

which have been perfected by engineers and scientists over the past three years and which, due to depressed business condition, have not as yet been generally introduced to the industry.

"The exposition has a permanent plant site east of the City of Tulsa on a 20-acre plot of ground. Fifteen acres of this is given over to the exhibits. There are five large buildings with 4 and one-half acres of exhibit space and open air space for derricks and pumping stations, etc., amounts to approximately 10 acres.

"At the last show there was a complete sellout of space and there has been sold to date over 80 per cent of the booth space.

"The exposition has been endorsed by the American Petroleum Institute, Independent Petroleum Association of America, Western Petroleum Refiners Association, Natural Gasoline Manufacturers Association, American Association of Petroleum Geologists, Mid-Continent Oil & Gas Association, United States Congress, United States State Department, United States Bureau of Mines, U. S. Geological Survey, and the governments of many foreign oil producing countries who have sent official representations to the exposition and congress.

"Readjustment of foreign exchange, Russian recognition, and other factors will make it much easier for foreign operators to buy the American petroleum industry equipment they have always preferred. There is every reason to believe that foreign buyers will be present at the 1934 exposition in even greater numbers than in the past.

"A scientific and technical committee under the direction of W. A. Schlueter of the Refinery Supply Company is preparing an elaborate exhibit of the latest in scientific apparatus. One entire building is being devoted to these exhibits which are free and which will be accepted only after careful consideration by the committee."

The importance of the show and the value of everyone even remotely connected with the oil industry in attending to see a revue of the 12 billion dollar industry in an eight-day period is stressed by Skelly.

What will be shown in the four major divisions of the industry is contained in a statement by William B. Way, general manager.

The production division will have a replica of the first oil well drilled by Col. Edwin Drake at Titusville, Pa., in 1859 and the tools used in bringing in this first "producer".

Agent Sponsors Unique Trip —



These school children had a glorious trip and many of them enjoyed their first train ride, Haverhill, Kan., to Wichita, Kan., on February 20.

SOMEBODY once made the apt statement that if there were no opportunities, he made them.

That is exactly what T. W. Manning, agent at Haverhill, Kans., did at his station, and for which he is to be heartily commended. Here is the little story in brief:

Agent Manning was installed at Haverhill on November 16, 1933, and was told that there was very little business there in the way of passenger traffic. In an effort to advertise the low fares which became effective on December 1, 1933, he worked out a plan to advertise rail transportation at the reduced rates through the school children.

And so he worked up an excursion and took 68 school children, Haverhill to Wichita, Kansas, where they had a glorious day. Here is what he has to say of the trip:

"On February 20 the Frisco furnished an extra coach for this excursion and this station sold 68 round trip fares, Wichita and return, leaving here on Frisco No. 309 and returning on No. 310. On arrival at Wichita, C. S. Underwood, division freight and passenger agent met the train with two large busses furnished by the Wichita Transportation Company through the Wichita Chamber of Commerce, and Mr. Underwood, accompanied by S. P. Haas, general agent, Mr. Cooke, special agent, and members of the Wichita Chamber of Commerce, took the children through the Steffens Manufacturing plant, and each one was given a brick of Steffens Ice Cream; then to the Southwest

Cracker Company, where they were given a souvenir package of choice crackers and cookies.

"Then the children were taken for a ride on Riverside Drive to the Zoo, where they saw the animals, thence to the depot, where they boarded Frisco No. 310 for home. On the return trip, Frisco brakeman, Mr. Bingham, explained to them all about the train and its operation. Over half of these children had never ridden on a train, and, needless to say, they enjoyed every minute of the trip and reported it to be one of the best vacations they had ever taken.

"Since that time I have had some splendid ticket sales to points in Illinois and Indiana, and look for a big increase in business at this point."

A copy of this issue of the Magazine will be given to each of the children who took the trip, Haverhill to Wichita, and Mr. Manning feels that it will be a reminder to them of their first train ride.

The idea of selling short trips, which are of untold educational value to students in the various cities along Frisco Lines, is one which may be worked out by practically every agent or representative. Those stations near Sarcovie should not overlook sponsoring a short trip to the peony fields in May; there are interesting industries in every town along the Frisco; a gold fish hatchery at Stoutland, Mo., and numerous other points of interest, where school children might journey for a trip which would prove both educational and intensely interesting.

