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THE FRISCO EMPLOYEES’ MAGAZINE

The Frisco Employes’ Magazine is a monthly publication devoted primarily to the interests of the active and retired employees of the Frisco Line. It contains stories, items of current news, personal items about employees and their families, articles dealing with various phases of railroad work, scenes, cartoons and cartoons depicting the service. Good clear type is used and will be received only when submitted. All manuscripts and drawings must be in clear type. Employees are invited to write articles for the magazine. Contributions should be typed, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, or the name of the employee. The mailing price is six a year; subscription the rate, $5.00 a year. Advertising rate will be made known upon application.
Mr. Chairman and Gentlemen:

I feel honored in being asked to present a paper before this group on the subject of Mechanical Accidents, their Causes and Prevention. It is not my intention to delve into the theories of this problem, but to analyze it in a practical way as much as possible.

We have accomplished much in recent years in reducing the number of accidents resulting from personal injuries in the mechanical department. In 1951, it was necessary to pay for only 7 per cent of the accidents. However, it is estimated that 32 per cent of the accidents involved 26 per cent of the employees. In a group of textile companies, it was found that 32 per cent of the accidents resulted from actions of but 20 per cent of the employees, whereas 26 per cent of the men had no accidents.

Although many industries have produced results, we must realize the necessity of giving attention upon employees responsible for high accident frequency. The industrial supervisor must feel his responsibility in accident prevention. He should realize this through proper training and education; he should study the hazards in connection with the work job coming under his supervision and take steps to see that necessary safeguards are set up.

In the study of the accident experience of a group of mechanical departments, it was found that 25 per cent of the employees were involved in 41 per cent of the accidents. In a group of textile companies, it was found that 32 per cent of the accidents involved 26 per cent of the employees. In a group of textile companies, it was found that 25 per cent of the employees were involved in 41 per cent of the accidents.

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BIG FESTIVAL STAGED BY EMPLOYEES

The St. Patrick's Festival, held at the Shrine Mosque, Springfield, Mo., on the night of March 17, and sponsored by the Prince Men's Club and Locals Nos. 1 and 2 of the Prince Association of Metal Workers and Car Department Employes, was one of the most successful events ever given in that city and attracted a crowd of approximately 4,000 people.

The success for the affair was borne entirely by the three organizations, and the merchandise of Springfield, members of the clubs and locals, their families and guests were bound free invitational to the party. The party was given as a gesture of friendship, and to further establish good will between the Prince employes and the merchants and guests of the festival and every business house in Springfield was visited by members of the clubs and locals, and as many tickets as were needed were offered, the tickets being merely a reminder of the date and time of the affair.

Although the weather man failed to cooperate, and the day and night brought rain, approximately 4,000 guests and members, their families and friends were on hand, and the crowd practically filled the big Shrine Mosque.

A short program was given preceding the dance, which consisted of the following numbers: exhibition drill by Modern Woodmen Team and Drum Corps; dancing number by Margaret Jones (a pupil of Anna Lucille Hare Burtel), daughter of E. B. Jones, machinist, North Side; blues songs by Gertha Belt, former of the Ziegfield show boat, and a special tap dancing number by Anneta O'Bryant and Mildred Head, pupils of Edwina Tiede and most accomplished dancers.

Following the dance, vocal and drill program, Cecil Johnson and his features, which constituted a ten-piece band, struck up the first air for the dance, and within a few moments the big dance oval was a teeming mass, and formed a most colorful picture as each guest had been furnished with a St. Patrick's hat of green.

During the intermission there were vocal and string instrument selections by Delbert Johnson and Jackson of the Prince Employes' Club of Newburg, Mo.

Soft drinks and ice cream were on hand for the guests, and at one side a bingo game, In charge of Hazel Clark and Marie Kild, of the Prince Girls' Club, drew its share of interested players. W. H. Gimson, of the north side roundhouse, called off the numbers for the bingo game, and Geo. Hoop, in high silk hat and formal attire was "barker" for the various events. Airplane balloons, with squawkers, added to the merriment.

(The above is a photo of the huge crowd which attended the St. Patrick's Festival of the Shrine Mosque, Springfield, Missouri.)
Nothing Can Hold Back the Dawn!

1932 will go down as the year of revelations. Most men and most businesses have proved false—some have proved to be just shells. We needed to know, and from now on we will know where to pin our faith. We won’t back anybody or on anything that crumpled under the test. On the other hand, we can stave our lives, and will, on those who held the cold steel unflinchingly. In the past we have judged too much by what a man had in the bank, and not enough by what he had on the ball. Recent months have brought forth new standards. False standards have been condemned and tossed aside. From now on we need make no more mistakes of appraisal. From the lowest to the highest, every man is tagged. Further deception or pretense is impossible—"Ye shall know the truth, and the truth shall make you free."

The following are commended for bravery in action:

Memphis, under Chief Dispatcher C. R. Calhoun. He was only on the job at Memphis about two weeks when he was transferred to the Northern division as dispatcher at Ft. Scott, Ark. He transferred to Dispatcher's Office, St. Louis, the following February, remaining until May, 1933, when he was promoted to assistant superintendent on the River division at Chaffee. Reduction of force last year found him at Hugo as trainmaster in July, 1933, where he remained until the office was abolished, February 28, 1933, from which date he was employed as assistant trainmaster at Fort Smith. He remained in that capacity until his recent appointment.

R. C. Mills, general agent at Oklahoma City, was abolished, February 15, 1932, due to his having reached the age limit. He began his service in the business with the Santa Fe at Erie, Kan., in 1888, and in five years he was agent at Pittsburg, Kan. That same year the Santa Fe purchased the Frisco and Mills was made Frisco agent at Wichita City, Kan. The two companies soon separated, but Mr. Mills remained with Frisco Lines. He opened the station at Oklahoma City in 1910, and went to St. Louis as agent in 1914 and to Oklahoma City in 1916.

The Chicago Daily News still believes in the eternal verities—that honest effort still wins its reward, that the never-ending cycle of night into day still persists—and that NOTHING CAN HOLD BACK THE DAWN.

BOWLERS GIVE BRIDGE

The Frisco Girls' Bowling League, which is in its sixth successive year, entertained members and their friends with a card and bunco party on Friday evening, November 24th, at the Hotel Oklahoma. It was the most important social event of the season, and included the Frisco Girls' Bowling League, the latter donated by members of the league, constituting the refreshments.

Miss Ella Eckelkamp, president of the bowling league, was assisted by Misses Mary Crane and Lil Kulage. The prizes were two beautiful decks of playing cards, six dollars in house-made cakes, the latter donated by members of the league, constituting the refreshments.

Mona Eldred, president of the bowling league, was assisted by Misses Agnes Whagler, chairman; Margaret Cowan, Genevieve Proost, Carmel Kocian, Mary Crane and Lil Kulage. This bowling season is a model of good fellowship and good sportsmanship, and its members are already looking forward to the banquet which will be held early in May and is the glorious ending of the season.

Have you secured your carboard or freight today?
FUEL PERFORMANCE RECORDS

Owing to shortness of space, no detailed fuel performances were recorded in the last issue of the magazine, but here they are. The first three of the most recent ones are shown below:

Necessarily, there are good performances being made every day, and all of them cannot be published in this magazine, but such performances as these are simply a reflection of the close cooperation and interest necessary if we are to continue to hold our own in the fuel performance race that should be.

FUEL PERFORMANCES

Engineer Gehres, Engineer Hatert, train No. 444, engineer No. 1393, ended at Tulsa; February 26. Engine out of shop at West Tulsa shops, handled 1,281 tons; ended at Pawnee, 1,281 tons; Pawnee to Tulsa, 16 tons over the weight; weight very cold. Used 1,224 gallons fuel oil; 247,000 G. T. M. Performance, 7 gallons per 1,000 G. T. M.

Robert Irwin, Engineer Themes, Conductor Miller, train No. 352, engine No. 7008, February 24, Magnolia to Pensacola. Time on road 13 hours 45 minutes; handled 87,800 G. T. M.; used 30 tons coal. Performance 297.6 tons per 1,000 G. T. M. Used a consumption high, but there was some advantage to be done at practically all stations. Fuel Inspector Reed advised exceptionally good handling on the part of both the engine and train crew.

Engineer Grav, Engineer McMalums, Conductor Hall, train No. 5, 5:52, January 21, 1934. M. T. M. Helper service, engine No. 1310, January 20, Newburg to Lindenwood; handled 284,748 G. T. M.; consumed 10 tons coal. Performance 5,570.7 pounds per 1,000 G. T. M. Time on duty 6 hours, 15 minutes.

Engineer Rassbach, Engineer Tucker, train No. 9, engine No. 1550, February 6, Springfield to Tulsa, 12 cars, Springfield to Monett, 8 cars Monett to Tulsa. Used 765 gallons oil. Springfield to Springfield; 405 gallons. Total 1,162 cars miles. Performance .66 gallon per passenger car mile.

Engineer Alchen, Engineer Baken, Conductor Stockley, train No. 433, engine No. 6024, January 13, Yale to Chaffee. Handled 563,768 G. T. M. Used 18 tons coal. Performance 41.1 pounds per 1,000 G. T. M.


