

Sketches of Frisco Sons and Daughters

HAROLD CAMPBELL, son of N. N. Campbell, S. F. & P. A., of Atlanta, Ga., is a graduate of 1934 whose name was not included in the list of graduates in the June issue. He graduated from the Decatur High School on June 2.

Eugene Manley, son of R. P. Manley, division storekeeper, graduated with high honors from the Ft. Smith High School, and won the National Honor Society Scholarship to Drake University. He won first place in algebra at the University of Arkansas meet, as well as first place in geometry at the Western Division Arkansas State meet. He is a member of the Delta Sigma Fraternity and was president of the National Honor Society, National Sumphonians, Chemistry Club and Orchestra, secretary of the Justinian Society, a member of the Ciceronian Debating Society, Tennis Club, Student Council and Bruin Staff.

Margaret Mae Collings is the granddaughter of W. O. Findley, B. & B. carpenter at Joplin, Mo. Although only six years of age, she is an accomplished pianist and broadcasts once a week over the radio. At a recent Missouri State Fair she was the youngest contestant and won second prize in piano, Class A. She has composed several little pieces herself and is especially talented for her age.

Naomi Washburn, daughter of T. A. Washburn, brakeman at Sherman, Tex., received a lovely tribute in the Sherman Daily Democrat recently, written by Edwin Kidd, president of the Kidd-Key Conservatory of Music. The complimentary article was in regard to a violin recital given by Miss Washburn. Mr. Kidd says, in part: "I am not in the habit of making press comments on the accomplishments of our students, but in the case of Miss Washburn, her talent is so outstanding and she played so beautifully, that I want to call the attention of the Sherman public to the fact that in this young woman we

have a talent of the first order. Sherman produced Bomar Cramer, and it is my prediction that if Miss Washburn keeps up her work faithfully, in time she will reach the same high standing, artistically speaking, that he has reached."

James Franklin, 19-year-old son of J. L. Franklin, yard engineer at Tulsa Terminal, made an exceptionally brilliant record in football during the past season, and won a place on the all-state football team. This all-state team was selected with the help of coaches, officials who have worked in conference games, and sport writers. He is a graduate of the Sapulpa High School of 1934, and played the leading role in the Senior play. He is also an accomplished public speaker.

Dorothy Matlock, eldest daughter of C. M. Matlock, of Sherman, Tex., is organist and assistant in the office of the First Baptist Church of Sherman, and is continuing her organ training under Carl Wiessman, of Dallas, after having studied several years with George E. Case, of Sherman. She is a member of and pianist for the Sherman Rotary Club. Miss Matlock was a winner in the State Federation of Music Clubs Organ Contest included in the State Senior contests conducted by the Federation at its annual convention just recently held in Galveston, Tex.

Marian Lee Canary, daughter of A. E. Canary, engineer, of Springfield, Mo., is a graduate of Drury College, of Springfield, 1934 class, with an A. B. in English. Her teaching combination is English, history, education and play production.

She was a member of Y. W. W. A. A. and Women's League of Voters at Drury and is eligible to membership in the National Branch of University Women. She is also a member of the D. A. R. and Campbell Street Southern Methodist Church at Springfield.

VISITORS PRAISE EQUIPMENT

The new lounge cars "Tulsa" and "Oklahoma City" are receiving much favorable comment through the members of the various organizations which visit them.

Members of the United Daughters of the Confederacy, in convention in Tulsa, Okla., as well as members of twenty or thirty women's organizations were taken through one of the cars while at Tulsa, June 22, by Miss Rose Resnick.

Approximately 75 members of the Women's Traffic Club of St. Louis were shown through one of the cars before its departure on train No. 9, on the night of June 22, at the St. Louis Union Station by Martha Moore.

Miss Resnick also was hostess to a group of women who visited the Frisco's air-cooled diner and lounge car on train No. 10 at Oklahoma City on the afternoon of May 24. The visitors were representatives of various women's clubs and organizations in Oklahoma City. A short program of violin music and readings was presented, and light refreshments were served.

