

AGENCY CHANGES

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

Mrs. Latiech Stout, Park Hill, Okla., November 5; Ora L. Jenkins, Luxora, Ark., November 8; Wm. N. London, Carrier, Okla., November 20; John B. Trotter, West Greene, Ala., November 15; John W. Boatright, Weir City, Kans., November 19; Wm. E. Haigh, Cold Springs, Okla., November 22; John R. Burt, Sedgwick, Ark., November 23; Wm. C. Harris, Boligee, Ala., November 27; Wm. H. Townsend, McCullough, Ala., November 28; Paul A. Derrington, Carrier, Okla., December 1; Charles A. Redden, St. Louis-General, December 1; Wm. N. London, Lucien, Okla., December 3.

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

Ralph E. Cole, Pawnee, Okla., November 26; Wm. R. Searcy, Farlington, Kans., November 26; John C. Grissom, Carmen, Okla., November 30.

The stations of Deckerville, Ark., and Gilmore, Ark., were closed on November 8th and 14th respectively.

B. & B. MAN THANKS FRIENDS

Samuel R. Kummell, of Wichita, Kan., a B. & B. man for Frisco Lines, has been in ill health for some time and the B. & B. and Water Service employes took up a collection to allow him to secure medical care.

Mr. Kummell writes the employes in appreciation, as follows:

"Dear Friends and Fellow Workers:

"I wish to thank each and every one of you for the help you have given me. It was a larger contribution than I expected. I wish to assure you that the money will be used to the best of my knowledge, which will be for my health. There are some who gave to this fund that I am not personally acquainted with, but I feel that I know you, anyway, and I feel that you almost know me by working with other men that do know me.

"I have often said to different men that I have worked with that there was nothing that a gang of bridge men could not do. I still believe that, and this goes to show that I am right by what all of you have done for me.

"I haven't the words to express my appreciation. I only hope I can take this money and can find something to cure this dreaded arthritis, so I can get back on the job and can help someone else that is sick and down and out.

"So thanking each and everyone of you and hoping I am able to be back in your ranks again in the near future, I remain,

(Sgd.) Samuel R. Kummell."

A FRISCO "QUEEN"

Miss Laurel Maxine Barnett, 17-year-old daughter of E. J. Barnett, telegraph operator at Sleeper, Mo., was the recipient of the title of Carnival Queen in a recent contest. The contest for queen was open to high school students and the ceremonies were held at the Wallace Memorial Building at Lebanon, Mo.



MISS LAUREL MAXINE BARNETT

Colonel Don O. Vernon bestowed the title and crown upon this fair Frisco daughter.

Miss Barnett is a junior in high school and was elected as the junior class candidate. She is one of the most popular students in the high school with students and teachers alike and takes an active part in all school activities. She is a member of the Girls' Glee Club, the mixed chorus, vice-president of the Home Economics Club and was a representative of the Lebanon High School on Vocational Day, sponsored by the weekly Kansas City Star at the American Royal show in Kansas City on October 23.

WEST SHOP DESIGNER DIES

Ernest Preisler, 79, noted architect, who designed the \$2,000,000 Frisco West Shops at Springfield, Mo., died on October 29 in St. Louis, Missouri.

Mr. Preisler was identified for nearly half a century with the development of railroads throughout the Southwest. He built numerous bridges and stations in Texas, and aided in designing the State Capitol building at Austin, Texas.

MERITORIOUS SERVICE

SOUTHERN DIVISION

November 26—J. E. McCollum, conductor, Thayer, Mo., and E. N. Evans, brakeman, Thayer, Mo., on train 131, November 26, stopped at Mt. Grove for water, and while the crew was inspecting the train, conductor McCollum found TIDX company oil for Yale with 18 inches of flange broken off the wheel and ALTX 105, company oil for Yale, with top arch bar bent. Both cars were set out for repairs at Mt. Grove. On the same trip while at Millford, heading in for No. 104, Brakeman Evans found SHPX 10501, company oil for Yale, with 24 inches of cracked flange. This car was also set out and repaired. S. J. Frazier, superintendent, placed a letter of commendation on the personal record of each of these gentlemen.

November 24—H. B. Nichols, engine foreman at Yale, Tenn., while switching Swift & Company Refinery at Yale, discovered a broken arch bar on tank car StL 6201 and reported the matter to the assistant car foreman, resulting in the car being repaired before loaded. His personal record was credited with five merit marks.

