

Mountainous Beauty On St. Paul Branch Invites The Tourist

THERE are many lovely and picturesque spots on Frisco Lines, but for real, untouched beauty of mountainous scenery, one should make a trip over the St. Paul Branch from Fayetteville, Ark., to Pettigrew, Ark., on the Frisco's Central division.

One must be sure to make the trip on either Monday, Wednesday or Friday, for the train only makes the trip three days a week. The train leaves Fayetteville at 8:15 a. m. and reaches Pettigrew in time for luncheon at 11:30 a. m. On the return trip, it leaves Pettigrew at 12:01 p. m. and arrives in Fayetteville at 3:20 p. m.

It is believed that the country, Fayetteville to Pettigrew, was the same described by Sidney Jackson in "A Slow Train Through Arkansas". It is the same in many respects as it was fifty years ago, with the arrival and departure of the train from the little stations along the way, an exciting break in the daily routine.

But let us go back, in memory, to 1886—the memory of J. M. Williams, who served as the first agent at St. Paul, Ark. Mr. Williams is now retired and in the lumber business. With him is Mrs. Williams, and the interview was a joint one, for Mrs. Williams was also the agent at St. Paul for many years.

Mr. Williams took his first position with Frisco Lines as agent at Brentwood. When that station was abandoned, he went to work in the B&B department with the bridge gang, making bridges ahead of the track on the St. Paul Branch. After the road got to St. Paul, he was installed as agent. St. Paul was the terminus for ten years, but the line was extended in 1886 to Pettigrew. Mr. and Mrs. Williams were married while quite young and she went with him to St. Paul and, naturally, aided him in the many duties which were his at the time. When he went to Pettigrew as agent, she qualified as agent and took the station at St. Paul, but they established their home at Pettigrew.

Mrs. Williams spent most of her young life in St. Paul, and she says it was very rough—many saloons and hundreds of ox teams, horses and mules used for transportation. Saturday night was the big night, and she remembers distinctly of seeing as many as 500 and 600 men in drunken

brawls in one night in that little town.

She also remembers that it was a great lumber center. Railroad ties and fence posts were loaded and shipped out of that section, and at one time, the railroad was 2,000 cars behind on its outbound shipment of posts! The switching generally took about three hours, and all stations on the branch were busy at all times. In those days they sent money by express, \$500 to \$5,000—(the station receipts), back to Fayetteville on the train that had come down that morning, and there were no losses.

In those days there was a great deal of land homesteaded, and Mrs. Williams says that the people were very trustworthy, and many of them were college students or had had college training previous to selecting that part of the country for their future home.

But that was long ago! Now, for today.

You board the train at Fayetteville and it moves out toward Pettigrew. Two section gangs, with 21½ miles each, keep up the track of 56-pound rail, put in with square joints. The trip is made through and over the Boston Mountains and the landscape, especially in fall and early spring is beautiful beyond description. In the fall, peak after peak of mountains are dense with trees of gaily colored leaves. As to crops, tomatoes, corn and a few potatoes are raised, but there is still an abundance of hardwood timber and ties and some livestock, although the cattle and hogs grow fat or lean according to the vegetation which they are able to find.

There are five tomato canning factories along the branch and one soy bean canning factory. At one station along the St. Paul Branch, an enterprising citizen has started a growing business. His occupation is catching bull frogs on White River and shipping them as far as the Pacific Coast for breeding purposes, and they bring him from \$5.00 to \$12.00 a pair. They are sent in boxes and put into the box on wet hurlap. Water is poured on the burlap at intervals, and they arrive in perfect condition.

At Combs there is an up-to-date bow and arrow factory, and C. B. Ebevins, of that town, has start-

Unique Industries Are Found Along Right-of-Way

ed a real business in selling coon dogs, which he raises and ships throughout the United States. Last year 175 left that station.

