Engineer LEE, fireman WOOLDRIDGE, engine 4212, train 131, Thayer to Memphis, January 25, handled 436,000 gross ton miles, performance 68 pounds per 1,000 gross ton miles.

Engineer DEAN, fireman J. NOLAN, engine 1525, train 105, Yale to Amory, February 2, 1,230 passenger car miles, performance .65 gallons per passenger car mile.

Engineer WILSON, fireman HENRY, engine 4218, train 928, Amory to Yale, January 12, handled 337,000 gross ton miles, performance 71 pounds per 1,000 gross ton miles.

Engineer BUSHNO, fireman GIBSON, engine 4211, train 135, Thayer to Yale, February 13, handled 472,000 gross ton miles, performance 55 pounds per 1,000 gross ton miles.

Following two performances on Grand Opera special, Memphis to Springfield, February 15:

Engineer HUDDLESON, fireman DAVIS, engine 1523, train third 106, Memphis to Thayer, 1,728 passenger car miles, performance .93 gallon per passenger car mile.

Engineer GARY, fireman McBRIDE, engine 1523, train third 106, Thayer to Springfield, 1,656 passenger car miles, performance 1.1 gallons per passenger car mile.

Yale Yard—February 1, engine 987, engineer WALKER, fireman JOLLY, 125 pounds. February 2, engine 3694, engineer SIMMONS, fireman LOGSDON, 83 pounds. February 3, engine 1204, engineer FELTS, fireman CAMP, 25 pounds. February 4, engine 1206, engineer EVANS, fireman MILLER, 125 pounds. Engine 3679, engineer THOMAS, fireman WATTS, 83 pounds, February 4, engine 951, engineer VAUGHAN, fireman COKE, 125 pounds.

RIVER DIVISION

Engineer EDWARDS, fireman KNOWLTEN, handling 7 cars on train 801, December 26, engine 1036, St. Louis to Chaffee, 995 car miles, performance .95 gallons per passenger car mile.

Engineer BARCLAY, fireman TALLY, engine 4010, train 832, February 13, 755,000 gross ton miles, Yale to Chaffee, performance of 66 pounds per 1,000 gross ton miles.

Engineer HILDERBRAND, fireman JERRELL, engine 4006, train 832, February 7, 568,800 gross ton miles, performance 98 pounds per 1,000 gross ton miles.

Engineer LIPPARD, fireman HILDERBRAND, engine 4010, train 832, February 9, handled 331,500 gross ton miles, Chaffee to St. Louis, performance 90 pounds per 1,000 gross ton miles.

MERITORIOUS SERVICE

SOUTHERN DIVISION

January 23—A. J. Garner, brakeman, Thayer, Mo., noticed brake rigging down as train passed him at Sedgwick, and gave stop signal to rear brakeman. Five merits.

February 4—J. M. Crocker, crossing flagman, Byhalia, Miss., noticed brake hanger broken and brake beam dragging and called it to the attention of the crew. Five merits.

January 31—J. D. Holland, brakeman, Thayer, Mo., found broken arch bar on car of gasoline. Commended.

February 4—R. C. Holmes, conductor, Thayer, Mo., found a broken flange on a car of pig iron. Commended.

February 7—T. J. Connell, yardmaster, Dora, Ala., discovered four inches of flange broken on inside of car wheel. Commended.

EASTERN DIVISION

February 5—W. P. Copening, operator, West Lebanon, Mo., used his own time and automobile to call signalman when there was block trouble. Ten merits.

Engineer WOODS, fireman HOUSEMAN, engine 4022, train 832, February 8, Yale to Chaffee, handling 832,500 gross ton miles, consumed 30 tons coal, performance of 72 pounds per 1,000 gross ton miles. Extremely heavy train and nice performance.

Engineer WM. WELKER, fireman MILLER, conductor LLOYD, engine 4010, train 832, February 6, handled 502,000 gross ton miles, Yale to Chaffee, performance 71½ pounds per 1,000 gross ton miles.

TEXAS LINES

Engineer WYATT, fireman DEW, engine 1240, train extra north, January 10, handled 153,425 gross ton miles, Ft. Worth to Sherman, performance 8 gallons per 1,000 gross ton miles.

Engineer R. B. SNOW, fireman J. H. BROCK, engine 1240, train extra north, January 23, Ft. Worth to Sherman, handled 140,000 gross ton miles, performance 7 gallons per 1,000 gross ton miles.

