

department with all tips possible. He also told the maintenance of way employes that they could do a splendid work in cultivating friendships of those whom they contacted.

Both President Nichols and Secretary Penfield addressed the group, asking for tips on business from not only the townspeople, but the farmers outside the vicinity of the cities.

C. L. Bailey, agent at Southard, as well as A. P. Huddleston, agent at Ames, and Section Foreman Laubman made splendid talks on the manner of soliciting business for Frisco Lines, and the club promises to be a very active one.

The next meeting date is set for May 16; place, Okene, Okla.

Ft. Worth, Tex.

St. Patrick's Day was celebrated by the Frisco employes at Ft. Worth, Tex., with a big party, and approximately 70 members and guests attended. The singing of Irish ballads was led by Leda Belle Durrett and Victor Acers, teacher of voice in the Victor Studios, was the guest soloist, offering several numbers, including "Mother Machree". The Frisco Red Ball quartette sang, "Where the River Shannon Flows" and other popular numbers. This quartette is composed of Messrs. T. B. Cobb, section foreman; E. A. Padgett, sheet metal worker, Bill Edward, clerk, and Bill Cobb, former telegraph operator. They were accompanied at the piano by Mr. A. O. Evans.

C. V. Leonard, of the Ft. Worth police Department, nationally known fingerprint expert, addressed the club on the subject, "The Apprehension of Criminals".

P. N. Davis, president of the club, reported an increase in traffic tips over the previous month and announced that the club would sponsor an amateur night on April 2.

Out-of-town visitors included Howard Pickens of Springfield, and Mrs. C. G. Hudson, of the Bureau of Identification, Weatherford, Tex.

The program was arranged by H. A. Granger, of the traffic department.

Birmingham, Ala.

Frisco employes and their many friends turned out en masse to dance at the Pickwick Club on the evening of March 6. The affair was sponsored by the Frisco Employes' Club of Birmingham, Ala., this being the last social of the club under the splendid leadership of M. E. Walsh, president, and his able assistants for the year 1934.

Newly elected officers for 1935 are: R. W. James, terminal accountant, president; M. H. Ford, chief yard

SOLICITATION RECORDS OF CLUBS

	Car-loads	LCL	Pas.
Amory, Miss., (March, 1935, alone)	3		1
Joplin, Mo., (Jan.-March 19th)	15	205	10
Neodesha, Kans., (Jan.-Mar. 19).....	2	3	3
Oklahoma City, (March, 1935, alone)	21		7
Wichita, Kan., (March, 1935, alone)	2	14	
Cape Girardeau, (Feb., 1935).....	5		9
		(also 32 routing orders)	
Monett, Mo., (April-Dec., 1934)			1,099 permanent routing orders

clerk, treasurer; Mrs. O. L. Allen, secretary, claim department, secretary. The following persons were elected vice-presidents and will represent the various departments at Birmingham: T. L. Purdy, machinists; E. E. Roberts, car department; Martin Jennings, transportation; L. T. Hatcher, car clerks and freight department; R. F. Oxley, traffic; W. A. Johnson, special agents and claim department; Mabel Cunningham, accounting department; G. E. Westbrook, stockroom department; Otis Price, operators, and A. D. Barfield, track.

ROSE RESNICK ON RADIO PROGRAM

Presidents of the Business and Professional Women's Clubs in the States of Missouri, Kansas, Oklahoma, Arkansas, Tennessee, Mississippi and Alabama, and their membership, as well as employes throughout Frisco Lines, enjoyed the address made over station KMOX, at St. Louis, on March 16, by Rose Resnick, passenger representative, Women's Department, of Frisco Lines. The address of Miss Resnick was presented during Business Women's Week, inaugurated by the St. Louis Business and Professional Women's Club.

The subject of her address was "Traveling to Seattle Through Magical America". The Business and Professional Women's Clubs are sponsoring a tour this summer to the Pacific Coast. As a member of that club, she gave the itinerary by rail, cost of the trip, and other very interesting details.

