

MEET AT PACIFIC

A meeting of Frisco and Missouri Pacific employes with business men of Pacific, Mo., the evening of August 20 drew a crowd of approximately 150 and was marked by the sincere and comprehensive manner in which the railroad situation was presented. J. A. Moran, superintendent of the Frisco's Eastern division, and C. E. Carlton, assistant general freight agent of Missouri Pacific Lines, were the chief speakers.

The session, which was held in the McHugh and Daily Hall at Pacific, was opened by its chairman, W. B. McEvelly, Frisco agent, at 7:45 p. m. Mr. McEvelly announced that the purpose of the gathering was to talk over mutual problems and to foster co-operation between employes of the two roads and the community for the advancement of all. Henry Williams, mayor of Pacific, welcomed the gathering and F. Haub, Missouri Pacific agent at Pacific, read the names of local employes and statistics on total salaries and taxes paid by the railroads in Pacific.

Mr. Moran, in his talk, placed particular emphasis upon the fact that a large part of the money paid to railroads by patrons comes back to the community where it is spent in the form of taxes and payrolls and asked the business men to carefully consider how this money supports their schools, roads and other institutions before giving their business to competing carriers whose support of the community is negligible. He also told of the improvements made by railroads both in equipment and service and concluded by asking that those in attendance give all business they consistently could to railroads, stating that he believed that if every factor was considered carefully they would find it to their best interests to patronize rail transportation at all times.

Mr. Carlton told of the difficulties under which railways are laboring in competing with unregulated competition and the desire of the roads to serve the communities through which they run. Eugene Mock, assistant freight traffic manager for Missouri Pacific Lines, also spoke briefly.

Following the talks by the principal speakers, expressions from business men and employes were called for, and among those making talks in this section of the meeting, were James McCoye, a real estate dealer; F. J. Lawler, Frisco Lines assistant general freight and passenger agent, James Booth, an attorney, and Robert Alexander, a farmer, living near Pacific. Mr. McCoye pointed out the

St. Louis Employes Present Retirement Gift to F. R. Griffith

A TOUCHING ceremony took place just before 1 o'clock on August 31, when employes of the freight accounts department on the twelfth floor of the Frisco general office building in St. Louis gathered in the office of E. R. O. Mueller, auditor of freight accounts, to say good-bye to Frederick R. Griffith, who was retired on that day.

The assembly came as a surprise



FREDERICK R. GRIFFITH

to Mr. Griffith and he was further surprised when Col. Arthur Stoehr, one of his associates, presented him with a Bunn Special Illinois Railroad watch, and chain on behalf of fellow employes. In the speech of presentation, Col. Stoehr called attention to Mr. Griffith's long term of service and to his loyalty to Frisco Lines and extended to him the best wishes of the Frisco general office employes for a happy life in retirement.

Following Col. Stoehr, Mr. Mueller, with whom Mr. Griffith had worked

for a great many years, made a brief talk in which he presented him with a bouquet of 30 roses from general office employes. Each rose, Mr. Mueller said, symbolized a year of loyal, faithful service by Mr. Griffith.

At the conclusion of the talks, congratulatory telegrams and letters to Mr. Griffith from all over the system were read to the gathering.

Mr. Griffith, whose years of railroad service totaled 52, was born at Battle Creek, Mich., August 27, 1861. His father was a fire insurance adjuster. Mr. Griffith attended school in Lawrence, Kan., and at the age of 18 began his railroad career as a check and yard clerk with the Union Pacific Railway at Lawrence and after a time became a bill clerk on that line. After two years as a bill clerk for the Union Pacific, he entered the employ of the South Kansas Railway as an agents' accounts clerk. He served there a year, then entered the service of Missouri Pacific Lines as a clerk in the general auditor's office in St. Louis and served there 11 years. In March, 1901, he went to the Beaumont, Enid and Southwestern Railway as general bookkeeper, cashier and paymaster at Blackwell, Okla., and was in the employ of that road when it became part of Frisco Lines. He served Frisco Lines in a number of capacities, working as chief clerk in agents' accounts department at St. Louis then as auditor at Sherman, Texas. Later he served as traveling auditor with headquarters in St. Louis, again as chief clerk in agents' accounts department and as traveling auditor. He was employed as a clerk in the agents' accounts department at the time of his retirement.