RIVER DIVISION

November 21—T. H. Ancell, brakeman, Chaffee, Mo., discovered broken arch bar on Southern car 119388, pig iron, while inspecting train at Wilson on October 26. J. S. McMillan, superintendent, credited his record with ten merit marks.

November 3—J. H. Grabiell, agent at Birch Tree, Mo., discovered broken rail in main track north of station of Birch Tree and made every effort to secure tools and make temporary repairs until the section crew arrived and made permanent repairs. A letter of commendation was placed on his personal record file.

CENTRAL DIVISION

November 21—J. W. Miller, brakeman, rode on the engine, extra 1310 north, November 21, when he found that sand was not working properly on Garfield hill and pounded the pipes on each side in order to prevent their being obstructed—this in a heavy rain storm. For the interest displayed by him and in appreciation of his actions, O. L. Young, superintendent credited his record with five merit marks.

**TO ALL READERS,
A HAPPY NEW YEAR!**

Recovery Rides With the Railroads

(An address made over the National Broadcasting Network, October 7, 1934,
by J. W. Paton, G. T. M., of the American Rolling Mill Co.,
Middletown, Ohio)

THE other day I was walking through one of our large steel plants and could not help contrasting the number of men working today against the thousands of a few years ago.

What is the reason for so much unemployment everywhere?

As I left the plant I walked through the yards with its idle freight cars, and was stopped by a passing freight train. It was apparent from the few cars on the train and the sad appearance of the cars, that the great railroad industry, in its peak season, was having a bitter struggle. And no wonder! Take our own steel plants for instance. Approximately six cars of raw materials come into our mills for every car of iron and steel sheets we ship out. Yes, when the bottom drops out of business everything sinks.

In normal times railroads are the biggest buyers of industrial products. When they start buying, industry picks up. New blood flows in its veins. In turn, these industries supply tonnage to keep the railroads busy. Then hundreds of thousands of little spirals of increasing business begin to build new markets for wage earners and farmers, alike. Soon every city, town and village feels the impulse of this new life. The shoemaker sells more shoes, the clothier sells more clothes, and the farmer sells more produce. "Fine," you say, "let's get going. What's the matter with the railroads, anyway?" And there's the rub.

The great transportation systems of the country are not only forced to meet the problems common to every industry during this depression, but they have other problems far more difficult to meet. The railroads have become the football of everyone who has a political or economic axe to grind. We have sat quietly by while our legislators have passed laws that force the railroads on one hand to increase wages, and on the other

hand to reduce freight rates, then we add costly pension bills to their operating costs. All this in addition to the tremendous tax burden of the times. Strangely blind to our own interest, we have allowed this sapping of the vitality of our railroads to continue unchecked for years.

I am afraid we sometimes forget how large a part the railroads play in our modern civilization. Is it, that you and I sit by and say to ourselves, "Well, what difference does it make to me?" A business man recently expressed that very thought to me. He said he was not a stockholder in the railroads nor an investor in their bonds—that it didn't make a bit of difference to him personally. But was he right?

Almost every man, woman and child in the country is directly or indirectly a stockholder in the railroads of this country. You may say that you are not, that you have no railroad stock, but you probably have life insurance, or the head of your family has life insurance, and if so, you are vitally interested in the welfare of the railroads. The life insurance companies of America are the largest holders of railroad stocks and bonds. If the railroads of America were to be wrecked, there is hardly a life insurance company that could withstand the shock.

Yes, railroads mean a great deal to all of us. It is necessary that they have revenue to meet their expenses or they cannot go on. So, let's help get them back on their feet, or should I say rails—the sooner the better.

The next time you hear someone taking the railroads for a ride, just remind him that business, to a very large extent, is waiting for their sound recovery. There's a hundred thousand unemployed men in the steel and associated industries alone waiting for the railroads to come back.

MIXED DOUBLES CONTEST PROVES OF INTEREST

Forty-four members of the Men's and Women's Bowling League of St. Louis engaged in a mixed doubles contest at Rogers' Alleys on Wednesday Night, November 7. A total of \$21.50 was divided among the winners for prize money.

The winners and their scores are shown below:

1st High Team	
A. Hanley	514
H. Martin	531
Handicap	216

Total1,261

2nd High Team	
M. Droste	527
W. Eichenauer	541
Handicap	165

Total1,233

3rd High Team	
L. Barnes	462
S. Rain	559
Handicap	162

Total1,183

4th and 5th High Team	
W. Kragh	415
G. Danis	521
Handicap	216

Total1,152

4th and 5th High Team	
A. Heilman	369
L. Christopher	576
Handicap	207

Total1,152

Ladies' High Three	
Helen McHale	457

Men's High Three	
Fred Spinner	619

Ladies' High Single	
Lil Kulage	165

Men's High Single	
George Albrecht	213

On the night of December 8 a dance was given by the Men's Club at Century Boat Club and was called "Men's Bowling League Night". Tickets were 40c each, the proceeds of the dance were used for the benefit of the Men's Bowling Club.