A GOOD DOG STORY



It is just about 6:05 p. m. Train 409 is approaching Headrick, Okla., and cutting through the corner of R. H. Hilmeyer's farm.

By the side of the track sits Ladd, a two-year-old Police dog. He has come the quarter of a mile from the farm house alone at just the right time, and he's waiting for something, for he watches the approach of the train.

The conductor leans out and tosses him a paper and Ladd catches it in his mouth, trots home and places it in the hand of his master, Mr. Hilmeyer.

Both F. C. Gow and A. G. Rosenberg, conductors on 409, know about Ladd, and the one out on 409 always throws Ladd a paper. They feel that he displays almost human intelligence and his punctual arrival sets them to wondering.

HERE AND THERE

(Continued from Page 4)

on display at Iowa Methodist Hospital. Two lung power, free squealing, knee action, economical feeding, scream-lined body and changeable seat covers. The management assures the public there will be no new models during the balance of the year'."

Conductor: Pardon me, madam, but your girl seems more than twelve.

Her mother: Conductor! Would you take me to be the mother of a girl that age?

Conductor: Lady, don't tell me you're her grandmother!

In Memoriam

MASON YOUNG McMAHAN

MASON YOUNG McMAHAN, pensioned B&B carpenter, died at his home in Springfield, Mo., on February 12. He was born January 27, 1859, at Conway, Mo., and began his service with Frisco Lines in May, 1901, driving piles at the North Side roundhouse, Springfield, where he served his entire time. His pension allowance was \$24.55 a month and during his lifetime he was paid a total of \$1,836.35.

THOMAS McDONNELL

THOMAS McDONNELL, pensioned engineer, died at St. Vincent's hospital in Los Angeles, Calif., January 14. He was born March 11, 1868, at Nevada, Calif., and began his service with Frisco Lines May 22, 1897, as a fireman at Ft. Smith, Ark. He was promoted to engineer in February, 1902, and served in that capacity continuously on the Eastern division until his retirement. His pension allowance was \$49.25 a month and during his lifetime he was paid a total of \$4,725.85.

JOHN WILLIAM FURLOW

JOHN WILLIAM FURLOW, pensioned engine watchman, died in Chester, Ark., on January 30. He was born December 30, 1853, at Jackson, Ala., and entered the service of Frisco Lines as a coal heaver at Chester in February, 1890, being employed thereafter in various capacities in the roundhouse at that point, Ft. Smith and Fayetteville until December 31, 1923, when he was retired account reaching the age limit of 70 years. His pension allowance was \$30.05 a month and during his lifetime he was paid a total of \$4,118.60.

JOHN W. ROBINSON

JOHN W. ROBINSON, car foreman for many years, at Fayetteville, Ark., passed away suddenly, at his home in Green Acres Addition, Fayetteville, Tuesday evening, December 26. Mr. Robinson was married to Miss Lily May Dodson, November 17, 1897, at Asbury, Mo., moving to Pittsburg, Kan., in 1901, where he began his service with the Frisco, later employed at Baxter Springs and Tulsa, coming to Fayetteville about 22 years ago, as car foreman, where he remained until his death. He was well known all over the Central division for dependability and faithful service, and was one of the most popular employes in Fayetteville.

He is survived by Mrs. Robinson, and three sons, one of whom is stationed in San Diego, Calif., with the navy air service. He was laid to rest in Fairview Cemetery, Fayetteville. Pallbearers were chosen from his associates and fellow employes, and were: Loren J. Gibson, Robt. M. Brown, Geo. Gulley, W. H. Gibson, W. T. Craig and Frank Maxey.

ELMER ELLSWORTH CARRIKER

ELMER ELLSWORTH CARRIKER, pensioned crossing flagman, died in Wichita Falls, Tex., February 26. He was born January 13, 1863, at Irving, Ill., and began his service with Frisco Lines as a switchman out of Monett, Mo., September 24, 1903. He served as switchman and crossing watchman at various points on the line, ending his service at Memphis, Tenn., with retirement, January 31, 1933. His pension allowance was \$24.45 a month and during his lifetime he was paid a total of \$586.80.