He married Elizabeth M. Welsh at St. Louis, February 15, 1887, and to them were born four children, only one of whom is living. Mr. and Mrs. Griffith live at 2831 Norwood avenue, St. Louis, Mo. Continuous service of 30 years and 4 months entitles him to a pension allowance of \$54.65 a month, effective from September 1, 1931.

benefits of the railroad payroll to Pacific and urged that everyone do his utmost to see that it is maintained. Mr. Lawler dealt with the general railroad situation, pointing out the need of co-operation between business men and rail carriers.

A French dancer has insured her legs for \$500,000. During her performance her legs are covered by the policy only.

The United States purchased Alaska from Russia, March 30, 1867, for \$7,500,000.

FOR CONSCIENCE FUND Many Frisco Patrons "Pay Up" Long After Using Service!

JOHN DOE tossed upon his bed. He turned on his side, then lay on his back, but sleep eluded him. His conscience was pricking him. That was the trouble. In fact, it was more than pricking him; it was giving him some downright painful jabs. He got up, took a smoke, then returned to his bed of torture, but his wrongdoing lay too heavily upon him. Finally, in the lowest depths of an insomniac's slough of despond, he began counting sheep. Toward dawn, he dozed lightly but was tormented, strangely perhaps, with dream images of flames, and his relief was unbounded upon awakening to find that the heat came from the sun streaming across his face.

John arose wearily and before eating breakfast, he sat down and wrote the following letter to one of the Frisco's city ticket offices:

"I rode on one of your trains without a ticket about forty or forty-five years ago. Inclosed you will find fifty cents."

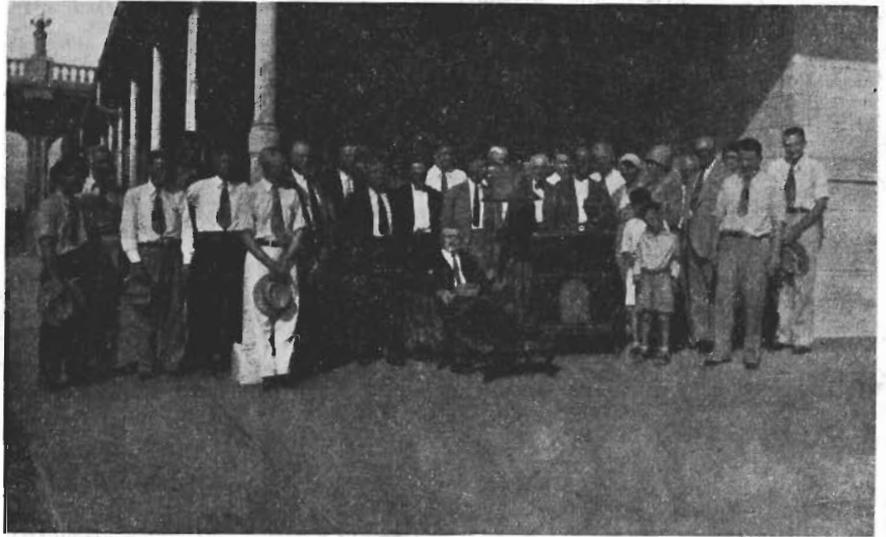
He mailed the note without signing it, but that night sleep came to his eyes immediately after his head touched the pillow and in all probability it was not because of loss of sleep the preceding night but because his conscience had ceased its relentless prodding.

Despite the whimsical aspects of John Doe's case, he suffered an experience which everyone has had from one cause or another, although most persons have been pained much less acutely. While his case is more or less mythical, it has a foundation in fact because it exemplifies the type of letters that comprise a large part of the Frisco's "Conscience Files" which are found in the executive offices of the company, and which have grown to a considerable size over a period of years.

