

Cape Girardeau, Mo.

The Cape Girardeau Frisco Employees' met in the passenger station, there, August 6, for the purpose of planning a banquet to be held this fall with shippers and receivers of freight. Nine members were in attendance. Completion of definite plans for the banquet was deferred until a later date, however, and the remainder of the session was given over to a general discussion of solicitation.

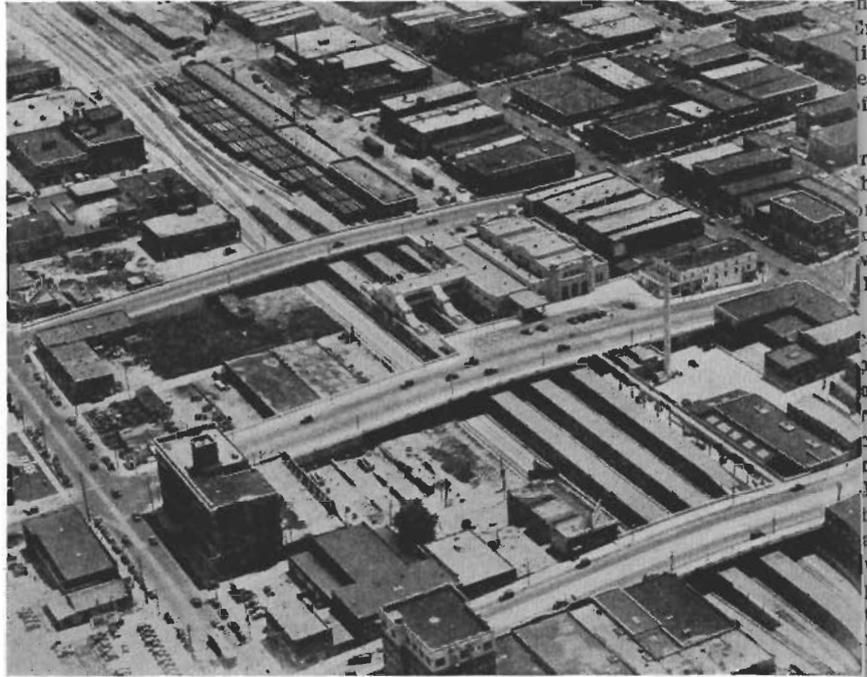
Birmingham, Ala.

The sixth annual picnic of the Birmingham Frisco Employees' Club, held at Pineview Beach, July 30, was featured by attendance of a large number of shippers and receivers of freight and their families. Guests and employees participating in this outing totaled approximately three hundred.

Athletic contests and other festivities began at 3:15 p. m., with a baseball game between a Frisco and a Louisville and Nashville team. This was a hotly contested event, which ended with the L. & N. team on the long end of a 6 to 4 score. In the tennis matches which followed, Ray Dodgen, switchman, won a ton of Howard coal, donated by Moss-McCormack Coal Company as a prize to the winner of the first set, and Bennie Smith, brother of Mrs. Launa Chew, secretary to executive general agent and traffic manager, won a ton of coal, donated by DeBardeleben Coal Corporation as an award for the winner of the second set.

The 50-yard dash for boys and girls, 6 to 12 years old, was won by Lowden Enslin, son of S. P. Enslin, switchman. He received a cash prize of \$1, given by the club. The prize of \$1, also given by the club, in the dash for boys and girls, 13 to 15 years of age, was won by J. A. Enslin, also a son of S. P. Enslin. The egg race for women was one of the feature events of the afternoon and created a great deal of amusement. It was won by Mrs. Gann, wife of C. M. Gann, yard clerk. The prize was a ton of Howard coal, donated by Moss-McCormack Coal Company. The 100-yard dash for men was won by S. P. Enslin. His prize was a ton of Empire coal, donated by DeBardeleben Coal Corporation. First place in the 50-yard walking race for all women weighing 140 pounds or more, taken by Mrs. M. L. Hooks, a guest. She was awarded a ton of coal by the Brookside-Pratt Mining Company. The potato race for married men was won by R. A. Dodge, switchman. He received a ton of Galloway Carbon Hill coal, contributed by the Galloway Coal Company. Mrs. Whitten, wife of J. A.