Engineer C. C. CLARK, fireman A. R. PAYNE, engine 630, train 5, January 6, Brownwood to Menard, handled 338 car miles, performance 1.3 gallons per passenger car mile.

Engineer J. M. TURNER, fireman GALBREATH, engine 142, train 46, January 6, Menard to Brownwood, 31,340 gross ton miles, 26 gallons per 1,000 gross ton miles. This is a saturated engine.

January 23—Roy Arnold, brakeman, North Springfield, Mo., discovered and extinguished a fire at Crocker. Fifteen merits.

NORTHERN DIVISION

January 24—B. C. White, conductor, Fort Scott, Kan., discovered part of tread broken on car wheel and set car out. Ten merits.

January 26th—E. M. Estus, agent, Everton, Mo., stopped train and advised conductor that something was dragging, which upon investigation proved to be a brake shoe dragging on the rail, the brake hanger being broken. He has also made similar discoveries in the past. Five merits.

CENTRAL DIVISION

C. R. Messer and M. L. Cundiff, brakemen, assisted yard clerk to load three cars of stock at Madill, Okla., avoiding considerable delay. Five merits each.

J. L. Sparks, fireman, called section foreman's attention to broken rail. Five merits.

RIVER DIVISION

W. M. Webber, agent, Burdette, Ark., and Al Robert, switchman, Cape Girardeau, Mo., each given a letter of appreciation for their activity in securing signatures to bus and truck petition.

J. W. Summers, agent, Wittenberg, commended for his activity in securing shipment of walnut lumber via Frisco, when it had formerly moved via truck.

M. B. Craig, and L. A. Kelly, brakemen, assisted in making repairs to empty tank car which was found with grab iron loose at Bloomfield, January 1.

L. M. DeBerry, conductor, and W. B. Featherston and Howard Cline, brakemen, given letters of appreciation for alertness in finding and correcting condition where plugs on top of car were found out of bunkers and on top of car without safety chains.

A. G. Stubbs, porter, given letter of appreciation for his interest in solicitation work.

C. Coker, conductor; O. A. Owens, brakeman; Ed Cable, engineer, and D. C. Rogers, section laborer, discovered and extinguished fire in car stored at Brooks Junction, December 28. Ten merits each.

M. L. Smith, conductor; Ora McCain, engineer; J. W. Pepple, fireman, and V. R. Kelley and O. T. Martin, brakemen, discovered fourteen inches of flange broken off car at Caruthersville.

J. S. Lloyd, conductor; I. H. Wood, engineer; T. P. Johnson, fireman; H. A. Smith, T. H. Ancell, and G. D. Moore, brakemen, given ten merits each for their prompt action in pulling cars away from fire at seedhouse, Bassett.

A. W. ARNETT HONORED

City Ticket Agent Elected President St. Louis Passenger Club

IN AN election held January 24, Alex W. Arnett, the Frisco's widely known St. Louis city ticket agent, was chosen for the presidency of the St. Louis Passenger Club, an organization comprised of rail and steamship lines' St. Louis passenger representatives.

A. W. ARNETT

Arnett has been with Frisco Lines since April, 1924, when he entered service in the ticket office at the Grand Central Station, Memphis. In the fall of that year, he was transferred to the Birmingham city ticket office and after a short time there, returned to Memphis as assistant city ticket agent. He was transferred from there to Tulsa, where he remained about two and a half years, serving first as ticket agent and later as passenger agent. He came to St. Louis June 1, 1927, in his present capacity. Before coming to Frisco Lines, Arnett served several years in the traffic departments of the Cotton Belt and Missouri Pacific railroads.

He was born in Fredericktown, Mo., attended grade and high school there and later went to the University of Missouri. He married Miss Wilton Wallace of Little Rock, Ark., in 1923. They have one daughter, Lois Arnett, who is six years old.

St. Louis U. Basketeers Use Frisco

The stalwart young athletes in the photograph above comprise the St. Louis University basket ball squad, which entrained on the Frisco's No. 9 February 9, beginning a trip on which they played the University of Arkansas at Fayetteville and Oklahoma A. & M. College at Stillwater.

Left to right in the back row are: Hugh Wright, the team's publicity director; Barney Oldfield, assistant coach; Mike Nykos, coach; Roberts, Willetts, and Ham Strong, assistant coach.

Middle row: Grandone, Phinkert, Shea, J. Kennedy, McCarthy, and Louis Kramp, student manager.

