

V. 5

THE FRISCO

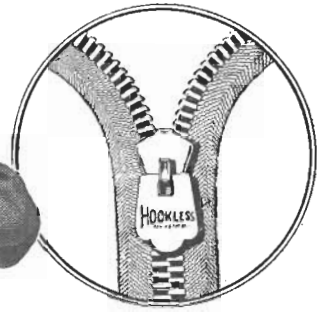
EMPLOYEES MAGAZINE

INDUSTRIAL REVIEW
FACTORY NEWS
OCTOBER 1927



October
1927

VOL. V
NO. I



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Wanted.....

I enclose \$1.00. Dreadnaught Coat No. M-1F. If I am not perfectly satisfied I may return it and get my money back. Otherwise I will pay \$1.70 a month until I have paid \$10.95 in all.

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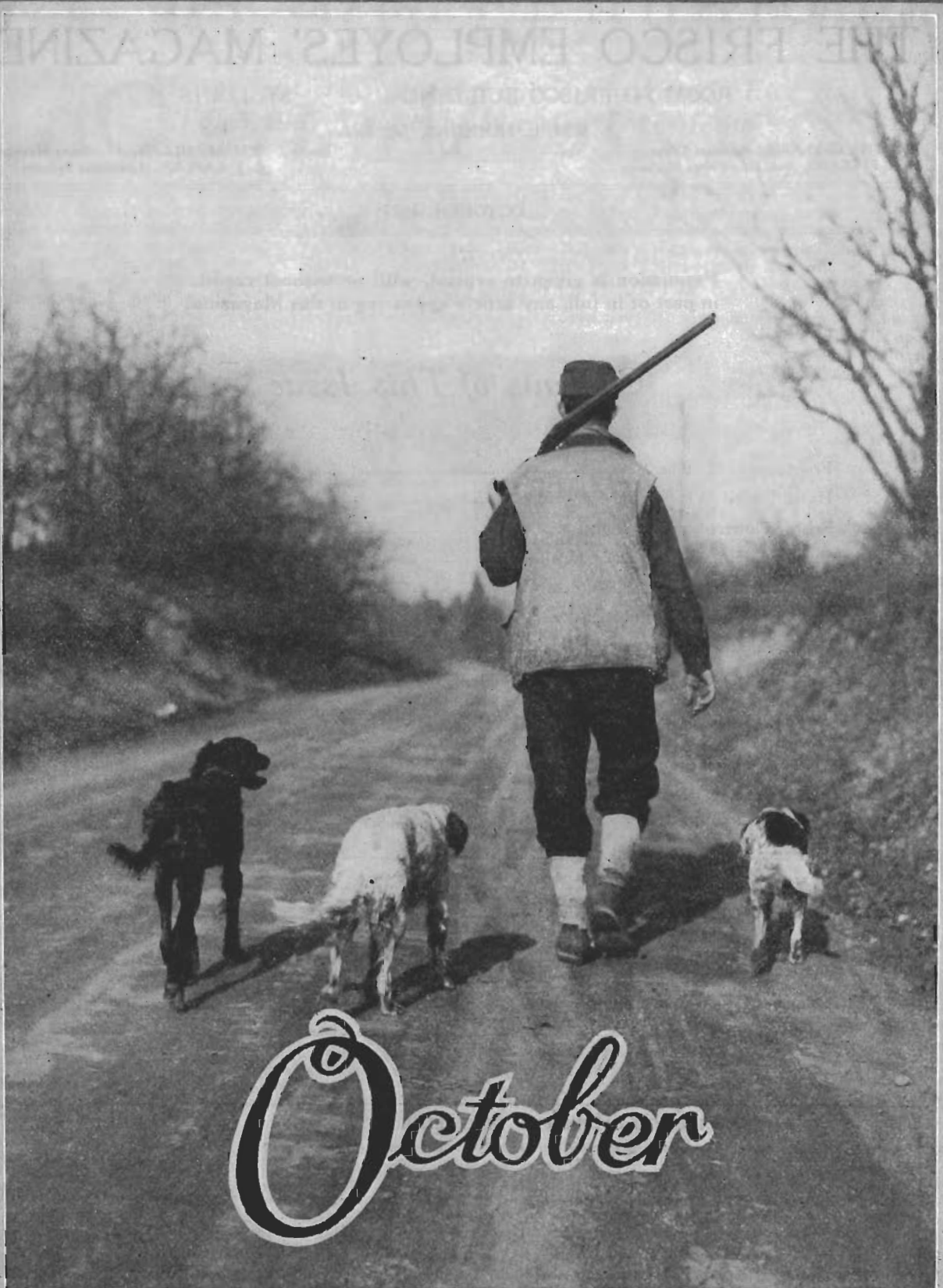
Gone is 88% of starting resistance! The cause of jerky, destructive starting is eliminated. So is the risk of hot boxes and the need for constant lubrication.