Engineer Wagner, Engineer Moon, train No. 36, Springfield to Newburg, January 27, engine No. 1253, first trip of shop; 4 hours and 26 minutes on road, handled 280,974 G. T. M. Used 1,708 pounds of oil. Performance 63.8 gallons per passenger car mile.

Engineer J. G. Qulin, Engineer Fyl- rose, Conductor P. M. Couch, train extra No. 7006, Brawood to Ft. Worth, January 15; handled 134,971 G. T. M. Used 1,344 gallons of oil. Performance 10.5 gallons per 1,000 G. T. M. This is an excellent performance for territory south of Ft. Worth.

Engineer M. T. Smith, Engineer G. T. Allison, train No. 32, engine No. 1315, January 19, Newburg to Lindenwood; handled 283,314 G. T. M. Used 22 tons of coal. Performance 102.6 pounds per 1,000 G. T. M. Used a consumption high, but there was some advantage to be done at practically all stations. Fuel Inspector Reed advised exceptionally good handling on the part of both the engine and train crew.


Engineer Fowlow, Engineer Scher- arnold, Arnold, train No. 1, engine No. 1319, January 15, Springfield to Springfield; handled 1,120 passenger car miles. Performance 51 gallon per passenger car mile.


Engineer Strader, Engineer Craw- ford, train No. 131, engine No. 4100, February 5, Yale to Anorrry; 1 hour and 56 minutes on the road. Handled 148,957 G. T. M. Consumed 74 tons of coal. Performance 97 pounds per 1,000 G. T. M.

Engineer John Dogggall, pyreman, Henry, train No. 131, engine No. 4215, Yale to Anorrry, February 16. Handled 238,149 G. T. M. Consumed 128 tons of coal. Performance 84 pounds per 1,000 G. T. M.

J. L. McCormack, secretary of the Frisco Veterans’ Association, advises that many inquiries have come to him, regarding the holding of a reunion of Frisco veterans during the summer of 1933. Last year a vote was taken as to the advisability of holding a reunion this year. The vote showed conditions were such that it was not possible to call the veterans together.

During the last several weeks, Mr. McCormack has been busy working over some of the details of the association, asking for a vote on the question of whether a meeting should be held this year. Engineers will have an opportunity to express their opinions. Mr. McCormack urges that the questionnaires be answered and returned immediately after receipt, so that, in case a reunion is to be held, immediately plans may be made for events on the program.

Samuel Cook, president of the Old Timers’ Club, advises that that organization had a meeting last year, regardless of whether or not the Frisco veterans’ reunion is held, and motion on that meeting will be sent to all members.
MERITORIOUS SERVICE

CENTRAL DIVISION
January 5—Conductor E. L. Mat-
ham and G. O. Neud, brakeman, on Ex-
press 618 north, handled by D. H. Land-
on, left of cool into P. O. Smith. Through
their inspection and observance of the
traffic, they discovered this car had broken a lamp, with result that one
was given necessary attention before
being permitted to go forward. Their
records were credited with five merit
marks.

February 7—Gus O. Neilson, engi-
neer on train 741, stopped at Payne-
ston Junction, where freight were prepared
to cut and install piece of glass in engine car window, which had been broken by falling freight in freight
bunker. He objected to installing the
glass because of cutting too much
then, and instead asked the force to
not put a piece of car covering over the
window to minimize the delay and per-
rise him to go on to Detroit on time.

February 7—Thames and connect-
ance boys at Ft. Smith yard of-
lore were frozen due to cold weather,
and Robert Burchfield, switchman,
Fred Dudd, crossing flagman, and W. L.
Martin, seaman. Interested them-
sew in securing the necessary ma-
terials from the store department and
required connections which were
hastened. For their interest and ac-
tion in the matter, the record of each
man was credited with five merit
marks.

RIVER DIVISION

February 25—Albert Bailey, brak-
eman, in looking after train 182, on Fe-
bruary 9, at Hopi, found a broken
fence. Same was repaired before the
image was done, and his rec-
ord was credited with five merit
marks.

SOUTHWESTERN DIVISION

February 24—V. H. Langdon, brake-
man, Oklahoma City, found broken
fence before image was done, and his re-
cord was credited with five merit
marks.

February 24—Henry Pickard, pass-
er at Warwich, Okla., while standing
on the right-of-way when No. 632 went
by, noticed a broken, worn bar on a
tank car. He immediately flagged
train and advised the crew of the
trouble, so that repairs were made.
His personal record was credited with
five merit marks.

B. G. CAMELLE ADDRESSES
A. E. A. DUST

(Coupled from Page 4)

with the importance of our employes
using gasoline more in their work.
Second, we have noticed that
causally by falling material,
result of workmen not handling
or placing material properly, and,
and in some instances, caused by unwar-
dness, lack of moxal and physical
co-operation, inability to act
quick enough to get their feet out of
the way.

Third, we have noticed
in many cases caused by employes strik-
ing their fingers, in some cases ma-
terial falling and catching them, due
largely to carelessness and awkwar-
dness.

We have had a number of injuries
caused by employes slipping and
stumbling, resulting in falls, which,
in some cases, were due to a lack
of carelessness on the part of the work-
er, and in some cases due to poor house-
keeping—material having been al-
lowed to lie around around, where
the men would step on it or
stumble over it.

We have also had several accidents
resulting in broken record from
result of explosion of fuel oil, caused
by the use of lighted torches in
employing various tenderers with fuel oil.
Flashlight or electric lights only
should be used in the handling of oil
of any kind, as gasoline vapor from the
oil is liable to cause an explosion.

In conclusion, I wish to stress the
necessity of the supervisor being
whollyheartedly "safety-minded", pos-
sessing a full knowledge of hazards
in connection with his work and with
some observation of conditions and
practices in the shop and with his
force. Also, the necessity of training
each individual to think safely and
work safely.

BROTHELDOM ELECTS
OFFICERS

H. E. Gray, of Springfield, Mo.,
former Police engineer on the Willow
Branch sub of the Southern division,
was elected chairman of the System
board of the Brotheldom of Locomotive Engineers, at a recent
meeting of that body, attending
John W. Bowser, who went back as
engineer on the Eastern division.

Other official elected officer are:
A. E. Hood, of Hugo, Okla., secretary
and treasurer, and L. Stevens, Bren-
ham, Ala., vice-chairman.

AGENCY CHANGES

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

Carl T. Harvel, Farmington, Ark.,
February 14; Priscilla C. Norris, Chester,
Ark., February 15; George R. Edman, bonsley, Mo., February 16;
David B. McGlin, Jennings, Okla.,
February 16; Robert D. Richay, Troy,
Okla., February 17; Paul L. Moore,
Webber Groves, Mo., February 17;
Charles P. Swan, Pampa, Ariz.,
February 23; Enny E. Smith, Murray,
Mo., February 23; James O. Byun,
Neaqua, Mo., February 25; Hugh D.
Baylor, Oklahoma City, March 1; Ed-
ward P. Carter, Springs, Mo., March
1; Leo D. |epparko, Enid,
Mo., March 2; Elmer L. Monroe,
Sparks, Mo., March 3; Fred O. Lofrant,
Rondo, Mo., March 3; Fred G. Bye,
Muir Creek, Okla., March 5; Walker J.
Castor, Garfield, Ark., March 6; Wil-
son L. Fieser, Durham, Ark., March
6; Henry J. Duvery, Kinston, Okla.,
March 7.

The following were installed tem-
porary agents at the stations which
follow their names:

Hugh E. Cole, Logen, Okla., Feb-
uary 15; June D. Sherin, Anoka,
Okla., February 15; Parro D. Smith,
Okeech Ob., Okla., February 24; George E.
Mill, Kewanee, Mo., February 21;
G. R. Roben, Roland, Mo., February
21; Thomas K. Girt, Reeds, Mo., Feb-
uary 24; Victor A. Defoor, McNabb,
Ark., February 25; Homer J. Hench-
land, Tidal, Okla., February 24; Carl
Davidson, Rindig, Okla., March 1;
Frank D. Schofield, Stanford, Kansas,
March 1.

CASUALTIES SHOW INCREASE

The statistics for the month were
larger the February, 1913, compar-
ison in all casualties of 5.2 per
cent, for the month and 1.5 per cent
for the period.

In general, casualties for the
month were increased to the transporta-
tion and mechanical injuries, with
3.4 per cent increase shown for all
employes for the month, al-
though the period shows a decrease of
1.8 per cent for the period. Casu-
ality is now the highest 44.5 4 per
cent for the period.

These percentages include all per-
sonal injuries sustained, those re-
portable and those not reportable to
the Interstate Commerce Commission.
NEWS of the FRISCO CLUBS

Lebanon, Mo.

While members of the Frisco Employes' Club of Lebanon, Mo., have been active in the solicitation of business for Frisco Lines, they have not had a meeting for some time, but on February 15 a meeting of the members was called, with the largest attendance since the club was organized. There were thirty-six voices and members from as far west as St. Louis, and east to St. Paul.