Tulsa's Union Depot From the Air



The splendid airplane view of the new \$3,500,000 Union Depot at Tulsa, Okla., shown in the center of photograph above, is of particular interest in that it shows the location of the station with reference to the part of the city in which it is situated. The photograph was taken with the camera focused toward the Boston Avenue entrance of the depot and shows the viaduct over that street quite plainly. Boston extends to the right through Tulsa's business district and to the left to a residential section. The Tulsa Tribune building appears in the lower left corner where Boston Avenue intersects Archer Street. Main Street viaduct which parallels the similar structure on Boston Avenue is shown in the foreground. The structure crossing the tracks at the rear of the station in this picture is the Cincinnati Street viaduct upon which a main entrance of the depot also opens. The entrance there has a broad marquee and is set back into a loggia corresponding to the one which appears on the Boston Avenue side. The freight house and loading platforms appear just beyond the passenger depot.

Whitten, chief clerk to superintendent, won a 48-pound sack of Jim Dandy meal, contributed by the Western Grain Company, for the winner of the rolling pin throwing contest. C. M. Gann, yard clerk, was winner in the broad jump and received a 24-pound sack of Jim Dandy meal from the Western Grain Company. Mr. Gann also won the golf driving contest and was awarded a ton of Brilliant Black Creek coal, donated by the Brilliant Coal Company.

The judges met great difficulty in selecting the winner from ten beauties entered in the bathing beauty contest; however, after a number of votes, Mrs. Mildred Williams Hinson was chosen. She was awarded a Bradley swimming suit, donated by Long - Lewis Hardware Company. Judges in this event were S. L. Yerkes, chairman; D. F. McDonough, C. T. Mayfield, J. N. Cornatzar and R. A. McCaffrey.

At 6:30 p. m. a barbecue dinner was served to the crowd of picnickers and following the meal, all gathered on the dance floor, where a drawing for attendance prizes took place. A necklace of pearls and crystals, given by the Dilworth Jewelry Company of Jasper, Ala., was won by Mrs. Launa M. Chew, and a ton of Empire coal, donated by DeBardeleben Coal Corporation, was won by L. W. Westerhouse, general foreman. Miss May Dudley, timekeeper, won a ton of coal, contributed by Brookside-Pratt Mining Company. In a prize waltz contest, a large basket of gladiolus, given by Parker Drug Company and Flower Shoppe, was won by Mrs. T. D. Woods and a billfold, given by Farmer and Cannon Jewelry Company, was won by Mr. Woods. Mr. and Mrs. Woods were guests at the picnic. At the close of the contests, the remainder of the evening was given over to dancing.

Sherman, Texas

With thirty-eight in attendance at the meeting of the Sherman Frisco Employees' Club, held August 3, the discussion dealt with a variety of subjects in connection with advancement of the organization's activities.

In the absence of H. Reifenrath, treasurer, J. J. Bryan, chairman of the finance committee, made a report on the condition of the treasury and in a discussion which followed, all were urged to work toward placing the club on a sound financial basis.

W. V. Claybourn, secretary, read a communication from the Frisco Employees' Club of Enid regarding the banquet given there for shippers and receivers of freight June 9. A discussion followed this report, however, no definite action was taken. L. T. Jones told the meeting of the picnic held at Madill, Okla., recently, calling attention to the enthusiastic support which that club is giving the company and suggested that members of the Sherman organization attend picnics of neighboring clubs whenever possible.

W. G. Hall made a brief talk on attendance at meetings, pointing out the necessity for larger crowds. Following his talk a motion was passed changing the meeting date to the fourth Monday evening of each month, and specifying the Modern Woodmen Hall as the meeting place. This motion set the next meeting for September 26.

Ladies Auxiliary, Kansas City, Mo.

The Ladies' Auxiliary of the Frisco Employees Sunnyland Club of Kansas City met August 4 in the Women's Benefit Association Club rooms for a short business session and an afternoon of card games and bunco. Forty-four members and guests were in attendance.

The business session of the meeting was conducted by Mrs. W. B. Berry, president of the organization.