Furthermore, Timken Bearings have the supreme endurance which provides for all the battering thrust and weight of flanged steel wheels racing over steel curves, frogs and switches. For all load from all directions is equally well handled by the exclusive combination of Timken tapered construction, Timken *POSITIVELY ALIGNED ROLLS* and Timken-made electric steel.

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October

THE FRISCO EMPLOYEES' MAGAZINE

ROOM 743 FRISCO BUILDING :: ST. LOUIS

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Vol. V

OCTOBER, 1927

No. 1

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be type-written, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

MEMBER



The **KELLOGG GROUP**

HAZEL STROUD WINS BATTLE FOR LIFE

Frisco Messenger Girl Supported by Co-Workers in Five Year Tubercular Fight to be Married This Month

FEW people ever have been lifted from the deepest pits of despair to the heights of happiness as has Miss Hazel Stroud. In 1922 Hazel's doctors informed her that it was a matter of only a few months until tuberculosis would claim her for a victim.

But Hazel has "come back".

Many Frisco employes have been vitally interested in the fight she has made for life and health, for it was through their contributions that Hazel, former chief messenger in the St. Louis Frisco telegraph office, secured the money to finance her long siege. In 1917 she became an employe of the Frisco, but her illness did not become apparent and necessitate a change of climate, medical care and attention until 1922.

Today she is the victor and her eyes fill with tears, as she mentally views the happiness which awaits her. She has regained her health—her weight has increased from 95 to 115 pounds and sometime the last of October she will become the bride of the boy who has waited while she fought the good fight—and won.

In 1922 an examination showed that one of Hazel's lungs was affected. She went to Koch's Hospital a short distance out of St. Louis. A six months course of treatments did not bring about a pleasing result and Hazel was informed by the doctors that she could only live until spring and that she had better return to her home.

It was then that Hazel evinced the fighting spirit which helped her win out. She felt that the western climate might help and she conceived the idea of making lingerie bows and selling them to finance her fight.

One day during the Christmas holidays she canvassed the Frisco building and one of the first offices she went into was that of Mr. B. T. Wood, vice president. She approached Mildred Johnson, his secretary, whom she had known. When she had displayed her handiwork, Miss Johnson, with characteristic insight, began to

question her. The whole story was told, for Hazel had at last found a sympathetic friend.

When Hazel left, Miss Johnson started a subscription list. The fund grew, for Hazel was well known, both because of her efficiency and her sunny disposition. Transportation was se-

Reports showed a slow improvement. Later she went to Denver where she remained for four months, and as she regained her health she attended the "Opportunity School", where she graduated from the eighth grade. She also attempted to help contribute to her own support by securing work at the Western Union office at Denver, but after four months' service she had to give it up.

In January, 1927, Hazel's father died, and she came to St. Louis for a short time, later returning to Denver. Her health was steadily improving and she again started to school and took up a business course.

Several years elapsed. The Frisco folk still remained loyal and Hazel kept up the fight as she gained strength daily.

"What did the treatments consist of? Just going to bed and getting sun baths, and being fed milk and eggs and wholesome food. The sun, air and rest did it all. We took very little medicine. But one can't imagine the monotony of endless days just lying in bed.