PROFIT FROM A TUNNEL

The St. Louis Globe-Democrat, of Sunday, June 24, carried a story of H. F. Eisenreich, and his interesting enterprise of mushroom growing in an old abandoned Frisco tunnel.

The tunnel was on what used to be the main line of the Frisco at Osage Hills near St. Louis. It was abandoned some five years ago when the Frisco built double track in that vicinity. In this tunnel Mr. Eisenreich started beds of mushrooms, after, of course, leasing the tunnel from Frisco Lines.

Mushroom growing was only a hobby with him at first, but now it is bringing him in real returns, and in his third year he picks from 40 to 65 pounds of mushrooms a day. On many occasions he has picked 100 pounds, for which he finds a ready market at downtown St. Louis hotels and cafes.

When more moisture on the beds is desired, Mr. Eisenreich merely opens the doors at both ends of the tunnel, allowing the warm air to come in. It meets the cool air inside, condenses it and from the ceiling there is a steady drip.

The fastest wind ever measured was 120 miles per hour.

Kansas was first explored in 1541 by a Spanish expedition.

Florida was ceded to the United States by Spain in 1820.

The greatest known depth of the sea is 32,088 feet.

"Shay, pardon me, offisher, but where am I?"

"You're on the corner of Broadway and Forty-Second Street."

"Cut out the details. What town am I in?"

FRISCO PORTER A BOOSTER

Henry Thomas, extra porter for Frisco Lines out of Hugo, Okla., has made great strides toward securing passengers for Frisco Lines. He visits various assemblies, making short talks in behalf of the Frisco.

He recently submitted to O. L. Young, superintendent, a resolution which he had secured, signed by members of the Ministerial Alliance, advising that that organization would use and influence the use of Frisco Lines whenever and wherever possible.

The resolution is quoted below in its entirety, and Mr. Thomas is certainly to be congratulated for the splendid interest which he is displaying:

To the Frisco Club of Hugo, Oklahoma.

We, the members of the Negro Ministerial Alliance of Hugo, realizing the plight that the Frisco Railroad, like other railroads, has suffered during this period of depression, do heartily cooperate in our efforts to restore the good old working days of the Frisco.

Therefore, be it resolved that we the undersigned shall avail ourselves of every opportunity to set before the Negroes of Hugo through every auxiliary of our churches, the importance of using the Frisco during trips to conventions or any other gatherings that will necessitate the use of the railroad.

Be it further resolved that we shall at all times be loyal in our support to the officials and agents of the Frisco Railroad.

Signed by members of the Ministerial Alliance:

(Signed)

Rev. J. G. McCullough, President,
Rev. M. H. Thompson, Dean,
Rev. J. S. Fisher, Chaplain,
Rev. A. G. Tasserce, Sec'y,
Rev. G. H. Hollis, Treasurer,
Rev. E. M. Jackson, Ass't Sec'y,
Rev. J. G. Simmons, Instructor,
Rev. A. Ware, Third Vicl.,
Rev. H. C. Bumpass,
Rev. W. M. Johnson, Instructor,
Rev. W. A. Davis.

Presented to Alliance by Henry Thomas (Porter) March 5, 1934.

A THRIVING BUSINESS

The Frisco is proud of Henry County. Only Petaluma, Calif. is said to surpass it in producing baby chicks. Clinton, Mo., has shipped 200,000 in one day. Eight million were shipped out in 1933 and the number may be surpassed this year. It has been necessary to build an addition to the post office.

AN EX-BRASS POUNDER MAKES GOOD IN RADIO

By JULIAN T. BENTLEY

The leisure time which Gene Autry found on his hands, outside of his duties as operator at Ravia, Okla., for Frisco Lines, was an important factor in his rise in the radio world. Known as the Oklahoma Cowboy, he is now a favorite of WLS., Chicago.

"I got so blamed lonesome that I decided to try to learn a little something about music," said Gene. "It



GENE AUTRY

had always been a hobby of mine, ever since my grandfather, a Methodist minister, had me play his fiddle when I was just a little shaver."

