store. But if you want to try it at our expense, mail this coupon.

Procter & Gamble, Dept. C-530
Cincinnati, Ohio.

George: I want a free sample cake of your Lava Soap.

Name.....
Street.....
City..... *State*.....

TRAFFIC MANAGER'S OFFICE OKLAHOMA CITY, OKLA.

LUCILLE BATTERN, Reporter

P. E. Buesse, city passenger agent, St. Louis, was an office visitor April 7.

Mr. Buesse accompanied a special train of St. Louis Chamber of Commerce members to and from Oklahoma City. The Oklahoma City Chamber of Commerce entertained this special party at a luncheon here then showed them over the city and in the evening the visitors gave their own dinner to their personal friends.

R. O. Hopkins, assistant general agent, accompanied the St. Paul baseball team to Columbus, Ohio, out of here on 112, April 13.

H. G. Snyder and wife spent week-end of March 15, visiting relatives and friends in Palestine, Texas. Mr. Snyder also accompanied the Oklahoma City Chamber of Commerce on their annual Good Will Tour, which they expect to be the most successful trip they have ever taken.

Mrs. Jim Douglas, wife of traveling freight and passenger agent, returned recently from an extended visit with relatives in St. Louis.

Oklahoma Cityans are very proud of their new oil field which has recently won the title of having the greatest production for the number of wells of any field in the United States.

Production of the field March 29, was 100,803 barrels from 33 wells; this is compared with 68,811 barrels March 28, from 31 wells. Locations and wells now drilling total approximately 215. Producing gas and oil wells total 155. Reports indicate since December 4, 1928, at which time the discovery well was brought in, there has been produced a total of 15,742,520 barrels from 155 wells, this includes March 29. Pipe line runs from the Oklahoma City field up to and including March 17, amounted to 14,920,450 barrels. We have had some excitement in our oil field, have had three wild wells, one being the largest high gravity well in the world, this well was capped three times before they were successful in getting it under control; flowed 2,000 barrels of oil per hour and ran wild for practically two weeks, causing the entire south portion of the field to be shut down. These wells could be plainly seen from the down town office buildings of Oklahoma City.

TRAFFIC DEPARTMENT—SECOND DISTRICT—TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

Frisco Ladies Club held their monthly meeting Tuesday evening, April 15, in the new club quarters of the Genet building; there was an attendance of about twenty-five ladies. After the business meeting adjourned bridge was played and lunch served. Mesdames Kent, Harper and Harrison were the appointed committee to serve.

The Ladies' Club will have a noonday luncheon week after next, which is a monthly affair, and we are now planning on a dance, the Easter season being over.

The Men's Club will hold their regular monthly meeting tomorrow evening in the new club quarters.

They are making nice progress with the construction of the viaducts around the new Union Station and are now underway with the depression of the tracks.

We are glad to welcome Mr. McKee, construction engineer, to Tulsa and hope to have the pleasure of seeing him often and will co-operate with him in every way in connection with inquiries, etc., reference to the new Union Station.

The Tulsa Jockey Club will open the spring meet in Tulsa Wednesday, April 23. Mr. Wm. P. Kyne, of San Francisco, promoter of the race meet, expects to be in Tulsa the first part of the week.

We have already received hundreds of horses into Tulsa from California and other points all routed Frisco and due to this heavy traffic we are looking forward to showing a nice increase for the month of April. We also enjoy a nice passenger business twice a year through Mr. Kyne's efforts during these meets.

We are enjoying real summer weather in Tulsa and are hopeful of its continuance.

Miss Maloney and Miss O'Brien are planning on spending Easter in St. Louis, and several of the other members of our staff are likewise planning on spending the day with their folks out of town.

Tuesday, April 22, there will be a large celebration in Ponca City at the unveiling of the "Pioneer Woman." The governor has declared the day a state holiday and with the special rates in effect we hope to see some of our friends attend this celebration.

TRANSPORTATION AND MECHANICAL DEPARTMENT AFTON, OKLA.

LUTIE D. DAVIS, Reporter

W. H. Toney, second trick operator for the Frisco, left last week for Holdenville, Okla., where he has a position as agent. Mrs. Toney and sons will not leave for several weeks.

Harry Bently of Neosho is the second trick operator, who takes Toney's place. His family arrived Saturday.

Mrs. G. P. Stephens, wife of Northern division section foreman, who has been in Vinita receiving treatment for several months was taken to Kansas City, Mo. She was accompanied by her daughters, Mrs. Virgil Smith and Mrs. A. L. Wiseman of Houston, Texas, and Mrs. Arthur Hook of Kansas City. Mrs. Stephens' many friends here hope the change will be beneficial to her.

Mr. J. W. Cunningham, second trick yard clerk, and wife left for Guadalupe, Calif., where they will visit the former's father, J. L. Cunningham, and family and his sister and husband, Mr. and Mrs. Floyd Pitts.

Mrs. H. R. Foley, wife of roundhouse foreman, left recently for Los Angeles, Calif., where she will attend to business matters. She will visit relatives in Hollywood and Pasadena before her return.

Conductor R. S. Norman and wife, who had an apartment in Tulsa this winter, have returned to their home here.

Mrs. Henry Truman, wife of man, returned home Saturday fr visit with her daughter, Miss Truman, and her son, Lavelle Tr and family of Kansas City.

Mr. J. C. Rider, switchman, an were guests of their daughte husband, Mr. and Mrs. Osborn T of Tulsa, last week-end. Mrs Rider, mother of J. C. Rider, re from several months' visit wit granddaughter, Mrs. Osborn T

Switchman Everett Estus has h his guest Mr. and Mrs. Willard of Sapulpa.

Mr. T. M. Spencer, relief clerk family visited his grandmother, Martha Miller, in Fairland, Sund

C. O. Thornton, express messe and family spent the week-end in Scott with Mrs. Thornton's par Mr. and Mrs. Robert Pryor.

Frank Young, section foreman family motored to Joplin recently spent the day with Mr. and Mrs. Coy.

M. W. Lloyd, yard engineer, w Vinita several days ago on busine

TULSA REVISING BUREAU TULSA, OKLA.

MARGUERITE HEFREN, Repor

Sign of spring—Guy Miller and McDermott with their baseball e ment having their daily workou noon.

Mary Van De Walle, key punch erator in general office, visited us first of April. Mary, a former emp of this office, is recouperating fr recent operation.

A number of cars of race horses being unloaded now getting ready the opening of the horse r April 19.

Bob McDermott has been spend several week-ends in Muskogee as guest of his brother.

Marguerite Hefren has as her g her sister, Frances, of Belleville, K

Quite a bit of interest is b shown in the plans of organizing teams to enter the Frisco bowli tournament to be held in Springfi in May.

Several of us have planned a s trip Easter—destination not kn definitely "just going some place."

OFFICE OF SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

P. L. Palmer has been assigned p sition of timekeeper in the superintendents office succeeding Miss Flanagan. Mr. Penner was formerly cashier at Wetumka.

Miss Mary Jo West, daughter of J. E. West, general clerk, Miss Margu ite Busch, daughter of H. H. Busch, division engineer, and Kathryn Smith, daughter of F. A. Smith, dispatcher, took part in the play presented at the high school by the American Association of University Women. Several other children of railroad employes took part in this entertainment. Miss West also won first in the violin contest in the Creek County Interscholastic Meet at Oilton.

Frank H. Schnorrenberg has been transferred to the staff in the engineering department from valuation department in St. Louis. Mr. Schnorrenberg went to St. Louis from Ft. Smith in January.

I. F. Brister and family were called to Lawton on account of the death of Mrs. Brister's brother.

The office sent Easter greetings to Miss Irma Brown and Miss Margueri Hughey, enclosing candy for each one of the girls. Miss Brown and Miss Tughey are still at Tucson, Ariz.

Miss Lois Flanagan spent a recent pleasant week-end at Vinita, which is her former home.