T. O. Hart, president, was in charge of the affair, and the members appointed several new officers, feeling that more complete representation in the club would add interest and enthusiasm to the activities. Accordingly the following men were named vice-presidents: W. H. Lee, agent, Philadelphia; C. J. Barsett, sales, Memphis; W. F. Bryant, section foreman, Northfield, Mo.; Walter Blanko, section foreman, Safford, Ariz.; John F. agent, Houma; Thomas Purner, track department, Lebanon, Mo.; and H. B. Poston, agent Conway.

The president and vice-president, T. G. Hart and J. Daniel, respectively, addressed the members and guests, asking that each one do his or her best to secure new business for Frisco Lines and to take an interest in all activities of the club.

Suggestions were offered by those present and an interesting discussion of the railroad problems followed. It is planned to hold regular meetings of the club, and the officers elected were: J. H. Hennessey, clerk, superintendent of terminals, secretary; H. B. George, Switchman, president; J. L. Purdy, machinist, vice-president; Mrs. Nellie McGuire, secretary to superintendent of terminals, secretary; H. D. Warren, electrician, treasurer. The hee of government is comprised of the following: J. H. Johnson, clerk, treasurer; J. W. Basko, machinist, and N. H. Beck, bookkeeper.

The election was followed by a dance, and the members secured about two hundred couples present, among them many prominent shippers and employes of other railroads. Music was furnished by Coleman Bache and his eight-piece orchestra.

Clinton, Mo.

Nine members of the Frisco Employes' Club of Clinton, Mo., met on February 16th, at 8:00 p.m., to discuss business of interest to the Frisco Railroad.

Communications from various offices of the road were read and discussed, and business received from the poultry and dairy establishments and chicken hatcheries was discussed in detail.

Another matter which was brought up was the rates to eastern points. Employes were given the names of towns Lines which have failed to receive permits, and employes were asked to see that they did not attempt to violate the law by operating on the highways without such permit.

The meeting was adjourned at 9:30 p.m., and members will meet again on the third Sunday of March. Visitors from points on the system are invited to meet with them.

St. Louis, Mo.

(Colored Club, St. Louis Terminals)

Members of the St. Louis Terminals Club (Colored Employes) met at the Tower Queen Club Rooms on February 19 at 7:30 p.m. The weather was exceptionally bad and the attendance was not up to par. John Daniel, president of the St. Louis Terminals Club, addressed the members, leaving with them some splendid ideas on the solicitation of Freight and Traffic for Frisco Lines.

Jacob Rollins, treasurer of the colored club, also made an interesting address, which was followed by an address by Thomas Henry, president of the club.

The club wishes to commend Thos. M. McGuire for his solicitation efforts, when he secured an LCL order for household goods, via Frisco, from St. Louis to Birmingham, Ala., thence to Hattiesburg, Miss., via the P. & W. Railroad. This LCL movement brought $58.31 revenue to Frisco Lines.

Members of this club are continually on the lookout for Freight and passenger business for the Frisco, and have secured some splendid business from this received during the past year.

Neodesha, Kans.

Only a small number of employes were present, at the February 14 meeting of the Frisco Employes' Club of Neodesha, Kans. Unfortunately the date of the meeting conflicted with an affair given by the Wichita Club. C. E. Underwood, division freight and passenger agent, of Wichita, Kans., was a visitor at the meeting and made the principal address.

Mr. Underwood reported to the club in detail, a number of conditions which would work via Frisco Lines in the future, and advised that Frisco Lines had been promised a large amount of both the carload and LCL business. He offered his services to members of the club in solving their solicitation affairs.

C. C. Miller, agent at Neodesha, reported that up to February 14, Frisco Lines had received 5,000 pounds of LCL Freight, 150 cars of commercial and 24 cars of company oil, and five other commercial loads.

The following business tips were reported: Oliver Jones, mechanical department, reported future shipments of coffee from St. Louis to a grocery firm in Neodesha; O. C. Miller and H. F. Lee reported two LCL shipments.

It was decided that the next meeting would be in the nature of a central club luncheon, to be held in March, and members of the Neodesha Club extended a hearty invitation to all visitors and members of other clubs on the system, to visit the Neodesha Club.

Springfield Girls' Club

"Shall we come" round the moun-
tains on the Frisco?" asked the Frisco Dining House, Springfield, Mo., where the rumble of passing Frisco trains interrupted the chanting of the song "eighty-four" mem-
ers of the Frisco Girls' Club of Springfield celebrated with a George Washington's banquet on Monday even-
ing, February 25. B. Scott Hoffman, president, presided at the meeting.

George C. Moen, Frisco employ, and a member of the Springfield Men's Club, clad in a printed dress and cloak, self socks, spats, a woolen scarf, a flaxen-haired high felt hat, long gloves, and pale red stockings, and carrying a plainer decorated parallel, entertained everyone and said that "she'll be coming" round the
mountains on the Prinzip. He also presen-
ted several statistics, and was ac-
panied by Howard Palmer, who a member of the Men's Club, who di-
icted this attempt between his guitar and dfiicuteness maintaining a straight musicto.

Kena Stevenson, of J. H. Duggrell's office, Springfield, presented several Hullah ants, stating:

'They green trees covered with red handkerchiefs, strung across the long table used for the guests. Can-
ny clerks were used to keep cocked hats and red baskets which worked each place. Miniature hips with tiny haircuts thronged to them, further car-
ried out the George Washington motif. The menu and other table ap-
pointments were in a patriotic color scheme.

'The Mission Biscuit, Alla Hicks and Dorothy Hyde formed the committee in charge of arrangements, and, fol-
lowing the meeting, a pitcher of the girls formed a fine party at a down-
town theare.

Sherman, Texas

Although the weather man hindered, rather than helped on the night of February 27, one hundred and fifty members of the Frisco Employees' Club and guests braved a snowstorm of rain to attend the monthly meeting, held at the Chamber of Commerce ball. President V. M. Montgomery and W. A. Morgan presided.

Judge Frank C. Dillard was the honor guest speaker of the evening. He was introduced by Frank M. Thompson, secretary of the Transportation Committee of the United States Chamber of Commerce. Judge Dillard addressed the gathering on the work of his committee in investigating railroad matters and stated that after several months' ex-
ploration, this committee made recommendations to the parent body as to its policies on transportation mat-
ters generally. He brought out clearly that their investigation showed the plight of the railways was mostly due to unfair competi-
tion of unregulated transportation agencies, and his body recommended that all transportation agencies be placed under the same regulatory bodies, which would eliminate much of this trouble.

Judge Dillard stated that the rail-
ways may be designated as the ar-
ineries of trade and commerce and that we are living in an age of great lakes, three-quarters of all traf-
fic of the United States is borne by

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honor guest of the evening.

American Institute of Banking
Chicago, Ill., June 18
U. S. Junior Chamber of Commerce
St. Paul, Minn., June 26
Kiwanis International
Los Angeles, June 28-29
National Education Assn.
Chicago, Ill., July 1-7
National Federation of Women's Clubs
Chicago, Ill., July 9-15
International Walther League
Chicago, Ill., July 16-20
Lions Clubs International
St. Louis, Mo. June 3-15
Civitan International
Nashville, Tenn, July 11-15
B. P. O. E. (Elks) Grand Lodge
Milwaukee, Wis., July, 2nd Week
American Association of Bronson Clubs
Denver, Colorado, Aug. 1-5
Knights of Columbus (D. O. K. K.)
Denver, Colorado, Aug. 2-6
Veterans of Foreign Wars
Milwaukee, Wis., September
United Spanish War Vets.
Los Angeles, Calif., September
Knights of Pythias
Springfield, Ill., Sept. 16-20
American Legion
Chicago, Ill., Oct. 6-9
Am. Assn. Railroad Ticket Agents
San Antonio, Texas, Oct., 9-12
P. E. O. Sisterhood
Kansas City, Mo., Oct. 1-7
American Petroleum Institute
Chicago, Ill., Oct. 24-26

1933—Important Conventions—1933

Below is a list of important conventions which will be held during 1933.

The traffic department will welcome any information that might be of ser-
vice in securing travel to these meetings. Any communication should be ad-
dressed to J. W. Newport, general passenger agent, St.