CONDUCTOR CHURCHILL DIES

WILLIAM HOLMES CHURCHILL, pensioned conductor, of Kansas City, Mo., died at his home on December 20. He was born October 20, 1853, in Lauthery Township, Ripley County,

Ind., and entered the service as a freight brakeman on the old Memphis lines in February, 1888, being promoted later to freight conductor, and finally passenger conductor. In June, 1894, he became general yardmaster at Fort Scott, in which capacity he served until June, 1895, when

he returned to his position as passenger conductor on the Memphis lines. He was appointed trainmaster of the old KCM&B Railroad in February, 1900, serving as such until December, 1900, when he became division superintendent of the KCM&B

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THE HONOR ROLL

O. L. Young, superintendent at Ft. Smith, Ark., is most interested in seeing that the following cases of employe solicitation be submitted for the Honor Roll.

JACKSON REYNOLDS, section foreman at Madill, Okla., secured Frisco long haul routing on two cars of flour from Chickasha, Okla., and one car of lard from Oklahoma City Okla., billed to a grocery firm in Madill. These shipments moved Frisco Lines, and Mr. Young expressed the appreciation of the management of the Frisco, as well as his own personal thanks, for the efforts extended by Mr. Reynolds.

J. K. JOHNSON, clerk in the superintendent's office, solicited and secured a passenger from Ft. Smith to Valley Mills, Tex., via the Santa Fe, who would otherwise have gone by bus, and Mr. Johnson followed up with a view of securing the return movement of two passengers. Mr. Young also expressed to Mr. Johnson personal thanks and thanks of the management.

E. A. McKNIGHT, warehouse foreman at Ft. Smith, noticed a truck from a dry goods firm while at the Frisco warehouse which carried a shipment for Carpenters Bluff, Tex., not routed Frisco. The result was, the matter was handled and the Frisco secured the shipment. In commenting on the efforts of Mr. McKnight, Mr. Young said: "I want you to know that this effort is more than appreciated and at the same time I want you to know that I also cannot help but take note of the fact that you were quite observant and were looking after the company's interest."

FRANK MILES, section laborer at Wellston, Okla., was responsible for selling a ticket, Wellston to Kansas City, through his own solicitation. He was commended for his interest by C. T. Mason, superintendent.

MRS. MILLS, daughter of Engineer Dwyer of Joplin, Mo., sent a passenger to the Frisco ticket office at Joplin, who purchased a first-class ticket to Kansas City, using Frisco lounge service. The passenger spoke in complimentary terms of Mrs. Mills as being a loyal Frisco booster. This passenger had previously ridden the bus in making this trip. The case is

reported by ticket agent Sweezy at Joplin and J. E. Springer.

L. D. PITTS, agent at Poteau, Okla., certainly believes in giving Frisco service with a smile, according to Zac Merideth, helper at Poteau, who sent the information to the magazine for the Honor Roll page. A tiny red haired girl of six years arrived at Poteau on 710 at 4:50 p. m., on December 5. There was no one at the station to meet her, although a brother had a message she was on her way and had met the 2:13 a. m. KCS train that morning, but failed to show up for the Frisco train that afternoon. The child's mother was ill at the grandmother's home, some four miles back over the Cavanal Mountains, and could not be reached by phone. After working hours, agent Pitts took the little girl in his car and delivered her safely to her destination. The roads were muddy and rough, as it had been raining and snowing for the past week and it was a real service to reach the farm through rough hills and roads full of mud holes. Although Mr. Merideth submitted the case without Mr. Pitts' knowledge, it is one worthy of the highest praise. The Frisco employes are ever on the alert to give more than the usual service.

The following employes, members of the Sunnyland Club, although not in particularly advantageous positions to get out and look around for tips on freight, have been concentrating on securing passenger business. Their tireless efforts during the year to secure this class of business has proven that if you keep on, ever striving, you will get the desired results. During December they secured the following business: R. O'Connor, car record clerk, passenger from Kansas City to Atlanta, Ga., and return; A. J. Finn, roadmaster, ten passengers from Kansas City to Birmingham, Ala., and return; Nicholas Vidovitz, machinist, passenger, Kansas City to Hardy, Ark., also one from Kansas City to Miami, Fla.; Carl Sternia, car repairer, two passengers from Kansas City to Birmingham.