FRANK C. FOGERTY

FRANK C. FOGERTY, pensioned clerk, of St. Louis, Mo., died on March 4. He was born May 10, 1864, at Dorchester, Ill., and began his

service with Frisco Lines April 1, 1903, as a clerk in the interline freight department at Fort Worth, Tex., and spent the remainder of his service in that capacity. He was retired from service October 2, 1929. His pension allowance was \$37.50 a month and during his lifetime he was paid a total of \$2,290.00.

PRESTON JOHN BEASLEY

PRESTON JOHN BEASLEY, pensioned locomotive engineer, died at his home at Enid, Okla., March 10. He was born February 10, 1862, at Steepleville, Mo., and began his service with Frisco Lines in 1882 as a fence builder at St. James, Mo., also working at the roundhouses at Pacific and St. Louis, later serving as brake-man between St. Louis and Newburg and engine watchman at Neodesha, Kan. He fired for about eight years and served as an engineer from 1893 until retirement, February 29, 1932. His pension allowance was \$108.00 a month, and during his lifetime he was paid a total of \$3,888.00.

M. M. KRUSE

M. M. KRUSE, yard foreman for Frisco Lines, died at his home in Clinton, Mo., on November 4, 1934. He was born near Copenhagen, Denmark, February 7, 1867, and began his service with Frisco Lines at Niangua, Mo., shortly after coming to America. He served the Frisco for approximately 50 years and resided in Clinton for 33 years. He is survived by his wife, son, daughter-in-law, grandson, two brothers and three sisters. Funeral services were conducted from the home and burial was made at Niangua, Mo. Pallbearers included Sam Elliott, S. E. Windes, Garland Webb, Wm. Balke, Delmar Gentry and Oscar Clay.

ROBERT H. GLOVER

ROBERT H. GLOVER, agent-telegrapher, died at his home at West Fork, Ark., March 13. He was born in Calhoun, Ky., December 17, 1866, and began his service with Frisco Lines March 25, 1903, serving almost continuously as agent-telegrapher at West Fork, Ark. He is survived by two daughters, Mrs. Irene V. Bean, Frisco agent at Hackett, Ark., Anna Glover, and three sons, D. W., Lee F., and Robert H. The five children were all taught telegraphy by Mr. Glover, and all, at different times, were in the employ of Frisco Lines. Funeral services were held at the West Fork Presbyterian Church. Among the honorary pallbearers were: O. L. Young, H. E. Gabriel, R. K. Stoneberger and M. T. Fullington.



Edgar Willer, cashier at Cape Girardeau, Mo., shown in the accompanying photograph, has been with Frisco Lines for 17 years. Twelve years have been spent at the Cape Girardeau station. He is well liked by everybody and a real business getter for Frisco Lines at that point.

**No, They Can't**

Teacher: Be very diligent in your studies. Remember what you have learned no one can take from you.

Youngster: Well, they can't take from me what I haven't learned, either, can they?

MODERATE SIZE

Guest: Waiter, bring me some ginger ale.

Waiter: Pale?

Guest: No—just a glass!

HOW THEY STARTED

He: Say, who started this jig-saw puzzle craze, anyway?

She: Haven't you heard?

He: No, who did?

She: It was a navy doctor who tried to put a tattooed sailor together after an accident.

Sarcastic

He: Did you get your hair cut?

Second He: No, I just washed it, and it shrank.

—Annapolis Log.

OH, YEAH?

"What model is your car?"

"It's not a model, it's a horrible example."

OH, MY!

Wife: Where have you been?

He: At the office!

Wife: Well, you must be made of asbestos. Your office burned down three hours ago.

Progress

"How far have you and your wife got with your plan to buy a new car?"

"Well, we've got to the point where we don't speak."

LATER—MAYBE?

"There's a fellow I'd like to see in the city hospital."

"Why don't you go up to see him?"

"He's not there yet."