WHAT A LOYAL EMPLOYEE MEANS TO THE FRISCO

By O. L. YOUNG, Superintendent

The papers re-printed below, were read by O. L. Young and Key Browning, at a meeting of the Frisco Employees' Club of Fayetteville, Ark., March 15. There were some five or six papers prepared and presented, and the program proved to be one of the best presented at any Frisco Club meeting. Each of the papers showed the subject had been given much thought.

The best illustration that I could give of what a loyal employe means to the Frisco is the inspiration that I have from this gathering here this evening. That answers the question. All of you are out here on your own time, out here for the good of the railroad, and I consider there is not much more that I can add.

Getting back to what constitutes a loyal employe and what a loyal employe means to the Frisco, Mr. W. O. Wise, will you please stand up? People, you all know Oscar and he is a loyal employe. (Applause.) Recently we had a derailment on the Muskogee Sub. That old boy got over there and helped clear the main line—worked tooth and toe nail. Recently we had a washout over there and Wise waded water up to his neck helping clear it up. We appreciate that. I have told you that I appreciate it, I have told all of the officials about you and they appreciate it.

Getting back to the balance of the employes here tonight, you are all out here of your own free will and accord, there is not a man in here that has not gone thru a lot of hardships for the railroad—and is giving the railroad all he has. Certain of the agents are advertising for business at their own expense. I see nothing in my travels, with very few exceptions, but real demonstrations of loyalty. The final touch has been put on by personal contact of the employes and their families in the solicitation of business for our company, and they are helping wonderfully to build up the railroad, helping to bring the railroad back. One of these days we are going to come out of it. I have listened with a great deal of interest to what has been said about the horses and mules coming back—so is the railroad coming back.

I have had occasion to attend other club meetings and I have told the other clubs they must watch this loyal bunch of folk at Fayetteville. At this time we have three major clubs on the division—Ft. Smith, Hugo and Fayetteville.

Another thing I would like to mention at this time is the activities of our bridge men—bridge and maintenance of way men. A lot of times at accidents and washouts it has been most remarkable the loyalty of these employes. A lot of times under the most adverse weather conditions they have stayed right out and kept going when, perhaps, it would have been better to have gone home and prepared ourselves for the next day. We appreciate that. It goes to show loyalty on the part of the employes. The same applies to trainmen. They are to be commended for the interest they are taking in pleasing our patrons. Instead of a conductor telling a patron that he will spot a car tomorrow, he does it today; instead of a brakeman talking discourteously to a patron because he wants a car "spotted on a dime", as the expression goes, he says, "All right, Mr. Smith, I will put the car right where you want it. Are you satisfied with our service?" Ladies and gentlemen, that

(Now turn to Page 26, please)

WHY I AM INTERESTED IN UPBUILDING FRISCO BUSINESS

By KEY BROWNING, Operator

There are many reasons why I am interested in upbuilding Frisco business. Possibly the greatest or first reason is because I have been employed by the Frisco for a period of 18 years, and my job is my only means of support for myself and family, and I want to continue with the company.

Up until business began to slump, my salary was somewhat larger than at present, but I feel sure that when business increases enough to justify it, our salaries will be put back to a higher standard and conditions generally will be much better.

But I am not only interested in this from a personal standpoint, but I am interested in the thousands of other employes who are depending upon their jobs with the railroad for the necessities of life. And I am more deeply interested in the thousands of employes who, for lack of business, have been forced out of the service at a time when no other employment was obtainable.

There are many, many outsiders that are benefitted by a normal railroad business. It creates more employment, puts more on the payroll, they spend money with the grocer, the merchant, and the money goes from the merchant to the wholesaler and from the wholesaler to the manufacturer, etc.

We are one big family, striving for the same purposes. There are very few of us who are now working that have not been in the service for years, and each year we grow closer and closer to each other and to our employers. We are a part of the Frisco and the Frisco needs us, the same as we need the Frisco. I do not mean to say that it cannot do without us, but I do mean to say that years of experience means much to the railroad, as we have learned to carry on the work in an economical and systematic way and with these years of experience and close relationship, we are naturally interested in the upbuilding and success of our road.

We have, however, become more interested in the past four or five years than ever before, for when conditions were different, when we had but little or no competition, we did not give it a great deal of thought, but when competition proved keen, business and jobs began to slip, our worth to our road in conducting a solicitation program among our friends began to grow, and has continued to grow, and I believe if our interests in this campaign had been as keen all the way along, as it has been in the past few years, there is no doubt in my mind but what we could have maintained a great portion of the business that we let slip away from us.