Following the transaction of club business, the afternoon was given over to bridge, pinochle and bunco. The prizes in bridge were awarded Mrs. Moor and Mrs. Anna Moore. Mrs. O'Connor and Mrs. Nachbar were awarded pinochle prizes, and in bunco Mrs. Fyffe and Mrs. Lindeman were winners. Door prizes were awarded Mrs. Nachbar, Mrs. Breedere, Mrs. Finn, Mrs. O'Connor, Mrs. Bartlett, Mrs. Melice, Mrs. Fyffe, Mrs. Gray, Mrs. Clark, Mrs. Boyd, Mrs. Esteppe and Mrs. Sleightholm. These prizes were donated by Mrs.

A TRAFFIC TIP

Ways and means of soliciting freight and passenger revenue for Frisco Lines, seem endless, and the initiative employed by some of the Frisco's employes is indeed a matter of favorable comment.

John R. Ferguson, a locomotive inspector for the Frisco at Fort Worth, had some cards printed at his own expense. On one side he placed his name and address and on the other, a brief request that his friends advise him of any prospective movements of freight and passengers.

Among those to whom Mr. Ferguson gave one of these cards was his laundryman, and from that source he received two tips in less than a week.

We may suppose that someone says to the driver, "Please deliver my laundry before such and such a date, as we are going on a trip." The driver, no doubt, could reply, "Where are you going?" Upon receiving the answer, he is in a position to phone Mr. Ferguson the details.

This was the manner in which this man probably secured the two tips.

The wide-awake president of the Ft. Worth club, Ben B. Lewis, has suggested that this same method might be used with milkmen, paper carriers, ice men and others.

They don't let an idea get by—these interested members of the various Frisco Employees' Clubs.

Tarpy, Mrs. Wells, Mrs. Clark, Mrs. Berry and Mrs. Ehni.

Hostesses for the afternoon were Mrs. Wells, Mrs. Clark and Mrs. Tarpy. Refreshments consisting of cake and iced tea were served.

Hugo, Okla.

The Hugo Frisco Employees' Club proved itself to be indeed an outstanding host on August 6, when it entertained approximately 1,500 employes and guests at Lake Roebuck.

Entertainment began at this affair about three o'clock in the afternoon with games, swimming and boating, and from then until the barbecue started, large crowds continued to arrive. The barbecue was the largest ever attempted at Hugo, according to the Hugo Daily News. A large beef was butchered and put on the pit in the morning and throughout the day Carl Krauter and J. D. Lawhorn tended its cooking. In addition to the beef, five goats were barbecued. When time for the meal arrived, it took more than two hours to serve the

long line of picnickers who lined up with plates to receive portions of meat, fish, salad, onions, pickles, buns and lemonade. Throughout the meal, the Hugo band, which is recognized as essential to successful social functions there, played selections and was at its best.

Following the meal, a program was presented on an especially built platform east of the clubhouse. S. Kelton and J. H. Davis were in charge, and the speakers were W. L. Huggins, Jr., assistant traffic manager; C. H. Baltzell, director of accident prevention; S. Kelton, president of the club; Senator Paul Stewart and Ed Ensley, traveling salesman for the Brown Shoe Company. Other numbers on the program were, songs by Miss Signa Reese, a reading by little Miss Gibson, daughter of a traveling salesman, and a tap dance by Miss Lawhorn, daughter of J. D. Lawhorn, locomotive fireman. The committee of women who arranged for the food was comprised of Mesdames Knox, Hood, Roberts, Wallace, Dick, Lawhorn, Vickery, Steirwalt, Miller and Deatherage, all wives of employes, and Miss Ardell Frazer, stenographer.

Southwestern Division Clubs

Platt National Park and Sulphur were the meeting places for the Frisco Employees' Clubs of Okmulgee, Henryetta, Sapulpa and other employes on the Southwestern division on August 2. A five-coach special train pulled into Sulphur at 10:30 a. m. carrying about 450 of the picnickers and others arrived later in the day. All employes from Sapulpa to Madill and others in easy access to Sulphur were invited to this outing, and each employes' club participating was requested to provide entertainment.

The Vendome Plunge was selected as headquarters for the day and many visitors enjoyed a swim in the Vendome, and a basket lunch in the Platt National Park just east of the Vendome. In the afternoon, a portion of those in attendance enjoyed an informal dance at the Vendome and others either swam or went through the park on a drive which had been arranged by the local Chamber of Commerce.

Among the officials in attendance were: O. H. Reed, general agent; J. E. Rogers, traveling freight agent; J. E. Payne, general passenger agent, and H. F. DeLozier, traveling freight agent, all of Tulsa. Other officials were: H. W. Hale, assistant superintendent, and A. Morgan, chief clerk to Mr. Hale, both of Sapulpa.