"You know," she said, "when the doctor would come around in the morning, we'd tell him that we felt strong and would like to get up and he'd tell us to go on, only not to tire ourselves. Maybe we would get up for a few hours and perhaps the next day we wouldn't even feel like turning over in bed. One day of discouragement to every couple of days feeling well. It was a long battle, and while I was lying in bed—oh! there were so many things I wanted to do, sometimes I could and did just cry."

All through Hazel's fight Albert Friedman, of Denver, whom she met eleven years ago, valiantly helped the little sufferer. When she became discouraged, he would write her letters filled with thoughts of health and happiness.

"It all seems so wonderful," she said, with tears rolling down her face. "It's so hard to get a doctor's certificate which gives a patient, such as I, permission to marry, for one must be

(Now turn to Page 23, please)



Five years ago doctors told Miss Hazel Stroud (above), messenger girl in the St. Louis Frisco offices, that she could live only a few months. Contributions of general office employes financed her long fight against tuberculosis. The above picture of this Frisco girl was taken only a few weeks ago. She is completely cured and came back to St. Louis to tell her benefactors of her approaching marriage—and to thank them for saving her life.

cured and on the morning of January 3, 1924, Miss Johnson took Hazel to the train, and gave her the sincere wishes of the entire Frisco family and assured her that she would see that they stood by her until she had recovered. Hazel was confined in St. Luke's Hospital at Phoenix, Ariz., for sixteen months and in the meantime Miss Johnson saw that the subscription list grew and was ample to take care of Hazel's needs.

FRISCO FLOWER GARDENS FLOURISH

Station Beautification Program Inaugurated Last Spring Surpasses Expectations—Frisco Workers Praised for Gardening Efforts

DURING the wintry days of last January when thoughts of summer vacations now ended had hardly entered the minds of Frisco folks, a quiet campaign for the beautification of Frisco property throughout the nine states in which this railroad operates, was started.

As is the way with most splendid things, the start was inauspicious and quiet enough.

A flower enthusiast employed as shop accountant in the office of F. A. Beyer, superintendent of the west shops at Springfield, wrote a letter to the editor of the *Frisco Magazine*. His letter was suggested by Miss Naydean Blakely, reporter for the *Magazine* at the Springfield west shop offices. Don Fellows was the writer.

"With spring only a jump and a half ahead," Florist Fellows wrote, "I wonder if it wouldn't be a fine thing for the *Frisco Magazine* to publish several articles on the 'Care of the Home Garden' to aid the many Frisco people who, no doubt, are planning gardens this spring."

Magazine readers will recall that Mr. Fellows' articles appeared in the *Frisco Magazines* of March, April and May.

But between the time the *March Magazine*, containing the first article, was out, and the issuance of the *April Magazine*, both Florist Fellows and the editor were deluged with letters from Frisco employes throughout the system, asking for more information of a particular nature—even for bulbs, seeds and plants, or recommendations as to where they could best be procured.

Then General Manager Fred H. Shaffer offered the suggestion that started the campaign in earnest.

"Why wouldn't this interest on the part of our employes in beautiful gardens result in many beautified station parks, section house yards and so forth on our lines, providing the Frisco furnished the bulbs and seeds, together with instructions on how to plant them?"

President J. M. Kurn answered Mr. Shaffer's query by authorizing the money necessary to furnish the bulbs and seeds, and the April issue of the *Frisco Magazine* announced that a circular had been sent out to all section foremen and agents, advising them that requests for flowers filed with Mr. Fellows would be promptly cared for.

On the opposite page, concrete evidence of the remarkable progress made during the following months in

beautifying Frisco property is presented. Much credit is due Frisco Florist Fellows who worked without compensation many hours of his spare time in mailing out the bulbs and writing letters of advice on planting and care of the flowers to the consignees.

The eagerness of Frisco employes to go "above and beyond the call of duty" to further the interests of their railroad, has again been demonstrated convincingly,—this time by the men in charge of stations and other properties on the railroad.

The willingness with which the agents, section foremen, roadmasters, pumpers and others entered into the campaign to beautify Frisco property as told in the accompanying story, is a matter of pride to officers of our company. Don Fellows of Springfield, a floral enthusiast, worked until late in the night on many occasions in mailing flower bulbs and seeds to those who ordered them. President Kurn did his part in authorizing the expenditure of money to purchase the bulbs. Frisco workers planted and cared for the gardens.

