



in which he extended a hearty invitation to members of the Fayetteville club and their friends to attend a social meeting of the Rogers organization set for June 19. F. E. Brannaman, assistant superintendent, made an interesting talk, in which he dealt with club work, store-door delivery and a division picnic.

The club session was then brought to a close and the meeting was turned over to C. C. Mills, accident prevention agent, who spoke on safety. With the close of Mr. Mills' talk, the gathering was entertained by the Frisco String Band, under the direction of Frank Roberts, a Railway Express employe.

Rogers, Ark.

The meeting of the Rogers Frisco Employees' Club, held June 19 in the I. O. O. F. Hall there, and attended by 125 members and guests, was truly a worthwhile assembly, both from the standpoint of enthusiasm and instructiveness.

Hugh Hays, president of the organization, who made the opening address, laid particular emphasis upon the value of Frisco Lines to Rogers as an industry, calling attention to the payroll, taxes and expenditures for ice, water and other local purchases.

The address of the evening was given by Erwin Funk, retired president of the National Editorial Association, who highly praised the railroads for the service and accommodations they had shown him. He strongly advocated legislation that would give railroads fair treatment. F. E. Brannaman, assistant superintendent, Fort Smith, followed Mr. Funk with an interesting talk.

The gathering was then enter-

tained by several musical numbers by the three Banks sisters of Checotah, Okla., assisted by Mr. Lowery of Gravette, Ark. At the close of these selections, L. V. Price, president of the Frisco Employees' Club at Fayetteville, addressed the meeting and with other members of the Frisco String Band of Fayetteville entertained the gathering with some excellent music.

Madill, Okla.

The meeting of the Madill Frisco Employees' Club, held July 5, was given over chiefly to planning the club's annual picnic set for July 16. Reports made in this session indicated that prospects for a large attendance were excellent; however, members were urged to extend their best efforts to bring out a large number. Club officers expressed hope of having four hundred or more present.

Muskogee, Okla.

Solicitation was the principal topic before the meeting of the Muskogee Frisco Employees' Club held June 18, with a total attendance of twenty-one.

H. M. Hammers, club president, opened the session with a report on tips and business secured and thanked the membership for its good showing. He urged everyone to try to report more tips and secure more business during the last half of the year than during the first six months.

W. L. Pendleton of the traffic department at Tulsa, who was a visitor at the meeting, made an interesting talk, in which he outlined the accomplishments of clubs in his territory. H. F. DeLozier, also of the traffic department, Tulsa, told of the hardships railroads have had during the past few years. He was followed by J. W. Clark, yardmaster, who made a re-

port of the solicitation work of the train, engine and yard forces. He related that he had informed all switchmen working under him of the amount of Frisco taxes in Oklahoma and particularly in Muskogee County. T. E. Walker made a short talk on solicitation and announced that he had arranged with a local newspaper to publish a statement of Frisco taxes.

The meeting was concluded with a discussion concerning plans for a picnic and two committees were appointed, one comprised of men of the club and the other of ladies. The membership of the men's committee was as follows: W. Estes, chairman, C. P. Long, W. M. Lowery, Steve Hays and Paul Dodson. The ladies' committee was comprised of the following: Mesdames W. Estes, T. E. Walker, Steve Hays, W. E. Chamberlain and C. P. Long. The committees were instructed to set the date for the outing.

Sherman, Texas

The meeting of the Sherman Frisco Employees' Club, held July 6, was opened by report on solicitation letters sent out by the club. About twenty-five members were in attendance at the session.

The report showed that 81 letters had been written during the month, 52 thanking business men for patronage and 29 calling the attention of business men to the small amount of business given Frisco Lines. Replies had been received from six firms. After a lengthy discussion it was decided that letters should be written to cover three-month periods.

K. G. Winebrenner made a report on the truck situation, stating that five trucks had been restrained in that vicinity during the month pre-

ceding the meeting, for failure to comply with regulations. He said that because of frequent recent changes of personnel in the highway department, he had been unable to secure definite information regarding the proper place to report violations but would see that reports reached proper authorities.

In accordance with new by-laws adopted at the May meeting, C. V. Montgomery, president, appointed a program and a refreshment committee. The program committee was comprised of C. C. Jordan, W. T. Smith, W. T. Nelson, Mrs. Iva Sewell and H. L. McDuffie. The refreshment committee consisted of K. P. Guin, G. V. Grizwold, J. C. Atchison, B. B. Walker and Miss Kathleen McCrary.