These letters are from men and women who at some time or other in a moment of weakness or because of pinched circumstances have taken advantage of the company and later, after thinking it over in light of the moral question involved, have decided that the only just thing is to make amends by repaying. A large per cent of the letters are from parents who have failed to pay fare for children. In some instances they have failed to pay through misinformation regarding the age under which children are allowed to ride free and in others they have wilfully misrepresented the child's age when purchasing their own ticket only to be seized with remorse later.

A number of letters have been re-

Roadmaster Scherry Retires from Central Division



APPROXIMATELY fifty friends and co-workers of A. Scherry, Central division roadmaster, gathered at the assembly room of the old Frisco depot on August 30, at Ft. Smith, presumably to talk over railroad problems, but primarily to present Mr. Scherry with a radio, an easy chair, and footstool, and a lamp, upon the occasion of his retirement. Mr. Scherry is shown above seated in the chair, and surrounded by his friends.

E. L. Collett, division engineer, reviewed Mr. Scherry's railroad career before presenting him with the gifts from 247 of his fellow workers, and advised the group that he was born in Essen, Germany, and was associated with the mining industry be-

fore coming to the railroad in 1884. He has served for forty-four years, starting as section laborer and roadmaster.

Mr. Scherry made a short but sincere speech of appreciation and C. H. Baltzell, newly appointed accident prevention director, followed Mr. Scherry's remarks with a talk about old times on the Central division where he formerly served as superintendent.

Radio station KFPW of Ft. Smith, broadcast their wishes to Mr. Scherry and honored him with a musical selection. He intends to enjoy the gifts at his home at 215 North Twelfth street, Ft. Smith, where he will welcome all of his old friends.

ceived from men who "beat" their way on freight trains when they were hard pressed financially or when they were being "economical." One letter was received from a man who had traveled via Frisco freight service under the fallacious belief that harvest hands were permitted free transportation.

Nearly all remittances cover trips made many years ago and nearly all offer such explanations of the misconduct as "I was young and foolish then," "I have since learned the error of my ways," etc. In some cases the repentant persons have written and asked if it is permissible for them to pay and after they have been informed that their remittance would be gratefully accepted, the files show no further communication from them. Perhaps, they feel that an inquiry is sufficient balm for their conscience.

Most of the amounts accompanying

"conscience" letters are small, some as little as a few cents and none exceeding several dollars; however, even when amounts as small as these are involved, Frisco officials do not miss the opportunity to handle the matter in a way to win goodwill for the company. The files show that in every instance they have written kindly replies of appreciation, even though the "conscience" communication mentions that the person is only contemplating payment. An official's reply to a letter of that type follows:

"Your letter with reference to transportation on our line years ago without proper ticket.

"I wish to thank you for your kind offer to reimburse us and any time you are in such financial condition to do so would appreciate your sending a draft or check to the St. Louis-San Francisco Railway Company for the amount involved."

How To Keep Track Bolts Tight

At the request of General Manager Shaffer, we reprint herewith an article which originally appeared in the Frisco Employes' Magazine for August, 1927. It is by J. A. Sollars, a section foreman of Chaonia, Mo. Mr. Shaffer writes: "The article was a splendid one, and if you will reprint it we will again call this article to the attention of our roadmasters and section foremen." The article follows:

ONE of the most important items of track work is keeping bolts tight. Failure to give the proper attention to this work will probably do more irreparable damage than the neglect of any other job required of track forces. The fact that failure to properly handle this matter is not apparent to the majority of those who ride over the railroad until after there is permanent damage done, makes it doubly important that we all give this our closest attention.

In the first place, the life of a rail depends almost entirely on the way in which the joints are maintained. All track men having any amount of experience, have seen rail changed out, due to the bad condition of the joints, while other rail of the same age is left in and still gives good service, because the joints have all been properly maintained. A difference in road conditions, amount of ballast, character of ties, etc., may have had something to do with the removing part of the rail and leaving the balance in the track, but the probabilities are that failure to give the same attention to the bolts in both instances is primarily the cause for the difference in the condition of the rail at the joints.