Finally the train arrives at Pettigrew, a quaint little city with good, honest folks as its townspeople. The city is just as it has been for years. There is no highway at this time into Pettigrew, and its people have no communication with the outside world except through the railroad telegraph station and the Frisco train which comes to them three times a week. There are no electric lights or telephones, and the hotel man has the only radio in town, which works on a battery. The houses are not painted, but the folks are healthy and happy and busy in their various occupations of gathering and shipping out ties, carloads of wagon material, staves and headings, used in the making of whiskey barrel heads. Pettigrew is 1,800 feet above sea level and five miles to the east they claim an altitude of 2,000 feet.

The engine is uncoupled from the train (a mixed freight and passenger) and taken to a wye, where it is turned for the return trip. The crew go to the hotel for dinner or open lunch kits, and at exactly 12:01 p. m. the train heads back to Fayetteville.

Of more than passing interest is the veteran crew, whose combined service totals 169 years. J. E. Whalen is the engineer; J. H. Curry, fireman, R. R. Stone and L. E. Mahoney, brakemen, and J. F. Mulrenin, passenger conductor.

The engine, of course, does its own switching at the various stations, cutting in or out a car, and the entire scenery along the 42-mile ride presents a different picture on the return trip. The huge mountains seem just a bit more imposing, and purple mists cover the peaks.

The men in one section gang wave as the train passes—a dog comes to bark as the last car passes by—an old duck and her babies waddle from the outside of the track back into the center, as she resumes her way,

(Now turn to Page 16, please)

THE HONOR ROLL

Special commendation is issued by C. T. Mason, superintendent on the Southwestern division to his section forces, who have been most active in the solicitation of business during the past month. In individual letters, Mr. Mason commends the following:

J. T. LEACHMAN, section foreman, Oklahoma City, who secured a passenger, Oklahoma City to Bristow, January 20, who had already made arrangements to ride the bus, but after Mr. Leachman's solicitation, made the trip by train. JOHN SIMMONS, relief foreman, Davenport, who secured a passenger, Jones to St. Louis. This passenger had already arranged to go by other means of transportation. LEE BROWN, section laborer, Luther, Okla., who secured passenger, Luther to St. Louis. J. W. SIMMONS, extra section foreman, Luther, who secured passenger to Oklahoma City. CECIL HOLDAWAY, laborer at Davenport, who secured two passengers, Davenport to Oklahoma City on January 16.

E. JACKSON, pullman porter, through his own solicitation efforts secured a round trip fare, Frisco Lines, Oklahoma City to Chicago and was commended by C. T. Mason, superintendent.

C. SCHMIDT, rate clerk at Ft. Smith, Ark., with the assistance of A. M. Leitzell, agent, secured a shipment of soap from a firm in Ft. Smith to Chicago, Ill., the contact having been made with the firm after Mr. Schmidt had learned of the possibility of the shipment and informed Mr. Leitzell concerning the matter. O. L. Young, superintendent, expressed his sincere appreciation of his interest. Mr. Schmidt also secured carload shipments of cotton seed products from a cotton oil company in Fayetteville as follows; 3 cars for Atlanta, Kans.; 1 car for Lawrence, Kan.; 2 cars for Burden, Kans., and 1 car for Wilmot, Kans.

Mr. Young also commended the following employes for their splendid solicitation efforts:

C. H. DAVENPORT, cashier, Ft. Smith, who secured five large LCL shipments for Paris, Tex., Hutchison, Kans., and Wichita, Kans., also for an important permanent routing order which Mr. Davenport secured during the month, which had previously been moving other than Frisco Lines.

EARL DODD, who learned of the shipment of a piano to East Rochester and turned the tip in to the traffic department and later secured the routing order. GEO. HINNANT, Ft. Smith, who sent to the traffic department a tip on the movement of a car of refrigerators. The agent called on these people and secured the car which moved Frisco rails with a revenue to Frisco Lines of \$260.32. DAN ROGERS, switchman, Ft. Smith, secured a passenger for movement from Ft. Smith to Rogers who had planned to travel by bus.