The Man Who Forgot

He brushed his teeth twice a day with a nationally advertised tooth paste. The doctor examined him twice a year. He wore rubbers when it rained. He slept with the windows open. He stuck to a diet with plenty of fresh vegetables. He relinquished his tonsils and traded in several worn-out glands. He golfed—but never more than 18 holes. He got at least eight hours' sleep every night. He never smoked, drank or lost his temper. He did his daily dozen—daily. He was all set to live to be a hundred.

The funeral will be held next Wednesday. He is survived by 18 specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings.

—Missouri State Highway Patrol Bulletin.

WRONG NUMBER

"Is this the Fidelity Insurance Company?"

"Yes, mam, what can we do for you?"

"Well, I want to arrange to have my husband's fidelity insured."

SCOTCH!

And then there was the the Scotchman who did the cross-word puzzles up and down, so that he wouldn't have to come across!

Shocking

First Old Lady: The ship's doctor just took my temperature.

Second Old Lady: I just heard the captain say he was going to take our longitude and latitude next.

HOPE NOT

"What a charming baby. And does it resemble your husband?"

"Heavens, I hope not, we adopted it."

PEDESTRIAN

Son: What is a pedestrian, Daddy?

Father: It's a man who has a wife, a daughter, two sons and a car.

Maybe!

Professor: Why don't you answer me?

Pupil: I did sir; I shook my head.

Professor: Well, you don't expect me to hear it rattle way up here, do you?

PAST IT!

Customer: I haven't come to any ham in this sandwich yet.

Waiter: Try another bite.

Customer (taking huge mouthful): Nope, none yet.

Waiter: Dog-gone it! You must have gone right past it.

Just Wait!

A doctor was called in to see a very testy aristocrat.

"Well, sir, what's the matter?" he asked cheerily.

"That, sir," growled the patient, "is for you to find out."

"I see," said the doctor, thoughtfully. "Well, if you'll excuse me for an hour or so I'll go along and fetch a friend of mine—a veterinarian. He is the only chap I know who can make a diagnosis without asking questions."

IN SUSPENSE

"Is your husband a good provider, Dinah?"

"Yessum, he's a good providah all right, but I'se allus skeered dat nigger's gwine ter git caught at it."

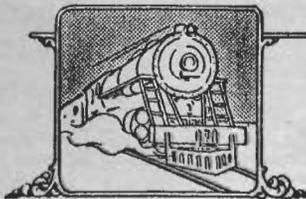
SELF SERVICE

The telegraph pole gang had come into this joint straight off the job and they were hungry.

"What'll you have?" asked the lady in waiting to one of the gang's biggest and toughest.

"Beef."

"How do you want it?" she persisted. Joe waived an enormous and impatient hand. "Oh, drive in the steer and I'll bite off what I want."



... NEWS ...

from the

Mechanical Department



LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

John Eckley, roundhouse foreman, has a new Pontiac sedan.

J. F. Baxter, carman, was called to Moran, Kans., on account of the death of his brother-in-law the first of March.

G. M. Jesse, general foreman, is in the Frisco hospital for treatment at this writing.

Jap Cheek, main line hostler, has the record so far this year among the fishermen. He came in with a four and one-half pound bass.

We extend our deepest sympathy to Andy Finley, president of Local No. 17, in the death of his daughter who passed away in Denison, Texas, the last of February.

Andy Gates, machinist, and Jake Hall, pipeman, are back to work after three weeks in the Frisco hospital.

Bud Hinch, engineer, came in with a big smile over his first grandson, however, he does not want to be called "Grandpa."

Al Smith, machinist apprentice, has resigned to accept a position with the Mid-Continent Oil Company. We hate to lose Al for he is a wonderful musician.

C. E. Conway, engineer, is driving a new Dodge sedan.

J. A. Harris, car inspector, is in the St. Louis hospital.

We extend our deepest sympathy to Mr. and Mrs. Bill McKinney, extra fireman and wife in the sudden death of their daughter.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

WILLARD C. ABERCROMBIE,
Reporter

Among our mechanical prognosticators is Martin Kirchner who will be our one and only baseball prophet.