Loose bolts not only cause damage to rail, but also to angle bars, ties, roadbed and bolts, bringing about excessive and unnecessary expense in the maintenance expense of these various items. The combination of these bad conditions brings about bad riding track, heavy expense of maintaining surface of track at joints, and a lot of criticism for everyone responsible for the track.

Tighten Immediately

There is only one time to properly start tightening bolts, and that is the day the angle bar is first applied. Allowing the bolts to run loose for even a short time starts the damage to various parts of the track structure as above mentioned, and this damage can never be entirely repaired except through the application of new rail, bars, etc. Many a foreman is having trouble today keeping bolts tight because he or some other foreman has, in the past, neglected to keep bolts properly tightened in these same joints.

I feel sure no track man of any experience will disagree with me on any of these statements, yet it is not uncommon to see joints raised, ties tamped, track lined and dressed and nothing done to tighten the bolts. The loose bolts in the joints are primarily the cause for the joints getting low, yet the foreman will go away and leave the bolts loose. He has corrected the effect, but not the cause, and as long as the cause exists, the effect will be repeated and the work will all have to be done over again in a short time.

The trouble with so many of the foremen is that they do not put into practical use their knowledge of such matters. I have known foremen who were so busy picking up low joints in their track, that they did not feel they could spare the time necessary to tighten bolts. This is like being out in the timber looking for the forest and not being able to see it for the trees.

A bolt cannot be properly tightened the day it is put in the track. It must be given attention one or more times later, depending on the traffic, the type of angle bar, whether or not nut locks are used, and the ability of the man doing the work. Good wrenches are essential, and proper instructions from the foremen to the men is necessary. The labor connected with tightening bolts is not easy, and in some cases men will slight the work if they know they will not be checked up on.

In addition to tightening bolts whenever surfacing or spotting is done, all bolts should be gone over periodically, probably twice a year, preferably in the spring and in the fall, when an expansion of the joints occurs. This will enable the foreman to catch any bolts that are slightly loose.

Sounds Bolts With Hammer

When I tighten bolts out of face, I follow the plan of going ahead of my men and sounding all bolts with a hammer. Where a bolt is very loose I make a mark on the head of the rail, directly over the loose bolt, using keel or lumber crayon and making the mark about an inch long. If the bolt is not so loose as in the first case, I make a shorter mark, and if only loose enough to require a one-eighth or one-quarter turn, a very short mark. My men are instructed

GIRL BOWLERS MEET

The Frisco Girls' Bowling League of St. Louis opened its fifth consecutive season, August 25, with a meeting in which six teams were formed and captains were chosen as follows: (The teams were named for Frisco trains in the usual manner) Sunnyland, Lillian Barnes; Southwest Limited, Lil Kulage; Texas Special, Ella Eckelkamp; Blue Bonnet, Mildred Singer; Memphian, Marge Droste, and Meteor, Agnes Wangler.

The girls have been bowling each Friday at 5:30 p. m. since the opening of the season at Rogers Recreation Parlors and have established averages ranging from slightly below 100 to 144.

At present the Sunnyland is leading the league with a three-game total of 1,206 and the Meteors have the high single game score of 430. Miss Alice Hanley has made the highest individual three-game score. Her total is 463 and Miss Helen McHale has the high individual single game score of 181, and the high average of 144.

Officers of the league were elected at the close of last season in May at a banquet, held in the Mark Twain hotel. Miss Lil Kulage is president, Cecilia Andres, vice-president, Margaret Droste, secretary, and Mrs. Louise Gibson, treasurer. New members in the league are Misses Kathryn Kenney, Mary Ann Vogel, Marie Kleyer, Helen Bell, Arlie Hart, Melba Talbot, Grace McEvoy and Lucille Meyer.

as to just what these marks mean, and they do their wrenching accordingly. In most cases, if it is necessary to tighten one bolt in the joint, all of the others should be tightened a little, as tightening the loose bolt will probably loosen the tight ones slightly.