Girls' Club, St. Louis, Mo.

"They get better all the time," was the comment of various members of the St. Louis Girls' Club, after the June luncheon held at the Jefferson hotel, St. Louis on June 30, when the members of that club installed new officers for the year 1931-32.

Mrs. Louise Gibson, of the fuel department, was unanimously re-elected to the office of president, and Lucile Meyer of the purchasing department was re-elected secretary of the club. Marion Witte was elected first vice-president; Katherine LeHoullier, second vice-president and Lillian Barnes, treasurer.

Guests at the luncheon included Messrs. J. R. Koontz, F. H. Hamilton and E. T. Miller, vice-presidents, S. S. Butler and F. G. Jonah.

The program of entertainment was of unusual interest and included a piano solo by Mary McCann, a pupil of the Pettingill School of Music; a dance by Margaret Windian, from the Hawaiian School of Music, and a vocal solo by Jimmie Thorpe, accompanied by Mary McCann. Bob Anslyn and his orchestra entertained with a group of popular songs during the luncheon and were warmly applauded for encores. A birthday cake with four candles, signifying the fourth birthday of the club, formed the centerpiece at the speaker's table.

Miss Martha Moore presented Mrs. Gibson with a beautiful basket of garden flowers in appreciation of her year's work, and Julia Kitts with a pendant. The secretary, Lucile Meyers, and Lillian Kulage, retiring vice-president, were each presented with a corsage. Following the presentation, Lydia Peterson presented Miss Moore with a beautiful bouquet of flowers, in commemoration of her work in starting the club on its successful career four years ago.

The guests present were merely introduced and Col. Jonah, who had been asked to make a short address, asked that he be privileged to return to the club when their program was not so full and address them.

Following the luncheon a number of the girls sliced the birthday cake and carried a piece back to the office to enjoy during the afternoon.

Memphis, Tenn.

Memphis Frisco employes and their friends turned out en masse on June 27, to one of the largest night gatherings ever held by the club at that point. A count of the banquet tickets showed that 286 attended.

The banquet was held on the tenth floor of the Elks' hotel, and an excellent program held the attention of the audience. Due to warm weather, there were only two addresses, one by S. S. Butler, general traffic manager for Frisco Lines, and the second by Lake Hays, an attorney of Memphis, Tenn. Messrs. H. L. Worman, vice-president in charge of operation, and W. S. Merchant, assistant general traffic manager, also attended the banquet from St. Louis.

The crowd assembled at 6:30 p. m. and following greetings of friends filed into the spacious dining room. A delightful meal was served to the guests, and there were representatives of the Frisco family present from Dora, Ala., Columbus and Amory, Miss., St. Louis, Mo., Blytheville, Ark., and other points.

A. P. Matthews, assistant traffic manager, served as toastmaster, but he called upon R. E. Buchanan, traffic manager, to introduce the guests at the speakers' table.

In his address Mr. Hays paid a distinct compliment to the operation of Frisco trains, saying that he had never been on a Frisco train that the engineer did not blow the whistle the approved number of times at a grade crossing. He also said that service of the Frisco or any other railroad could only be maintained by every man, from one end of the system to the other, doing his duty.

Mr. Hays also referred to the bus and truck problem in the following summary: "Bus and truck lines, one of the most serious competitors of the railroads, are not adequately taxed and until they bear an equal burden with the railroads in the transportation system of this country, the railroad will continue to suffer." He said that railroad men of that vicinity were informed of the brief prepared for the railroads that operate in the

state of Tennessee, and that Nashville was now considering a bus measure. The brief to which he referred ended with the following statement: "If the buses are here and here to stay, then let the proper taxation be made upon them in respect to overhead, purchases, etc., and then, if with that fair taxation and fair competition the railroad cannot survive in the economic fibre, then and only then should it fail."

Mr. Butler briefly addressed the gathering stating that there were but two alternatives for the railroad; one, an increase in freight rates or a reduction in salaries. The railroads have elected first to try and secure an advance in freight rates, thereby avoiding the necessity for reduction in wages. Mr. Butler spoke optimistically of the outlook in better conditions and better business and left his audience in a roar of laughter when he told several of his famous stories.