The pictures on the opposite page tell a graphic story of the success of the program of "a flower garden for every barren spot on Frisco property."

And the exclamations of delight made by many Frisco passengers enroute, upon viewing the floral masterpieces, was, as one Frisco agent said, "pay enough for the extra hours we put in to make the gardens grow and bloom."

W. L. H., Jr.

During the spring and summer months passengers on Frisco trains have exclaimed in admiration at the beauty of Frisco station and section properties. Pump houses have been changed into rose bowers, grass station lawns into a flower fairyland.

Exactly 12,218 plants and bulbs of dahlia, canna, gladioli and elephant ears were sent out by Florist Fellows, all at no cost to the Frisco workers who received them. These bulbs, if properly cared for during the approaching winter, should furnish approximately 50,000 bulbs for planting next year.

The pictures on the next page are of only a few of the many many station and section grounds beautified under this program. Other pictures are being received and will be pub-

lished in later issues. The friendly rivalry among the Frisco employes who cared for the planting did much to promote the success of the project.

The Ladies' Civic Club of Caruthersville, Mo., deserves credit for the beautiful flower garden which directly surrounds the station at that point. These ladies have spent many hours pruning and cultivating the garden, which is delightful to view.

Just across the railroad tracks, to the north of the station at Caruthersville, is another garden plot which is under the direct supervision of O. B. Davis, section foreman, and he has surrounded the section house and grounds adjoining with a variety of deep-colored and fragrant flowers.

Probably one of the most difficult tasks was that undertaken by N. F. Holt, agent at Clayton, Oklahoma. The garden at that station is the result of much labor on the part of Mr. Holt and his associates, for there are no watering facilities in or near the little park and garden, and water had to be carried in buckets. But the little garden thrived and repaid those who were interested in its care.

The rose arbor over the pump house at Warwick, Okla., is the handiwork of Romy Pickard, pumper. Passengers daily comment on its beauty. Adjacent to the pump house is a little garden plot where zinnias, dahlias and gladiolas grow in abundance.

"Sam B. Wooldridge, section laborer at Thayer, Mo., is the man who is responsible for our beautiful little flower garden," writes Peter A. F. Ingle, agent at that point. "Mr. Wooldridge spaded up the ground, planted the bulbs and cares for the garden."

J. W. Ledbetter, agent at West Plains advises that the photographer did not do justice to the floral display at that station, for each little square of ground was utilized and a panorama was difficult to secure. "We're going to have a real garden next year, and we're already planning on how we are going to arrange the beds," he writes.

W. E. Counts, roadmaster at Cuba is certainly proud of the flowers cared for by the men at that station. He says that it is a pleasure to see the interest they have taken in making the station grounds beautiful.

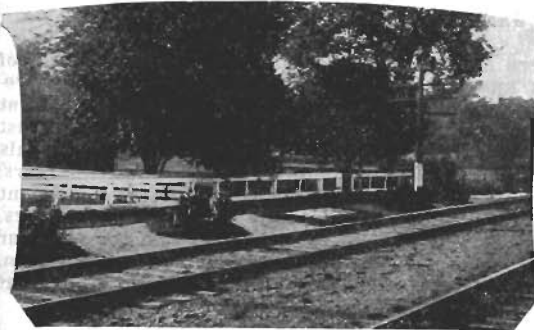
The little park at Soper, Okla., maintained by C. E. Clark, agent, and Tom Hall, section foreman, has attracted a great deal of attention. These beds have received hours of care and attention from these men.