Gene did learn "a little something about music", if the more than one million recordings of his songs, which have sold, are any indication. His "Silver Haired Daddy of Mine" has become an established classic, as has his "Cowboy's Heaven".

Gene grew up in Tioga, Texas, where he learned to ride herd and urge the little doggies to "git along", while he still was in short pants.

He smashed baggage and acted as "cow nurse" around the loading yards at Ravia while he was attending high school. In his spare time he learned telegraphy, and finally became the Ravia operator.

After Gene had attained some fame as a guitarist and singer of the range songs he had learned as a boy. KVOO, at Tulsa, heard about and sent for him. He worked for two years there and at WKY, WBAP and WFAA. About that time he felt the call of Broadway, as so many other entertainers had before him.

Accordingly he took his guitar and all the courage he could muster and headed for Gotham. He knew no

TORNADO HITS TONTITOWN

The quaint little church, and the original one at Tontitown, Ark., has been reduced to a pile of lumber. Long two by four planks are thrust rudely through pews; statuary of great value has been destroyed and the lovely colored glass windows lie on the ground, broken into small bits, as a result of the tornado and hail storm which wreaked havoc upon the vineyards of at least 20 of the farmers of the Tontitown settlement.

The storm hit in all its fury on the afternoon of Sunday, June 10, and the twenty farmers, who report serious damage to their vineyards, have either had them entirely destroyed, or damaged from 50 to 80 per cent.

The tornado in some instances left the vines standing, but ripped off the rapidly growing bunches of grapes and leaves, leaving the bare vine clinging to the framework. In other cases it cut the vines at the earth and laid the vineyard low. Two cows, grazing in the pasture of one of the growers, were hurled through the air for three quarters of a mile and rudely dumped on the ground. Both survived the incident, although one of them still walks with a limp in her right front foot. In true freakish manner, the tornado would strike one vineyard, skip two or three and destroy a fourth.

The vines that are left standing, having escaped the tornado, look exceptionally good and will bear a splendid crop this fall. The work of repairing the damage done is proceeding immediately, and plans are being made to erect a new church made of native stone. Many of the members of the church are splendid workers of stone and wood, and they hope within a year's time to be able, by donating several days a week of their time, to have the new church erected.

one in New York, but New York soon knew him. He starred in Vaudeville and at WOR, WPCH and WMCA, where his songs of the cattle country were hailed as something entirely new and fresh.

Gene signed for work at WLS in 1931. He also acts as master of ceremonies on the WLS Roundup Show, a traveling unit of radio entertainers, who are being featured in mid-west theatres. He appears frequently on the NBC chain broadcast of the WLS Saturday night National Barn Dance, from 9:30 to 10:30 p. m., C. S. T.

Gene owes part of his success to the fact that he understands and likes people and sings the simple, human songs which strike responsive chords in most of his listeners.

**J. W. JAMISON ASSUMES
DUTIES AS GENERAL
COUNSEL**



J. W. JAMISON

Joseph Warren Jamison, General Counsel for the Trustees of the Frisco Railroad, assumed his duties on May 19, 1934.

Mr. Jamison was born near Bolivar, Mo., January 28, 1868. He studied law between the ages of 18 and 20, while engaged in teaching, and was admitted to the Missouri Bar in Versailles, Morgan County, in 1891. Two years later, through appointment of President Cleveland, he became Register in the United States Land Office in Boonville, where he afterwards received from the Mayor the appointment of City Counselor. In 1902 he prepared a digest of the decisions of the Appellate Courts of the state, construing the tax and revenue laws for the Missouri Tax Commission then composed of Judge W. M. Williams, of Boonville; W. C. Crowe, the Attorney General and Peyton Parks, of Clinton.