Mr. Young also commended L. L. BOMPORTE, brakeman at Ft. Smith, who was turn-around third brakeman on 733-732 January 26, and, on the connection at Wister going down, he noted a twin load of piling with a foreign car as an idler which was to move north on 732 and that further, it was through his alertness, interest and assistance that the foreign idler was switched out and set back to the Rock Island and a system flat car substituted. The load was destined Kansas City and there is no question but that Mr. Bomperte's interest resulted in saving several days per diem for the Frisco on this foreign car. This case is put on the honor roll page, not that it concerns solicitation, but indicates the interest and loyalty of another good Frisco employe who saved per diem rates, that no part of the solicitation of his fellow employes might be spent unnecessarily in the payment of per diem rates.

J. C. RIDER, switchman, turned in a tip to the officers of the Frisco Employes' Club of Afton, Okla., covering a passenger, Afton to Denver, Colo. Mr. Rider asked for information so that he might sell the trip. It was furnished to him and he worked for ten days or two weeks endeavoring to secure the movement as against a bus line. The ticket was sold. The point to be brought out in this case was that the entire sale was left to Mr. Rider, and upon learning that the passenger had no transportation, Mr. Rider placed his passenger car at their disposal, bringing this party from the country in to the Frisco station where he purchased the ticket and left on Frisco 118. It is just such solicitation efforts on the part of the employes at Afton which has brought the revenue up at that station, and hearty appreciation and congratulations are extended to Mr. Rider.

FRANK J. OWEN, agent, South Greenfield, Mo., is commended for the following fine handling given a Frisco passenger. A passenger came in inquiring the fares to Omaha, Neb., and return. This party was a patron of the bus lines. The bus fare being just a bit cheaper than the rail fare, the passenger decided to use the bus. Agent Owen, however, explained the comforts of railroad travel, also secured permission to flag a through passenger train and the party decided to go Frisco, and instead of one, two tickets were sold. This party is now convinced of the superiority of train travel and has acknowledged himself a patron of the railroads. The party reporting this fine bit of solicitation advises that due to the intense solicitation efforts of the agent and employes of the Frisco at South Greenfield, Mo., that the one local truck line has completely gone out of business.

Congratulations are extended to Agent Owen, and many thanks to Orville M. Stanley who reported the case for the honor roll.

C. C. MEDLEY, conductor, Memphis, Tenn., was commended for his courteous treatment accorded C. W. Spousler, credit manager, The Glidden Company, St. Louis. Mr. Spousler, in some manner, left his ticket on the counter in Amory. Conductor Medley wired back to Amory from Tupelo, confirming purchase of his transportation. He was commended for his handling by S. J. Frazier, superintendent.

SELMA HOFFMAN, of the telegraph department, Springfield, Mo., was winner of the Frisco Employes' Club contest for December, 1934, in the solicitation of new business for Frisco Lines in the number of carloads obtained out of Springfield, Mo. H. L. Joyce, of the claim department, and E. F. Cook, of the mechanical department, were tied for second place. In the LCL shipments obtained, J. W. Kastler, telegraph department, was first, Miss Hoffman second, and L. H. Riddle, third. I. G. Holt, machinist, was first in rank of passengers secured, J. E. Potts, chief motive power clerk, second, and Charles Vantdick, mechanical department, third.

MERITORIOUS SERVICE

SOUTHERN DIVISION

December 19—H. E. Weaver, brakeman, Springfield, Mo., discovered broken arch bar, COSX 1069, train 135, set out at Willow Springs, Mo., while inspecting his train. S. J. Frazier, superintendent, expressed his appreciation of his close inspection.

December 3—D. Thomas, conductor, Thayer, Mo., train extra 4205 north, set out at Hoxie, Ark., SF 86433 company coal for Springfield, account 24 inches of ball of wheel was broken off, new break. This defect was discovered by Mr. Thomas while he was inspecting train. He received a letter of appreciation for his close inspection of this train, from S. J. Frazier, superintendent.