Chaffee Building & Loan Ass'n
Authorized Capital $2,000,000.00
ORGANIZED 1909 BY FRISCO EMPLOYES
6% Dividends on Full Paid Stock

THE CHAFFEE ICE & COLD STORAGE CO.
Manufacturers of Pure Distilled Water Ice
FRISCO ICEING STATION
HIGH-GRADE COAL

Essner Brothers & Co.
The Profit Sharing Cash Store
Everything To Eat, Wear and Use
CHAFFEE, MISSOURI
Chaffee's Foremost Store

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

V. L. THOMAS, Reporter

Mr. L. A. Wright, former bill and voucher clerk in this office, has been assigned to the task of accounting for the new concrete viaducts, station and terminal facilities at Tulsa, Okla. At the present writing no one has been assigned to the position left vacant by Mr. Wright.

Miss Maurine Mahan, stenographer, visited friends and relatives in Oklahoma City week-end of April 12.

Mr. V. Copp, valuation engineer of St. Louis, Mo., was a visitor in the office March 25. Mr. Copp formerly worked in the engineering department of this office.

Mr. and Mrs. W. C. Henke made an automobile trip to Wichita, Kans., week-end of April 6, where they visited with friends and relatives.

Mr. Lane Guinney, traveling accountant of Springfield, Mo., was a visitor in the office April 9, making the annual check of the MP 21 distribution.

Fishing season is here again and most of the members of this department have already taken advantage of the nice spring weather and tried their luck at the old pastime. So far the record catch was made by the writer with a two-ounce crappie.

CITY TICKET OFFICE TULSA, OKLA.

PHIL F. ATKINSON, Reporter

We have an addition to this office in the way of a new electric sign. This new sign is a very attractive one and it surely adds a great deal to the appearance of the front of our office.

Mr. Logan E. Dowell, stenographer-clerk, visited relatives in Kansas City over Easter.

The writer enjoyed Easter looking for a good place to fish. Those places are few and far between in this part of Oklahoma.

Mr. J. E. Payne, assistant general freight and passenger agent, spent one Sunday recently fishing and reported that he caught some fish. We didn't see the fish, but we will take his word for it this time. Next time we want photographs.

Mr. P. E. Buesse, city passenger agent, St. Louis, Mo., paid us a short visit recently.

RIVER DIVISION

POPLAR BLUFF, MO.

CLEATUS PRICE, Reporter

Mr. J. J. Morgan, cashier-operator, is carrying a big smile these days as he is the proud father of a big 8-pound boy, named Russell Jerome.

Mr. R. T. Harty, who has been sick and in the hospital, is able to be on the job again.

Frisco Employes' Club met April 7, and discussed some important things in regards to solicitation and are making arrangements to have some good times this summer. A big dance is being planned but the date is not fully decided on.

We now have our local service restored to every day service on the Hoxie Sub, which we are proud of and makes it much easier on our club in the solicitation and am sure we can get much more success with this daily service.

Conductor J. V. Wright is in Hot Springs, Ark., taking a series of baths. J. Wright has been sick for about two years; he is being relieved by Conductor Shannon.

Mr. A. E. Payer, who was injured during the tornado in May, 1927, is still off account his serious injury. He is somewhat improved but not able to be back at work yet. Mr. Payer was our former agent.

Mert Ormesee, motor car maintainer, is keeping the job as a good fisherman up by bringing in a nice string every time he goes out. He went frog gigging few nights ago and brought in 24.

Mr. J. D. Boyd, agent, Pochantas, Ark., is taking a vacation and spending it with his daughters in Washington. He is being relieved as agent by Mr. Bill Ludwig, and Mr. Ray Boys, son of the agent, is relieving Mr. Ludwig as cashier-operator.

B&B DEPARTMENT AND ROADMASTERS' OFFICE CHAFFEE, MO.

MARY FERRELL, Reporter

We regret the loss of Mr. J. A. Moran as superintendent of the River division, but our most sincere congratulations are extended to Mr. J. S. McMillan, who succeeds Mr. Moran as superintendent this division. Mr. J. L. Mumma, former trainmaster, has been made assistant superintendent, St. Louis Sub, and is certainly due all the congratulations he has been receiving. Good luck everybody!

Anna Guethle, stenographer B&B department, entertained the Frisco Girls' Bridge Club at her home, evening March 18. Mrs. Oliver Rigdon won first prize and second prize was won by Mrs. Ira Sale.

Mr. A. N. Matthews general B&B foreman, advises that his son, Holland, Ft. Scott, Kans., was married Saturday, April 5, to Miss Frances Kerlin. The ceremony was performed at Ft. Scott. We wish this couple a happy married life.

Foreman Bailey and gang are working vicinity of Ste. Genevieve and Barnhart.

Foreman Allison and gang are working around Benton and Bloomfield.

Foreman Segraves and gang were on Eastern division recently assisting in bridge work. This gang is back home now and is working in and around Lake City.

Foreman Inman and gang have been working at Hayti the past few weeks.

Foreman Sayles and gang have been working around Success and Biggers.

Foreman Ervin and gang are now located at Blytheville.

Foreman Forrester and gang are working vicinity of Kennett.

Jack Ervin, 19-year-old son of B&B foreman Ed Ervin, passed away at Oklahoma City, April 8. Death resulted from a spinal operation. The remains were brought to Chaffee for burial. We wish to express our sympathy to the Ervins.

The Ervin family desire to express through Frisco Magazine their appreciation for the services and favors rendered during their late bereavement.

Mr. L. Ramey, roadmaster, has been off duty recently account sickness. While off duty Mr. Ramey was in Frisco hospital, St. Louis. Evidently he was greatly benefitted by the treatment he received for he is back on the job and states he is feeling fine.

Mr. Ira Brazil, of the B&B department, covered Mr. Ramey's territory as roadmaster during Mr. Ramey's absence.

Lorena Bollinger and Anna Guethle were among the girls from the Frisco office who took advantage of the spring weather we have been having and enjoyed a wiener roast in the hills near Chaffee evening of April 10. The girls state it is best to make a long story short! Perhaps they could lengthen this story.

Nadine Bryant, 13-year-old daughter of section foreman W. F. Bryant, of Kennett, Mo., died at Marshall, Mo., 2:00 a. m., April 14. The body was taken to Kennett for burial. The Frisco employes wish to extend their sympathy to the Bryant family.

Mrs. H. G. Harmon, wife of roadmaster, shopped in Cape Girardeau April 12. Mr. Harmon accompanied his wife home and spent Sunday at Hayti.

RUPTURES

Need firm but comfortable support

The patented Brooks Appliance retains securely without annoying springs or hard pads, and promotes healing as it holds. Worn and praised by active men and women in every walk of life. Over 3 million sold. Sent on 10 days' trial. Not obtainable through any store or agent in U. S., but made to individual measurements and sent direct from Marshall. Full information and free 28-page Rupture booklet sent in plain sealed envelope.

C. E. Brooks, Inventor

BROOKS APPLIANCE CO., 108 State St., Marshall, Michigan.

Miss Lorena Bollinger, steno-clerk, roadmasters' office, spent the week-end of March 22 at her home in Oran, Mo.

Joe Huber and family, of Sikeston, spent Sunday, April 13, with Mr. Huber's parents at Chaffee. Mrs. J. H. Huber, Sr., returned to Sikeston with her son for a few days' visit. Joe, Sr., roadmasters' clerk, says he is too busy at this time to visit.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mrs. J. W. Claiborne is making extended visit with relatives in California.

W. S. Johnston has been appointed agent at Wilson, Ark., and will soon move his family to that point. Sorry to lose the Johnstons as residents of Chaffee.

Miss Belle Kinne has had as her guest Mrs. E. J. Neville of Albuquerque, N. M., who also visited with engineer and Mrs. John Curtiss.

Mr. C. V. Foles has resigned as secretary to superintendent and expects to spend some time in Florida before taking up other duties. Walter Essner, former clerk to assistant superintendent, succeeds Mr. Foles as secretary.

We are just wondering how Miss Elizabeth Grieshaber is going to spend her vacation this summer. She has just purchased a classy looking Chevrolet sedan which she is handling like a veteran driver and no doubt intends to make good use of our highways.

Mrs. Jaunita Fatchett has been visiting with her brother, James A. Morgan, at Poplar Bluff.

Mrs. O. P. Krueger of Springfield has been spending a few days with Mrs. W. A. Singleton and Mrs. D. T. Wells at Chaffee and Misses Nell and Clara Krueger at Cape Girardeau.

Mr. and Mrs. H. E. McBride have had as their guest Mr. McBride's mother, of Cape Girardeau.