Locating at St. Louis in 1903, Mr. Jamison became engaged in general practice until 1913, when he became General Attorney for Missouri, of the M. K. and T. Railroad, an association that existed for ten years. He resigned in February, 1923, resuming the general practice of law, and in October of that year was made General Counsel for the Southwestern Bell Telephone Company in which connection he gained additional prestige as a corporation lawyer. In 1930 he was elected president of the Missouri Bar Association, and under his regime the Bar of the State was reorganized and integrated under a federated bar plan. On June 16, 1933, Mr. Jamison's name,

among others, was certified by the Interstate Commerce Commission to the Federal Court in St. Louis for appointment as Trustee under the recently enacted Federal Statute, providing a new method for the reorganization of railroad companies.

He is a member of the St. Louis Bar Association, the Missouri Bar Association, of which he is an ex-president, and the American Bar Association.

Mr. Jamison is married, his wife is the daughter of the late Wm. McCracken, well known banker of Polk County, Mo. They have four children, Mrs. Wylla Viley, Wm. C. Jamison, Mrs. Arthur Christophel and Mrs. Howard McCord, all of them residing in St. Louis. The residence of Mr. and Mrs. Jamison is "Red Gables" in Ashby Place, St. Louis County.

1934—Important Conventions—1935

Below is a list of important conventions which will be held during 1934 and 1935.

The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

1934 MEETINGS

Kiwanis International	Toronto, Ont.	June
Nat'l High School Band Tournament....	Des Moines, Ia.....	May 31-June 2
United Confederate Vets Reunion.....	Chattanooga, Tenn.	June 3-8
American Institute of Banking.....	Washington, D. C.....	June 11-14
American Medical Association.....	Cleveland, Ohio.....	June 11-15
U. S. Junior Chamber of Commerce....	Miami, Fla.	June 22-23
National Retail Credit Association....	Memphis, Tenn.	June 19-22
Rotary International	Detroit, Mich.	June 25-29
National Education Association.....	Washington, D. C.....	June 30-July 6
B. Y. P. U. of America.....	Pittsburgh, Pa.....	July 4-8
Lions Clubs International.....	Grand Rapids, Mich.....	July 17-20
International Walther League.....	Omaha, Nebr	July 1-4
M. O. V. P. E. R. (Grotto).....	Atlantic City.....	June 26-28
Shrine (A. A. O. N. M. S.).....	Minneapolis, Minn.	June 19-21
Civitan International.....	Toronto, Ont.	July 1-4
Knights Templar Gr. Encampment....	San Francisco, Calif.....	July 7-13
B. P. O. E. (Elks) Grand Lodge.....	Kansas City, Mo.....	July 15-20
United Spanish War Veterans.....	Pittsburgh, Pa.	August 19-23
Nat'l Baptist Convention (Col.)		
Unincorporated	Muskogee, Okla.	Sept. 5-10
Nat'l Baptist Convention (Col.)		
Incorporated	Oklahoma City, Okla.....	Sept. 6
American Legion	Miami, Fla.	Oct. 22-25
American Bankers Assn.....	Washington, D. C.....	October 22-25
American Petroleum Institute.....	Dallas, Texas	Nov. 12-15
Southern Medical Association.....	Dallas, Texas.....	November

1935 MEETINGS

Shrine Directors Association.....	St. Louis, Mo.....	March 6-8
Southern Baptist Convention.....	Memphis, Tenn.	May
Northern Baptist Convention.....	Colorado Springs, Colo.....	May or June
Kiwanis International	San Antonio, Tex.	May
United Spanish War Vets.....	San Antonio, Tex.	
Shrine (A. A. O. N. M. S.).....	Washington, D. C.....	June

A THANK YOU LETTER

To Traffic Department, Mr. Oxley, chief clerk, Frisco Railroad, from C. N. Touart, district superintendent, Swift & Company, Birmingham, Ala.:

"Please refer to our telephone conversation, asking you to give us as quick delivery as possible on car of meat that arrived Thursday night (June 7). We certainly appreciate your handling. The car was placed at our door in record time, and we were able to get all of our deliveries out as we had planned."