January 14—W. F. Wood, brakeman, Thayer, Mo., while inspecting train 237 at Mt. Grove, found NATX 777, company oil for Yale, with broken arch bar and car was set out for repairs. S. J. Frazier, superintendent, expressed his appreciation of the careful inspection made by Mr. Wood.

SOUTHWESTERN DIVISION

January 9—Joe Hobson, towerman, Tulsa, while train 431 was passing the tower, discovered brake beam dragging on SF 148853. He flagged train and assisted in removing the brake beam. His personal record was credited with five merit marks.

CENTRAL DIVISION

December (date not given)—While train 732 was switching at Smacker, it developed that car SF 6069, load of coal, had broken train line. Instead of throwing the car out of train, L. L. Bompert, E. W. Sawyer and J. C. Crawford, brakemen, secured necessary tools and made sufficient repairs to move the car to Ft. Smith, thus eliminating any delay to the car and no material delay to train as they were waiting for No. 710. In appreciation of their handling, each of their records were credited with five merit marks.

December—W. S. Wight, agent at Johnsons, Ark., met the evening train at Fayetteville and assisted in handling mail, and expediting the movement of the train. A. M. Prater, section foreman of Rogers met both the early morning and night train at Rogers, performing the same service. In appreciation of their interest in matters of this kind, each of their records were credited with ten merit marks.

MISSOURI'S OLDEST TOWN PREPARES FOR 200TH BIRTHDAY

Preparations are now being made at Ste. Genevieve, Mo., the state's oldest permanent white settlement, to appropriately observe the 200th anniversary of the founding of the town this year.

The gigantic celebration, which is expected to draw approximately 50,000 persons from every section of the United States, will be held on August 19th, 20th, 21st and 22nd.

A pageant depicting the early history of the Mississippi Valley will be held on each of the four nights and will have a cast of over 1,000 men, women and children, many of whom can trace their ancestry down to the very period of French and Spanish colonization that will be reviewed in the spectacle. The amphitheatre in which the pageant will be held has a seating capacity of 15,000. A great portion of these seats are reserved, and even at this early date the Ste. Genevieve Chamber of Commerce is receiving many requests for reservations.

Although the pageant is expected to command nation-wide interest and will be instrumental in bringing thousands to Ste. Genevieve during the nightly presentations, the committee in charge of the celebration has outlined a four-day program which is expected to command almost equal interest to visitors. Special services of a religious nature and the appearance of national and state officials will be main features of the program.

Ste. Genevieve, Mo., was founded in 1735 by Philip Francis Renault, a French miner who crossed the Mississippi River as early as 1725 in search of minerals. During its 200 years, Ste. Genevieve has been under the rule of France, Spain and the United States, and its French and Spanish architecture has been preserved in such a manner that the town can be truly classed as the "Old World City of America".

The Ste. Genevieve Bicentennial Committee has prepared an attractive three-colored booklet giving more detailed information about the celebration for the thousands who are interested in this historic event.

STUDENTS ARE RAIL-MINDED

The Razorback football team of the University of Arkansas at Fayetteville, Ark., and the fans of the sport, traveled 2,278 miles via railroad the past season to see games played between this team and competing

IN APPRECIATION

To E. E. Carter, agent at Springfield, Mo., from H. R. Cochran, manager, St. Louis Branch and agencies, Standard Oil Company, letter dated December 19:

"On December 14 and 15 we went through a rather hectic time in connection with a delayed shipment of heavy fuel oil for the Meyer-Blair Milling Company. Through several conversations with our Springfield agent, W. B. Chambers, I am aware of the close cooperation you gave him in expediting the movement of this car. I, therefore, take this occasion to express our appreciation of the extra efforts you put forth and to wish you a very happy holiday season and New Year."

To W. S. Hutchison, Frisco Lines, Fort Worth, Tex., from Henry C. Barlow, The Collinsbrook Farms, McKinney, Tex.:

"I have your check for \$4.50, covering the above claim, and want to thank you for your attention to this matter. I have always found your office eminently fair and just in all our relations, and it is a pleasure to do business with the Frisco organization."