Henry Howell, one of our most prominent wash room members, recently got stuck in the mud with his car. Henry said if he had taken his time and not lost his temper he would have gotten out alright, but the result was, out went the back end.

Also Emil Bodan must not have liked the way his car doors were built as he backed out of the garage with them open and tore them off.

Mrs. Betty Ehnli is reported as feeling fine after her return from the hospital.

Wm. Welty had the misfortune of being held up while on the way home. The loss was small but the scare was big.

From the looks and size of Wiley McCready's jaw one might expect him to say he bumped into a door, but he really has a boil and it really is a whopper.

BACK SHOP NEWS

ALEX WATT and CLAUD CAMPBELL,
Reporters

We are glad to see so many of the boys back on the job again at the North shops after having been off for two months.

Fred Rubin, former night machinist, visited the north shops recently. We hope that he will come see us again.

The boys of the north machine shop are rather pleased with the new floor in their shop. The floor has just been completed by the B&B gang.

Carl Souerman, mill foreman, has returned from Temple, Texas, where he was called by the serious illness of his father. Carl reports his father very much improved at this writing.

Mrs. Cullie Wehr, who has been ill for some time, is much improved at this writing. She is the wife of Cullie Wehr who is a coach carpenter.

Wm. Edwards, boilermaker apprentice, has completed his apprenticeship. He says that now he is a boilermaker. We wish you good luck in the business, Bill.

Joe White, Marion Ratliff, Frank Rodman and George Grayham of the boiler shop have been called back to work after having been laid off for some time.

George Kent, machinist apprentice, has a smile on his face. He says that he is going to get his car out of cold storage. It has been in the pawn for some time.

A number of the boys from the north shops attended the class initiation of the Fraternal order of Eagles, held in St. Louis, Sunday, March 10. There was a class of 480 taken into the order.

J. C. Cox, rip track foreman, has purchased a new Plymouth automobile. He says that his old car was entirely worn out as he had driven it since 1916.

At this writing James Burrell, blacksmith helper, is confined to his home with pneumonia.

Stanley Gooch, sheet metal apprentice, has returned to his work after an absence of six weeks on account of a broken arm. He received a broken arm when his car backfired as he was attempting to crank it.

(Donk) Mangan, of the sheet metal department, is confined to his home on account of a bad cold.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

L. C. Hensel, formerly electrical engineer for Frisco Lines, was a recent caller at the coach yard. Mr. Hensel now represents Peerless Equipment Company of Chicago, distributors for U. S. L. storage batteries. As it has been several years since Mr. Hensel was here it was both a surprise and a pleasure to see him again.

Lawrence Ottley, a former member of our day force here during the time that he studied law at night at the Kansas City School of Law, was a recent visitor here. Lawrence passed the bar examination some time back and is now a full-fledged lawyer with an office in the Waltham building.

The usual calm quietude of the coach yard was suddenly broken about 9:00 o'clock the morning of March 4 by the arrival and energetic search by a large portion of the Kansas City police department. After recovering from our surprise in a few moments we learned that they were not after any of us, but instead were pursuing three bandits who a half hour before had looted a downtown jewelry store of \$9,200.00 worth of jewelry, and in

the wild escape had driven to Circle avenue, up on the bluffs adjoining the coach yard, where their car became mired in the mud and they were forced to flee on foot, coming down over the bluff and escaping through the coach yard. The entire loot was found hidden under rocks and bushes, etc., along the trail coming down from the bluffs. One of the bandits was arrested as he neared the west end of the Twenty-Third street viaduct and the other two were picked up on the Kansas side the next day.

Paul Cunningham, former passenger train pilot who retired on pension a few years ago, was another welcome visitor to the various departments, greeting his old friends and fellow workers.

Charlie Cupp, passenger train pilot on the afternoon shift, has aroused the envy of many of us by coming to work in a brand new Plymouth sedan which is certainly a dazzling beauty.