INCREASE IN PERISHABLES Records Show 800 More Cars in June, '31, Than Previous Year

THE movement of perishable freight loaded on Frisco Lines was particularly gratifying during June of this year, showing an increase of 786 cars over the same month of last year, according to a recent report from R. E. Bagent, assistant superintendent of refrigeration. A total of 2,935 refrigerator and ventilated box cars of perishables originated on the system during June of this year. During that month in 1930, the total was 2,149 cars. Perishable freight received from connections also increased during June, 2,678 cars being handled this year in comparison with 2,355 in June a year earlier.

The foregoing totals, however, do not include exact figures on potatoes and canned goods, as they are sometimes handled in box car equipment, and the report from Mr. Bagent includes business handled in refrigerator and ventilator box cars only. The variation caused by this is negligible except in the case of potatoes, which were handled almost exclusively in refrigerator cars this year, while last year a substantial portion of the crop moved in stock cars. Potatoes were by far the largest item in the perishable movement during June, 1,140 refrigerator cars being moved from loading points. This reflects an encouraging increase over last year, when the total movement was 683 cars including 486 refrigerator cars. The crop handled this year originated principally from the Pensacola sub division, southeastern Oklahoma, Fort Gibson and the Fort Smith, Ark., territory.

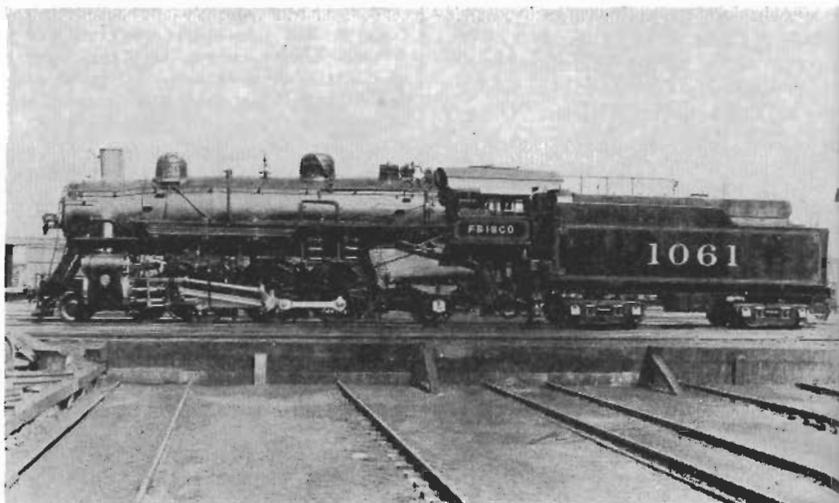
Next in quantity of the classifications of perishables shown in the report for June, was meat products, 888 cars moving; however, this represents a decrease under the same month in 1930, when 1,064 cars were handled.

The movement of schedule cars totaled 232 during June in comparison with the corresponding month of last year, when the total was 56 cars. The greater part of these cars came from Kansas City.

One hundred ninety-two cars of strawberries were reported for June, exclusive of the berries moving by express. Two hundred forty-nine cars were moved by express this June in comparison with 193 in June, 1930. The bulk of this crop originates in southwest Missouri and northwest Arkansas.

The movement of butter totaled 144 cars during June, compared with 138

Engine 1061 Rebuilt at Kansas City Shops



By W. A. BULLARD

IT WAS pronounced a perfect job—the rebuilding of engine 1061 by the Kansas City shop forces. So thorough had the job been done that when the engine was given a thorough breaking-in, there were no adjustments of any kind to make. After the engine was painted and all parts polished, the men all turned out with clean overalls on, as they felt so proud of their work they did not want to get the engine dirty.

This is one of the Frisco's 4-6-2 Pacific type engines, having formerly been assigned to trains 103-104, but since the consolidation of trains 117-118, 107-108, between Ft. Scott and Kansas City, it is necessary to have a larger class engine to handle this train which consists of some 11 to 15 cars.