**HAVE YOU SECURED A
PATRON TO THE WORLD'S
FAIR?**

MERITORIOUS SERVICE

CENTRAL DIVISION

May 5—J. Brodbeck, brakeman on train 733 (double-header), took occasion to sand rail ahead of train for probably a mile or more, which, no doubt, saved doubling. In appreciation of his action, his record was credited with ten merit marks.

April 29—W. V. Jameson, conductor, W. C. Schultz and C. L. Shipley brakemen, picked up SF 75888, gravel, at Kellond for Paris. It developed that the car had a broken train line, and, in order to avoid delay to car, immediately took action to see that it was repaired and moved forward with but 25 minutes' delay to the train. For their interest and in appreciation of this service, their records were credited with five merit marks each.

Cleve Goff, engine foreman, and Ben Ross, switchman, assisted several other employes to pull stored cars and engines out of reach of a recent fire at Fayette Junction, which destroyed the Brower Veneer Mill, doubtless avoiding much greater damage to the railroad than was sustained. For their devotion to duty, at their own personal risk and safety, their personal records were credited with ten merit marks each.

SOUTHWESTERN DIVISION

April 29—C. M. McRoberts, conductor, Oklahoma City, on train 436, April 29, found broken rail in the main line. MP 620-20 and reported same, and it was changed out immediately. His personal record was credited with ten merit marks.

Richard Nance, conductor at Oklahoma City, while on train 436, found a broken rail in the main line at MP 581-24. His personal record was credited with ten merit marks.

RIVER DIVISION

May 17—W. E. Jeffries, brakeman, Chaffee, Mo., was commended for reporting to the timekeeping bureau that he thought he was overpaid.

May 14—W. J. Ludwig, agent, Willson, Ark., wrote to various school teachers who did not reside at that point. He obtained their home towns from the principal and, as a result of this solicitation, he secured eight tickets, revenue \$34.90, excess baggage \$2.59, express on boxes and trunks not checked \$10.69, making a total of \$48.18.

J. S. McMillan, superintendent of the River division, commended Mr. Ludwig for the initiative shown in securing this business.

SOUTHERN DIVISION

June 9—B. C. Scruggs, clerk, Mem-

LEGION SELECTS FRISCO ROUTE

The Frisco Railroad was selected by the American Legion, Missouri State Transportation Committee, as part of the official route from Missouri to the National Convention at Miami, Fla., October 22-25, 1934. The official route was designated as Frisco to Birmingham, Ala.; Southern Railway to Jacksonville, Fla., and S. A. L. Railway to Miami. Special trains will be handled over the route.

Approximately 1,500 American Legion men and their families are expected to attend the convention from points in Missouri.

Harrison Will, D. F. & P. A., St. Louis, handled the Frisco's interests before the Legion Committee at Springfield, Mo., on June 17th, with C. D. Chaudet, of Springfield; Perry Wilson, of Kansas City, and George Forrester, of Springfield, ready to speak, if necessary. Harrison Will is Post Commander of South St. Louis Memorial Post No. 37.

Al. Bardgett, chief clerk, traffic department, Frisco Lines, St. Louis, and Commander of Skinker Post, acted as secretary of the convention.

Legionnaires throughout Missouri are urged to solicit members of that organization for their patronage to the convention via the approved route.

This freight office, was responsible for discovering an error in billing by Standard Oil Company of UTL 76418, gasoline, moving to Tupelo, which, in error, had been billed "collect". The fact that he called the shipper's attention to the absence of prepay instructions on the billing, which is the usual manner in which they bill cars, no doubt saved delay and extra trouble to the shipper, as well as the Frisco. His record was credited with five merit marks.

June 3—Wood Smith, conductor, Thayer, was on X-4130 south, and, while inspecting train at Cedar Gap, while taking water, found a broken flange on SF 86731, car of chat. He was commended for his careful inspection.

May 27—J. F. Wright detected an error on the part of the shipper in a carload shipment of flour billed by the Cape County Milling Company, the shipper failing to make notation that 18,000 pounds of the load was to be unloaded at Memphis. His alertness in catching the error, no doubt, resulted in saving a delay to the shipment and at least saved some unnecessary handling of the car. His record was credited with ten merit marks.