A foreman who has a run-down section will be surprised, in most cases, at the improvement he can make in his track by getting his bolts tight and keeping them tight. He will also find that the second time he goes over his bolts, he will not have so much work putting them in good condition, and will not find so many broken ones.

The job of foreman can be made much easier and much more pleasant by keeping the bolts tight in the track. It is a matter of economy on which every foreman should keep close check. We are laying rail and working with joints today that are going to have to be maintained by other foremen later, and we owe it to those who will come after us to take care of our section.

Thrifty Farmers Face Winter With Well-stocked Storerooms and Cellars

"EVERYTHING comes to him who waits" say the wise men, and from a survey of the present situation regarding the farmer, economists feel that this year, one of the most depressing for some time, is truly the farmer's year. Perhaps we should say the thrifty farmer's year, and one expert has gone so far as to say that the thrifty farmer is the most fortunate man in the country today.

With a spring of mild weather, there were never as many new gardens reported along Frisco Lines nor as many idle fields planted for forthcoming crops.

As the result of a good summer, with rains enough for all crops, there are more vegetables, fruits, wheat and other commodities in the country today than in any year of the past few.

The thrifty farmer has planted grain and hay for his stock, which he has stored safely away. Truck gardens have flourished, house wives have sold as much as they cared to sell and have preserved and put up the rest, and cellars over the entire Frisco Lines are bulging with enough edibles to keep the farmer and his family, not only through the winter, but for some time to come. He need not worry about the food problem, for either his family or his stock.

This year, as a result, has been one of the greatest in the history of the Frisco for canned goods commodities and particularly cans.

Comanche County, Texas, on the Frisco, used probably the largest number of cans for home canning of any county on Frisco Lines. This county usually brings in two or three cars of cans, at least one-half of which are used by commercial canneries. This year for home canning they used one car which was left from last year and have brought in seven cars to date, only one and one-half of which have been used for commercial canning. Another car is on the road and they expect to use still another for meat canning later in the fall. One firm in the town of Comanche sold, in the county alone, sixty-seven steam pressure canners and sixty-four sealers. As there are from 50,000 to 60,000 cans in a car load, this means that this county has used close to a half million cans.

Comanche County was one of the counties which suffered severely from drouth conditions last year and under their county agent this year the farmers have planted gardens, built cellars

and closets for storing the canned goods and have put up an adequate supply for each family. They have not yet finished canning their black-eyed peas and the field peas and their whole beeves.

The turkey crop would seem to indicate it is up to normal in most counties, with feed plentiful, showing turkeys will go to market in a most finished condition.

According to reports from the agricultural department, approximately 150 cars of cans have been shipped to Frisco points during July and August of 1931, fifty-eight of these cans and glass jars shipped from Sand Springs, Okla., to all points of the country from Vancouver to West Virginia. Other points where factories making cans and glass jars are located on Frisco Lines include Wichita Falls, Blackwell, Okla., Ada and Tulsa, Okla. One car of empty cans will mean three cars of canned goods out.

Flocks of chickens and turkeys have been culled and only the producing fowls are kept. The housewife, in order to realize a greater value from the chickens which she culls from her flocks is canning them for winter consumption. All bones are removed from the chicken, and celery stalks are placed to take the place of the bones and hold the meat firm. Three chickens are sometimes canned together, and with the bones removed, take up but small space. During the winter months this canned chicken will be used by the housewife in making salads, pressed chicken and other delicacies for the table. The cans are sealed with the steam pressure canner and sealer and the pantries of housewives all along the Frisco hold many a delightful meal during the winter months.

The time is now at hand for preparing the meat for the winter and here again the housewife is proving efficient in canning yearling and medium sized beeves for winter consumption. A yearling beef will take from 85 to 100 cans, for each edible part to be placed for consumption, and the medium sized beef from 125 to 150 cans. Instead of visiting a butcher shop this winter, the housewife will merely go to her cellar for a porterhouse steak, a roast, or tongue.