These men have the appreciation of the club for their cooperation and are to be commended for their constant efforts to be on the lookout for any possible business that might go Frisco.

L. W. BLAKELY, of Ft. Smith, Ark., is commended for his efforts in se-

curing one carload of scrap iron which was moved from Ft. Smith on December 14, enroute to a steel plant in Kansas City. A letter of appreciation was sent to Mr. Blakely by O. L. Young, superintendent.

HIRAM WALLACE and SAM McDONALD, waiters under L. P. Burch, dining car steward, enroute to Oklahoma City on train No. 9, December 11, are to be commended for their interest in furnishing train service advice, connections and other information to two passengers in the diner, who made inquiry on train service out of Oklahoma City to Kansas City. These two boys made every effort to sell the tickets via Frisco Lines, and are to be commended for their accuracy in giving schedules and train service, as well as time of arrival, departure of trains, and connections.

HENRY LAUDERDALE, trucker at Fort Smith, Ark., observed, on Monday, December 10, that the Hinson Manufacturing Company was going to ship a machine to St. Louis and would be late in getting it crated. Mr. Lauderdale followed the matter up and telephoned the freight office, in order that they might wait open for the machine, the shipment consisting of 320 pounds. O. L. Young, superintendent, commended Mr. Lauderdale for his effort in securing this business for the Frisco.

CONDUCTOR CHURCHILL DIES

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Railroad, in which capacity he served until September, 1901, when he returned to the position of passenger conductor on the Northern division and worked until October 31, 1923, when he was retired due to the age limit. His pension allowance was \$61.20 a month and during his lifetime he was paid a total of \$8,860.40.

"Does Bill ever come back to the old farm since he got into the movies at Hollywood?"

"Every summer," said Grandma, proudly. "Every summer of the three he's been away."

"And did he bring his wife with him?"

"Each time," replied Grandpa. "And they was three as purty girls as you ever seen."

NEWS OF THE FRISCO CLUBS

Madill, Okla.

Frisco employes of Madill, Okla., met on November 22nd for their monthly business session and a report of business secured since the last meeting date totaled 41 carloads of freight, two passengers and 21 LCL shipments. In the 41 carloads of business were included 30 cars of cotton which, had it not been for personal solicitation of members of the club, would have gone to the trucks. It was reported that all cotton shippers in that vicinity were now patronizing the Frisco.

S. P. Boyd, county tag agent, spoke of the large amount of taxes paid by the Frisco, which helped to make it possible to continue full terms of school. He also reported that in the last ten days he had issued tags to trucks which were reported to him, both foreign and visiting trucks, to the amount of \$413.24 in taxes for the state and county.

H. W. Hale, assistant superintendent at Tulsa, addressed the group, advising that for the first quarter of 1934, taxes paid in Marshall County amounted to a little over \$14,000. He also advised that the Frisco had opened up a night transfer platform at Madill, handling from 40,000 to 60,000 and more pounds of merchandise each night, which gave employment to five Madill men. He also talked along freight claim prevention lines.

Joe Hannon, president of the First National Bank in Madill, told of a most pleasant ride via Frisco Lines, Madill to Chicago this summer, and said that he felt that with the big taxes paid by the railroads and the splendid service offered, the people should appreciate their efforts and patronize them to the fullest.

R. C. Coulter, TF&PA at Tulsa; J. D. Leeper, owner and manager of Scott Leeper Department Stores; J. H. Dowdy, agent, Kingston, Okla.; H. E. Gabriel, assistant superintendent, Ft. Smith, and Olin Woods, grocery man at Madill, all favored the audience with short but impressive talks. Both Mr. Leeper and Mr. Woods expressed their appreciation of Frisco service and the fact that their establishments were patronized by Frisco employes.

After a general discussion on various subjects, J. L. Hemphill, president of the club, thanked all those present for their attendance and invited them to meet with the club members at their next session.

Ft. Smith, Ark.

Members of the Frisco Employes' Club of Ft. Smith, Ark., enjoyed a peppy meeting on the evening of December 3, with a good attendance of members and visitors.

A report of the business secured through the employes for the eleven months of 1934 was reported as 74 carloads, 53 LCL shipments and 32 passengers.