Miss Leota Friend recently entertained the Frisco Girls' Bridge Club and one table of visitors which included Mrs. W. A. Walling, Miss Anna Kain, Miss Alice Price and Miss Ila Cook. Prizes were won by Miss Mary Farrell, Miss Ila Cook and Mrs. O. E. Rigdon.

Miss Belle Kinne has recently been visiting with friends in Evansville.

Miss Lorene Bollinger spent week-end at her home in Oran.

Mr. and Mrs. Don Bucklin and baby made short visit in Chaffee last month. Mr. Bucklin was former clerk in assistant superintendent's office.

"Chic" McDonough is a busy man these spring days planting garden and planning fishing trips.

Roadmaster L. Ramey is able to be on duty again after about six weeks' illness.

OFFICE DIVISION ACCOUNTANT CHAFFEE, MO.

RALPH STEPHENS, Reporter

Our shop accountant, Mr. H. H. McGarvey, has been transferred to Memphis for a period of sixty days to help relieve the congestion of work at that point.

Mr. and Mrs. McGarvey spent a recent week-end in Springfield, Mo., visiting Mr. McGarvey's sister who was visiting at that point and whom Mr. McGarvey had not seen for several years.

W. R. McDonough is the proud owner of a new Chevrolet coach. He and Mrs. McDonough have been trying out the roads all over southeast Missouri.

Our steno, Miss Ila Cook, spent a recent week in the hospital at St. Louis having her tonsils removed. She is now back on the job and says she sure is glad that experience is over.

Miss Mary Baker of Sikeston, Mo., worked the steno job while Miss Cook was in the hospital.

M. W. Roush spent a recent week-end in Blytheville, Ark., visiting friends and playing golf. Maurice acquired a bit of sunburn while away.

The Frisco Club are making final preparations for the play, "I Want a Divorce," which they are to give soon.

MECHANICAL DEPARTMENT CHAFFEE, MO.

LEOTA FRIEND, Reporter

Speaking of modern conveniences—G. M. Cohoon, roundhouse clerk, says the new air whistle recently installed in the roundhouse office by electrician Collins has them all bested.

Ben F. Hinkle, formerly baggage man at Blytheville, was displaced at Blytheville and he in turn bumped on the 4:00 p. m. to 12 midnight calling job.

Fireman J. W. Skelly and Mrs. Skelly of Hayti are spending thirty days in Hot Springs due to ill health of Mr. Skelly.

E. H. Norvell, Joe Porter, John Kay, R. T. Ahlstead and John Ponder were delegates to convention of FACD&MC recently held in Springfield.

OFFICIAL FRISCO WATCH INSPECTORS

Dilworth Jewelry Co.....Jasper, Ala.
Haltom, G. W.....Ft. Worth, Texas

St. Charles Hotel

ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor

European Plan

CAPE GIRARDEAU, MISSOURI

Mr. Sitze, accountant with the C&EI of Salem, Ill., was a visitor in our office April 17.

Glenna Fay Kay, shopped in Cape Girardeau recently. We are supposing she's all set for the Easter parade.

Fishing and froggling, that's all we hear about these days. Have heard heaps of good fish stories these last days, however, believe it has been definitely decided that John Crippen and Fireman Frank still claim the title of "Champeen" frog getters.

Horseshoe pitching, that's another great sport these days. Even car foreman Prosser and chief clerk McKenna spend considerable time after office hours pitching horseshoes. Mr. McKenna states he isn't an expert in the line but he is a pretty good runner-up. Notice where the editor of the Magazine has asked for a photograph of the winner and runner-up of the horseshoe pitching tournament that is to be held recently—the mechanical department is going to provide the material for both photographs.

Ila Cook is at this time confined to the St. Louis hospital.

H. E. Hubbard has been receiving much favorable comment on the miniature stage coach he built and had on display in one of the up-town stores recently.

TRAINMASTER'S OFFICE AND LOCAL FREIGHT HOUSE CHAFFEE, MO.

ILA COOK, Reporter

Mr. and Mrs. John Curtiss have returned after spending a month in Hot Springs, Ark.

Mr. and Mrs. Emil Sabastian write from Florida that they are having a real vacation. Mr. Sabastian was recently retired as conductor, having reached the age limit.

Miss Ethel Mae Robinson, who is attending school at Fayette, Mo., spent a few days between semesters with her parents, Mr. and Mrs. R. J. Robinson.

Miss Marjorie Gordon recently visited her grandmother in Memphis.

Mrs. A. Steger has as her guest, Miss Gladys Wiebark of East Prairie, Mo.

We are glad to report that Mrs. Frank Moore is improving rapidly after being very ill.

Mrs. W. A. Singleton entertained her bridge club on April 4. From all reports Mrs. Singleton is an excellent hostess.

Mrs. H. C. Montgomery and two children, Betty Joe and Homer, are visiting her mother in St. Marys, Mo.

Mr. J. P. Harrison and daughters visited Mrs. Harrison on April 6. Mrs. Harrison has been confined to the Barnes hospital for some time. We hope to hear of her immediate recovery.

We are glad to know that Mrs. R. L. Cooper is about to reach the point where she is her own jolly self after a month spent in the Frisco hospital.

Frank Morgan, Sr., is sure strutting his stuff these days. He is the proud grandfather of two tiny grandchildren. A baby girl belonging to Mr. and Mrs. James Morgan and a baby boy to Mr. and Mrs. Frank Morgan, Jr. Congratulations all the round!

Guy Maxwell, caller, has bumped by B. F. Hinkle, bagga from Blytheville, account Mr. H position being abolished.

We have had a number of c In this office recently. J. L. M was assigned to assistant superi ent; R. L. Cooper, acting day master; V. E. Hopkins, night master; H. H. DeBerry, from S field, has been assigned as round dispatcher.

C. A. Job bid in third trick op in this office.

W. L. Powell is relieving Johnson as first trick operator.

W. S. Johnson (better kno Casper) yearned for better thi he left our fireside and went t son to be an ordinary agent.

Harold Hopkins, caller and president of the Frisco Employes has been quite busy of late pre for a program to be given on Ap

The new Missouri Pacific inter at Marquette, Mo., is completed. Lipscomb bid in as first trick op Clay Smith as second, and R. H as third trick.

Dean Underwood spent a day Louis recently.

Tom Hudson has been looking pale and thin since his wife ha visiting.

Tom Kane just got tired worki he laid off. Aren't you rested Tom?

Freight House

Nathan Carle, yard clerk at is off duty account an infected He and Mrs. Carle are visiting tives in Chaffee.

E. N. Johnson has been assign position of revising clerk in pl A. O. Smiley who bid in positi chief yard clerk.

Mrs. John Lenon is still seriou at her home on Black avenue. hope for a speedy recovery.

The new mechanical coal chu beyond the freight house is n completed and ready for use.

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

We received our first official from our new superintendent, Mr McMillan, and assistant superi ent, J. L. Mumma, and we want with their many friends in w them all the success possible.

Wm. McGraw, car inspector, proud possessor of a new Ply coach. Bill broke the new car driving down to Memphis for a with friends.

J. P. Reynolds, retire engineer returned from the Frisco ho where he underwent a minor o tion.

Miss Maurine Lloyd, daughter conductor J. S. Lloyd, spent the end in St. Louis.

The new interlocker tower at Girardeau is now in operation. Smith, B. A. Lipscomb and H. R. are the three operators bidding positions there.

R. E. Meadows, platform for and family spent Sunday in P Mo., with Mr. Meadows' parents

CENTRAL BOARDING & SUPPLY COMPANY

COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President
G. I. FITZGERALD, Vice-Pres. and Sec'y
CHAS. GRAY, Manager, Springfield, Mo.
GUY KRESS, Supt., Springfield, Mo.

M. S. ENGLEMAN, Vice-Pres., Dallas, Tex.
E. B. SHARKEY, Manager, Ft. Worth, Tex.
G. R. PIERCE, Supt., St. Louis, Mo.
J. P. McDONALD, Mgr., Chicago, Ill.

General Office
1205 Bd. of Trade Bldg.
KANSAS CITY, MO.

Branch Offices
ST. LOUIS, MO.
SPRINGFIELD, MO.
FT. WORTH, TEX.
DALLAS, TEXAS
CHICAGO, ILL.