To T. H. Banister, traffic manager, Birmingham, Ala., from L. B. Lyles, Lyles Building, Anniston, Ala.:

"Our party enjoyed very much the services of the Frisco system from Kansas City to Birmingham, on its return trip from California. Your representative met us in Kansas City and extended courtesies to the members of our party, which were greatly appreciated. Again thanking you, and with personal regards, I am—"
(Sgd.) W. B. LYLES.

teams. Nine hundred and ten fans followed this team into foreign territory and the special to Little Rock carried 151; miles traveled, round trip, 432. They were handled via Frisco Lines to Van Buren, Ark.

A total of 349 invaded Shreveport; miles traveled, round trip, 502. This movement was handled via Frisco, Fayetteville to Ft. Smith, Ark.

Dallas-bound boosters numbering 117; miles traveled, round trip, 832, Frisco handling, Fayetteville to Denison, Tex.

Those going to Tulsa totaled 293; miles traveled, round trip, 422, handled all the way through Monett, Mo.

In other words, four trains, 910 fans; miles traveled, round trip, 2,278, and the Frisco participated to a great extent in each handling. The U. of A. band was included on these trips.

NEWS OF THE FRISCO CLUBS

Spurred on to efforts for a new goal in 1935, through the letter sent to the employes over the signature of J. M. Kurn on January 28, members of the Frisco Employe Clubs throughout the system have greatly increased their activities, and the following clubs, more or less inactive during the past year have been re-organized and meetings held during the past month: PENSACOLA, FLA., MEMPHIS SUB CLUB, HAYTI, CHAFFEE and CAPE GIRARDEAU, MO., THAYER, MO., AMORY, MISS., and OKMULGEE, OKLA. A ladies' Auxiliary was organized during the past month at Hugo, Okla., and the Tulsa, Okla., Club, inactive for the past few months, set a meeting date for all employes on February 27. The clubs at Ft. Scott and Neodesha, Kans., plan meetings for the near future.

Approximately 3,300 maintenance of way men are now being organized in a scheduled program of solicitation and the activities of members of the clubs and employes throughout the system in the effort to increase revenue for Frisco Lines, in going on to a new goal for 1935.

Appreciation is extended to officers, presidents of the various clubs and the members for the hearty support given to this movement, and accurate records of business secured should be kept so that the progress made by this great soliciting force, not actively engaged in their daily routine of soliciting, may be totaled at the end of June, 1935, and at the end of December, 1935.

Below is a report of the activities of the clubs during January and February, 1935:

Chaffee, Mo.

R. H. Ahlstead, president of the Frisco Employes' Club of Chaffee, Mo., called a meeting of his members on January 23, asking the merchants of Chaffee to attend as guests.

Mayor L. J. Heyman, of Chaffee, extended a welcome to visiting Frisco officials and informed them that the City of Chaffee was always willing to cooperate with the railroad, and hoped the Frisco would always be willing to cooperate with the city.

The Chaffee Junior Band, directed by Lieutenant O. T. Honey, played several selections. They were followed by the 140th Infantry Band Quartet. Mrs. Evelyn Barron, accompanied by Miss Juanita McAdams at the piano, sang "The Old Spinning Wheel". The entertainment was very much appreciated by all present.

Mr. Ahlstead requested Mr. McMillan, superintendent of the River division, to take charge of the meeting. Mr. McMillan introduced Martha C. Moore, editor of the Frisco Employes' Magazine, who gave a very interesting talk on the value of the railroads and what they meant to the citizens of the country.

F. J. Lawler, AGF&PA, St. Louis, explained the difficulties which the railroads encountered in endeavoring to secure a change in rates, stressing the point that the truckers can, and do change rates on a moment's notice.

B. G. Gamble, master mechanic of Yale, Tenn., expressed his pleasure at being able to attend the meeting and visit with many of his old friends. He said he felt the passing of legislation is the best method of combating the trucks.