C. O. McCain addressed the meeting on the value of employe solicitation, stating that Ft. Smith had an extremely good rate clerk and asked the employes to secure rates from either the division freight office or the freight house. Mr. McCain stressed the necessity of giving accurate rate information in soliciting business.

Those present who addressed the meeting during the evening included: Mr. Leitzell, agent; Mr. Presson, trainmaster; Mr. Ayles, visiting roadmaster from Hugo; Mr. Crawford, general foreman; F. E. Brannaman, chief clerk; S. Kelton, dispatcher.

The members then turned to the nomination and election of officers for the year of 1935 and the following were chosen to serve: R. P. Manley, storekeeper, president; H. B. Stierwalt, maintenance clerk, vice-president, and C. E. Durham, secretary to superintendent, secretary.

Following short talks by the incoming and outgoing officers the meeting closed with President Manley appointing a committee consisting of F. E. Brannaman and A. T. Thorsen to call upon Mrs. Collette, president of the Ladies' Auxiliary, to arrange for a joint meeting as the next affair of the two organizations.

Colored Club of Muskogee, Okla.

The Frisco Colored Club of Muskogee, Okla., held meetings on December 5, November 14, 21 and 28. There is always a good attendance at these meetings and about 25 tips were turned in at the meetings named above.

Members and visitors discuss ways and means of interesting more folks to ship and travel Frisco, and a report of those members on the sick list is always made.

Colored Club of Hugo, Okla.

The last meeting reported by the Colored Club of Hugo, Okla., was the one held on December 5, at which time there were 22 members present.

Plans for the coming year were discussed and prospective business lined up which should be most beneficial to the Frisco. It was reported that the Ministerial Alliance has some new plans for the year, which includes some business for Frisco Lines, such as conventions, association conferences, etc.

There were 18 members present at the November meeting of the Colored Club of Hugo, Okla., and an especially nice program was presented. W. E. Schooler, president of the Chamber of Commerce addressed the group in an inspirational talk, also Rev. Thompson, Rev. A. J. Tarrent and Professor W. M. Marshall made short talks.

Members of this club have reported 39 revenue passengers secured for the month of October and all members are on the alert, working at all times for the interests of the Frisco.

Frisco Sunnyland Club Kansas City, Mo.

The Dinner-Dance held by the Sunnyland Club the evening of December 6, at the Masonic Temple, was well attended by an enthusiastic crowd of some three hundred club members and their close friends, who braved the icy thoroughfares and stormy night to attend. They were rewarded, however, for their hardships in getting there, by a delicious hot turkey dinner and a heart-warming get-together, including community singing of Frisco songs. Among other toasts during the dinner was a toast offered by the president in honor of the visiting representatives of Frisco shippers and patrons. After the floor was cleared there was a Grand March which was followed by ballroom and square set dancing, furnishing much enjoyment for everyone. Altogether, it was a jolly evening, and greatly enjoyed by all.

T. C. Kehoe, the retiring president, is proud of the record of business secured by the club members during the past year, which includes 1,416 tips turned in, 1,252 carloads secured, 675 LCL shipments and 84 passengers, for which he expressed his sincere appreciation to all employes. His close association with the employes has enabled him to know that everyone was cooperating and doing his best to secure traffic tips. Mr. Kehoe was in personal contact with prac-

tically every employe on the terminal once a week, at the noon hour and at night, enlisting the cooperation of the men, urging them to be on the lookout for any possible business, and encouraging them in their efforts. He feels he has been rewarded for his enthusiasm in the work of the Sunnyland Club by the gratifying results shown above, and in the belief that his close association with the employes has had its effect in building up a warm feeling of interest among the employes for the welfare of the Frisco, and creating the desire to forget individualities, and all cooperate with one another to the greatest good of their railroad.

Joplin, Mo.

After a delightful covered dish supper had been served by members of the Ladies' Auxiliary of the Frisco Employes' Club of Joplin, Mo., the two clubs met for their regular business meeting on the night of December 6.

The treasurer's report indicated that there was a balance of \$63.48 on hand. Eleven letters were written, the report showed, to various firms and individuals which had donated prizes for the bridge given by the clubs on November 1. A letter was also written to C. R. Welch, traveling auditor having to do with a personal call which he made regarding an LCL movement.

A letter from W. L. Heath, president of the Missouri Railroad Employes and Taxpayers Association, St. Louis, was read, in which Mr. Heath outlined various matters and quoted an article regarding the plea made to the President of the United States by the National Highway Users' Conference relative to efforts being made to bring highway transports under Federal regulation. J. E. Springer advised that C. K. Sims, assistant superintendent had accompanied him in making calls upon the various firms and shippers, suggesting their making written appeals to their various senators and representatives that the railroads be given a square deal.