To keep my position, to make jobs for the railroad men and women who are out of service, and to help bring prosperity back to the railroads, which in turn will have its effect on the business world in general, are a few of the reasons why I am interested in upbuilding Frisco business.

MERITORIOUS SERVICE

SOUTHWESTERN DIVISION

March 2—James Stoner, porter, Tulsa, understood that there was a colored woman on train 118, going to Kansas City, and on arrival at Tulsa, Mr. Stoner accompanied her to the ticket office and arranged for her to purchase a ticket via Frisco. For his interest displayed, his record was credited with five merit marks.

February 13—W. F. King, section foreman, Henryetta, Okla., while working in his garden, noticed a brake beam down in train 530. He flagged the train, notified the conductor, and the brake beam was removed. His record was credited with five merit marks.

February 7—Richard Clark, section foreman, Wyandotte, Okla., while working at MP G-438, plus 24 poles, observed brake beam dragging as train 438 was passing there at 12:00 noon. He signalled the crew and proper adjustments were made. His alertness was commended by his superintendent and his record was credited with five merit marks.

February 6—Jerry Montgomery, section foreman, Okmulgee, Okla., while train 531 was passing section gang at Okmulgee, observed and reported to the train crew that a brake beam was dragging on a car. Train was stopped and necessary adjustments made. Mr. Montgomery's record was credited with five merit marks.

RIVER DIVISION

February 23—Messrs. M. Kehrt, section foreman, and Arthur Noll, section laborer, both of Barnhart, Mo., were commended for discovering brake beam down on Extra 4009 north, as it passed their gang, January 17, and properly reporting the condition to the crew, which permitted them to make repairs.

February 10—Messrs. B. McCammon, conductor, and E. H. McClure, operator, gave valuable assistance while deadheading on train 895, January 29, in removing dead mule from bridge TM 204.2. The record of each man was credited with ten merit marks.

WORK UP SOME PARTIES TO THE CHICAGO WORLD'S FAIR

Bowling Tournament Planned for April 7-8

AND now for the big BOWLING TOURNAMENT. You boys who pile up the big scores, put some sand on your palms and your clothes in a suitcase and journey to Springfield, Mo., for Saturday and Sunday, April 7 and 8, for there will be big doings with the ten pins.

R. D. Gilbert, secretary of the Frisco Railway Men's Bowling League invites bowlers from over the entire Frisco system to participate in this event. He not only invites your team to become contestants, but urges you to mail your entry to him not later than April 2, which will be in plenty of time for the secretary to properly complete the schedule, prior to the tournament.

Mr. Gilbert's address is in care of Frisco Lines, Springfield, Mo. Below are the rules and regulations for the tournament, and may the best team win!

RULES

Three (3) Games, Thirty (30) Frames Across Six Alleys: Total Pins Handicap Based on Scratch Average 200

Table with bowling handicaps: Individual Average of LESS than 141.....75%, Individual Average of 141 and LESS than 151.....70%, Individual Average of 151 and LESS than 161.....60%, Individual Average of 161 and LESS than 171.....50%, Individual Average of 171 and LESS than 176.....40%, Individual Average of 176 and OVER.....30%

Individual averages of bowlers who are members of teams playing in organized leagues, or who are members of bowling clubs that have no regular schedule, will be accepted for handicap purposes on certification of either secretary of the league, or of captains of their respective teams.

Employes who are not members of any league or bowling club may establish individual averages for handicap computation, by rolling not less than fifteen (15) games, in blocks of three (3) games, and the total pins for the entire fifteen (15) games, certified by manager of the alleys on which the games are played.

An entry fee of \$1.10 covers the entire cost of the tournament, including bowling fee; 50c of each entry will be accumulated in a prize fund, for cash prizes to one of every four entries. Squads will be scheduled at any hour Saturday afternoon or evening, to suit the convenience of entrants who may desire to bowl on that day instead of Sunday.

Sunday squads will be scheduled at 10:00 a. m., 11:00 a. m., 1:00 p. m., 2:00 p. m., 3:00 p. m. and 4:00 p. m. To enter merely drop a note in the baggage mail addressed to R. D. Gilbert, Sec. Frisco Bowling League, Room 100, Frisco Building, Springfield, stating the particular squad most convenient for you to play in, and enclose with your entry, your properly certified bowling average. Do not send fee with your entry. Pay when you report to the alleys for play.