J. T. Pearson, yard foreman at Cape Girardeau, underwent a major operation at the Frisco hospital, but is reported to be getting along nicely.

NORTHERN DIVISION

GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

After an absence of more than two years due to the organization of the zone auditors office, our accounting department was reinstalled in this office April 1. Harold Batchelder was again made station accountant; A. P. Lankford and Fenton J. Benson, cash checkers; A. L. Gastman and C. L. Bobbitt, uncollected clerks; F. J. Westerman, assistant cashier and Miss McMickle, abstract machine operator. P. S. Fracul has been promoted to inbound train clerk; Mark Cassidy to city cashier and Frank Martin, team track clerk.

The Frisco Sunnyland Club gave a dinner dance at the masonic temple, March 27th.

The Frisco bowling team had revenge in their hearts and blood in their eyes when they again attempt to defeat the girls' team of Kansas City, Kans. It is needless to say that they were again defeated worse than the first time.

This one should come under the heading of "The Thrill that comes once in a Life Time." Recently Joe Kramer left for home at 6:00 p. m. He looked at his usual parking space and his car was gone. Ed Cunningham who was ahead of him suddenly began giving Joe all sorts of switchmen's signals, and as Joe neared the corner he spied his car in front of the "Greasy Spoon" where he had left it on his lunch hour.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

F. F. Loyer, mill foreman at Kansas City, is in St. Louis inspecting new freight car equipment being built for us by the American Car & Foundry Company.

The two Sperry Rail Service cars in charge of a corps of rail experts was out of Kansas City last month for a tour of inspection over the Northern division. After these cars have been over our line, the maintenance of way department will know exactly the condition of all rails over which this machine travels as it is so constructed as to detect all defects in the rail.

We are glad to report the recovery of Mrs. Elmer Burg, wife of shop electrician, who underwent a very serious operation in the local hospital last month.

Easter Sunday was very appropriately observed by most of us making our annual appearance at the church.

A. R. Spencer, chief caller, gets his eggs direct from the country in order to insure their freshness. A recent consignment, however, was not quite up to the specifications.

C. O. Edmisson, coach yard foreman, still has a desire to know how it feels to ride in a new Ford.

ITEMS FROM WICHITA, KANS.

HELEN SHEEHAN, Reporter

W. B. Berry, master mechanic at Kansas City, and M. L. Crawford, assistant master mechanic at Monett, were visitors in Wichita, April 10.

David Underwood, son of C. S. Underwood, traveling freight solicitor, is ill with scarlet fever.

Ed. Kimmel, locomotive carpenter at Cracksman, was off several days on account of the death of his sister-in-law in Oklahoma.

Howard T. Kelchner was appointed night roundhouse foreman at Wichita, April 1, succeeding E. Craight, who was assigned to other duties. Mr. Kelchner is from St. Louis.

C. C. Mills, safety supervisor, accompanied by C. E. Armstrong, roadmaster, recently made an inspection trip over the 32nd track division, in the interests of accident prevention and safety first.

J. P. Sheehan, pensioned roadmaster, has returned from a short visit in Fort Smith, Ark.

We understand that Harley Bowman, yard clerk, is driving a new Ford.

John Newfelt, machinist, has been away several weeks on account of illness.

Jessie Burdick, machinist, has returned to work, after being away several days on account of sickness.

Mrs. Rex Gill, wife of roundhouse clerk, has been visiting relatives and friends at Neodesha.

L. L. Stephens, switch engineer, was in St. Louis hospital, during the first week of April, and returned to work April 7.

O. N. Keeling, yard foreman, and "Shorty," the Mexican yard cleaner, have been busy the past few days planting flowers and shrubs in our park, and getting it fixed up for summer.

FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

We're having some very beautiful days this spring—the leaves are just beginning to come out and spring seems to be just around the corner.

With the opening of the early spring, the polo team has started practicing again and we're quite anxious to watch some of the games. The team seems to be a very fine one.

Mr. L. W. Pipkin, division accountant, is the proud possessor of a new Hudson sedan—brown and tan. He seems to be quite pleased with it.

Mr. J. P. Briggs, bill clerk, is also the owner of a new Dodge sedan. He is also quite satisfied.

Mr. Oscar Nelson accepted a position with the ICC and left last week. We all wish him success, although we certainly miss him.

Mr. Fred Mahan has been temporarily assigned to the position of general clerk, Mr. J. P. Briggs to the completion report desk, and Mrs. William Hughes to assistant bill and voucher desk.

SUPERINTENDENT'S OFFICE FT. SCOTT, KANS.

BLANCHE BICKNELL, Reporter

The Northern division held its regular monthly fuel conservation meeting at Ft. Scott. A number of officials and employes from out of the city were present. Mr. J. E. Whalen, general fuel supervisor, of St. Louis, attended the meeting.

Carl R. Gray, Sr., president of the Union Pacific Railroad, passed through Fort Scott on train 117, enroute from Tulsa to Kansas City. Mr. Gray had been in Tulsa attending an oil meeting. He stopped off just a few minutes between trains to look up old friends.

Miss Blanche Bicknell and Miss Helen Roberts spent Sunday in Nevada, Mo.

Harold Phelps and wife spent Sunday in Joplin, Mo.

Claude Reeder, timekeeper, was absent from his duties one day, account sickness.

Mrs. W. H. Bevans and Miss Gladys Roth spent the week-end in Kansas City.

Mrs. Jack Dalton is in the hospital at Springfield, Mo.

Mr. E. W. Beatty, president and chairman of the board of the Canadian Pacific Railway, passed through Fort Scott, April 5, in his private car attached to Frisco train No. 108. He is making a trip through parts of the United States and observing how American railroads are operated. During his short stay in the city, Mr. Beatty stepped out on the platform at the station and was interviewed by Frank E. Murphy, local claim agent, and H. W. Hudgens, general claim agent, with headquarters in Springfield, Mo. Mr. Hudgens and wife were week-end guests of Local Agent Murphy and wife.

R. O. Betts, traveling timekeeper, with headquarters in Springfield, has been here the past week or so, attending to duties.

Mr. Railroad Man:
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CAN you carry on an important job 100% efficiently with your hands cased in wet greasy gloves of inferior grade?

INDIANAPOLIS GLOVE COMPANY has been in business twenty-five years supplying RAILROAD MEN with just the kind of gloves suited to their respective jobs—work gloves that provide real comfort, greatest protection, and LONGEST WEAR. These qualities we build right into gloves FOR YOU.

NOW when you buy gloves insist on INDIANAPOLIS GLOVES with our RED APPLE ticket and you will get the GREATEST VALUES.

INDIANAPOLIS GLOVE COMPANY
Indianapolis, Indiana

MAINTENANCE OF WAY DEPARTMENT

GEO. W. SCOTT, reporter

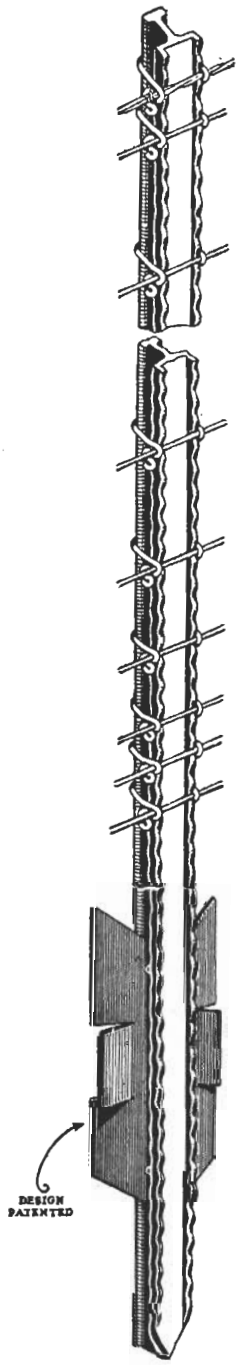
Bridge and building water service foreman had a fine meeting Sunday, March 30th, in assembly room at Fort Scott, under Mr. S. E. Melton, gen'l foreman B&B & WS. After a general discussion of the various work and how it should properly be done Mr. J. O. Armstrong gave a fine talk on accident prevention followed by Mr. F. E. Murphy claim agent who made a fine talk along the same line.