Bottom row: Gorman, Cullen, McPortland, Capt. Hunt, Padberg, F. Kennedy, and Bob Bauman, trainer.

CASUALTIES DOWN 44.9%

Total casualties on Frisco Lines decreased 44.9 per cent during January of this year, compared with the same month of last year, according to a statement issued February 4 by H. W. Hudgen, director of accident prevention, Springfield, Mo. Casualties among employes decreased 55.8 per cent and among non-employes 8.1 per cent in the same comparison.

Among employes the greatest decrease was effected in the transportation department—a reduction of 63.3 per cent during January of this year, in comparison with the same month of 1930. Maintenance of way department was second with a 55.1 per cent decrease and the mechanical department was third with a 55 per cent decrease during January, both in comparison with that month of 1930.

Among the different classifications of non-employes, the best record was made among licensees—a reduction of 50 per cent was recorded in this classification during January of this year, in comparison with the same month of 1930. Second greatest reduction was among autoists, amounting to 25 per cent during January, compared with the preceding January. Casualties among passengers remained the same.

SOUTHERN DIVISION SAVES

The progress that is being made in the war against per diem along the Southern division front is clearly shown in the cases of rapid handling below which were reported by S. J. Frazier, superintendent of that division.

On January 5, Car L&N 15581, was received from connection Atmore loaded with 5,500 pounds of L. C. L. merchandise by local train 952, manned by Conductor Dearing and Brakemen Ennis and McCrory. They worked this car at Frisco City and emptied it by transferring into system box. The empty car was returned to the L&N by No. 931 on the same day, thus eliminating per diem.

On January 7, Conductor Neal and Brakemen Harrison and Macon, on train 951 out of Magnolia picked up Southern 150186 loaded with hardware for Coy, Ala., following which Neal got in touch with the consignee and asked him if he would try to unload it so that No. 952 could return it, and this car was moved back to Kimbrough on that train.

On January 8, Conductor Dearing had merchandise cars Southern 161847 and 271634 in train 951, out of Kimbrough and handled them through to Frisco City. Conductor Neal, on 952, delivered them back to the home line on the same day.

The Pension Roll

Five Frisco Lines veteran employes, with combined service of 150 years and 7 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held January 15, 1931, at the St. Louis general office.

WILLIAM ITHAMAR ELLIOTT, roadmaster, Fort Scott, Kan., was retired December 31, 1930, having reached the age limit. He was born in Brecksville, O., November 18, 1860, and attended grade and high school in Ohio. He studied railroad engineering by correspondence and after engaging in several kinds of work, entered the employ of Frisco Lines as a section laborer at Mulberry, Kan., April 13, 1886, serving in that capacity until March 1, 1890, when he was promoted to foreman at Anna, Kan. He was transferred to a like position at Mulberry, November 1, 1895, and June 21, 1907, was promoted to roadmaster on the Parsons subdivision with headquarters at Pittsburg, Kan. In the fall of 1909, he became roadmaster of the Afton sub-division with headquarters at Pittsburg and about a year later was sent in the same capacity to the Kansas City sub-division with headquarters at Fort Scott, and March 1, 1917, was transferred back to Afton sub-division. On December 1, 1923, he went back to the Kansas City subdivision and served there as roadmaster until retirement. He married Bursheba Elizabeth Condiff at Mulberry, December 31, 1885, and to them were born two sons and two daughters, all of whom are living. One son, Charles L. Elliott, is now in service as a roadmaster on Texas Lines. Mr. and Mrs. Elliott live at 102 North Barbee Street, Fort Scott. Continuous service of 44 years and 8 months entitles him to a pension allowance of $109.35 a month, effective from January 1, 1931.

W. I. ELLIOTT

JESS PIERCE, crossing watchman, Mountain Grove, Mo., was retired December 31, having reached the age limit. He was born in Benton County, Tenn., December 30, 1860, and was educated in Missouri. He began his railroad career with a carpenter gang on the Cotton Belt, about 1887, working for that road approximately six months and in 1899 worked for the Missouri Pacific for about seven months. He entered the employ of Frisco Lines, July 27, 1882, working in a carpenter gang at Thayer, Mo., and in May, 1900, was transferred from the B. and B. department to the water service. He became crossing watchman at Mountain Grove in 1922. He married Nannie Deatley at Hartville, Mo., June 20, 1894, and to them were born a son and a daughter, both of whom are living. Mr. and Mrs. Pierce live at Mountain Grove, Mo. Continuous service of 30 years and 7 months entitles him to a pension allowance of $21.05 a month, effective from January 1, 1931.