Engine 1061 was placed in Kansas City back shop on June 9th and completely rebuilt. New style stirrup spring rigging was applied, new brass shoes and wedges, all new crank pins, two new wheel centers, new driving tires, new engine truck wheels and trailers, engine truck and trailer completely rebuilt, new jacket on boiler and front end, all gauges and fittings from boilerhead removed and overhauled, all brass work including injectors, relief valves, globe valves

polished, cab relined, new seat boxes all rod eyes ground and rods highly polished. The engine was equipped with Baker valve gear, with $6\frac{1}{2}$ " travel. A complete set of new valve gear was made with $7\frac{1}{2}$ " travel, new piston valves complete, all new valve bushings and cylinders rebored. Steam ports were increased from $1\frac{1}{2}$ " to $2\frac{1}{8}$ ". All cylinder and valve heads were chromium plated. One of the latest type Hancock steam whistles was applied and Volatone horns removed from the top of cab and applied to smoke arch near front end. All valve motion parts were highly polished, new plates applied, guides ground, tank truck completely rebuilt and new brick lining applied to fire box.

The engine went into service on trains 107-108 Sunnyland, between Kansas City and Ft. Scott, July 8th, after only making 200 mile break in trip with all parts running one hundred per cent. The steam pressure was increased from 200 to 212 pounds and the engine is making a fuel record of .87 gallon per car mile. General Road Foreman of Equipment D. L. Forsythe, riding the engine, advising that this engine is almost equal to the 1500 class engines in the number of cars it can handle, and considers it one of the nicest engines of this class that was ever turned out of the shop.

cars in the corresponding month of last year.

Other perishable commodities showing an increase this June over June of last year are: canned goods, 29 cars against 24 cars last year; cheese, 19 cars against 16 last year; sweet potatoes, 1 car, none recorded for last year; and fruits other than apples,

grapes, strawberries and melons, 20 cars for June, 1931, against 9 in June, 1930.

As they sat alone in the moonlight,
She said, while she smoothed his
brow:
"Dearest, I know my life's been fast,
But I'm on my last lap now."

AN OKLAHOMA COLONEL

John Echols Appointed to Gov. Murray's Staff

THIRTY-year-old John Echols, extra board clerk for Frisco Lines at Oklahoma City, joined the list of Oklahoma "immortals" this month, when he was appointed a Colonel on the staff of Governor William H. "Alfalfa Bill" Murray. Echols is the youngest colonel on Murray's staff, and probably the youngest



JOHN ECHOLS

colonel in the United States. He is the second Frisco employe to be so honored. Arthur Stoehr, accounting department employe in St. Louis, is a Colonel on the staff of Governor Henry S. Caulfield.

Echols has maintained an active association with various World War veterans organizations since his return from service during the war. He has been American Legion post commander, post adjutant, vice-commander and district vice-president, and has served the Legion post at Bristow, Oklahoma, as sentinel, guard and adjutant. At present he is a member of the department council of administration.

Mr. Echols came to Frisco Lines in June, 1927, as a yard clerk at Henryetta, Okla., and has held the position of clerk at various points on the Southwestern division.

Daughter (having just received a new mink coat from father): "What I don't see is how a wonderful fur can come from such a low, sneaking beast."

Father: "I don't ask for thanks, dear, but I really insist on respect."

Unusual Activities Among Employes' Clubs

IN RESPONSE to recent requests by several employes' clubs for a review of the various kinds of activities carried on by clubs at different points on the system, the examples appearing below, which have been taken from reports of club meetings in the Magazine, are given for the consideration of clubs that are not using or have not used them. Even though not adopted exactly as given here, repetition of these plans may, at least, start a line of thought that will result in improvements or may suggest some entirely new activities.

During last winter a number of the clubs have been carrying on programs designed to influence the members of legislatures in the states that comprise Frisco land, to enact fair, regulatory measures governing highway competition. Since a great deal can be done in this field, one of the legislative plans is reviewed herewith as being more or less exemplary.

The Fort Worth club conducted an extensive mail campaign to state legislators. Not only did those belonging to the club write members of the state law-making body, but the club induced employes, friends and relatives in towns for miles around to do likewise. This was supplemented by enlisting chamber of commerce support and the aid of prominent persons, both in Fort Worth and elsewhere.

As for the entertainment division of club work, Ben Lewis, president of the Fort Worth club, has under consideration a plan believed to be entirely new among employe organizations—a club miniature golf tournament.