FRUIT CROP LOOKS FINE

Although the strawberry estimate has not, as yet, been completed by the agricultural department, W. L. English, supervisor, advises that the prospects for a good crop are the best we have had in a long, long time.

"The very mild winter was disturbing to the fruit growers," he said, "because it is generally followed by adverse spring weather, but the unusually cold March with temperatures below average has offset that fear and prospects for an excellent fruit crop are exceptionally good."

Strawberries will start moving from southern Alabama about April 15, followed by movements from Mississippi, Arkansas and Missouri, with the season over about the middle of June.

There will be increased movements of spinach and radishes, and prospects for potatoes on the Pensacola Sub are excellent.

CONGRATULATIONS!

Congratulations are being received by C. J. Thompson, chief clerk to E. A. Teed, of Birmingham, Ala., upon his election to the vice-presidency of the Birmingham Traffic and Transportation Club.

The Birmingham Club has some 500 members and they are busy at this time, preparing a program for the guests which they are expecting to the semi-annual meeting of the Associated Traffic Clubs of America in Birmingham on April 24-25.

DO YOU KNOW ANYONE INTERESTED IN USING THE FRISCO TO THE INT. PETROLEUM EXPOSITION AT TULSA?

M. H. Stubblefield Is Honored on Retirement

ONE hundred and thirty-five friends and acquaintances of Milton H. Stubblefield, train dispatcher at Chaffee, Mo., met on March 2, to honor him at a banquet. He was retired March 1 after having served Frisco Lines for 31 years and 4 months and after 50 years of railroad service.

The banquet was sponsored by the local train dispatchers at Chaffee and was held in the dining hall of the Methodist Church with Dean Underwood, dispatcher, acting as toastmaster. The invocation was read by Rev. Beardsley of Cape Girardeau.

During the dinner a musical program was presented consisting of a vocal solo by Mrs. A. Barron, numbers by male quartette, consisting of J. R. Limbaugh, Allen Magner, Larus Profper and John Metz; trumpet solo, Gayne Paul Underwood, and piano solo, Juanita McAdams.

Brief talks were given by many of the friends of Mr. Stubblefield, both in his own town and by those who journeyed to Chaffee from all points of the Frisco. Letters and telegrams were read from those friends who were unable to be present.

C. H. Baltzell, director of accident prevention presented Mr. Stubblefield with a beautiful desk set which Mr. Stubblefield acknowledged in a most gracious manner.

This veteran employe, being honored at this dinner was born in Centralia, Ill., February 18, 1864, and learned telegraphy at Carrollton, Ill., and received his first appointment as messenger and baggageman for the

C&A Railroad at Carrollton in May, 1883, at the age of 19. He also served the CB&Q and the Big Four, receiving his promotion to the position of train dispatcher at Mattoon, Ill., while in the employ of the latter railroad. On January 1, 1885, he was transferred to East St. Louis as dispatcher and came with Frisco Lines on November 1, 1902, as train dispatcher at Cape Girardeau. He also served as chief dispatcher for several months, but in 1906 the division offices of the Frisco were transferred to Chaffee and from that date until his retirement, he has been located in Chaffee. In June, 1909, he moved his family to Chaffee and became one of its most prominent and active citizens. Unfortunately Mrs. Stubblefield died July 7, 1921.

During the World War he did his share by sending his only son, H. I. Stubblefield, who is now a practicing physician and surgeon at Ruskin, Neb., to the front and Mr. Stubblefield did his share at home by selling Liberty Loan Bonds. A member of the Episcopal Church and Masonic and Eastern Star Lodges, he is also connected with the Chaffee Building and Loan Association and has always headed the list in any drives for funds to promote new factories or other projects in the town of Chaffee. He has two hobbies, playing chess and growing flowers.

His many friends feel that he is justly entitled to the years of leisure which are before him, and wish him happiness and good health through the balance of his lifetime.

A NOVEL WAY TO SEE ALL THE AMERICAS

Arrangements were recently completed between the Frisco Lines and the Grace Line whereby the way is made easy for the traveling public to see their own country and at the same time visit our sister republics at comparatively small cost.