Mr. W. H. Bevans, superintendent, J. O. Armstrong, division engineer, Mr. S. E. Melton, Gen'l foreman B&B, O. W. Wilson and J. W. Waterbury, bridge inspectors finished the annual spring bridge inspection, April 18th.

Mr. B. H. Crosland, assistant division engineer, went over the Kansas City Sub, Ash Grove Sub, and Afton Sub with the Sperry Dector car week starting April 14th.

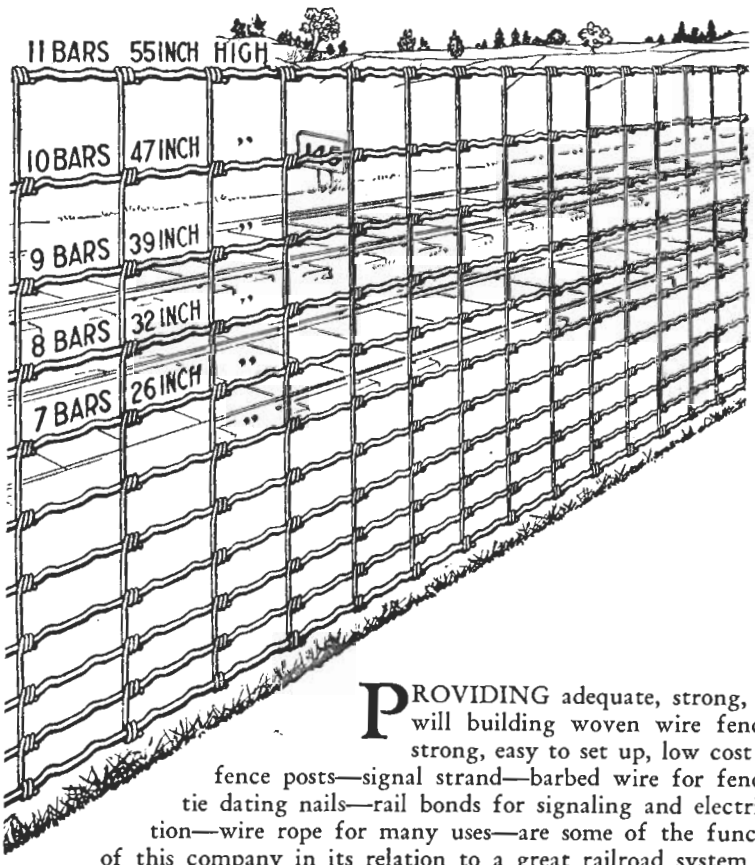
James W. Gray, pumper at Boicourt was seventy years old, March 9th. March 31st was his last day of work Mr. Gray had continuous service since January, 1891. Started pumping at Boicourt in 1894.

Serving a great Railroad System



Banner Steel Post

The Post With a Backbone



PROVIDING adequate, strong, good will building woven wire fences—strong, easy to set up, low cost steel fence posts—signal strand—barbed wire for fences—tie dating nails—rail bonds for signaling and electrification—wire rope for many uses—are some of the functions of this company in its relation to a great railroad system such as the Frisco.

BANNER STEEL FENCE POSTS—r. r. rail design—are well thought of by railroad men as they are easy to install, of great strength and combine a long, useful life with low cost.

AMERICAN WOVEN WIRE FENCE has an equal preference and for the same reasons. Guaranteed to give the equal or longer service than any other fence using equal size wire under any given conditions.

AMERICAN RAIL BONDS—the standard rail bonds for safety in signalling and telegraphing. Built and engineered to be superior under any service conditions.

AMERICAN MONITOR WIRE ROPE—conceded by most railroad men to be the strongest and most efficient of all wire ropes.

AMERICAN BARBED WIRE—the original barbed wire—known and used by railroads the world over.

American Steel & Wire Company

Subsidiary of United States Steel Corporation

Chicago New York Boston Dallas Birmingham Denver
St. Louis Kansas City Memphis Atlanta Oklahoma City Salt Lake City
U. S. STEEL PRODUCTS CO. San Francisco Los Angeles Portland Seattle

Chas. Riddle crossing flagman at Augusta passed away April 7th.

Walter D. Morris is acting pumper at Boicourt until regular pumper is assigned.

Chas. Lincoln, water service repairman returned to work March 22nd. After two months visiting with relatives in Buffalo and Albany, New York.

M. E. Baker, section foreman at Aurora, section B-1 on Ash Grove Sub registered March 28th.

TRANSPORTATION DEPARTMENT NORTHERN DIVISION FT. SCOTT, KANS.

MISS GLADYS ROTH, Reporter

Conductor W. H. Gaither was off several trips during April, account vacation and we imagine looking after the dogs as the "Races" will soon be on.

General Yardmaster E. L. Wood spent his 2 days vacation on the river fishing. Did not hear whether he had any success or not, but are looking for the "Big Fish" story soon.

Conductor F. W. Mammen has returned to work after several days vacation.

Switchman J. B. Fowler has returned from Oklahoma where he was called account of the illness of relatives.

Brakeman C. F. Zentmire has been off for several weeks account sickness.

Brakeman J. L. Dearing has been filling his vacancy on the 6 day clause.

Conductor Lee Nelson is now riding around in a new DeSoto which we understand he has purchased just recently.

Brakeman M. M. Swope is in Cleveland, Ohio, attending a meeting of the Order of R. T.

Mrs. C. M. Kaechele, wife of brakeman, has returned to her home in Kansas City after a visit with her parents at Rockview, Mo. Her mother accompanied her home.

Mrs. Frank Sherer, wife of brakeman, and daughter Mary Martha visited Mrs. Sherer's mother in Topeka recently.

Harry Hubbart, son of trainmaster H. H. Hubbart and wife, spent the Easter holidays at home. Harry is attending school at Lawrence.

Miss Dorthea Working, comptometer operator in the accounting department, was off a few days latter part of April account sickness.

Mr. J. F. Lee, dispatcher, and wife were in Kansas City week-end of April 5th.

L. O. Gardner, tracer clerk, took in the ball games at Kansas City first part of April.

R. H. Hubbart, trainmaster, moved from "Godfrey" this month to his residence on Judson street and will reside there in the future.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & HICKS, Reporters

Miss Ada Dillon, chief clerk's stenographer, who has been seriously ill for the past three weeks, is rapidly improving and we hope to have her back with us before very long.

Mr. G. W. Bowers, conductor, and wife are planning on an extended trip to New York City.

Mr. Clyde Thomas, brakeman, has been seriously ill with pneumonia, is reported getting along as well as could be expected.

Mr. A. Burnside, agent at Peckham, was called to Los Angeles on account of the serious illness of his sister.

Mrs. R. B. Clark, wife of the car clerk at Frederick, Okla., was called to Wichita on account of the serious illness of her mother.

Mr. V. C. Hood, cashier at Clinton, Okla., has been visiting in Kansas City, Mo.

A great deal of artistic talent is coming to the front, particularly noticeable in the real young members of the Frisco Family. Miss Doris Deane, 8-year-old daughter of Vic Dillon, file clerk in the superintendent's office, was the leading lady in the operetta recently put on by the grade pupils of her school at Enid. She carried her part well.

Mr. H. McClure, brakeman, and wife are planning on a trip to California to visit with friends and relatives.

Mr. F. E. Porter, brakeman, has been visiting with friends in Streator, Ill.

J. F. Wood, son of the agent at Pawnee, plans on spending some time in Los Angeles visiting with friends and relatives.

Mrs. W. S. Currin, wife of the towerman at Vernon, Texas, spent a few days in Tulsa recently.

A wedding of considerable interest to a good many on the Western division took place in Tulsa, Okla., March 22, when Virginia, eldest daughter of H. H. Williams, became the bride of Howard Thomas.

Virginia's father has been with the Frisco for a good many years, and at present is the assistant chairman of the maintenance of way employes.

The young couple will make their home in Enid, and their many friends extend their best wishes for all happiness.

Mr. H. H. Brown, former superintendent on the Western division, visited the offices again on his recent visit to Enid. His many friends were delighted to see him and renew acquaintance. Mr. Brown is now retired and making his home in Southern California.