Various employes at the Monett
(Now turn to Page 23, please)



Views of Frisco Garden Spots

Upper left hand corner; flower beds around office of A. W. Blume, general storekeeper, Springfield, Mo. Upper right hand corner; flower beds at Thayer, Mo., S. B. Woodrldge, section laborer cares for the beds. Pump house at Warwick, Okla., cared for by Romy Pickard, Pumper at left, second row. Station grounds, Parsons, Kans., cared for by agent, J. M. Gasaway, in center above. H. L. Hillemann, agent, Datto, Ark., standing behind his flower beds at right above. The station at Soper, Okla., with flower beds surrounding, at right. N. F. Holt, agent, Clayton, Okla., is responsible for garden plot at that station, left. A colorful corner near roadmaster's office, Cuba, Mo., below Soper picture. Many employes have interested themselves in the care of the beautiful beds at Monett, Mo., left again. J. E. Stephens, flagman, Union Avenue, Kansas City, standing by his flowers, at right. The section foreman at Pacific, Mo., cares for garden plot, at lower left. Walkway leading to the station at Caruthersville, Mo., center. J. W. Ledbetter, agent, West Plains, boasts of his floral display, on the station grounds.



EMPLOYEES' HOMES ARE THEIR CASTLES

*Seven Stephenville, Texas, Frisco Workers Know No Landlords—
All 100 Per Cent Home-Owners*

PAYROLL records on the Texas Lines of the Frisco will show that seven men are employed in the station at Stephenville, Texas, as agent, operator, yard clerk, third trick operator, cashier, warehouseman and night baggageman.

But payrolls are brief, terse affairs and don't "tell the half of it".

The Texas Lines payroll for Stephenville won't show, for instance, that those seven men, headed by J. D. Killough, twenty-seven years a Frisco employe, each owns his own home, and that in so doing, those employes probably set a record for which every other station on Frisco Lines should strive.

A 100 per cent home-owning station force.

That's what the Frisco has at Stephenville, Texas.

Agent Killough is one of the best known men in Frisco service, and was elected a director of the Frisco System Veteran Employees' Association at its June, 1927, meeting in Springfield and has always been an advocate of home ownership and the excellent policy of "Pay as you go, or don't go".

Agent Killough's example in owning his own home in Stephenville was infectious to the congenial, hard-working Frisco employes at his station. Those seven men have a combined service record with the Frisco of 105 years, and each of them is planning on staying in the service for years to come. So gradually, one by one, they followed their agent's example. Today, W. N. Wallace, the second trick operator, 25 years' service, owns his home, and so do V. H. Barber, yard clerk, and R. Finley, third trick operator, each with 13 years' service; T. C. House, cashier, 11 years' service; Alexander Wright (colored), warehouse man, 9 years' service; and E. J. Hutchison, night baggageman, 7 years' service.

Mr. Killough is somewhat of a psychologist. He reasons that when a man is working under the strain of family cares, with innumerable bills to meet, and a loosely-managed household, his mind cannot be given wholly to his work. The greatest asset which a man might have in this building up of the family budget, says he, is to own his own home. If worries come, and reverses get the upper hand, a man's home is always his "castle" and represents a wisely and carefully made investment.

"My wife and I never have lived in a rented home," he said. "We have always been strong advocates of the

slogan, 'Own and Live in Your Own Home.' Contentment is necessary if an employe is to be efficient, and I believe efficiency begins in the home with a contented wife and family."

It isn't necessary for a man to be a student of economics to understand that a home owner is perforce a better worker, more conscientious citizen, and more contented person than his less provident brother. The satisfaction and feeling of security which comes to a man who can point to a residence, however humble, and say, "I own that home," is immeasurable.

In this story the record of seven station employes of Stephenville, Texas, who constitute a 100 per cent home-owning group of Frisco men, is set forth. No one of them is a "high-salaried" officer. No one of them has an income independent of his Frisco pay check. As agent, operator, night baggageman, warehouse man and cashier, they are typical of thousands of other loyal workers of this railroad.

We invite you to a careful inspection of the homes owned by these men pictured on the next page. Any Frisco employe would be proud to own any one of them. Many Frisco men along the line do own homes similar to these—but many do not. We urge each reader of the Magazine to peruse the remarks of Agent J. D. Killough of Stephenville, contained in the accompanying article.

The accomplishments of Killough and his brother workers should be a splendid inspiration to us all.

—W. L. H., Jr.

And so, as each employe was added to the roster at Stephenville, Mr. Killough "sized things up". He visualized the little home which might suit the purse of each one, and when the time came to bring up the subject of home owning, Mr. Killough had plans well in mind and his advice was always sound and valuable.