Am. Harqueboats Mfrs. Association
Memphis, Tenn., Apr., 34
Natl. Athletic Conference, American
College Women
Austin, Tex., Apr. 30
Associated Traffic Clubs of Am.
Peoria, Ill., Spring
Presbyterian Church of U. S.
General Assembly
Columbus, Ohio, May 24-28
Am. Wholesale Grocers Association
Memphis, Tenn., May 5-11
Metropolitan Life Ins. Co.
New York, N. Y., May 4-8
Southern Baptist Convention
Washington, D. C. May 16-18
American Petroleum Institute
Tulsa, Okla., May 17-19
General Federation Women's Clubs
Richmond, Va., May 22-25
Rotary International
Boston, Mass., June 24-28
National Federation Music Clubs
Minneapolis, Minn. June 26-28
M. O. V. P. E. R. (Grotto)
Chicago, Ill., June 27-29
National Voluntary Credit Assn
Memphis, Tenn., June 29-30
Young Democrats
Kansas City, Mo., June 15-17
American Institute of Banking
Chicago, Ill., June 18
U. S. Junior Chamber of Commerce
St. Paul, Minn., June 26
Kiwanis International
Los Angeles, June 28-29
National Education Assn.
Chicago, Ill., July 1-7
Knights Templar, Grand Encampment
San Francisco, Cal., July 8-12
Shrine (A. A. O. N. M. B.)
Atlantic City, July 11-15
National Federation of Business and
Professional Women's Clubs
Chicago, Ill., July 9-15
International Walther League
Chicago, Ill., July 16-20
Lions Clubs International
St. Louis, Mo. June 15-14
Civitan International
Nashville, Tenn, July 11-15
B. P. O. E. (Elks) Grand Lodge
Milwaukee, Wis., July, 2nd Week
American Association of Bronson Clubs
Denver, Colorado, Aug. 1-5
Knights of Columbus (D. O. K. K.)
Denver, Colorado, Aug. 2-6
Veterans of Foreign Wars
Milwaukee, Wis., September
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Los Angeles, Calif., September
Knights of Pythias
Springfield, Ill., Sept. 16-20
American Legion
Chicago, Ill., Oct. 6-9
Am. Assn. Railroad Ticket Agents
San Antonio, Texas, Oct., 9-12
P. E. O. Sisterhood
Kansas City, Mo., Oct. 1-7
American Petroleum Institute
Chicago, Ill., Oct. 24-26

Among the twelve points recom-
mended by judge Dillard's committee
were: The accumulation of a re-
serve for the railways, so as to tide
them over the roughs such as we are
having now. The reserve must not be
obtained at this time, but can be ac-
cumulated in prosperity times, and
it was recommended that these re-
serves be put, not in new equipment,
but in good municipal or government
bonds. A second recommendation, and one made by the transportation
committee in 1920, and under the
transportation act, and adopted by
the railways. Their plight is of im-
portance to everyone. He stated that
both the public and the railways
needed relief; that the insurance pol-
icies of the men and women of the
country are depending on the wel-
fare of the life insurance companies
and the railways. Judge Dillard said
he would not recommend the abol-
ishment of the I. C. C., but that he did
not feel that the Commission has now
arrived at a point where it endeavors to
endorse too many plans that should be
left to the management of the
railways themselves.
Party Handled to Inaugural Ceremonies

The group of men and women, pictured above, traveled to Washington, D.C., from Oklahoma City, Okla., for the inaugural ceremonies. In four special Pullman cars an 820-mile trip took place. The day began at 4:30 a.m. and ended at 9:30 p.m.

Mrs. Frank Bate, assistant secretary, and Mrs. J. A. Morgan, assistant secretary, of the Blacksite, division engineer, and C. H. Biddle, assistant, director of accident prevention.

Following the election of officers, Mr. Miller explained that the meeting would continue with the election of directors and officers.

Mr. Miller, former president of the Blacksite, said that he was not in a position to make a statement about the future of the club, but he expressed his hope that it would continue to grow.

Following the meeting, a special committee was appointed to make arrangements for the next meeting.

Mr. Miller suggested that the committee should consider organizing a picnic for the members, and that the club should also consider organizing an annual outing.

Mr. Miller pointed out that the club had made significant progress in the past year, and he expressed his confidence that the club would continue to grow in the future.

Mr. Miller concluded his remarks by thanking the members for their support and participation in the club's activities.

Following the meeting, the members adjourned to a special banquet of the club, which was attended by a large number of guests.

Mr. Miller suggested that the banquet be repeated at a later date, and that the club should consider organizing an annual banquet for the members.

Mr. Miller also expressed his hope that the club would continue to grow in the future, and that the members would continue to support and participate in the club's activities.

Mr. Miller concluded his remarks by thanking the members for their support and participation in the club's activities.
Lunchenfeld, from the Wurlitzer School of Music, presented several vocal selections.

The meeting was considered one of the best ever held by members of the club, and the support of members of this club in kicking the habit was very much appreciated.

The questions of securing additional business during the year, and of re-orienting their activities so that they might redouble their efforts, were discussed. The meeting adjourned at 9:00 p.m.

There were twenty members and guests present at the meeting of the Frisco Employes' Club of Newburg, Mo., held on the night of March 8. Cecil Scot, president, was in charge, and M. M. Simon was the honor guest.

A fine spirit of cooperation was brought to light, as between the employees, the Frisco Railroad and the merchants of Newburg. There has been no lack in Newburg for more than a year, and now none in the county. Frisco employees of Newburg had pledged their support of the Newburg merchants and asked that they use Frisco service in shipping and receiving their products. With the present condition of the banking world, the merchants were at a loss as to how to reimburse these merchants for food supplies and commodities purchased, whereupon Mr. Lewis, agent at Newburg, called L. W. Williams, manager at St. Louis, to attend a meeting of the employees at Newburg, and he was pleased to have the employees at the meeting.

On the other hand, the employees are deeply appreciative of the business received and feel that a most friendly understanding has been developed, and in a crisis showed a splendid spirit of cooperation and fine feeling, which will continue and grow.

Joplin, Mo.

Sixty members of the Frisco Employes' Club of Joplin, Mo., members of the Ladies' Auxiliary, and guests of both clubs attended a joint get-together on Friday evening, March 9th, at the Tenth Street Freight Station. Each member had pledged their support of the merchants and asked that they use Frisco service in shipping and receiving their products. They felt that there were no lack for business for more than a year, and now none in the county. Frisco employees of Joplin had pledged their support of the newburg merchants and asked that they use Frisco service in shipping and receiving their products. They felt that there were no lack for business for more than a year, and now none in the county. Frisco employees of Joplin had pledged their support of the Newburg merchants and asked that they use Frisco service in shipping and receiving their products.

Joplin, Mo.
April, 1933

Neodesha, Kansas

Approximately two hundred mem-
bers of the Frisco Symphonies' Club of
Neodesha, Kansas, their husbands and
friends attended, a supper and party
in the B of L. Hall, Neodesha, Kansas,
and an entertainment to which many
important guests invited. E. P. Olson,
newly appointed assistant superintendent;
J. A. Underwood, division freight and
passenger agent; white and Mr. and
Mrs. C. W. Weniger, Ithaca, wife of
Wichita; George Taffe, agent, Wichita;
G. J. Washington, secretary of the
St. Louis Terminal Club; and C. K.
Simms, assistant superintendent, were
invited and contributed their share to the
treasury, as did Mr. Moran.

New officers of both the Men's Club
and the Ladies' Auxiliary were intro-
duced by President Landrum, and in
closing the meeting Mr. Landrum ad-
vised the members that a joint picnic
would be held April 6th.

The meeting was adjourned at a late
hour, and all expressed themselves
as having had a most enjoyable

1. The Frisco Ladies' Club
Tulsa, Ohio.

Forty-eight members and guests of
the St. Louis Terminal Club met in
the club room at the Tower Grove
Station, on March 6, for their monthly
meeting. President John Eades gave an
excellent report on business secured,
and gave special mention to John
Saar, head truck man at the Linden-
wood shops.

Good attendance at the meeting included
Mrs. C. Moore, of the Magazine
staff, and W. L. Heath, retired con-
ductor. Both Miss Moore and Mr.
Heath presented some facts and fig-
ures as the result of their inspection of
the shops, and offered some suggestions as
to location on the part of the
members.

After a pop talk by the president,
the meeting was closed at 10:15 p.m.

Elmendorf, division freight agent
and passenger were called upon to
address the meeting, and spoke of
the interest being shown by members
of the club in their solicitation efforts,
and offered his full cooperation in
every way toward furthering Frisco
interests.

President Landrum referred to per-
centage figures given previously as to
the standing of the department with
donations to the club fund on mem-
bership cards, and C. E. Rimly,
assistant superintendent, when called
upon to address the club, made use of
Mr. Landrum's talk and contributed
$1.00 to the club's treasury. Perry
Topping, division engineer, when
called upon for an address, also in-
sisted on contributing his share to the
treasury, as did Mr. Moran.

New officers of both the Men's Club
and the Ladies' Auxiliary were intro-
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hour, and all expressed themselves
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evening.
Six Frisco Lines veteran employees, with combined service of 109 years and 8 months, were retired and placed on the Pension Roll at a meeting of the Board of Pension, held February 18, 1933, at the St. Louis General Office.

JAMES BENJON SOWARD

JAMES BENTON SOWARD, section foreman, Western division, was retired from active service January 31, 1933, due to his having reached the age limit. He was born January 21, 1863, at Danville, Ill., and educated in the schools near his home. He entered the employ of Frisco Lines as a section laborer at Latham, Kan., February 22, 1888, and was promoted to the position of section foreman on March 1, 1910, and sent to Winfield, Kan. He served at the following points: Plural, Kan., Latham, Kan., and Halie City, Okla. He later served as fire guard on the Frisco’s Western division, with headquarters at Hold, Okla., until his retirement. On December 13, 1886, he married Jennie Smith, of Leon, Kan., and to them were born three daughters and one son. Mrs. Soward died and Mr. Soward married Mrs. A. J. Boyle of Latham, Kan. They reside at Eagle City, Okla. Continuous service of 44 years and 11 months entitles him to a pension allowance of $17.25 a month, effective from February 1, 1933.