The two addresses comprised the program, and at 10:00 o'clock the tables were removed and many danced to the strains of Johnny Evans' orchestra. The guests departed at a late hour, but not until they had voted to have an even larger affair in the early fall.

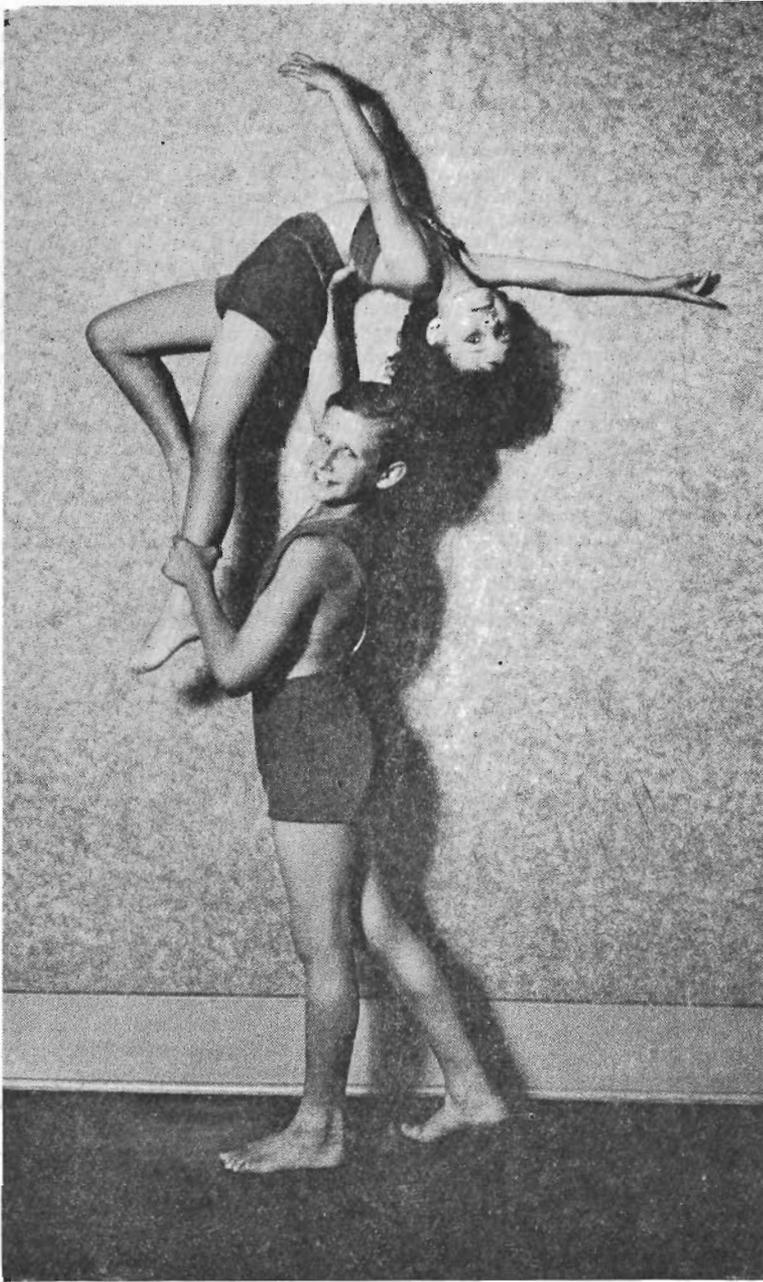
The meeting of the Greater Traffic Committee of the Frisco Employes' Club of Memphis, Tenn., held July 8, was featured by the large number of reports on tips and business secured and the enthusiasm displayed by all present. Twenty-five members were in attendance, and practically the entire meeting was given over to solicitation. The next session was set for the second Wednesday in August.

Okmulgee, Okla.

Election of officers was the chief business transacted at the meeting of the Okmulgee Frisco Employes' Club, held July 6, and attended by twenty-one members.