Many local business and professional men were called upon to speak and short talks were made by P. N. Kel-

ler, secretary, Building & Loan Association; W. L. Oliver, attorney; G. F. Thomas, merchant; L. L. Grisham, merchant; Drs. W. O. Finney and G. A. Sample; K. O. Ray, manager, Chaffee Ice Company; E. M. Munger, attorney, and Arthur Free, merchant.

Meeting adjourned at 9:10 a. m.

Refreshments were served immediately after adjournment.

Okmulgee, Okla.

Another club reorganized and preparing to become very active again!

Okmulgee, Okla., employes met on February 6 for a business meeting and election of officers.

The name of the club was changed to Frisco Employes' Club of Okmulgee District, and the membership of the club now takes in employes at Henryetta, Schuler, Morris and Beggs. The employes were greatly enthused over the reorganization of the club and it is felt that a good strong club will be built up at this point.

Regular meetings are to be held on the second Monday of each month and officers were elected to preside at these meetings as follows: E. K. Rikard, rate clerk, president; C. W. Webster, operator - ticket cashier, Henryetta, vice-president, and Y. J. Turner, clerk, Okmulgee, secretary-treasurer.

There was a splendid turn-out at the meeting and by-laws were adopted. The officers extend an invitation to all Frisco employes to meet with the club when in the vicinity, as guests are always welcome.

Joplin, Mo.

A joint meeting of the Ladies' Auxiliary and Frisco Employes' Club of Joplin, Mo., was held on the evening of February 7 at the freight office club rooms, with approximately 25 members in attendance. The joint meet-

ing was preceded by a bountiful covered dish luncheon, served by the Ladies' Auxiliary and the business session was called to order at 8:20 p. m.

The treasurer reported a nice balance in the treasury of \$33.95, with no bills outstanding. Communications were read, which included letters of welcome to H. B. Young Supply Company, which has recently established headquarters in Joplin, also the letter from J. M. Kurn, urging greater effort on the part of each employe towards solicitation of business for the Frisco.

It was decided to discontinue the covered dish suppers for a short time, and inaugurate in its stead a card tournament, which will cover the period until the summer vacation. The winners of the tournament to be determined by the average games won or lost, with a \$5.00 prize awarded the lady and gentleman receiving the highest average. Prizes are to be chosen by a special committee and it was decided to charge a 10c entry fee for non-members in the tournament. This tournament will follow the monthly business meeting.

Ft. Worth, Texas

Percy N. Davis, head disbursement clerk in the auditor's office, Ft. Worth, Tex., was recently elected president of the Frisco Employes' Club at that point. He succeeds Marshall R. Evans. Joe Moorman, cashier, local freight office was elected vice-president and Evelyn McQueen, PBX operator, general offices, Ft. Worth, was elected secretary.

These officers were installed at a luncheon held on Tuesday, January 29, with the best wishes for a successful year from officials and employes as well.

Pensacola, Florida

At a meeting held in the passenger station at Pensacola, Fla., on January 26, the reorganization of the Frisco Employes' Club at that point was effected. Thirty-five employes were present, and the following officers were elected: C. C. Shaw, conductor, president; C. L. Bickers, vice-president, and C. Maupin, secretary.

Interesting talks were made by W. H. Crow, general agent; Howard Humphreys, superintendent of terminals, and C. W. Miller, agent. These gentlemen all outlined plans of solicitation which the members might undertake, and asked for the continued cooperation of all.

Those present decided to hold regular meetings each month and to keep an accurate record of the result of their solicitation efforts.

Cape Girardeau, Mo.

Approximately 25 members of the Frisco Employes' Club of Cape Girardeau, Mo., met in the passenger station at that point, on January 21, for their monthly business meeting. C. G. Moeder, yardmaster at Cape Girardeau, presided at the meeting, which was opened by an address by Martha C. Moore, who told of the work done by other clubs, suggesting various ways in which the employes at Cape Girardeau could be of assistance to the agent.

G. L. Oliver, assistant freight traffic manager from St. Louis, was present at the meeting and gave a number of very helpful ideas along lines of club work and the solicitation program, stressing the point that credit for the business secured would be properly given, but that the club members, as a whole, must cooperate with all departments in the solicitation of business.