JAMES HENRY LIVINGSTON

JAMES HENRY LIVINGSTON, operator, Mountain Grove, Mo., was retired from active service December 17, 1932, due to total disability. He was 64 years of age, born August 9, 1869, at Davenport, Iowa, and received his education in the schools near his home. He served various railroads in Kansas and Kansas before coming with Frisco Lines on February 10, 1886, as an operator and clerk at Willow Springs, Mo. He worked on the Frisco’s Northern, Ouachita and Eastern divisions as agent and operator. He was one of the services from the uplay of 1880 to November, 1920. On October 6, 1922, he made his last trip as a railroad agent. This position was abolished on April 2, 1922, and he took the position of agent at Norwood, Mo. He later was made operator at Mountain Grove, Mo., where he remained until his retirement. He married Matild Clara Bentley, of Seymour, Mo., and to them were born seven children. Lawrence, a son, is local surgeon for the Frisco at Mountain Grove, Mo. The photos above are of the veterans photographed during the month of February. Reading from left to right (top row): G. W. Perry, J. B. Soward, Chas. A. McCune and W. H. Birdnow. (Bottom row): J. H. Livingston and Elmer Ellsworth Carriker.

Mountain Grove, Mo. Mr. and Mrs. Livingston reside at Mountain Grove, Mo. Continuous service of 42 years and one month entitles him to a pension allowance of $96.15 a month, effective from February 1, 1933.

ELMER ELLSWORTH CARRIKER

ELMER ELLSWORTH CARRIKER, crossing watchman, Memphis, Tenn., was retired from active service January 31, 1933, due to his having reached the age limit. He was born January 13, 1867, at Irving, Ill., and after having served the Texas & Pacific, M. & T. & K. C. & S. Railways, he came with Frisco Lines as a watchman out of Sneed, Mo., on September 24, 1908. He served as switchman and crossing watchman at various points on line, ending his service at Memphis, Tenn. On July 25, 1888, he married Elizabeth L. Green of Greensville, and to them were born two daughters and two sons. Mr. and Mrs. Carriker reside at Memphis, Tenn. Continuous service of 26 years and four months entitles him to a pension allowance of $24.45 a month, effective from February 1, 1933.

C. A. McCUNE

CHARLES A. McCUNE, train dispatcher, Ft. Smith, Ark., was retired from active service January 31, 1933, due to his having reached the age limit. He was born January 23, 1861, near Gettysburg, Ohio, and was educated in the schools near his home. He worked for the Illinois Central, C&NW, Santa Fe, Northern Pacific and Union Pacific, as operator and dispatcher, previous to coming with Frisco Lines. He entered the employ of the Frisco on March 1, 1901, as a dispatcher at Ft. Smith, Ark., where he remained during his entire service, with the exception of one year and six months, when he served in the capacity of dispatcher at Hugo, Okla. On August 3, 1927, he married Mary Evelyn Jacobs of McGregor, Iowa, and to them were born five sons and one daughter. Mr. and Mrs. McCune reside in Ft. Smith, Ark. Continuous service of 26 years and 11 months entitles him to a pension allowance of $22.00 a month, effective from February 1, 1933.

GEORGE WASHINGTON PETRY

GEORGE WASHINGTON PETRY, brakeman, Eastern division, was retired from active service December 7, 1932, due to total disability. He was 67 years of age, born May 7,
ARCHIRAL TENNESSE BLYTHE
ARCHIRAL TENNESSE BLYTHE,
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DAVIS H. BASKETT
DAVIS H. BASKETT, agent at Racine, Mo., died at his home in Racine on February 21, 1933. He was born near Baskett, Ky., February 24, 1867, and came with the Frisco Lines at the age of 23 as a track laborer in the Kansas City Yards, and remained in the employ of the Frisco until his death, March 31, 1930. His pension allowance was $32.80 a month, and during his lifetime he was paid a total of $1,182.00.

CHARLES GASTON VANCE
CHARLES GASTON VANCE, pensioned engineer, was retired from active service August 14, 1914. He died at his home in Fayetteville, Ark. on February 25, 1935. He was born December 22, 1842, in Tanya County, N. C., and entered Frisco service as a wiper at Ponca City in 1864, being promoted to locomotive engineer on that division, where he worked until retired. His pension allowance was $216.00 a month and during his lifetime he was paid a total of $7,460.00.

ROBERT WILLIS BROWN
ROBERT WILLIS BROWN, section foreman, Central division, was retired from active service November 30, 1931, due to total disability and died at his home in Grant, Okla., March 12, 1932. He began his service with Frisco Lines as a section laborer at Powderville, Tex., March 3, 1915, and worked on several divisions with a break in his service due to resignation. His service totaled 22 years and 2 months. His pension allowance was $216.00 a month and during his lifetime he was paid a total of $7,460.00.

PATRICK JOSEPH WOLFE
PATRICK JOSEPH WOLFE, pensioned lamp tender died at his home in Kansas City, Mo., on February 15. He was born in Limerick County, Ireland, March 16, 1860, and was educated in Ireland, and entered the service of Frisco Lines at the age of 23 as a track laborer in the Kansas City Yards, and remained in the employ of the Frisco until his retirement, March 21, 1933. His pension allowance was $220.00 a month, and during his lifetime he was paid a total of $11,130.00.

APPRECIATION
Appreciation is being tendered the railroad companies of the country for their cooperation and handling of currency and checks during the bank holiday. They kept the foodstuffs, perishables moving and saw that deliveries were made. Our own Frisco Railroad accepted checks from responsible patrons, cashed expense checks of employes, and in many instances furnished the local banks with currency for cashing payrolls.

The office of L. O. Wilson, controller, was a busy place during the bank holiday, and he is congratulated for the methods which he used to keep the situation well in hand, accommodate patrons, and keep the business moving as usual.
**SILIGHTLY MIXED**
I knew hundreds and hundreds of girls.
But the dunkest is Lilian Dare.
She thinks the Eternal Triangle is something that babies wear.

**FORECAST**
Judge: "I'll let you off with a fine, today, but another day I'll send you to jail."
Driver: "Just what I predicted."
Judge: "What do you mean?"
Driver: "Fine today—color tomorrow."

**Misplaced Words**
A young doctor, trying to be a little saucy while addressing a mother's meeting said: "In all the world there's nothing so sweet as the smile on the face of an upturned child."

**NOT CATCHING**
He: "How about a little kiss?"
She: "Nothing doing. I have scruples."
He: "I should worry, I've been vaccinated."

**A HOLIDAY**
A negro steetkeeper shows better business than some folks we know. He recently hung up a sign in his store which read: "Knit and needle business till I git my naps in."

**OF AGAIN**
Fond Mother: "And has my little boy been as good as gold all day?"
Big Sister: "No, he went off the gold standard about 4:00 p.m."

**SHE AND HE**
She: "I'm telling you for the last time—you CAN'T kiss me."
He: "I knew you would weaken."

FOR ALL PURPOSES
Mrs. Finlonek's husband had committed adultery by hanging himself from a large attic. Mrs. McManus, who lived next door, decided that she would call and express her sympathy and offer to help. But not yet. Mr. McManus advised her, "You're always saying the wrong thing. Oh, I'll talk about nothing but the wife," Mrs. McManus said. And so she went. "If you want to get it, Mrs. Finlonek," she said.
"Yes, and I'm glad for it can hang my clothes yet," said Mrs. McManus.
"You should be worrying about the weather," replied Mrs. McManus.
"You, with such a nice attic to hang things in!"

**IN SCHOOL**
Teacher: "Who comes after O?"
Student: "Yeah."

Cost of Piping
The colored preacher was talking to his congregation about free salvation.
Finally he asked brother Smith to take up the collection. At this point an old darky got to his feet and said: "Pardon, I thought you said that salvation was free—free as the water we drink!"
"Salvation is free, brother," replied the preacher. "It's free and water is free, but when we pipe it to you, you have to pay for the piping."

**OFF ON GARROTS**
"You got fooled on this diamond ring."
"I guess not. I know my onions."
"Maybe so, but not your caratals."

**VERY RARE**
Antique Dealer: "I have here a very rare revolver. It dates from the time of the Romans."
Customer: "Why the Romans didn't use revolvers."
Dealer: "That's what makes it so rare."

**STILL RIGHT**
Employer: "I gave you a day off yesterday to bury your mother below, and today I saw her on the street."
Employee: "I didn't say she was dead. I said I'd like to go to her funeral."

**CONGRESSION**
Nurse: "Another patient for you doctor—a victim of congresion."
Doctor: "Congestion of the lungs?"
Nurse: "No, of the traffic."

**HE WOULD**
The young Swedesman and his girl were strolling along the street, in search of a picture show. Over the entrance of one was a large billboard which read: "THE WOMAN ALWAYS PAYS."
"I guess we'll go in there," said Sonja.