Mr. Springer outlined plans and arrangements for the annual Christmas program to be held in the passenger station waiting room prior to Christmas day.

A nominating committee composed of Messrs. Watson, Elliott and Crawford, through their chairman, advised that they could not see where any improvement could be made and their selection was that Roy Barcus serve as president, Len Kneeland as secretary, O. G. Moults as treasurer.

Roger Fletcher was re-named first vice-president and Messrs. Foster and

Crawford were re-elected second and third vice-presidents, respectively.

Hugo, Okla.

Sixteen members of the Frisco Employes' Club of Hugo, Okla., were present at the regular business meeting held in the assembly hall of the Frisco passenger station on November 20. One visitor from Ft. Smith was welcomed.

J. W. Claiborne, general agent at Hugo, Okla., gave a talk on business being handled at the Hugo station, and advised the members just what he was up against in the solicitation of business, offering suggestions as to how the club members could help.

W. P. Roberts, president, asked the assistance of each member in turning in reports to the club of any business which they had secured.

Preliminary plans for organizing a Ladies' Auxiliary were made, and the members decided to hold the regular club meeting on the second Friday in each month.

Ladies' Auxiliary, Kansas City, Mo.

The Ladies' Auxiliary to the Frisco Sunnyland Club of Kansas City, Mo., held its regular meeting for the month on December 4, when officers for the year of 1935 were elected. The following were chosen: Mrs. Ruth Enhi, secretary; Mrs. Walter Tarpy, treasurer, and Mrs. John Cashmore, vice-president. The office of president was left open and will be filled at the next meeting.

After the business meeting the sixty members present played cards. Following cards, the hostesses, Mesdames Malice, McCarthy, Rich and Simpson served a delicious plate luncheon. Mrs. Malice won the hostess prize.

Kansas City Sunnyland Club

The report of business secured by members of the Sunnyland Club of Kansas City, Mo., for the month of November totaled 165 car loads, and 81 LCL shipments. The report, issued by J. R. Coulter at Kansas City, shows that fifty-three tips were turned in to the traffic department during that period.

SHIP BY RAIL

Rail transportation is America's second largest industry. Its future is being jeopardized by unregulated and subsidized competition. This country cannot be prosperous without railroads. If you will see that all shipments move by rail you will assist in developing prosperity.

Employes responsible for the business secured during November include: A. J. Finn, maintenance of way department; H. L. Herman, C. C. Lacy, E. C. Lindeman, D. W. Cadagan, F. H. Fenner, Ethel Martin, L. W. Poncik and R. P. Ruisinger, transportation department.

St. Louis Girls' Club

The November luncheon of the Frisco Girls' Club of St. Louis was held at the Mayfair Hotel on November 22, with ninety-four guests in attendance. Guests of honor included J. R. Koontz, J. N. Cornatzar and L. O. Williams. At this meeting the members of the Girls' Club tendered best wishes to Mr. Cornatzar as he left that day for his new position in Birmingham, Ala.

Mr. Koontz made a splendid address to the members, advising them of his appreciation of their cooperation in the solicitation of freight and traffic for Frisco Lines. Mr. Williams expressed his pleasure of the invitation extended him to be present at the meeting.

The members, through their president, Ella Ecklekamp, extended best wishes to W. S. Merchant who left to accept the position of traffic manager at Chicago and to Messrs. Bunnell and Nash who left the Frisco to accept positions with the Association of American Railways in Washington.

Madeline Young, the club's favorite vocalist, presented a number of delightful vocal solos, accompanied at the piano by George Erdman.

Plans for the Christmas Charity Program were announced and the members were asked to send in names for the Xmas baskets to be given away by the club.

Frisco Men's Club, St. Louis, Mo.

The Frisco Men's Club December dance was given Saturday night, December 8, at the Century Boat Club, with about 450 employes and friends in attendance. Music was furnished by Raleigh Beatty and his Missourians. Raleigh is employed in the passenger traffic department and his highly pleasing efforts as the band leader were justifiably rewarded a few days later by a nice write-up in Kid Reagan's Column in the Star-Times.

Frisco Girls' Club, Springfield, Mo.

A luncheon, honoring the retiring officers of the Frisco Girls' Club of Springfield, Mo., was given on December 5 in Heer's Tea Room. Favors were corsages made with small colored gum drops, and each of the honorees was presented with a silver