The traveler is carried one way by rail—one way by water from his starting point to New York, thence steamer through the Panama Canal, via the Spanish Americas, to California (San Francisco or Los Angeles) and return by rail to starting point. This permits of visits on the water trip to Havana, Colombia (South America), the Panama Canal, El Salvador & Guatemala (Central America) and Mexico. On the trans-continental trip Commercial Centers, National Parks or other attractive points may be

visited. The Zion, Estes, Grand Canyon, Glacier, Yosemite and Yellowstone Parks and the famous Carlsbad Caverns of New Mexico are among the objectives which may be seen. The trip may also be made in the reverse direction by rail to California, steamer to New York and rail to starting point.

All the prospective traveler is required to do is see his local railroad ticket agent and to indicate what scenic part of the United States he wishes to visit and what port he wishes to leave and enter on the sea voyage. The rail-water circle ticket does the rest, giving its holder not only a close-up of his country's scenic wonders, but an insight into the living and customs of the sister republics of the south—through the greatest of artificial waterways—the Panama Canal.

VETERANS TO PENSACOLA

All Plans Made for Three-Day Visit

THE executive officials and directors of the Veterans' Association of Frisco Lines, believing that they are expressing the wishes and desires of practically every veteran on Frisco Lines, have officially selected Pensacola, Fla., as the next meeting place, the dates May 14-16, 1934.

A program has been worked out which is as follows:

May 13th, 1934

Groups from Springfield and system and St. Louis group will arrive in Memphis evening of May 13th. Will leave by SPECIAL TRAIN for Pensacola that same evening, May 13th.

May 14th, 1934

8:00 a. m.—Special train will arrive Pensacola. Register and breakfast.
10:00 a. m.—Meeting Frisco Veterans' Association.
12:00 Noon—Luncheon, anywhere.
2:30 p. m.—Bus to Casino for swimming, fishing and games.
7:30 p. m.—Fish Banquet at Casino.
9:00 p. m.—SQUARE DANCE AT CASINO.

May 15th, 1934

9:00 a. m.—Meeting Forty Year Club (Old Timers).
9:30 a. m.—Sightseeing trip Ft. Barrancas and Naval Air Station and Harbor.
12:00 Noon—Luncheon, anywhere.
1:00 p. m.—Boat trips until 5:00 p. m.
7:00 p. m.—Fish Banquet, San Carlos Hotel.

May 16th, 1934

ENTIRE DAY OPEN FOR FISHING AND SWIMMING. BUSES WILL BE AVAILABLE TO TAKE VETERANS TO AND FROM CASINO.
5:30 p. m.—Board train for home.

The two banquets, the one at the Casino and the one at the San Carlos will be fish banquets, and the prices will be 75c and 80c.

The San Carlos management has agreed to furnish rooms to the veterans at the following rates:

One person
to room.....\$2.50 a day
Two persons
to room..... 1.75 a day (each)
Three and
four to room.. 1.50 a day (each)

The sightseeing trip will cost 50c and the trip to the Casino 25c each way. Fishing trips may be made in groups at a nominal price per hour. However the veterans may fish from the pier at the Casino, and due to the large crowd anticipated, it is suggested that each veteran bring his fishing tackle.

A new feature which is planned for this year will be foot races and other

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NEWS OF THE FRISCO CLUBS

Newburg, Mo.

The Frisco Employes and citizens of Newburg, Mo., met in joint meeting at the Newburg High School on the night of February 20. The meeting was one of addresses and musical numbers, and Martha Moore, of St. Louis, made the principal address on matters affecting railroad business, taxes paid for the benefit of the school fund, reduced fare rates, etc.

Rev. Dalton, of the Methodist Church of Newburg, and Mr. Justice, superintendent of schools, gave short talks, each praising the railroads, and each stressing their value to their community.

The musical program consisted of numbers by the Newburg High School Glee Club, under the direction of Miss Short; selections by male quartet, composed of Messrs. Lee Johnson, Harry Sherer, Prof. Justice and Sam Root; piano selections by Master Billy Dean, five-year-old son of fireman and Mrs. Chas. Fulton; selections on string instruments by Misses Mable and Marjorie Boarders, daughters of coal chute foreman, also numbers by these two girls, their brother, John Boarders, and John Cook.

Joplin, Mo.