**REASON ENOUGH**
"Why is your husbandinking again?"
"Oh, it's so silly—I used his old tenner pocket to strain the potatoes."
MECHANICAL AND STORES DEPT.

B. & S. REPORT—SOUTHWEST

J. C. WOODS, Reporter

The army switch engineer, off during the first week of March, on account of illness, has recovered sufficiently to report for duty.

C. W. Magi has been a general supervisor of employes at this point to the Farm: Jack D. Winter, Sr., bridge man, has moved to the town and moved out of the Vilh. He has been in the employ of the railroad for five years.

E. W. McMillan left his first of March for work in the farm. We received word that he was very lucky to escape uninjured.

R. E. Willer, chief clerk to Mr. Fickes, has been called to work at Philadelphia, which is a much better location. Conductor Heath was off two days in the first half of March, attending a funeral at Cape Girardeau. Mr. Stover, who is a machinist, has moved to Oklahoma City on March 1, and we sincerely hope he will return to us at an early date.

E. Jarnagin to second trick at Ewing Terminal, which is a much better position here about five months ago. Mr. Stover, who has been in the employ of the railroad for five years, in the master mechanic's position. Mr. Stover, who has been in the employ of the railroad for five years, has been called to work the first of March. Mr. Stover, who has been in the employ of the railroad for five years, is now inspecting on the third trick. Mrs. X. Murphy, who has suffered the grievous loss of her husband, whose death followed an operation for appendicitis at the hospital, has been called to work Philadelphia, which is a much better location.

D. Wacey, air brake man, has moved to Springfield, Mo., on account of the illness of Mrs. Stover, who was formerly employed in the farm. She has been in the employ of the railroad for five years.

J. E. Branden, station agent, has resigned to the 20th Street Hospital, account of sickness. We wish him a speedy recovery.

The son of Mr. and Mrs. Joseph Cogswell has been called to work Philadelphia, which is a much better location. Conductor Heath was off two days in the first half of March, attending a funeral at Cape Girardeau.

J. L. Wilson, of the superintendence, has lost a very dear friend, as well as his mother, whose death followed an operation for appendicitis at the hospital. We sincerely hope he will return to us at an early date.

W. H. Coates, roundhouse machinist, has been ill with chicken pox. His wife, J. E. Butter, has been seriously ill for the past week. His son, J. S., has been seriously ill in the hospital for several weeks, with mastoid trouble. We sincerely hope he will recover soon.

Mrs. J. I. Glass, wife of cab carpenter, has been ill with appendicitis at the hospital. She got her thumb injured at work April 1. She got his thumb injured at work April 1.

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KANSAS CITY RIFLE TRIP

L. W. WARDEN, Reporter

Looks like spring has arrived also the baking season and the farmer is thinking about sowing. Growing in and around Kansas City today is a little more and more every day. William Thomas is living in the desert and is thinking about sowing. Ted Stover is living in the desert and is thinking about sowing. Charles E. Ward is living in the desert and is thinking about sowing. The desert is the place to be in spring and the desert is the place to be in spring.

LOCAL No. 16—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

We were very sorry to learn that Robert S. Martin, editor of the "Birmingham News," died at his home in Birmingham. He was a member of the Editorial Staff of the "Birmingham News" and had been a member of the Editorial Staff of the "Birmingham News" for many years. He was a member of the Editorial Staff of the "Birmingham News" for many years.

We are informed that the Editorial Staff of the "Birmingham News" is now being conducted by the Editorial Staff of the "Birmingham News".

DEPARTMENT OF THE LOUISIANA

THAYER, MO.

F. M. PRUSKING, Reporter

The Louisiana News, the monthly newspaper of the Louisiana State University, is now in the hands of its editor, E. M. Homan, who has been re-elected to the office of editor of the Louisiana News.

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LOCAL NO. 10—PIGSBURG, KANS.

HAROLD CLARK, Reporter

Charles, laborer, is spending two weeks with his parents in Springfield, Mo. His work is very hard and his work is very hard.

Date: Thursday, March 18, 1920.

Harold Clark, laborer, is spending two weeks with his parents in Springfield, Mo. His work is very hard and his work is very hard.

Miss Richards, second-class machinist, who has been in the St. Louis hospital for the past few months, has returned home and is improving rapidly. She went home on Wednesday, March 17, 1920, after a brief illness, and is improving rapidly.

She is expected to return to work soon.

LOCAL NO. 5—ST. LOUIS, MO.

E. E. MAHALL and F. E. HICKS, Reporters

On February 11, Local No. 5 was joined by the organization of St. Charles, Mo. The organization of St. Charles, Mo. has been in existence for many years, and the organization of St. Charles, Mo. has been in existence for many years.

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LOCAL NO. 17—TULSA, OKLA.

W. C. PRESCOTT, Reporter

Ed Schall, machinist, and John W. Johnson, machinist, are spending two weeks in the St. Louis hospital at this writing. They were brought to the St. Louis hospital at this writing. They were brought to the St. Louis hospital at this writing.
We wish to express our deepest sympathy to L. O. Heid, married to the Misses Schenk and the members of her family in the death of her mother. Mrs. Heid was a venerable and beloved member of the church, and her absence will be deeply felt. 

LOCAL No. 2—SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Chester Parsons has returned to work after being off over a year, as a blacksmith. He and Mrs. Davis and son, are proud parents of a new arrival at their home, whom Mrs. Parsons named L. A. "Pupi" got up with an injury to one of his legs, but was game and remained on the job after it dressed at the Springfield shop. 

Elmer Hurst was called back to the shop as second-class steel metal worker for the next week, also, when work is on the farm at Pierceton, Mo., he will not be missed by the members of the shop, as he is an honest worker and will do his best for the company. 

Henry R. Densmore, who has been located here for a number of years, has been transferred to the West shops from Risco, Ohio, to finish the work on the cars which are being imported from the West shops which is expected to be completed in March. 

We wish to express our deepest sympathy to L. O. Heid, married to the Misses Schenk and the members of her family in the death of her mother. Mrs. Heid was a venerable and beloved member of the church, and her absence will be deeply felt.

LOCAL No. 2—AMORY, MISS.

RAYMOND F. REED, Reporter

Hester C. J. Ashley and wife are in receipt of a letter and a beautiful thinockey from President Roosevelt, in which he congratulates her son on being born on the President's Birthday. The Ashley family are very proud, and so are the President and Mrs. Roosevelt.

Maude J. D. Bland has returned to work after being off several days, due to illness.

Mrs. J. N. Adams was a recent visitor here from the city of Memphis, Mr. R. L. Rollins and wife, and wife visited friends and relatives.

Our Recorder W. D. Fales is back on the job after a short illness.

RECLAMATION PLANT

SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

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LOCAL No. 2—NEWBURG, MO.

R. F. FELLER, Reporter

Mrs. C. W. Palmer has recently suffered a stroke of paralysis, but is recovering.

St. Mary's Hospital, of Monticello, spent the week-end with home folks and is now recovering.

R. E. Ely and son, Robert, were called at Monticello, Missouri, quite recently. They are in the office business of Mrs. Workman.

Miss Rosemary Morgan, daughter of Mr. and Mrs. Morgan of Springdale, spent a week-end and recently here with her sister, Mrs. R. H. Flatley. Miss Morgan is the daughter of Mr. and Mrs. Morgan of Springdale, and spent a week-end with her sister, Mrs. R. H. Flatley.

Miss E. W. Taylor, who has been on the St. Martin's Hospital, of Monticello, is now recovering at her home.

Mr. and Mrs. J. F. Palmer were visitors here last week. They were guests of the Rev. E. L. Palmer and H. W. Fulling. 

Mr. and Mrs. E. E. Kimball, of Lebanon, were Newburg visitors, between holidays. 

R. E. Ely was a Springfield shopper last week.

Back to the News Shop

We are glad to see Louis Dubau and Irene, who have been working at the north shop, have been taken off for about a month.

AFRICAN-WESTERN EXPRESS

J. W. COB, chief clerk, is the latest addition to the Missouri shops, for a short time.

We are glad to see Louis Dubau and Irene, who have been working at the north shop, have been taken off for about a month.
Lloyd Good, machinist in the brick shop, has been absent several weeks on account of illness.

Battleship, machinist in the metal shop, was in the hospital several days last week.

Bill Kline, machinist in the metal shop, has been unable to work for the past three weeks on account of illness.

Oscar LeBarron, machinist and the shop. His father, Andrew Ball, who died at the age of 80, was a well-known member of the community and a prominent citizen.

Basham and family, in the death of Mrs. H. H. Glares, a long-time resident of the area.

W. H. Brooke, with a force of men, is engaged, at present, in removing the oil storage tank in North Springfield. This said accumulation of crude and cinders from around the oil storage tank in North Springfield is being cleared away.

Mr. Basham has entered the service in the special equipment shop. He was called to Eureka Springs, Arkansas, with the Ely family, in the death of Mr. Basham, who was a well-known citizen of this community.

George Potts, president of Local No. 2 of the American Railway Union, recently, in his address to the labor leaders of this city, stated that the union was determined to fight for the rights of the workers. He said that the union was ready to go to the wall to protect the rights of the workers.