TEXAS LINES

LOCAL FREIGHT OFFICE NEWS FORT WORTH, TEXAS

J. P. SPICER, Reporter

Joe Moorman, cashier, claims to have wheeled off a wheel barrow full of hail which was gathered from the side walk of his home after the storm of Sunday afternoon, April 13. Page Mr. Ripley!

Charles Luckett, collector, reported that the storm caused his garage to collapse, and practically demolished a Studebaker car parked therein.

Mr. D. O. Etter, chief clerk and horticulturist of no small renown, is experimenting with some yard long beans imported for his garden from Arkansas.

Mr. P. C. Reaves states that his alfalfa is growing rapidly since the rain at Magnolia Manor.

Everyone enjoyed the luncheon given at the First Christian Church, except Mr. Littlefair, and he had to have the second piece of pie.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Mrs. E. P. Robertson, daughter of E. E. Glascock, section stockman, has gone to Louisville, Ky., to join her husband where they will make their home. She visited her parents here before going to Louisville. They formerly lived at Ardmore, Okla.

Miss Esther Johnson has returned to her home in Dallas, Texas, after visiting her sister, Mrs. L. McMillan.

C. V. Montgomery, foreman this department, and Joe Bryan, electrician, were members of a party who went to Dallas on April 16, to attend a Masonic lecture at the Fair Park Coliseum.

Time Out *for a pipeful*

BRAKEMAN W. F. Bennell and Switch-tender M. J. Rustia light up with Edgeworth while they swap a word or two in the New York Central's 60th Street yard. Edgeworth fills in a man's spare minutes, and the cold outdoors gives an extra edge to a few puffs of this good old tobacco.

Edgeworth *belongs* in the pipe of every man who likes his smoke rich and friendly.

If you don't KNOW Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is — you be the judge. Address Larus & Bro. Co., Richmond, Va.

EDGEWORTH

SMOKING TOBACCO

LARUS & BRO. CO., 100 S. 22d St. Richmond, Va.

I'll try your Edgeworth. And I'll try it in a *good* pipe.

My name_____

My street address _____

And the town and state_____

Now let the Edgeworth come T23

Our spring showers have set in. It rains every night and some of the days. Guess our flowers will grow, also the weeds.

M. A. Perkins, car clerk, who has been ill with influenza for the past six weeks is improving slowly.

Eli Boatman, coppersmith, underwent an operation at the St. Louis hospital recently. We wish for him a speedy recovery.

L. C. Fuller, general foreman, N. Thorworth, boiler foreman, and John Morgan, blacksmith foreman, and their families formed a party going to Lake Dallas, near Denton, Texas, Sunday, April 13. They were caught in a big rain and storm on the way home and were rather late getting in.

MECHANICAL AND STORES DEPT. FT. WORTH, TEXAS

J. D. LACEY, Reporter

We are having some beautiful weather and spring seems to have arrived at last.

The following delegates from here attended the convention held at Springfield on April 3, for the purpose of electing a new advisory board, G. C. Best, carman, R. W. Courtney, electrician, G. O'Gorman, blacksmith, B. Boydstun, machinist, J. R. Ferguson, representing the boilermakers, and E. A. Padgett, coppersmith. H. C. Rothell, water service man, was unable to attend.

A new air compressor is being installed in the machine shop to replace one of the old ones that broke down some time ago.

C. E. Blentlinger, car foreman, is serving on the jury this week. F. C. Rudloff, piecework checker, is acting foreman, and L. M. McMahon, carman, is acting piecework checker.

W. M. Witt, carman, has purchased a new Ford coupe.

Mr. Pendleton, government locomotive inspector, paid us a visit on April 9. He inspected eight engines and passed them all.

H. P. Saringer, boilermaker, is in Brownwood renewing the flues in the stationary boiler.

VP&GS OFFICE—FORT WORTH

MARY BESS SMITH, Reporter

We want to make special mention of the division engineer's office (Port of Missing Men), who are always out getting Frisco business. We want to hand it to them for being a bunch of Frisco boosters. And incidentally, Mr. Bliss, division engineer, reports steel gang on Texas Lines putting in two 54-ft. girders at bridge 749.8. (Sign of progress and more business for the Frisco.)

What with the old town feeling gala and staging a big parade and everything, we certainly expected our "Cats" to win that "opener," March 9, but were doomed to disappointment when the "Steers" ran away with a 7-5 score.

Those of us who saw the "Passion Play" staged at Fair Park Auditorium, Dallas, unanimously agreed it was the most beautiful and impressive play we have ever been privileged to witness and certainly gives us a greater appreciation of the Crucifixion and Resurrection. I wish all of us could have seen it.

We are right in the middle of trying to decide whether or not we shall hold a spring dance, and hope by next month to be able to report something definite.

Our April showers were all rolled into one last Sunday evening (the 13th), when Ft. Worth experienced the worst rain, windstorm and hail since 1905. Damage as a result thereof has been estimated at $300,000.00. Fortunately, the storm did not last long and was confined almost entirely to the southeastern portion of our city.

The Metropolis is all excited over the opening of the "Hollywood," Ft. Worth's latest and very beautiful playhouse, which formally opens April 17.

Have you seen that worried look on "Buddy" Grace's usually smiling countenance? You'd be worried looking too if the storm had "played havoc" with your house. Mr. Grace reports, however, that due to hard work on his part, everything is as neat looking as new now.

TRAFFIC DEPARTMENT FT. WORTH, TEXAS

CORLYNE PLEDGE, Reporter

This is the time of year everyone is looking for that new Easter bonnet, and the spring weather we are having is causing quite a few plans for vacations and fishing trips to be made.

The strongest baseball team in the league, the North Texas Traction Company, was victor over our Frisco "all employes" baseball team the first game of the season, played April 12th, with a score of five to three. Since we started out playing the strongest team and were successful in keeping their score down so well, we are expecting big things of our boys when they really get in trim.

Well they're at it again. Frank Hubert and J. C. Tewney have broken all their good vows and gone back to smoking. Frank says his reason for starting again after being off cigarettes for over six months is that he was getting so fat it was up to him to buy some new clothes or start smoking and he figured it was cheaper to smoke. That sounds like logic, but can't be sure.

There was quite a bit of excitement in our fair city the evening of April 13th when the worst storm for 25 years

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Manufacturers of all classes of hardwood lumber, including switch ties and railroad car materials. Can furnish air dried or kiln dried.

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COAL—Blacksmith, Bunker, Steam, Domestic—**COAL**

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pipe smells li
a 'Hot-Box'!

ONLY an old and trusted
would venture to speak so frank
A new pipe, or an old one ca
broken in with Sir Walter Ra
favorite smoking mixture, ch
everything. And why shouldn't it?
Walter is milder and more fra
And it has the body and flavor
only in the finest of Burley, sk
seasoned and blended. What
could we offer any pipe smoker? W
more could he ask?

Tune in on "The Raleigh Revue" every Fri
10:00 to 11:00 P. M. (New York Time)
the WEAF coast-to-coast network of N.B.C.

How to Take Care of Your Pip
(Hint No. 5) It's not true that a thick "cake"
makes a sweet pipe. A heavy cake makes
smoke. A cake is necessary, but in a pipe, as
a car, too much carbon makes heavy, hot going.
A thin cake makes the coolest smoke. Send for
our free booklet, "How to Take Care of Your
Pipe." Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. 11F.

B&W

SIR WALTER RALEIGH

It's 15c and *it's mild*

hit here. Some of the hail-stones were as large as hen eggs and roughly estimated there was $400,000.00 damage done, many homes being leveled to the ground. Traffic was badly crippled as no street-cars or interurbans could run for 24 hours after the storm, and from the tales that are told some very freakish things took place.

The Frisco Club luncheon at the First Christian Church, April 16th, was a big success.

CENTRAL DIVISION

OFFICE OF SUPERINTENDENT ENGINEERING DEPARTMENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Mrs. Ralph Williams, wife of bill and voucher clerk in division accountant's office, spent several days in Memphis recently visiting friends, also shopping.

Mr. and Mrs. Leo Oberste announce the birth of a daughter, April 3rd, and have named her Gretchen. Mrs. Oberste will be remembered as Miss Margaret Kriener, assistant superintendent's clerk at Ft. Smith.