E. K. Rikard was elected president and H. S. Cook was chosen for the vice-presidency. Miss Helen Trone was elected secretary-treasurer. Following the election, Mr. Rikard took charge of the meeting and at the suggestion of G. A. Brundidge, the club gave H. T. Wood, retiring president, a rising vote of thanks for the club's progress during his incumbency. Mr. Rikard made an interesting talk on store delivery. Mrs. A. T. Ekstrom and Mr. Wood also spoke to the meeting, Mr. Wood dealing with solicitation. J. E. King suggested that the club have a picnic and it was decided

Daughtrey & Co.—A Frisco Dancing Team



Buddy Rex, 10-year-old son of F. O. Daughtrey, trainmaster at Enid, Okla., and Mrs. Daughtrey, is a most accomplished dancer. He is shown in the photograph accompanying with his little dancing partner, Barbara Nester. The two made their first public appearance at a recital sponsored by the Firestone School of Dancing, created a sensation and had to respond with a number of encores.

Buddy is also an excellent tap dancer and has given some splendid performances. He is attending the Urban Junior Military School's summer camp at Three Rivers, Tulare County, Calif., this summer.

An engaging youngster, he is well liked by his own wide circle of friends, winning the instant approval of all with whom he comes in contact.

that it should be held at Sulphur, Okla., with invitations extended to the clubs of Sapulpa, Muskogee, Henryetta and Madill, the employes at stations from Sapulpa to Madill, and Frisco patrons. The president was instructed to write C. T. Mason, superintendent, concerning transportation to the outing and a committee comprised of Mr. Wood and Mr. King was appointed to call upon the city commissioners for the purpose of securing a table and a sign on the club picnic grounds at Lake Okmulgee. Mr. Rikard was instructed to write W. L. Huggins, Jr., director of publicity, suggesting that employes save their issues of the Frisco Employes' Magazine for distribution upon trains. The club went on record as endorsing the "Buy Okmulgee District Products" campaign.

Cape Girardeau, Mo.

The greater part of the meeting of the Cape Girardeau Frisco Employes' Club, held July 2, was occupied with making plans for a banquet at which local shippers would be guests. The session was attended by fifteen members and two visitors, E. P. Olsen, assistant superintendent, and E. C. Head, agent, Neelys, Mo.

After a general discussion regarding a banquet which included mention of the possibility of holding it jointly with the Frisco Employes' Club of Chaffee, a committee was appointed to investigate the matter. It was comprised of J. T. Hulehan, Ralph Burge and L. A. Gibson. The session was concluded with a discussion of solicitation.

Ladies' Auxiliary, Kansas City, Mo.

Students from the Logan Expression Studio provided a novel and entertaining program at the meeting of the Ladies' Auxiliary to the Frisco Employes' Sunnyland Club of Kansas City, held in the Woman's Benefit Association Hall there July 7.

The following readings constituted the program: "I've Got Mumps" and "Grandma Pays the Bill," by Betty Hervey; "Mrs. Rastus Johnston at the Telephone" and "In the Shoe Store," by Lola Brown; "When We Haven't Said Our Prayers," by Maribeka Wilson; "She Sparkled," by Betty Lunsford and Maribeka Wilson; "Betty at the Baseball Game," by Betty Burch; "The Usual Way," by Betty Burch and Permelia and Junior Sturgill, and "In a Frisco Pullman Car" and "Husbands for Sale," by Emily Ann Mullins.

In the business session which followed the program the club decided

to donate \$10 to the Frisco baseball team. Mrs. C. R. Ehni was elected secretary-treasurer to succeed Mrs. W. M. Medlock who resigned.

The remainder of the meeting was given over to bridge, pinochle and bunco. Mrs. Bartlett and Mrs. Luckett received bridge awards and Mrs. Bray and Mrs. Combs were high in pinochle. Mrs. Wells and Mrs. Clark won in bunco. Door prizes were received by Mesdames Blank, Glover, Land, Bartlett, H. Batchelder, R. Batchelder, Boyd, Bennett, Midkiff, Cherry, McCaffrey, Waldo, Barlow, Kelso, Finn, Popcik, Sleightholm, Harrigan, McMahon, Breedlove and Wells. The prizes were donated by Mesdames A. Gray, Fenner, Ponzik, R. Gray, Berry, Land and Ehni. Refreshments were served by Mesdames Poncik, Ehni, Land, R. Gray and Fenner.

Clinton, Mo.