Sometimes arrangements were hard to make, and Mr. Killough is known to have helped several of the younger employes in securing their homes.

"A man has a greater interest in the city where he lives if he owns his own property," said Mr. Killough. "For instance, he votes for all city improvements which might make his city more prosperous and his property more valuable. He is an interested and valuable citizen. And, on

the other hand, if the company by which he is employed does not succeed, his pay envelope is more or less insecure, and it is to his interest to do everything in his power to see that the company which gives him his daily living, prospers.

"Are these Stephenville employes boosters for the Frisco? Well they certainly are. To an unusual extent they have been active in the organization of Greater Traffic Clubs. We are glad the movement is gaining such attention, but these Frisco employes at Stephenville always have solicited business for the Frisco Lines, because they wanted to see both their city and their company grow." And Mr. Killough traces it back to the fact that they are happy and interested, both in their home life and in their work.

Each of these homes show that many Frisco principles and policies have been worked out. Each of the photographs show that many hours have been put in beautifying the lawns and hedges, and flower plots.

Another slogan besides the home owning one, has been adopted by this energetic group of Texans. That is, "Keep Out of Debt—Pay Cash as You Go or Don't Go". The fact that each is a home owner, has made good with the Frisco and can claim years of seniority, proves that this slogan has been adopted unanimously.

FRISCO TEAM WINS AGAIN

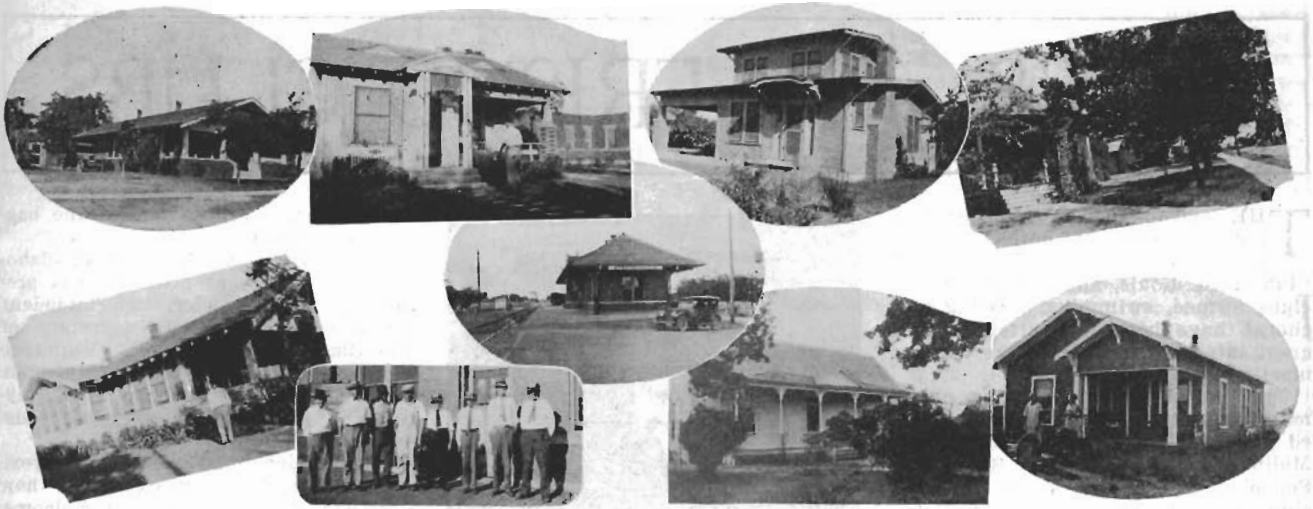
The baseball team of the Frisco Best Service Club, composed of employes at the Seventh Street Station, St. Louis, defeated the St. Charles (Mo.) Advertisers at St. Charles, 16-1, September 18.

For the winners L. Glore, catcher, made a home run; Joe Snell, left fielder, made a three-base hit, and Ed. Burke, right fielder, and Kuehnell, first baseman, made two-base hits. F. Snell, Frisco Best Service Club pitcher, struck out six men.