Curtis Kincaide, lead man in charge of the night crew, is one of the latest to join the "back to the land" movement, as he has just purchased a twenty-acre tract of land near De Soto, Kans., and is moving his family there this week. In their new home, the Kincaide family will be neighbors to C. O. Edmissons.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

William Edwards, boilermaker apprentice, has finished his time during the past month and is now a full-fledged boilermaker.

Margaret Louise, the one-year-old daughter of Charles Dummit, has recovered nicely from a siege of pneumonia. Mr. Dummit is a grease cup man, third shift.

Mrs. G. W. Alward is at this time confined to a local hospital where she has undergone an operation. Here is hoping she recovers nicely. Mr. Alward is a sheet metal worker on the third shift.

Orrie Gray, sheet metal worker, has leased an acreage tract and has moved out into the country where he will grow his own this summer.

Thos. Clark, laborer, is at this time undergoing treatment at the St. Louis hospital. We have not learned of the nature of his illness, but hope it is not serious.

Arthur Dummitt, tankman, has been off due to illness the past three weeks. We have not learned what his trouble is but hope it is not serious.

Ray Rader, extra machinist, first-class, suffered the grievous loss of his father, March 6. Sympathy of the roundhouse employes is extended.

Nathaniel Rose, tankman, was a victim of chicken thieves several nights ago who carried off several from his flock of hens.

Ural Atwell, engine watchman, is off at this time suffering with rheumatism in his feet and legs. Latest reports, which we hope are true, is that he is slowly recovering.

LADIES' AUXILIARY TO LOCAL No. 2—SPRINGFIELD WEST SHOPS

MRS. FOSTER NAPIER, Reporter

The Ladies' Auxiliary of Local No. 2

B. & B. REPORT SOUTHWEST DIVISION

J. C. WOODS, Reporter

W. E. Fountain is doing general repair work in the vicinity of Amber. E. F. Maggi is expecting to make a trip to Michigan soon and will drive back a new Hupmobile.

Mrs. E. G. Stambaugh has become an enthusiastic "new dealer". She has recently purchased a new radio and bought Earl a new washing machine.

Mrs. E. F. Maggi has been spending a few days with relatives in Tulsa. Our old friend, Bud Martin, has been ill with the flu, but is able to be up and out again.

Frank Woodard, while off a few days, had his teeth extracted.

O. V. Smith is working out of Sapulpa.

George Simpson is painting in Bristow and W. A. Lantz is doing repair work in Henryetta.

E. F. Maggi is overhauling the stock pens at Mill Creek.

Virgil Leak is renewing the section house at Bushy Head.

Cleve Martin is busy repairing roofs in Tulsa terminal.

LOCAL No. 18 BIRMINGHAM, ALA.

L. L. CLINTON, Reporter

Airman J. E. Gipson and wife are the proud parents of a 9½-pound baby girl, born February 23. They are going to call her Muriel Jean.

B. F. Forman, carman, has returned from the St. Louis hospital after undergoing an operation. We are glad to see Frank back.

Jean Purdy, laid off machinist, had the misfortune of shooting himself in the arm while cleaning his gun. Jean will lose the use of his arm and we are all extremely sorry to hear of this accident.

Glenn Layne, steel worker, purchased a 1935 Plymouth sedan.

LOCAL No. 3—SPRINGFIELD, MO.

JAMES L. CAMP, Reporter

Local No. 3 held its regular meeting, Tuesday, March 5th, with fair attendance. The chief topic of discussion during the meeting was our national organization, "The Brotherhood of Railroad Shop Crafts of America". You are urged to sign your application for membership in this organization as soon as possible, because the quicker our applications are received by them, the quicker we can start functioning as a part of the organization.

For the small fee that you will pay for entrance into the B. R. R. S. C. you will receive each month, at your home address, a monthly magazine published by this organization, and containing news and items of special interest to railroad employees. In addition you will receive, at no extra cost, a handsome leather card case in which you may carry your membership card as well as passes and etc.