The meeting of the Frisco Employes' Club of Clinton Mo., held June 18 in the Frisco Station there, was combined with a book-of-rules meeting and was attended by twenty-four employes. T. B. Coppage, superintendent, presided.

Mr. Coppage opened the session with an interesting talk on traffic and store-door delivery service. He was followed by Mr. Sigler, conductor, who made suggestions regarding service, which Mr. Coppage agreed to carry out. Various employes then spoke on solicitation and safety, following which the book-of-rules section of the meeting began.

Colored Club, Birmingham, Ala.

A large number of colored employes from Birmingham and nearby towns journeyed to Cordova, Ala., July 18, for the annual all-day outing of the Frisco Colored Employes' Club of Birmingham.

A special train was provided for the occasion, leaving Birmingham at 7:30 a. m. and arriving at Cordova at 9:05 a. m.

On the return trip the picnickers left Cordova at 6:00 p. m. and reached Birmingham at 7:30 p. m. Stops were made at West Highlands, Benwood, East Thomas and Pratt City, both going and returning. All in attendance pronounced the affair a decided success.

Aged

Fussy Lady (who has aged a long time in selecting her purchase)—But I don't think this is lamb. It looks to me like mutton.

Exasperated Butcher—It was a lamb when I first showed it to you, madam.

An Illustration and a Warning

THIS adds another to a long series of abandonment cases, which should serve both as an illustration and as a warning. That every community is entitled to use those means of transportation which it prefers cannot properly be questioned by anyone, we think. Those who prefer a steam railroad and can support it have a right to their choice. Those who prefer a line of motor trucks have the same right. Similarly those who prefer still other forms of transportation also have this right.

However, when a community has at its disposal, as many or most communities have, several means of transportation and it has exercised its choice in the form of patronage, it must realize that those means of transportation which its choice has eliminated from patronage may not be able to continue to exist without such patronage and that abandonment must follow as a last resort.

A community which can support every known means of transportation is unquestionably entitled to them all; but a community which can support only one cannot insist upon the retention of two if the patronage accorded to the least favored one is not sufficient to enable it to live.

It is the duty of a railroad company to provide reasonable adequate service. This cannot be challenged by any one. However, when its ability to continue to serve is threatened, the company owes the further duty to undertake whatever is within its power to avoid crippling or destroying that service.

A railroad company whose resources have been exhausted due to loss of traffic to other agencies cannot continue to serve. Operating expenses cannot be paid out of an empty pocket.

—From decision by Interstate Commerce Commission, *Sumpter Valley Railway Abandonment, Finance Docket No. 8100.*

BUILD FIRE HOUSE

Contract has been let for the construction of a fire house and large concrete reservoir with a capacity of 200,000 gallons at the Frisco's Springfield West Shops.

The fire house will be a one-story brick structure with a basement in which two powerful pumps will be placed. The ground floor will provide space for housing one or two fire trucks and living quarters for the men who are in charge of the equipment. The building will be thirty-three feet in each direction and will be located near the power house.

The concrete reservoir is to be ninety feet long, thirty feet wide and twelve feet deep. Six feet of the depth will be below ground level, and roofed with Johns-Manville Transite roofing. This reservoir will be kept full by gravity from the city mains.

This reservoir will be in addition to the standpipe with 140-foot elevation and 100,000 gallons capacity, which was built when the West Shops were located in Springfield in 1912. There are three wells at the shops' location which have been in use as a source of drinking water supply for many years, the water for general use having come from a large surface reservoir.

When the shops were constructed, the Frisco had an agreement with the

TRAINS 97.5% ON TIME

The 4,060 passenger trains operated on Frisco Lines during June were 97.5 per cent on time, according to a statement on the subject issued by the office of the general manager, Springfield, Mo., July 10.

Western division had the highest percentage of trains on time during June, operating 150 trains 98.7 per cent on time. Second highest percentage was made on Central division, where 300 trains were 98.3 per cent on time. River division was third highest with 760 trains 97.9 per cent on time.

Records on other divisions during May were: Eastern division, 540 trains, 96.9 per cent on time; Southwestern division, 640 trains, 96.1 per cent on time; Northern division, 910 trains, 92 per cent on time, and Southern division, 760 trains, 96.8 per cent on time.

city whereby fire protection would be extended outside the city limits. To this end a fine cinder roadway was built to the shops from North Broadway Avenue, giving city fire equipment a more direct route than otherwise could have been possible.