AGENCY CHANGES

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

James A. Price, Nettleton, Miss., June 1; Neville A. Collins, Norge, Okla., June 1; Harry A. Miller, Prescott, Kan., June 2; James M. Johnson, Lake City, Ark., June 4; LeRoy E. Henry, Bono, Ark., June 6; James W. Calvin, Willard, Mo., June 7; Henry T. Wilkinson, Williford, Ark., June 7; Harry L. Eaton, Talihina, Okla., June 9.

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

Charles M. Neal, Foyil, Okla., June 2; William P. Copening, Phillipsburg, Mo., June 4; Walter L. Woods, Luther, Oklahoma, June 5; Earl T. Metz, Bay, Ark., June 5; Henry M. Stannard, Schuller, Okla., June 6.

INJURIES INCREASE

The personal injury report, issued by C. H. Baltzell, director of accident prevention, covering the month of May, 1934, and year to date, as compared with the same period last year, continues to show increases.

The report shows an increase of 2 injuries during the month of May, reportable to the I. C. C., and an increase of 39 injuries of a minor nature. This is an increase of 25 over a year ago in injuries reportable to the I. C. C., and an increase of 212 injuries of a minor nature, this year to date compared with 1933.

In the total of all casualties, the report shows an increase of 19 serious accidents and 48 minor ones for the month, and an increase of 31 serious injuries for the year to date, as well as 246 minor injuries.

A FORD TRAIN VIA FRISCO

Fred Jones, a new Ford dealer in Oklahoma City, expressed his appreciation of the handling given a 24-car train of Fords, which contained the opening stock for his new agency at Oklahoma City.

The train moved all the way from Kansas City to Oklahoma City via Frisco, making a splendid run. It was met at 9:00 o'clock on the morning of May 31 by C. I. Kinney, manager, Ford Plant at Oklahoma City; Mayor Tom McGee; R. J. Benzel, Chairman Industrial Committee, Chamber of Commerce; Fred Jones and his staff, and Frisco officials.

NEWS OF THE FRISCO CLUBS

Kansas City, Mo.

The Frisco Employees' Sunnyland Club, of Kansas City, Mo., received a great deal of publicity, when, on May 26, they sponsored a \$1,000 handicap race at Riverside Park near Kansas City.

Usually in such events the owners receive all the awards and the horse gets the glory, but for this race, the members of the Sunnyland Club saw to it that all who had a part in preparing the winner for the victory were rewarded. A blanket of flowers was thrown over the neck of Kitty Sue, a four-year-old filly, owned by W. A. Thompson, whose time for the mile and seventy yards was one minute and 42 seconds. The owner, W. A. Thompson, received a beautiful silver loving cup, the jockey and trainer both received money. In addition to the blanket of flowers for Kitty Sue, she was presented with a basket of carrots embellished with leaf lettuce.

Those officials of Kansas City in the judges' stand during the race included J. R. Coulter, J. W. Skaggs, J. A. Moran and Tom Kehoe, the latter president of the Sunnyland Club. Martha Moore, of St. Louis, made the presentation of the gifts.

Large advertisements were carried in the papers the day preceding and the day of the race, conspicuously displaying the Frisco insignia and announcing the handicap event.

Wichita, Kans.

Thirty members of the Frisco Employees' Air Capital Club of Wichita were present at the business meeting held in a Frisco coach on the night of June 7. Out-of-town guests included J. W. Ashbill; Agent Keighley; B. R. Tanquary, agent at Wichita Heights, and wife, and E. P. Olson, assistant superintendent, Neodesha.