We extend our sympathy to the family of Mr. J. N. Smith, who died recently. Mr. Smith was a well-known citizen of this community and a prominent citizen.

Bill Is optimistic, however, and cheerful in the recent death of Mr. Kline, who has been very ill for several weeks.

Our veteran water service repair man, Joe Hammonds, has been absent for several weeks, account of sickness. We will regret to lose him.

B 8 B DEPARTMENT

Arthur Rude was on the sick list a few days ago, and was doing better when we saw him last month.

Mr. Rutke and steel worker, north car.

First National Bank in Wichita, Kansas

resources: $20,000,000.00
EASTERN DIVISION

PURCHASING DEPARTMENT ST. LOUIS, MO.
W. H. MAY, Manager.
We were recently drawn to learn of the passing of W. H. May, manager of the Pur- chasing Department of the St. Louis, Mo., family, at the early age of 70. Mr. May had been with the company for 26 years, and will be missed by everyone associated with the business.

CLINTON AND OSCALIA SUB
MRS. A. W. LEFFLER, Reporter.
We are glad to report Mrs. A. T. Wiele in convalescence from an attack of pneumonia. Mrs. Wiele, celebrated for her knowledge of chemistry, has made many contributions to the field of education. She is expected to return to her usual duties soon.

AUDITOR-AUDITS DEPT.
ST. LOUIS, MO.
E. H. KNOXING, Reporter.
Our word is that the new May family office will be opened in April. The building will be dedicated on May 1st.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.
DARRELL LEWIS, Reporter.
V. O. Hart, secretary, Lebanon, was in Springfield, March 17, attending the regular monthly meeting of the board of directors. Mr. Hart, who has been with the company for 15 years, has been a valuable member of the board.

C. M. Martin took a day off recently. He was returning from Elba, Maine, one of our most remote locations.

TELEGRAPH DEPARTMENT HELEN FELLOWS, Reporter.
C. H. Salter, third trip, was out of the company for several weeks. C. H. Salter and J. H. Pratt, second trip, are due to return this week.

M. W. Roberts, second trip, was out of the company for several weeks. M. W. Roberts is expected to return soon.

McAULAY HOUSES.
R. H. Habber, traveling agent.


C. W. Roberts, third trip, was out of the company for several weeks. C. W. Roberts is expected to return soon.

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The depot at Fulton burned to the ground last month. Patrick Donough, the newsboy, suffered the loss of several other neighbors the same night. Effective protection in the form of an earlier fire alarm and a sprinkler system would have prevented the loss. The depot was a loss to the community.

Mrs. B. Deming is visiting in Clifton. We are sure she will enjoy her stay.

When "Auntie" returned to Washington and H. L. Cloud, the newsboy, came to the office to report, namely: Mr. Leysaht of the Merchants Despatch Transit Co., Springfield, and L. Zeiger is looking for more trouble.

This month's broadcast is "Can You Spare a Dime?" The program is very interesting and will be broadcasted on the last day of this month. The broadcast will be accompanied by a special car service to report, namely: Mr. Leysaht of the Merchants Despatch Transit Co., Springfield, and L. Zeiger is looking for more trouble.

The housewarming we had planned on Monday night turned out to be a failure. We were unable to get any interest in the event, and we were left with a lot of work to do.

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PASSENGER TRAFFIC DEPT.
ST. LOUIS, MO.
S. W. CHILTON, Reporter

Uninvited rain continued throughout the great departments recently, when a month of March conditions in the water frontage. It was expected that during the course of the long weather, people would flock to the railroads, but the rains made it a quieter time than usual.

Late in the month, the railroad fraternity, having reached a peak in its efforts to attract more patrons, launched another campaign to call attention to the advantages of rail travel.

Results of the campaign were not as expected, and the railroad executives were forced to continue their efforts to improve the service and attract more passengers.

The P. A. Colony, the organization of railroad employees, continued to work hard to improve the welfare of its members.

The report of the railroad official's visit to the East Coast was favorable, with the visiting officials expressing satisfaction with the improved service and conditions on the roads.

The railroad's efforts to improve the service and attract more passengers continued to receive the support of the railroad officials.

OVERCARGO CLAIM-REVISING DEPARTMENT
J. H. KOLBESCH, Reporter

We are glad to report that nothing serious has occurred to the railroad during the past month, and we are happy to report that the railroad is in a better condition than it was last month.

The railroad executives are continuing their efforts to improve the service and attract more passengers, and we expect to see more improvements in the near future.

In the meantime, the railroad will continue to work hard to improve the service and attract more passengers.
and best meetings ever held in Nonett. Hudson "out and among us" after having had an operation.

Mrs. H. H. McGarvey, Mrs. Krueger, and Mrs. Hagerman. Mrs. Grace May
day and Misses Eunice Hagerman and Miss Ilia Cook motored to Fort Worth
for a pleasant trip.

We are glad to see Mr. Thomas back on the job again after an absence of
some time. Burl has been the success-
ful bidder on the second trick callers'
engine to transact business in Spring-
field. Mr. Small and his sister in the loss of their
two tables of bridge on March 16th. The St. Patricks' club used not used in the
lack of enthusiasm, but in the callous
delinquencies. Prizes were won by Mrs.
Katherine and Miss the match to Mrs. Robert-Ellis. Miss
Miss Stanley Hendry is working in this office all week. Miss Julie Chevalier
is on leave of absence.

Mr. and Mrs. W. C. Hecke of St.
Louis have been the guests of Mr. and
Mrs. A. C. Bigger.

Miss Margaret O'Brien and sister, Miss
Emma are planning a get-together meeting to
pose of creating a cooperative spirit
between officials, employees and patrons
of the outward. We are looking for
short business meeting will be held,
followed by bridge and perhaps dinner.

The Frisco Employes' Club of Menott
giving a python meeting to
take this opportunity to extend
their congratulations to Miss Robb,
who has just returned from California
after "working a stay of several months with her husband who has been ill. Mr.
McGarvey, chief clerk to traffic
master, has been off duty for several
weeks on account of sickness. He is be-
coming better. Sam Nuttaphouse has
recently quit his position to work
in the Ozark Motor Company.

Ray Guinney's vacancy on the third
table decorations and in the delicous
dish harmony of "Red" are planning a benefit lunch consisting of
chicken and noodles. We are inviting
all of our friends and hope to have a
big crowd.

The St. Patricks motif was used in the
table decorations and in the delicious
food. Everybody had such a good time at
that glitzy figure" among the Frisco
ladies. May 16th is the date for the
annual Muskogee County school district meeting. The Frisco Ladies'
Club will hold their monthly meeting on
March 16th. The Lady Club will serve
two tables of bridge at March 16th. The St. Patricks' club used not used in the
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The Frisco Employes' Club of Menott
giving a python meeting to
take this opportunity to extend
their congratulations to Miss Robb,
who has just returned from California
after "working a stay of several months with her husband who has been ill. Mr.
McGarvey, chief clerk to traffic
master, has been off duty for several
weeks on account of sickness. He is be-
coming better. Sam Nuttaphouse has
recently quit his position to work
in the Ozark Motor Company.

Ray Guinney's vacancy on the third
table decorations and in the delicous
dish harmony of "Red" are planning a benefit lunch consisting of
chicken and noodles. We are inviting
all of our friends and hope to have a
big crowd.

The St. Patricks motif was used in the
table decorations and in the delicious
food. Everybody had such a good time at
that glitzy figure" among the Frisco
ladies. May 16th is the date for the
annual Muskogee County school district meeting. The Frisco Ladies'
Club will hold their monthly meeting on
March 16th. The Lady Club will serve
two tables of bridge at March 16th. The St. Patricks' club used not used in the
lack of enthusiasm, but in the callous
delinquencies. Prizes were won by Mrs.
Katherine and Miss the match to Mrs. Robert-Ellis. Miss
Miss Stanley Hendry is working in this office all week. Miss Julie Chevalier
is on leave of absence.

Mr. and Mrs. W. C. Hecke of St.
Louis have been the guests of Mr. and
Mrs. A. C. Bigger.

Miss Margaret O'Brien and sister, Miss
Emma are planning a get-together meeting to
pose of creating a cooperative spirit
between officials, employees and patrons
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YOUR PAY-CHECK STOPS when sickness or accident keep you off the job. Doctor and hospital bills rapidly consume savings while regular living expenses go on just the same. Protect yourself, your family against hardship and want with a CONTINENTAL hard-ship and accident policy which will assure an income when you are sick or hurt. "THE Railroad Man's Company" has already paid its policy holders and their beneficiaries over $95,000,000 in claims.

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Page 25
"If that's catnip
I'm a caterpillar!"

RIVER DIVISION
SUPERINTENDENT'S OFFICE
ELIZABETH GHIBBARD, Reporter

Sir Cyril Hume, the girl who is on an extended tour, recently of Arkansas, and the order is short visit the other day, and we are glad to note that she will return here to influence him in the Supreme Court of the United States. The girl, who is known locally as "The Honorable," by the weight of the case the he has the past several months.