JAMES WESTON DOWNIE, B. and B. carpenter, Sapulpa, Okla., was retired December 31, 1930, having reached the age limit. He was born at Stronach Mountain, Nova Scotia, December 4, 1860, and was educated there. After working several years as a farmer and carpenter, he entered the service of Frisco Lines with a B. and B. carpenter gang out of Sapulpa, January 2, 1906, and from 1906 until 1921 was head carpenter in the shops at Sapulpa and then went on the road. He married Rovena Cullins, January 1, 1886, at Greensburg, Kan. His second marriage was to Margaret Simpson at Sapulpa and took place July 20, 1906. Mr. Downie had three children, all of whom are living. Both wives are dead. He lives at 415 South Poplar Street, Sapulpa. Continuous service of 25 years entitles him to a pension allowance of $29.60 a month, effective from January 1, 1931.

J. W. DOWNIE

GEORGE DUNCAN TATE, section foreman, Seneca, Mo., was retired October 9, 1930, because of total disability. He was born at Pierce City, Mo., April 3, 1869, and was educated in the public schools there. He entered service of Frisco Lines in 1887 as a laborer on a fence gang at Wentworth, Mo. Later he served successively as section foreman at Pierce City, Tulsa and Wyandotte. He married Hannah Thorpe at Pierce City in 1893 and to them were born eleven children, nine of whom are living. Mr. and Mrs. Tate live at Seneca. Continuous service of 24 years entitles him to a pension allowance of $27.35 a month, effective from November 1, 1930.

AUGUST RALSTON, brakeman, River division, was retired November 11, 1930, because of total disability. He was born at Williamsburg, Pa., July 10, 1864, and was educated in the schools of Jefferson County, Mo. He entered railroad work at the age of twenty-two and after several years with other roads, came to Frisco Lines on June 23, 1904, as a brakeman on the River division. He married Gertrude Whitaker at Bloomfield, Mo., April 14, 1923. Mr. Ralston had two children, both of whom are living. Mr. and Mrs. Ralston live at Bloomfield, Mo. Continuous service of 26 years and 4 months entitles him to a pension allowance of $55.20, effective from December 1, 1930.

A. RALSTON

In Memoriam

HENRY R. VANCE

HENRY R. VANCE, veteran locomotive engineer, of Enid, Okla., died suddenly in a hospital, there, January 21. He was ill only a day before his death. He lived in Enid twenty-six years. Survivors are his widow, Mrs. Pearl Vance; two daughters, Dorothy Vance who lived at home and Mrs. Pauline Miller; two grandchildren, and three sisters, Mrs. Martin Chellew of Clearwater, Kan.; Mrs. John Coonrod of Arcadia, Kan., and Mrs. Hettie Rundell of Hollywood, Calif.

The TWILIGHT HOUR

A Page Just for Children

Jimmy Takes a Trip With the March Wind

OUTSIDE the wind was whistling. Whistling around the corners of the house, swaying the trees to and fro, and the old barn, back of the house seemed to brace itself, while the wind, angered that it was not able to topple it over, made all the loose boards creak and groan.

Jimmy lay in bed and watched the big apple tree close to his window. The branches swayed and dipped, and the wind whistled and hissed. Jimmy could imagine those limbs with leafy branches. He even pictured the old tree, with its fragrant blossoms, bending and tossing about. Once in a while one of the branches would scrape against the window pane.

Jimmy pulled the covers tighter around him and only left a tiny little peekhole for his eyes. My, that wind sounded cold! A regular March night. He was glad, yes thankful, that he had a warm house and a warm bed and that mother was nearby and if he got frightened, why, of course, he could just call, but no, he wouldn't do that. That would be like a scaredicat, and Jimmy wasn't that. No, sir!

Oh, it must have been hours later—anyway, a big, yellow moon had come up, and it shone through the window and the room was as light as day. Jimmy sat up in bed. Something had awakened him.

"Doo-oo—u hear me knocking—little boy—whee—eeee!"

What was it? Jimmy was startled. He looked all about him.

"Here I a-aa-m," said the voice in a weird tone. "I'm—the March wind—I'm looking in your window—open it quick!"

Jimmy cautiously slid to the floor and went to the window and opened it. In rushed the wind.

It would be possible to think that Jimmy was frightened, as the wind swept around the room and blew his little night dress. Jimmy watched its antics. The wind had a long, white beard and long, flowing robes, and as it circled the room, Jimmy became fascinated. He could not take his eyes off this strange figure.