The regular monthly meeting of the Frisco Employes' Club and the Ladies' Auxiliary of Joplin, Mo., was preceded by a covered dish dinner, served at 7:00 p. m., March 1, at the Tenth Street Freight Office Club Room. An increase in attendance was reported over the two previous meetings, and the Frisco Club and the Ladies' Auxiliary met in separate rooms.

President Barcus reported that 75 Frisco pins had been purchased to date, and that the Frisco stickers were still being distributed to patrons. These stickers are to be attached to orders and the sticker requests that the shipment come "Via Frisco Lines".

Report was made by J. H. Douglas which showed a splendid increase in business, this year over last, and the employes were urged to continue their splendid solicitation campaign.

Kansas City Sunnyland Club

At this writing, a dance and gorgeous floor show is being planned by the Frisco Sunnyland Club of Kansas City, Mo., at the Pla-Mor Ballroom the night of March 15. Tickets are free to all Frisco employes, and they in turn are asked to bring friends and patrons of the road. Each em-

ploye may have as many tickets as he may desire, but the club officials desire that all tickets given out be used.

The report of business secured by the employes for the month of February totaled: 199 tips received, 167 carloads, 37 LCL shipments and 14 passengers actually secured. These tips were turned in by employes of the transportation, telegraph and mechanical departments.

Chaffee, Mo.

The employes at Chaffee, Mo., have reorganized the club at that point and at the first meeting in January, elected the following officers: Alvin Klages, cashier, president; M. H. Stubblefield, dispatcher, vice-president; J. A. Chronister, car distributor, secretary-treasurer.

The second meeting was called for February 27, but due to inclement weather, was called off. The employes are increasing their efforts toward securing additional business for Frisco Lines, inspired by the reorganization of the club and the benefits which result in the employes meeting together and talking over their various problems.

The second meeting is expected to be called within a short time.

Colored Club of Okmulgee, Okla.

The Colored Club of Okmulgee, Okla., held its February 21 meeting in the new club room south of the yard office. There was a large attendance.

The meeting was opened by a prayer by Eugene Williams, and the opening address was made by Murray Hill, president of the club. The following business was secured by the members: 5 passengers, 2 to Tulsa, 2 to Ft. Worth and 1 to Muskogee, secured by E. G. Gilmore; 1 from Rosewood, N. M., secured by Buddie Young and 1 from Greenville, Texas, secured by Murray Hill.

The suggestion was made that the members of the club prepare a program to be presented free to the public in the near future.

The members of the Colored Club of Okmulgee, Okla., met together on February 28, and the meeting was opened by a prayer by Eugene Williams, followed by some brief remarks by the president.

The Frisco Southern Band furnished music during the evening. C. L.

Jones, president of the colored baseball team addressed the group, making an enthusiastic talk as to how the club could help to advertise the Frisco with a splendid ball team.

Club meetings of this group are held every Wednesday and there is much enthusiasm on the part of the members, as evidenced by the splendid attendance at each meeting.

The Ozark Club

Employes and citizens of Cabool and surrounding country, met on the evening of February 19, when The Ozark Club of Frisco Lines held its open meeting at the Christian Church. About fifty guests from out of town enjoyed a banquet, which was prepared by the Ladies' Aid, before the meeting.

Numerous officials of Frisco Lines from various points on the Frisco system, as well as a good representation of business men and citizens of Cabool attended the club meeting. The Cabool High School orchestra, under the direction of R. L. Palmer, gave several selections, and an orchestra from Willow Springs also furnished music during the evening.

The speaker of the evening was Judge W. H. D. Green of West Plains, who discussed the relations of the railroads to the public, and the public to the railroads. Co-operation was the theme of his talk, which was interspersed with witty stories and poems.

"The public's chief interest in the railroads," Mr. Green pointed out, "is the fact that the railroads are among the heaviest taxpayers in the rural districts. When the railroads, because of dwindling income are unable to meet their taxes, the counties which they traverse are handicapped by the lack of taxes ordinarily paid by the railroad."

He stressed the point that it was the railroads which were chiefly responsible for the development of the country through which their lines were built.

This meeting commemorated the 50th anniversary of the building of the Frisco railroad through the Ozark country. Other guests who spoke included: C. B. Callahan, assistant superintendent; C. H. Baltzell, director of accident prevention; G. M. Forrester, general agent, Springfield; E. D. Chaudet, traveling freight and passenger agent; L. D. Higgins, general agent, Railway Express Agency; F. H.