J. T. Hulehan, agent at Cape Girardeau, and J. S. McMillan, superintendent, were present and discussed with the employes the various problems which confronted them along competitive lines.

Hayti, Mo.

Forty-five members and visitors were present at the January 22 meeting of the Frisco Employes' Club of Hayti, Mo. Although the thermometer stood at zero, this large group met at 7:30 p. m., in the city hall auditorium, and the meeting was called to order by J. J. Appling, president of the club, who outlined the purpose of the meeting and then turned the program over to J. S. McMillan, superintendent, who announced both business talks and musical numbers. Mr.

McMillan asked for helpful suggestions as well as constructive criticism.

Addresses were made by R. E. Buchanan, traffic manager, Memphis; J. R. Holland, general agent, Blytheville, Ark.; E. P. Olson, assistant superintendent, Chaffee; H. F. Busch, division engineer, Chaffee, and by Agents P. E. Pender, Steel, Mo.; W. J. Ludwig, Portageville, Mo., and F. H. Blomeyer of Caruthersville, Mo. J. H. Wilks, Mayor of Hayti, gave some very helpful suggestions as to how the railroad could place its



*J. A. Manion, newly elected president
St. Louis Men's Club.*

problems before people of the community through the schools and churches as other advertising was done.

Musical numbers on the program consisted of: vocal selections by Anna Laura Schumacher, accompanied by Betty Sue Nethery at the piano; piano solo, Mary Katherine Ravenstein; vocal selections by Mrs. H. B. Masterson, Mildred Popham and Maurine McNail, accompanied by Mrs. Carmel Dorris at the piano.

Meetings of this club will continue to be held each month.

St. Louis Men's Club

Newly elected officers of the Frisco Men's Club of St. Louis were installed at the noon meeting of the club at Hotel Jefferson, on January 31. Dr. L. H. Renfrow, of St. Louis, presided as toastmaster, and officials attending included: J. R. Coulter, B. H. Stanage and L. O. Williams.

Approximately 150 members and guests were present.

J. A. Manion of the overcharge claim department was installed as president; W. D. Jones, disbursement department, vice-president; A. H. Burgdorf, accounting department, secretary; H. E. Martin, fuel department, treasurer, and J. A. Culver, sergeant-at-arms.

Fourteen members of the Board of Governors were also installed, representing the various departments in the offices at St. Louis.

Newburg, Mo.

Newly elected officers of the Frisco Employes' Club of Newburg, Mo., are: W. M. Lewis, agent, president; H. J. Scott, car foreman, vice-president; Harry W. Fuller, machinist, vice-president, and W. F. McCormack, clerk, roundhouse, secretary.

Mr. Lewis expects to call the employes together for a meeting within a very short time, and the club is expected to become quite active again, after a lapse of inactivity.

Afton, Okla.

Members of the Frisco Employes' Club of Afton, Okla., held their monthly business meeting in the passenger station on the night of February 8, with approximately ten members present. As the section forces were out of town, the attendance was smaller than usual.

W. H. Shedlebar, agent, advised that from all indications there was going to be increased revenue from the Afton station and the subject of coal purchases was brought to the attention of the club members and discussed with much interest.

Wm. Estus, president of the club, read J. M. Kurn's letter to all employes and requested each one to put forth every personal effort to secure more business during 1935. He mentioned the fact that while the reduced fares had returned some travel to the line, it yet had fallen short of what it should be, and asked the members to help educate the public to the fact that they can ride trains cheaper and in much greater comfort than they can operate their own automobile. In some cases where other travel is cheaper, the discomfort and slow schedules make rail travel outstanding. He stated the public must be told of the splendid equipment, offered to them by the rail lines.

Mr. Estus also cited a number of cases where employes had secured passenger business, also spoke of circular letter advising that an extensive air-cooled program would be a great talking point for Frisco employes, when selling train service during the summer of 1935.