The wind swept around and around the room—and every once in awhile it would touch something with its hand and whether it was the bedclothes, or a dresser runner or a rug, it would turn itself over.

"How would you like to go for a ride in the sky?" the Wind asked. And then before Jimmy had time to answer, it had closed its arms around him and out the window they went.

There in the sky was the big, yellow moon. Now, Jimmy had never been in an airplane, but the Wind whisked him here and there at lightning speed. They swung low and touched the tree tops, and they soared high until Jimmy felt that he could almost touch the moon with his hand.

"What does your father do?" asked the Wind.

"He runs a big locomotive, but he's way off now. He's most 50 miles from here," said Jimmy.

"Fifty miles? Wheee—e?" said the wind, and it soared higher and higher. We'll catch his train."

"Oh, but you can't—it's far away," said Jimmy.

"What's his locomotive number?" said the Wind.

"It's the 1503," said Jimmy.

And so they soared and soared—far into the country, but they traveled at great speed and soon they saw the long form of a train. The Wind, gathering Jimmy close, swooped down by the side of the engine.

"Here it is," said the Wind, and Jimmy looked and it was the 1503.

And then Jimmy looked up and there was his father, leaning out of the cab, searching the track ahead, while the train sped on.

"Oh, Daddy," he screamed.

"He can't hear you," said the Wind.

They passed town after town, lights twinkling in the distance. Sometimes they would swoop down close to the houses and again they would be far up in the sky.

But in one town they came close enough to see a group of people and the Wind came low.

"Whee-ee" said the wind and he whipped a man's coat open.

"Yes, sir," said the man, "the old Wind is sure sweeping the cobwebs out of the sky," and he buttoned his coat.

"Whe—ee-e!" sung the Wind as he whipped his coat open again.

And then they were off again, soaring, dipping, sailing through the sky.

"But can't they see us?" asked Jimmy.

"Have you ever seen the Wind?" was the answer.

"No—" said Jimmy thoughtfully. "But don't you think you'd better take me home? My mother might worry."

And with that the Wind circled about and with lightning speed tore through the air. You see, Jimmy wasn't cold, for he was in the arms of the Wind—being carried safely and warmly along. Within a few moments the Wind dipped down to a home and Jimmy saw that it was his. The window in his room was open and the Wind gently deposited him in the center of his bed.

"There—now, whenever I knock again, you must let me in," said the Wind and it swept around the room for a moment and then went out the window.

Jimmy scrambled out of bed and put the window down with a bang.

The room was nice and quiet and warm again in a few moments. Outside the old tree was creaking and scratching the house and the window.

Jimmy turned and went into his mother's room.

"Why, what is it, dear?" she said, as she threw back the covers and gathered him close to her.

"Mother, did you ever see the Wind?" he asked.

"Why, no, dear, why?"

"Did anybody ever go sailing through the sky with the Wind?"

"Only in tornadoes, dear, and they very seldom ever lived to tell the tale."

And then Jimmy told her of his ride with the Wind.

"That was a dream, Jimmy—but a lovely one. There is nothing to be frightened of tonight. The Wind has whistled often, and this, you know, is March. Just put your arms around mother's neck and go to sleep."

And soon Jimmy was slumbering peacefully, while the wind whistled outside, and the trees creaked and groaned.

Frisco Children

1—Doyle, son of Ray Smith, Biggers, Ark.; 2—Edna Lee, daughter of Ray Smith, Biggers, Ark.; 3—Orval Burrell, son of J. R. Burrell, Springfield; 4—Mazie Virginia, daughter of Claude Roderick, Ft. Scott and granddaughter of J. A. Amber, Monett; 5—Natalie Ann, daughter of Wm. Seboldt, Springfield; 6—Ruby Lucille and Betty Jo, daughters of Fred Hamilton, Springfield; 7—La Donna Glynn, granddaughter of G. A. Gladson, Tulsa; 8—Oliver W. Michel, nephew of Estelle Hilton, St. Louis; 9—Bennie William Eaves, son of C. D. Eaves, Memphis; 10—Joe Perry Rice, son of J. P. Rice, River division; 11—Mary Francis, Jack and Dorothy, children of James H. Osborn, Springfield; 12—Jananne and Wilma Nell, daughters of W. D. Pouncey, Winfield, Ala.; 13—Paul Joseph and James Richard, sons of Paul J. Gaylor, Springfield.