Employees at the reclamation plant recently received an object lesson on "Goggles for Safety". Fred Stevens, yard laborer, was engaged in stripping iron on the scrap yard, when a bolt head that was being cut off the piece of iron flew up and struck Fred's goggles. Fred took off his goggles to examine them and he discovered that the right lens was completely shattered. There is no doubt but that if he had not been wearing his goggles he would have lost an eye, and there is also a chance that he might have been more seriously injured than even that. Fred and his partner both were wearing goggles, and there is little doubt but that they will always see that their goggles are in proper position before starting on any work that might be hazardous to their eyes.

In contrast to the long dry spell we had last summer, this vicinity recently received nearly five inches of rain in two days. In the past when a heavy rain fell in this section, the reclamation plant was always flooded with the overflow from the Jordan Creek. Now that the Jordan has been straightened out and widened it was capable of carrying the flood waters off without any damage and as a result no machinery at the plant was damaged as a result of sand and water being washed into our shop buildings.

Attend Every Meeting of Your Local.

met February 20, at Pythian Castle Hall. All officers were present. After the meeting the ladies served refreshments to their husbands.

We are sorry to know Mrs. Prugger's little folks have been having the measles. We are hoping they will soon recover. Sorry Mr. Jimmy Reho, a machinist, is not able to be at his work.

On March 6 we met at the home of Mrs. Pearson on Johnson avenue. As our president, Mrs. Prugger, was not present our vice-president, Mrs. Detrick, took charge. We worked on our wool comfort, on which we got along just fine, even though it was raining and hailing. Refreshments were served and everyone reported a good time.

Our next meeting will be at the home of Mrs. Pearce, on West High street.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. and Mrs. Jack Hill went to St. Louis on business.

Mrs. Sam Medlock and daughter visited relations in Conway.

Mrs. E. E. Kingdon and two daughters visited friends in and around Newburg recently.

Mr. and Mrs. C. D. Ward and sons motored to Neodesha, Kansas, for a visit with relations.

Miss Virginia Montgomery and Frank Fuller, of Springfield Colleges were home for a week-end.

John Watts, of Sikeston, visited friends around Newburg on a recent week-end.

Mrs. J. A. Earp and Ruth visited J. A. Earp who is confined to the Frisco hospital.

Mr. and Mrs. H. A. Fuller, of Kansas City, spent a few days in Newburg.

Mr. and Mrs. W. A. Delashmit and son, George, spent a week in Texas.

Mr. and Mrs. Claude Deskin, of Lindenwood, Mo., visited homefolks lately.

Mr. and Mrs. Sherman Yelton motored to Henryetta, Oklahoma, on business recently.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

Business is still getting better. The freight department reports a very nice increase over the same period a year ago. Let's all pull together.

The Employees' Club card party at the March meeting night was enjoyed by all present. You had better attend and match wits with friends at your favorite card game. Any game is legal.

"Bill" Sweazy of the ticket office is driving a new Ford V-8.

The sick list the past month has been about the average. Among those who have been ill are: Lem Nieland, clerk at freight house; U. G. Boyd, supply man at roundhouse, and Elmer S. Richards, machinist at roundhouse.

John C. Haas, fireman, is still steadily improving from his sickness, but still has not been released by hospital authorities.

Harrison Pyle, switch light tender, who underwent a major operation at St. Louis hospital, returned home the later part of February. His son, Charlie, has been tending his job for the past month. Mr. Pyle returned to work on the 15th of March. He has been off the job about two months.

R. C. Fletcher was called to St. Louis the 3rd of March to attend the funeral of his aunt, Mrs. Annie Fletcher of that city.

J. H. Douglas was called to Hefle, Arkansas, on the 28th of February on account of the death of his father. Mr. Douglas' funeral was held in the Baptist Church of Hefle and burial was at Hefle cemetery.



Gerald Boice Eckley, son of John Eckley, machinist fireman at Tulsa, Okla., is one of the versatile child entertainers and radio artists of Tulsa, Okla., and is shown in the accompanying photograph, posing in his "high hat and tin".