We had two visitors lately, one being C. E. Hickerson and the other Oscar Nelson, both having accepted positions with the interstate commerce commission. Mr. Hickerson is located in Colton, Calif., and Mr. Nelson in Minneapolis, Minn. Mrs. Hickerson will go to Colton the 15th of May. We wish them luck and hope they will not forget the Frisco.

We wish to extend our sympathy to Mr. Walter Mayfield, night yardmaster, account the death of his father.

Mrs. Harold Yerby, wife of draftsman, is making an extended visit in the west with relatives in Los Angeles, San Diego, Denver and Boulder.

Mr. Will Clark, operator in "FX" office and Mrs. Clark just returned from a week's motor trip to Hot Springs and Little Rock. Clyde C. Fuller of Springfield relieved Mr. Clark during his absence.

Decidedly "Frisco Conscious" is the thriving little city of Rogers, Ark., home of the famous Apple Blossom Festival of several seasons past. A recent window display of the H. L. Stroud Mercantile Company of Rogers, featured Lee Union Made Overalls, and Frisco Lines insignia was prominent on each pair. Special agent E. E. Wilson sent in the photograph.

Several changes have taken place in division accountant's office. We now have with us Miss Margaret Giles, comptometer operator, who hails from St. Louis and we wish to welcome her and hope she will like us. Curtis Hensley, completion report clerk, has been promoted and transferred to St. Louis office, Oliver Russ, general clerk, having been assigned to position of completion report clerk vice Mr. Hensley.

Mr. C. McBroom, chief clerk, spent several days in Hot Springs where he was called account the serious illness of his daughter.

Miss Ruth Cantrell, daughter of S. T. Cantrell, superintendent, is visiting her sister in Winston Salem, S. C.

Miss Margaret Giles, comptometer operator, spent a Sunday in Little Rock visiting friends.

We are glad to report that Mrs. Walter Mayfield, wife of night yardmaster, is recovering from a serious operation.

Phillip Fontaine, former trucker at freight house, is now performing duties of office boy in superintendent's office.

Mrs. Henry Stierwalt and Henry Jr., wife and son of maintenance clerk, spent a week in Hugo visiting relatives and are now visiting Mrs. Stierwalt's mother in Oklahoma City.

Arthur Sweat, trainmaster's stenographer, wife and son went to Oklahoma City last week to visit Mr. Sweat's sister. Mr. Sweat returned Sunday while Mrs. Sweat and son remained for another week.

Mr. N. K. Waters, maintenance of way timekeeper, spent two days of his vacation making a garden.

It won't be long now we will be hearing some big fish stories, in fact, Opie Little came in yesterday telling he caught four catfish, 6 crappie, 2 turtles, 2 gar and one water moccasin.

Just learned of the death of Mrs. Jefferies, mother of Paul Jefferies, roadmasters' clerk at Fayetteville. We wish to extend to him our sympathy in his bereavement. Also wish to extend our sympathy to N. K. Waters account the death of his brother-in-law, Mr. L. E. Turner of the Dallas Coal Company, with whom we have had business relations and who was very prominent in the coal industry. Mr. Turner went to Corpus Christie, Texas, several months ago account ill health, where he died. The body was brought to Ft. Smith for interment.

Inasmuch as nothing much had been heard recently about dart ball an investigation was made and was found that the freight house took two straight games from the superintendent's office, Van Deitrich playing the stellar role. Another game was played the night of April 16th, which was won by superintendent's office.

Mr. Hal Lamkin, who has been here for several weeks, was instructed in playing dart ball. (Will have to admit he was a very apt pupil.) When he returned to his home in Springfield he had the plans for a board drawn off and purchased some darts and understand he has company enough for a game almost any time.

Work of strengthening bridges Monett to Paris has begun, contract for work on the south end having been awarded the Kansas City Bridge Company and on the north end to List & Weatherly.

Mrs. J. Kemp Johnson, wife of assistant timekeeper, has returned from a visit with relatives in Hugo, Oklahoma.

Mr. Tim Krone is spending a week in DeQueen, Arkansas, where he is a guest at the Garrison home.

A Treacherous Affliction Healed Without Surgery

The above illustration is the McCleary Clinic, the largest institution in the world devoted exclusively to the treatment of rectal diseases.

The old theory that hemorrhoids (piles) could not be successfully treated except by surgery has been wholly disproved. If taken in time this treacherous affliction can be successfully treated without surgery, or the use of ether or chloroform.

If you or any of your friends suffer from hemorrhoids (piles) let us send you our Free Book "Piles Treated Without Surgery". Our reference list contains the names of over 20,000 business men and women, Bankers, Lawyers, Farmers, Ministers, Railroad Officials and employees, from every state, Canada and many foreign countries. If you desire, we will be pleased to include a list of our former patients who live near you.

THE McCLEARY CLINIC
1263 Elms Blvd. Excelsior Springs, Mo.

AGENT'S OFFICE BLYTHEVILLE, ARK.

MARTHA REYNOLDS, Reporter

E. N. Johnson and family formerly of Hayti, Mo., are making their future home in Chaffee, as he was recently assigned revising clerk there.

Mr. B. T. Juden, yard clerk, is the smiling grandfather now as he has a brand-new grandson. We have been unable to learn what his name is.

B. F. Hinkle and family moved to Chaffee, Mo., April 1, where they will make their home. Everyone was sorry to see Mr. Hinkle leave and he will be missed by all.

Miss Marie Moon, daughter of M. T. Moon, cashier, has been spending a spring vacation with home folks. She returned to school Sunday night, April 6.

G. D. Gorham is temporarily filling the vacancy as assistant cashier.

Mr. J. Loeckner, traveling auditor, visited the office for a short while Saturday, April 5, between trains.

A special train service is now being given to points between Lake City and Blytheville, Ark., giving perishable commodities preferred movement.

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Car Wiring, Lighting *and* Power Service
THE KERITE INSULATED WIRE & CABLE COMPANY INC
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AMERICA'S GREATEST RAILROADS
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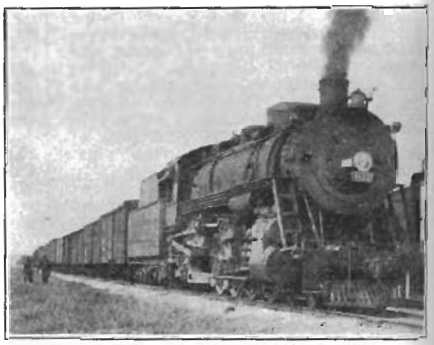
New Power for the Frisco

TWENTY additional Baldwin Mikado type locomotives will soon be in operation on the Frisco System hauling heavy tonnage trains.

In July, 1929, a Baldwin Mikado, built in 1923, made a remarkable endurance run of 7350 miles without having the fire knocked.



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General American Car Co.

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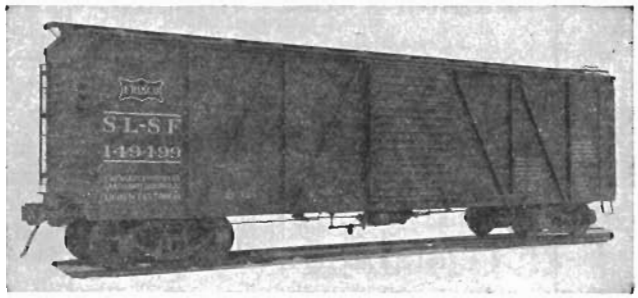

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(Union Carbide and Car Inspector's Lamps)

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RAILROADS using cast steel spring bands report a saving over cost of manufacturing wrought iron bands in their own shops. Wrought iron bands crease the corners; the iron is burnt forging; they are not uniform in thickness, and there is considerable loss due to imperfect welds.

Cast steel bands have solid corners, are free from burning, are of uniform thickness, and require no welding.

The strength of these bands compare as follows:

	Tensile Strength lb. per sq. in.	Elastic Limit lb. per sq. in.
Wrought Iron Bands—	40,000	25,000
Cast Steel Bands—	70,000	36,000

We can effect a saving in manufacturing cost and insure long wearing bands that are free from failures.