All encouragement is given to the farmer to plant a winter garden which will consist of turnips, parsley, radishes, spinach, lettuce, parsnips, collards, winter onions, swiss chard, Irish potatoes and sweet potatoes.

Community centers, realizing that

CAR DAMAGE DECREASES

The number of cars damaged by rough handling on Frisco Lines during the first eight months of this year decreased 42.3 per cent and the monetary amount of this damage decreased 63.2 per cent, both in comparison with the corresponding period of last year, according to the monthly statement issued by the office of the car accountant at Springfield, September 10.

The increase in the number of cars handled per car damaged amounted to 45.3 per cent and the amount of damage per car handled decreased 56.19 per cent during the first eight months of this year compared with that period in 1930.

Among the divisions, Western ranked first, handling 110,762 cars without damage during the first eight months and Southwestern division was second with eight cars damaged out of 570,019 handled. Northern division was given third place by the report. Nine cars were damaged there out of 613,374 handled.

Tulsa lead the terminals, handling 478,988 cars with damage to 12 of them and St. Louis was second with 13 cars damaged out of 402,392 handled. Kansas City was ranked third with 16 cars damaged out of 445,862 handled.

No cars were damaged on Texas Lines during the first eight months. A total of 78,735 were handled there. This compares with the corresponding period of last year when 9 cars were damaged out of the 87,554 handled there. During the first eight months of 1929, a total of 96,412 cars were handled on Texas Lines and 13 of them were damaged.

they will have a task on hand in caring for those who have not provided well for the coming winter, are holding community canning days. These canning days are sponsored by the American Legion, and 4-H Club Pantry Demonstration groups and surplus vegetables and fruits are canned for winter consumption.

These cans of fruits and vegetables will not be given away promiscuously. For these communities will require those who receive them to donate their services to the cities in which they receive help, keeping the streets clean, and doing other work.

It has been a fine year for the thrifty farmer, and as prices advance he may sell the surplus materials which he has, keeping what he desires for home consumption, and it is felt that he will fare well this winter, following a year of depression.

MOVING ALONG

The wide interest manifest on Frisco Lines in fast handling of freight equipment is rapidly growing as the large number of instances of unusually prompt service which are reported evidence. Several outstanding recent examples are outlined below.

Car L&N 7696, loaded with flour, and car C of Fa 17622, loaded with bridge steel, arrived in Winfield, Ala., the morning of September 5. These cars were placed for unloading at 10:30 a. m., and went out in train 937 toward their respective owning lines at 4:00 p. m. the day they were received.

Car Santa Fe 126384, loaded with sugar for wholesale grocery company, Fort Scott, Kan., arrived there from Kansas City, Sunday afternoon, August 30, and was placed on arrival and unloaded August 31. It was switched and moved out of Fort Scott at 3:15 p. m. that day. It was delivered to the Santa Fe at 5:00 p. m.

Car RI 156024, loaded with flour, and received from Rock Island at Wister, Okla., August 12, arrived at Fort Towson, August 13, at 11:35 a. m., and was unloaded and released at 4:30 p. m. the same date. It moved to Ardmore and was delivered to the owning line at 8:00 a. m., August 14, having been on Frisco Lines but two days, in which it traveled 121 miles loaded, was unloaded and moved 117 miles empty. To Q. S. Dickinson, agent at Fort Towson, goes much of the credit for the speed of the movement.

Car Erie 16769, loaded with steel, from Warren, Pa., arrived in Augusta, Kan., at 2:00 a. m., August 20. This car was spotted at the White Eagle Oil Company and was unloaded the day it was received. It was switched out and put in train 332, eastbound, at 6:30 p. m. that evening.

At 7:30 p. m., August 24, cars CBQ 107389, 130023, 130092 and 15995 were received at Clinton, Mo., in train 59. They were unloaded and forwarded empty, at 7:00 p. m., for Kansas City to be delivered back to the Burlington.