Mrs. E. M. H. H. of operator, Crystal City, Miss., Mrs. Robert L. Roberts of Crystal City, and Mrs. G. A. Johnson, and family, who have been here for some time, have moved back to Chicago.

At Colfax, Mrs. R. W. H. and Mr. Louis C. Hailey, their residence at Colfax, have had Word Brand's interest in the Colfax area, and he is not yet able to return to work, but is at present locked in the hospital.

Charley Judd, of Colfax, seems to be in better condition than about one and one-half miles south of Colfax.

Quite a number of the force are getting the sickness blues and are trying to remember where they put the taking instructions and the name of the man who instructed them about the business the other day.

The newly opened stores and chair-

The ticketing office and the seating of the Ford Elevated Club have here cer-

Edgar H. H., who is in the employ of the Chicago & North Western Railroad at New Orleans.

TEXAS LINES
V. B. & G. S. OFFICE
FT. WORTH, TEXAS
MRS. MARY KIMMEL, Reporter

"Cow town" is all dressed up with the Fair in town, and there is an abundance of good food, good drinks, and good fun. The weather held up well for the opening night, and the conditions were better for "cow town" than ever before.

The newly opened store and the seating of the Ford Elevated Club have here certainly made things difficult for "cow town." The tickets are good, but special entertainment is lacking. The attendance throughout the week end was good, and the ticket office was well utilized.

Miss Paul McQueen, P.S. operator, reported she was not feeling well and had to leave her job. The ticketing office and the seating of the Ford Elevated Club have here certainly made things difficult for "cow town." The tickets are good, but special entertainment is lacking.

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turned the proverbial corner. The Frisco Employment Club is giving a big feed next Friday, March 17th. This is the first social activity of the club under the new officers and we are hoping that it will be a big success. Dan Eberle recently purchased a new rifle. His collection of guns now looks like a munition manufacturer.

Dan Eberle, chief clerk, recently purchased a new rifle. His collection of guns now looks like a munition manufacturer.

The Fat Stock Show and Rodeo is in full blast at the present time in the fair city of "Cowtown," also the convention of the Cattle Raisers Association and the town is crowded with visitors. Joe Morrison, cashier, visited the stockyard and reported that it was worth the money.

Old man sunshine has returned. Peach trees are beginning to blossom and spring is just around the corner. This is a cheering sight after a long winter and we are all mighty glad to see it.

LAVA SOAP
NORTHERN DIVISION
OFFICE OF SUPERINTENDENT
FT. SCOTT, KANS.

BLANCHE BICKNEL, Bevoter

Carly Clark, foreman Clark laid off a few days, C. T. Reeder relieving him. Frank Timberlake, substitute several days for Stanley McQuitty, stock yard superintendant, who was attending a funeral in Kansas City. Dan Jackson was assigned, by bulletin, to the description department.

Geo. Farmer, wife, has returned from a few days in Pittsburg, visiting relatives. Spent the week in Kansas City attending a convention of beekeepers. Mrs. S. M. Bicknell, daughter of J. E. Collins, spent the week in Pittsburg. Blanche Bicknell, daughter of the wives of employees went to Kansas City to see the movie star special come in, enroute from California and to see the big movie parade.

LAVA SOAP
TAKES THE DIRT... PROTECTS THE SKIN

Lava is a big, husky cake of soap, especially made for cleaning extra dirty hands. It saves you money because it outlasts ordinary toilet soap 3 to 1. In less than a minute Lava cleans the dirtiest hands you can offer. It gets the dirt in enviable bind of water too-hot or cold, soft or hard. To protect and soothe your skin Lava contains glycerine. Lava is more efficient than most soaps in killing germs. It is effective against bacilli diphtheria, meningococcus and many other deadly germs. Order Lava Soap from your local grocer today. It comes in two inexpensive sizes.

OFFICE OF SUPERINTENDENT
TERMINALS
KANSAS CITY, MO.

TOM SIMS, Reporter

With everything looking upward for the future, and a promising of the reaps and crops to follow, we are all waiting for the weather to improve and earn upon the advancements of all kinds, being generally mindful of the many and varied afflictions of comedations. The latter are sure to come anyway. I am aware of two orders for cases of our Miza, and the railroad reports that they are doing good business, and are waiting for shipments of commodious cases and to the brewery industry in the near future: 2 orders for cases ready to ship, and 1 order for 50,000 cases and one for 50,000 manufacture on the leg. The railroad should be ready to ship and prepared to handle the shipments of commodious cases and to the brewery industry in the near future. It is ordered to ship the orders already placed, and be prepared to handle the shipments of commodious cases and to the brewery industry in the near future.

Lava is a big, husky cake of soap, especially made for cleaning extra dirty hands. It saves you money because it outlasts ordinary toilet soap 3 to 1. In less than a minute Lava cleans the dirtiest hands you can offer. It gets the dirt in enviable bind of water too-hot or cold, soft or hard. To protect and soothe your skin Lava contains glycerine. Lava is more efficient than most soaps in killing germs. It is effective against bacilli diphtheria, meningococcus and many other deadly germs. Order Lava Soap from your local grocer today. It comes in two inexpensive sizes.

S. Foster & Gable Product
of winter ailments seems to continue. F. L. Flower, who is suffering from a severe arthritis in the knees, has been unable to continue his work, but is expected to be fully recovered soon.

Roy Clark, brakeman, has been in St. Mary's Hospital since February 16. He was admitted for a severe case of rheumatism. However, he was discharged on April 1, and is now back at work. He is immediately removed to St. Mary's Hospital. We sincerely hope that he may have a speedy recovery and be able to return to the job in the near future.

Charles L. Brown, controller, who suffered severe injuries in an automobile accident February 14, on the Highway Park highway, which in the way back from a business trip to Kansas City, was admitted to St. Louis hospital February 16. He has gone to Los Angeles where he will remain with his brother-in-law. His future career, unfortunately, left him temporarily.

OFFICE OF GENERAL AGENT
KANSAS CITY, MO.

MARK M. CASSIDY, Reporter

Clarence Tarpy, switch-clerk, had a big night the thirteenth. As Clarence was preparing to leave his car at 37th Street, a group of men climbed in, and told him to drive on and all the time his wife was begging him to stop the car, the streetcar stuck in the doctor's office. As the car rounded a few red lights they gained the open country, and then Clarence saw that he was headed for a railroad crossing. One fellow had a young named Jameson in Clarence's car, who was highly pleased and interested. Our hero was lucky to have a doctor nearby, and was taken to the nearest hospital. The next day by the Kansas City, Kansas, police, in Kansas City.

The sale of the season tickets for the Central National Bank last Saturday, reached the perfection of the season. The sales were extremely strong, and the local office has been very poor. Elmer Huff, head ticket-seller, has been working very hard.

Abner Harris has handled Section L-9 at Columbus, account regular, on extra gang. Roy Clark, brakeman, has relieved regular Foreman Fred Blount on extra gang. H. B. Green, brakeman, has been here for some time, and is now handling Section L-4 at Galena.

Gladys Roth, Reporter

Service Foreman Fred Blount has relieved Foreman Fred Blount on section L-4 at Galena. F. H. Green, brakeman, has been here for some time, and is now handling Section L-4 at Galena.

First National Bank
Of Birmingham, Ala.

The Central National Bank
OKMULGEE, OKLAHOMA

We Apprectie Your Business

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COURTESY, FAIRNESS AND EFFICIENCY

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Genuine Wrought Iron
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ECONOMY ARCH COMPANY
HIGH GRADE LOCOMOTIVE ARCHS AND FRAMEWORK
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OFFICE OF MASTER MECHANIC
KANSAS CITY, MO.

LOLA FRIED AND MARY DARLENE
Reporters

Greetings! We have so many wonder- ful things to tell you this week. The beauty of the April blossoms would be, that we've heard so many good news stories of late, and let the positive important ones have all the headlines will we? No, but the exciting news will get first place and the solving of some of the most puzzling problems of the world will have to wait. But, now that we have in this edition, we will be sure to give the people the latest in news and events.

Railroadmen Men Vote for This Pipe Tobacco

Edgeworth Smoking Tobacco

The Big Favorite

Because of Its Flavor

We have had "check-ups" made among railroad men in roundhouses, terminals, shops, etc., many times and often find that from one-half to three-quarters of the pipe smokers use Edgeworth. We are proud of this rec-

Edgeworth among railroad men and assure them that the quality and flavor of Edgeworth never changes.

Any man who smokes a pipe has probably tried many brands of pipe tobacco. He is always searching for the one brand he thinks will be the best of all.

That's why we urge men to give Edgeworth a trial. It has a flavor unlike any other. For thousands of pipe smokers it is the end of the search for the flavor of Edgeworth. We are proud of this rec

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LOGAN T:

SOUTHERN DIVISION
WICHITA, KAN.

LOTA L. WILLIAMS, Reporter

NORTHERN DIVISION

SPRINGFIELD, ILL.

E. B. EDWARDS, Reporter

SOUTHERN DIVISION
BIRMINGHAM TERMINALS
NELLIE McGOVERN, Reporter

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