Among the clubs which are securing business by letters to shippers, the Joplin organization may be cited. This club has had stationery printed with a Frisco emblem at the top of the page and with important facts about Frisco Lines—the local payroll, tax figures, and other information—listed along the left margin. A letter on this stationery is sent each shipper who has used Frisco Lines during the month, thanking him for his patronage. A letter is also sent to shippers who have failed to use the Frisco, asking them very tactfully why they have not given their business to Frisco Lines.

A plan that has for some time proved popular over the system, notably at

Hugo, is that of clubs conducting meetings at neighboring towns to which local business men are invited. Hugo had meetings of this kind at Soper, Valliant, Boswell, Idabel and Durant recently. These are usually combined entertainment and social sessions.

The clubs at Springfield and Wichita, in addition to participating in nearly all lines of club work, have distributed Ship-and-Travel-By-Rail stickers among merchants, to be displayed in show windows.

Several of the clubs have had members of the law department or other informed persons to address them, explaining the recently passed legislation regulating busses and trucks.

Other club movements sponsored at various points are set forth below as they have been used. Several of these, of course, as well as the foregoing, have been successfully used by clubs other than those mentioned.

The Neodesha club raised considerable money and won good will by giving a play at Neodesha and then taking it to several nearby towns.

The Thayer Club sponsored a trip to Pensacola for members and employes of neighboring towns.

The Kansas City Sunnyland Club has been giving dances with an arrangement with a local radio station to broadcast the music as a request program for the radio audience.

The Chaffee club took funds from its treasury and broadcast announcements of Frisco service regularly for some time.

Most clubs are constantly on the watch for notices of construction work and several have used their influence toward locating industries on the line.

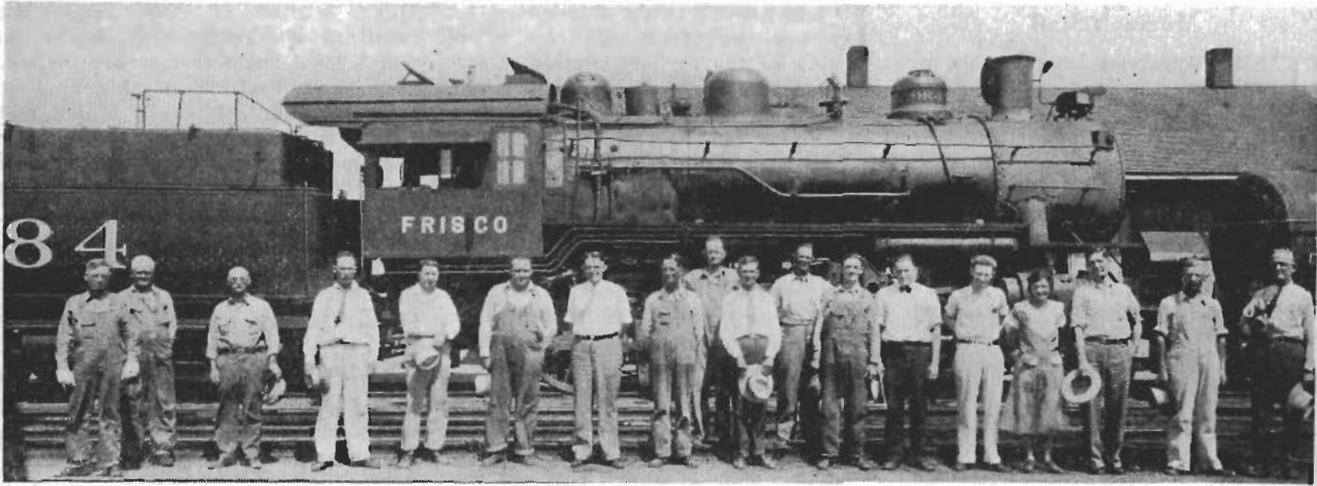
The Tulsa Ladies' Club has had a great deal of amusement and has raised considerable money by raffling mystery packages at meetings, selling chances for small amounts and requiring the winners to prepare mysterious parcels for the following session.

Neodesha club sponsored a carnival each spring for a time.

A number of clubs have been and are taking active parts with Ship-By-Rail Clubs.

Beauty and popularity contests have proved popular, as have masked balls and tacky parties.