Car RI 44381, loaded with tin cans, was received at Hiwasse, Ark., in train 759 at 9:05 a. m., August 20. The consignee was expecting the car and V. L. Banks, the agent there, telephoned Rogers and found the car was in 759, then notified the consignee so that he was prepared to unload as soon as the car was set out. It moved out in train 758 the day it was received, having been in Hiwasse but

Charles White "Rests" at Monett Home After 49 Years' Service

AFTER serving Frisco Lines for forty-eight years and eleven months without a break, Charles White, passenger conductor on the Frisco's Northern division, is now enjoying a life of ease at his home in Monett, Mo., since his retirement July 1, 1931. Mr. White had a following — regular patrons who wanted to be sure that he was conductor of the train before they



CHAS. WHITE

made their trip—and this is indeed a compliment to his courtesy and efforts in making the passengers on his trains want to again make a trip over the railroad for which he had worked so many years. He was retired July 1, 1931.

Mr. White's father was a steamboat man on the Wabash River in Indiana. The family lived on a farm and the farm was near a railroad. Charles White, the son, used to watch the brakemen on top the cars twisting brakes and giving signals and he made up his mind that he would be a brakeman and that if he could secure such a position with a railroad, the dreams of his life would be realized.

In 1882 he began his service with the Frisco as a switchman. In those days trains did not go through Joplin, but went straight across the main line from Oronogo to Carl Junction. A little later on he was employed as a brakeman on the Girard Branch local. It was from that position that he was promoted to freight conductor in 1886 and made his first trip as a passenger conductor in 1892.

When Mr. White first went to work for the Frisco he worked the train with the aid of coal oil lamps and always carried a lighted lantern on his arm for closer inspection of tickets and passes. The coaches were all heated by coal stoves, and the comparison which Mr. White can make

of railroading today and that of years ago, proves interesting.

He says that the track in the olden days was good, but the equipment was very small. Trains were crowded with passengers and sometimes there was standing room only, in the small dimly lit coaches.

Another interesting item which he recalls is that when he first went to work there was only one roadmaster on the entire Frisco system. This was Roadmaster Lyman, remembered by many old timers. His offices were located in St. Louis. There were also only three divisions on the system, the Kansas, Central and Eastern, and the general master mechanic was Mike Carney. Mr. White was also well acquainted with Andy O'Hara, Pat Herd and Bob Holland, and there are no railroad men on the Northern division at this time that he does not know.

"This pension business isn't all it's cracked up to be," Mr. White said. "I catch myself looking at the clock and keeping track of time schedules. You see I haven't gotten used to loafing yet. It was hard to quit work. The Frisco has the best equipment, the finest engines and the greatest group of officials and employes in the whole world. I hope always to keep in touch with happenings on the line, and also I hope to be able to solicit both passengers and freight business in remembrance of the many pay checks given me by the road and of the courteous treatment always accorded me."

Mr. White is eligible to membership in the Forty Year Club. He is a member of the Veterans' Association and has attended several of the annual reunions at Springfield and is also a member of the O. R. C.

"I think I'll just spend my time at my home in Monett," he said, "and visiting my daughters at St. Louis and Joplin. Of course I'll still spend plenty of time around the station and roundhouse, because this railroading gets in a fellow's blood and after forty-eight years without a break, it isn't so easy to get away from it."

five hours.

Car KCS 16438, loaded with feed, was received at Hoxie, Ark., in train 135 at 4:00 a. m., August 22. It was spotted at 6:30 a. m. and unloaded by noon. It moved out of Hoxie in train 244 at 1:00 p. m. to its owners. E. M. Brassfield is agent at Hoxie.

Cars MP 40892 and ATSF 38593, both loaded with wheat, arrived in Clinton, Mo., from Kansas City the morning of August 19, in train 59, and were unloaded, released and forwarded for home on train 58 the night of August 19, having been in Clinton but one day.