Announcer: "Why were you silent for five minutes?"

Saxophone Soloist: "That was a request number."

Southern Division Section Foremen Meet at Memphis May 31



The photograph above shows those in attendance at the general meeting of Southern division section foremen held at Memphis, May 31. It was one of the largest and most successful sessions of its kind held on the system in recent months. About 150 foremen and officials were in attendance and the discussion was marked by its instructiveness and enthusiasm. Among those contributing especially worthwhile talks were G. W. Koontz, division engineer; S. J. Frazier, superintendent, and A. P. Matthews, assistant traffic manager.

HEADS METRO CLUB

When Victor B. Gleaves, secretary to M. M. Sisson, assistant general manager, journeyed to Parsons, Kan., on June 21-23 he announced his purpose as attending the Metro Club's international convention in that city, but the well laid plans which he had also made to marry Miss Beulah McNabb of Springfield, went through without a hitch, and the young couple were married at Parsons, June 23.

During the convention Mr. Gleaves was elected executive secretary of the Metro Club International. Prior to this last post he had served as international treasurer.

Gleaves has been interested in civic club work since 1926. For two years he was secretary and treasurer of the Springfield Pathfinder Club, and was instrumental in the formation of the National Association of Pathfinder Clubs in 1929 and was national secretary of that association from its organization until its merger on January 1, 1931, with the Young Men's Civic Forum International. The consolidated organization took the name of Metro Club International. The Metro Clubs are civic clubs for young men between the ages of 21 and 34.

At the close of the convention the young couple went to the Pacific coast on a honeymoon, following which they will be at home to friends in Springfield, Mo.

Recent Agency Changes

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

Robert J. Horwood, Headrick, Okla., July 6. Orville D. Hathaway, Millerton, Okla., July 9. Victor A. Dufour, Moyers, Okla., July 10. Perry H. Fisk, Schuler, Okla., July 9. William A. Barron, Thomas, Okla., July 9. Ova L. Haddon, Troy, Okla., July 10. Benjamin F. Young, Williamsville, Mo., July 1. Bruce J. Hough, Bushyhead, Okla., June 27. Henry M. Bader, Illmo, Mo., June 18. Alfred Braden, Mannford, Okla., June 29. Alfred E. Dean, Seventy-Six, Mo., June 19. Milton B. Reynolds, Troy, Okla., June 22. Delbert Roberts, Aldrich, Mo., June 15. Robert E. Layman, Fagus, Mo., June 10. Oren A. Cox, White Oak, Okla., June 10. Weldon L. McBride, New Albany, Kan., June 12.

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

Marcus J. Williams, Kimbrough, Ala., July 3. Clarence E. Sadler, Osceola, Ark., July 2. Cleo G. Hartness, Arkinda, Ark., June 23. Robert W. Holland, Broseley, Mo., June 22. Harold D. Petty, Cuba, Mo., June 23. Robert A. Maffett, Haverhill, Kan., June 11. Lon Richards, Illmo, Mo., June 8.

Effective July 8, 1931, Macomb, Mo., ticket only agency was closed.

Oscar C. Miller was installed permanent agent at Neodesha, Kan., July 1. Ticket account only was audited as cashier handles freight account, agent handling ticket account.

Jack J. Roberts was installed temporary agent at Quapaw, Okla., July 9. Regular agent, D. B. Sudsbury, left station June 16. Fred Sweep, operator, was acting agent until July 9.

Clarence D. Blakey was installed temporary ticket agent at Wishart, Mo., July 3.

Effective June 18, Floral, Kan., Western division, Beaumont subdivision, was closed as a freight agency, remaining open as a ticket only agency. Lawrence C. Horton was installed ticket agent. Former agent, A. Braden, left station May 15. Chester F. Rogers was acting agent from that date until June 18.

Effective June 30, Kirk, Mo., ticket only agency was closed.

George D. Bailey was installed temporary agent at Moyers, Okla., June 12. Transfer made between agents to be verified by traveling auditor. Effective June 16, Orville D. Hathaway relieved G. D. Bailey and will continue to handle station until permanent agent is assigned.

Mrs. Alfred S. Riley was installed temporary ticket agent at Lindenwood, Mo., June 11.