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CHICAGO
For Dependable Service
"VILOCO" Pressed Steel Brak Step
"VILOCO" Automatic Rail Wash
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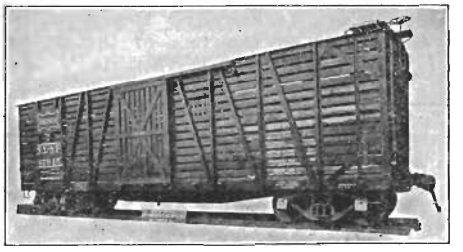

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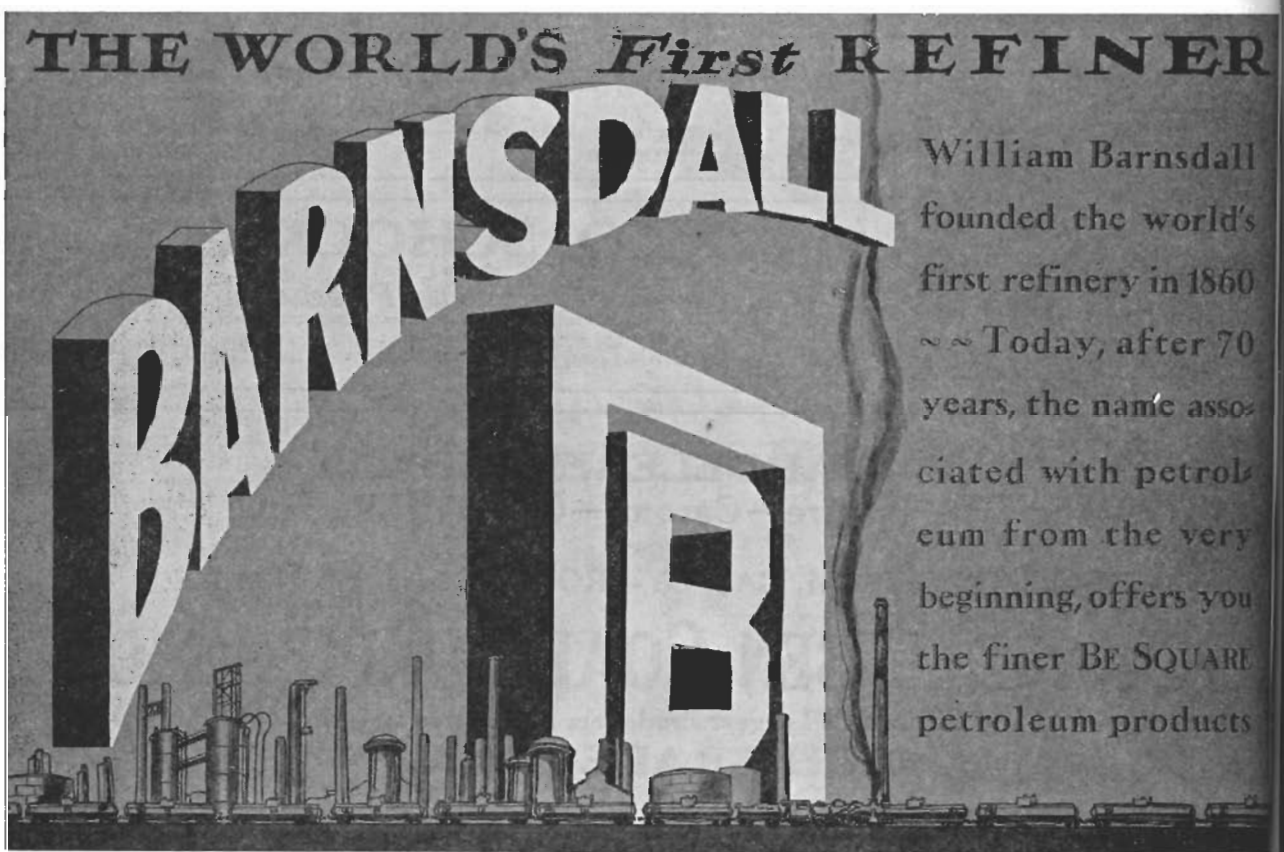

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Crown-Shrunk Denim is produced by a secret process. The only mills that make this denim are owned by Crown—no other overall maker can buy it. The dealer who sells you Crown-Shrunk Overalls is offering you an exclusive product—the best that his money can buy and the best that you can buy. If Crown-Shrunk Overalls get tight—if they bind, lose their fit, or shrink out of shape like ordinary overalls, *you get a new pair free with no questions asked!*

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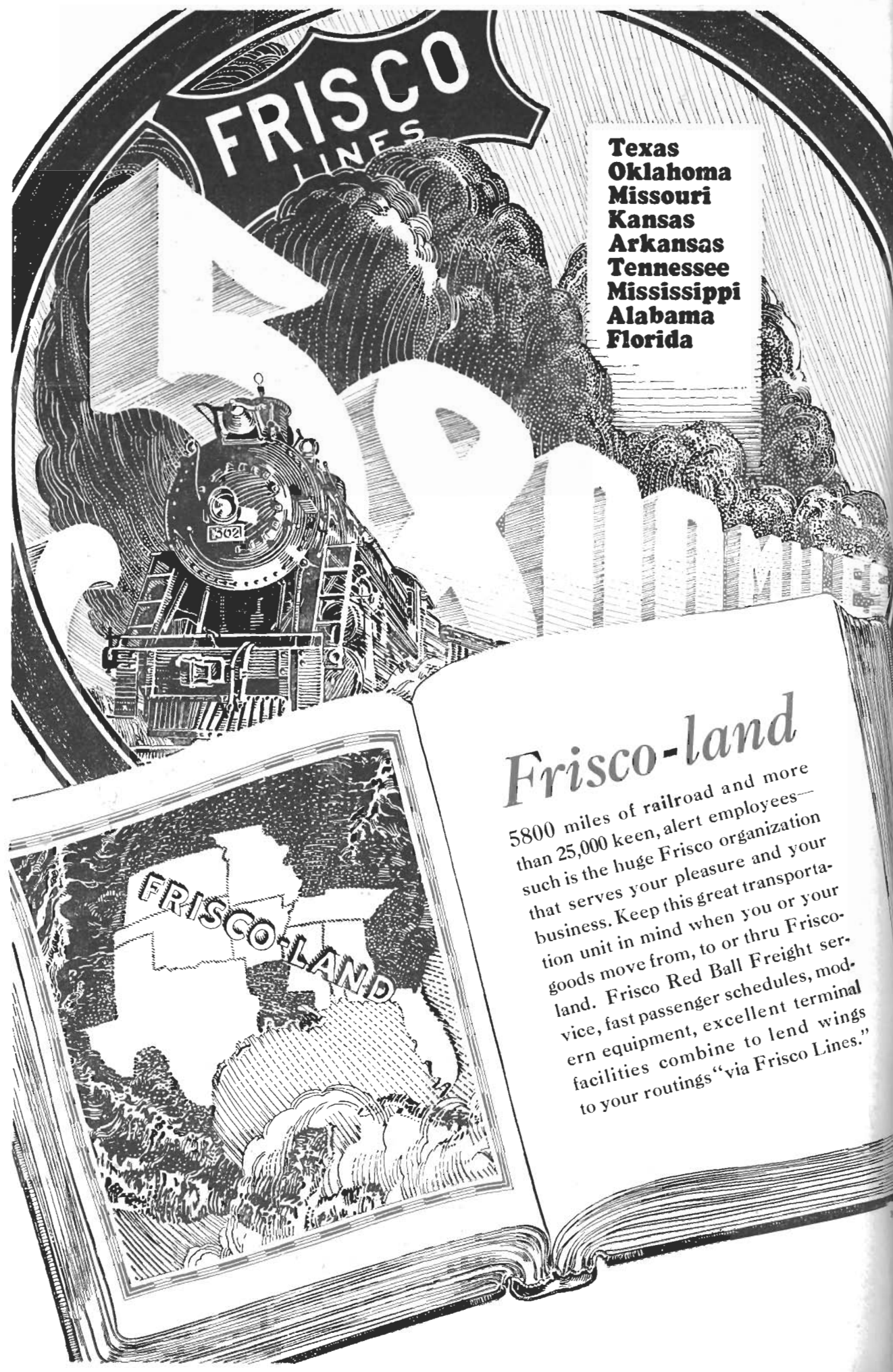
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