The Tulsa Day Force Welcomes A Photographer



When the group of day employes at the Frisco's terminal at West Tulsa, who appear in the photograph above, decided to have their picture taken recently, they very effectively secured a railroad atmosphere by selecting a Frisco locomotive as a background. Appearing from left to right, they are: Joe Foster, conductor; P. J. Mulrenin, engineer; Douglas Shuer, switchman; Walter E. Eagan, general yardmaster; Fred Cole, chief caller; F. J. Green, switchman; G. G. Harrison, chief clerk to superintendent of terminals; C. E. Lee, switchman; H. O. Long, switchman; R. L. Beckwith, chief car inspector; J. M. Davis, switchman; W. W. Manning, switchman; W. C. Castle, record clerk; J. N. Paisley, stenographer; Edna A. Wooden, secretary to superintendent of terminals; W. H. Christian, yard clerk; Chris Krages, stockyard and re-ice foreman, and Oscar White, conductor.

PREPARE FOR BUSINESS

(Continued from Page 10)

1, 1921, when he was placed in the division freight office as soliciting freight agent. He was made general agent from his duties of soliciting freight and passenger agent.

Joe Lyons, who was appointed soliciting freight agent from the chief clerkship of F. J. Lawler's office, began his service with the Frisco in May, 1911. He was a reconsigning clerk at the Gratiot offices in St. Louis from May, 1911, up to May 6, 1925, and served in the division freight office as clerk from May 6, 1925, to June 1, 1927, when he was made a chief clerk. His recent appointment was effective August 1.

E. H. Wehking, who joins the St. Louis offices, came to the Frisco from the Wheeling & Lake Erie Railroad where he had a service record of six years. Chas. Walpole, formerly soliciting freight and passenger agent at Detroit, was transferred to Chicago in the same capacity. He has been with the Frisco since February 1, 1925, when he served as assistant city ticket agent at Memphis. He was in the Detroit office from October 25, 1923, until he received his assignment in Chicago. Frank Brown, appointed to the New York office as soliciting freight and passenger agent, is a new man with Frisco Lines, having come from the New York offices of Montgomery-

Ward, where he was traffic manager.

Wayne Young entered Frisco service in the operating department on October 15, 1920. He was made operator-clerk in the Kansas City offices on February 6, 1923, and served as clerk from September 16, 1929, to August 1, when he received his appointment to the soliciting forces in that city.

E. D. Chaudet, formerly city passenger and ticket agent, at Springfield, Mo., was assigned the position of soliciting freight and passenger agent out of the office of G. M. Forrester. Mr. Chaudet began his service with Frisco Lines on October 1, 1917, and has served as ticket clerk and city passenger agent. He was with the 49th Engineers abroad during the war, from March, 1918, until July 1, 1919.

TRAINS 96.5% O. T.

The 3,762 passenger trains operated on Frisco Lines during July were 96.5 per cent on time, according to a statement issued by the general manager at Springfield, Mo., August 10. This compares with the corresponding month of last year, when 4,060 trains were 96 per cent on time.

Among the divisions, Western led with 155 trains 100 per cent on time. Central division was second with 310 trains 99.4 per cent on time and River division had third highest percentage with 744 trains 98.8 per cent on time.

PRAISE FOR BERKLEY

Many employes become widely known over the system for the efficient manner in which they perform their duties, but Joe Berkley, wrecking crew foreman, has the distinction of doing his work so well that his fame has spread off-line as is evidenced in the traingram, copied below, from C. F. Krammes of the Santa Fe to the assistant superintendent at Enid, Okla.

"On July 23, we had occasion to borrow your wrecker and again on the morning of the 24th at Enid. The wrecking outfit was in charge of Mr. Joe Berkley, and want you to know that Foreman Berkley performed the best wrecking service I have ever seen and he has the most efficient outfit I have ever been around. We not only appreciate the loan of the wrecker, but also the good work done by Foreman Berkley and his crew. I had seen some of Mr. Berkley's work before we borrowed the wrecker in these cases and took occasion to tell him he not only kept up his reputation but added to it very materially."

Records on other divisions during July were: Eastern division, 558 trains, 96.1 per cent on time; Southwestern division, 558 trains, 95.9 per cent on time; Northern division, 713 trains, 91.7 per cent on time, and Southern division 724 trains, 97.5 per cent on time.