New business reported since last meeting included: one LCL shipment, Wichita to Portland Ore., also one LCL shipment, Wichita to Ft. Scott, secured by H. A. Marshall, rate clerk; eight cars of coke, Wichita to Kansas City, secured by S. B. Ramsey, car foreman; one car coffee New Orleans to Wichita, one car paper, Ohio to Wichita, LCL, Nashville to Wichita, and one LCL, St. Louis to Wichita, secured by H. B. Sigler, conductor; one large LCL, Wichita to Columbus, Kans., and one LCL from Keokuk, Iowa, secured by Ralph Dins-

more; two cars of pipe, Wichita Heights to Memphis, secured by B. R. Tanquary.

H. A. Baker, general agent, complimented the ladies on their attendance and spoke on general business conditions as much better than a year ago. He called attention to the fact that the ladies had an excellent opportunity, when buying merchandise, to call attention to the fact that they are spending Frisco money and asking the merchant to route his goods via Frisco. S. P. Haas also addressed the meeting, encouraging the employees to greater efforts in their solicitation work.

Martha Moore spoke on the workings of the various clubs, and the interest the employees are taking in the solicitation of business. She told of the various new features at the World's Fair, and suggested that members of the club, who had friends in Oklahoma, Missouri and Arkansas, attempt to secure them as passengers through the St. Louis gateway to the Fair.

Following the program all present were served with ice cream and cake by the ladies present.

Ladies' Club of Tulsa

The Frisco Ladies' Club, of Tulsa, Okla., met in the Public Service Club Rooms on June 4, with Mrs. Louis C. Johnson as hostess.

The usual business meeting was conducted and reports of various committees were heard. It was voted to disband for the summer months, the next regular meeting to be held in October.

After a delicious luncheon, the tables were cleared for bridge, high score being won by Mrs. R. M. Page, second honors by Mrs. A. L. Davidson.

Joplin, Mo.

Members of the Frisco Employees' Club of Joplin, Mo., met in regular session at the Tenth Street Freight Station at Joplin Friday, June 8, with the Ladies' Auxiliary. The meeting was preceded by a covered dish luncheon served by the Auxiliary, which consisted of delicacies prepared by members of that organization, and baked ham, which was prepared by the Quality Baking Company, and coffee furnished by the Interstate Grocer Company. The meeting was called to order at 8:15 p. m. by R. H. Barcus, president, with approximately 75 members and visitors present.

The Tender Shepherd, colored quartette, of Tulsa, Okla., was introduced by their pastor, and entertained with several numbers, consisting of southern melodies and popular songs, which were well received by all present.

J. E. Potts, president of the Frisco Employees' Club at Springfield, Mo., who was accompanied by other officers of the Springfield Club, was introduced, along with other visiting members. Mr. Potts gave a detailed report of the operation and accomplishments of the Springfield Club and also told of the new air-cooled lounge cars operating on trains 9-10.

Martha Moore, of St. Louis, was present, in connection with solicitation of passengers to the World's Fair at Chicago, and presented a detailed description of the new features at the Fair this year. Pictures of the Fair were also shown to the members present and they were urged to solicit passengers via Frisco Lines. Keeping a record of the number secured.

Superintendent and Mrs. J. A. Moran were present at the meeting and congratulations were extended to them upon the celebration of their wedding anniversary.

The meeting adjourned at 10:00 p. m. and the remainder of the time was devoted to renewing friendships.

Birmingham, Ala.

The Frisco Employees' Magic City Club held one of the most enjoyable and successful dance and floor shows at the Thomas Jefferson Hotel on May 16, ever given by the club. The ballroom was beautifully decorated, the orchestra stand representing the rear end of an observation car carrying the "Kansas City-Florida Special" emblem on the rear. Approximately 200 couples attended the affair and after the floor show, enjoyed dancing to the music of Nappi's Orchestra.

The participants of the floor show were all members of the Frisco family, with one exception, and included: Spanish dance, Janie Lou Thompson, daughter of E. R. Thompson, fireman; reading, Bonnie Ruth Taylor, daughter of F. A. Taylor, fireman; aerobic dance, Marie Butler, niece of F. H. McDuff, special agent; piano solo, Jessie Lou Westerhouse, daughter of L. W. Westerhouse, roundhouse foreman; tap dance, Barbara Merritt.