J. A. HARRISON DIES

James Allen Harrison, father of Harry Harrison of the accident prevention department, St. Louis, died at his home in Webb City, Mo., August 26. He was 73 years of age and his death followed an illness of two years.

Mr. Harrison has been a resident of Webb City for thirty-four years. He is survived by his widow, four daughters, Harry Harrison, the son, eleven grandchildren and two great grandchildren.



The pictures above show the homes of Frisco employes at Stephenville, Texas, the Stephenville station and the employes themselves. From left to right, top row, appear the homes of R. Finley, T. C. House, V. H. Barber, J. D. Killough. Bottom row, left to right, home of E. J. Hutchison, Messrs. Hutchison, House, Wright, Barber, Finley, Wallace, Killough and Assistant Superintendent of Texas Lines, S. R. Kennedy; home of W. N. Wallace, and last, home of Alex Wright. The Stephenville station appears in the center.

Rough Handling Damage Continues to Decrease at Rapid Rate

ROUGH handling of cars on Frisco Lines during the first eight months of 1927, as compared with the same period last year, decreased 43.8 per cent in the number of cars damaged and 41 per cent in the amount of damage to cars, according to a comparative statement compiled at the office of the operating department statistician at Springfield.

For the month of August, 1927, Springfield and Birmingham terminals had no cases of rough handling.

Says M. M. Sisson, assistant general manager, in a circular letter to all division and terminal superintendents:

"I hope the divisions and terminals that are not ranking so well will try to improve their position, and there

is only one way that this can be done and that is by constantly keeping after the matter, handling at freight claim prevention and better service meetings and wherever the opportunity presents, to the end that everybody is interested and making proper effort to reduce the damage."

The comparative statement follows:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Springfield	7	7	15	\$ 865.00	\$ 895.00	\$ 871.00	515,614	527,799	558,776	.0014	.0013	.0027	1	1	1
Birmingham	19	36	53	969.50	3,368.00	1,514.00	488,797	567,568	467,668	.0039	.0063	.0113	2	2	2
St. Louis	53	58	61	931.00	2,801.00	3,341.00	509,881	523,810	516,613	.0104	.0111	.0118	3	3	3
Memphis	73	179	107	2,262.00	7,395.95	4,794.00	606,212	760,955	800,470	.0120	.0235	.0134	4	5	4
Tulsa	70	124	156	4,174.50	2,122.00	4,494.50	565,953	492,149	563,586	.0124	.0252	.0277	5	4	5
Kansas City	84	143	132	2,039.50	3,420.00	4,132.00	470,379	469,495	466,204	.0179	.0305	.0283	6	6	6
Total	306	547	524	\$11,241.50	\$20,001.95	\$19,146.50	3,156,836	3,341,776	3,373,317	.0097	.0164	.0155			
DIVISIONS															
Western	2	19	20	10.00	2,077.00	541.00	164,230	172,120	166,526	.0012	.0110	.0120	1	4	5
So. Western	15	127	101	400.00	3,000.50	2,677.51	720,247	754,664	758,934	.0021	.0168	.0133	2	7	6
Eastern	12	31	11	603.50	750.28	610.00	572,269	603,310	591,256	.0021	.0051	.0019	3	2	2
Central	12	10	5	755.00	437.00	1,063.14	265,307	274,532	267,257	.0045	.0036	.0019	4	1	1
Southern	30	41	50	1,122.00	2,456.00	4,618.10	612,525	644,384	607,796	.0049	.0064	.0082	5	3	4
Northern	92	106	49	2,987.65	1,752.10	2,350.75	669,495	750,307	725,003	.0137	.0141	.0068	6	6	3
River	39	39	84	1,189.00	854.00	3,664.00	279,234	324,269	297,385	.0140	.0120	.0282	7	5	7
Total	202	373	320	\$ 7,067.15	\$11,326.88	\$15,524.50	3,283,307	3,523,586	3,414,157	.0062	.0106	.0094			
Texas Lines	17	14	24	313.00	233.00	585.50	89,441	103,729	114,046	.0190	.0135	.0210			
To. System	525	934	868	\$18,621.65	\$31,561.83	\$35,256.50									

1927 Compared with 1926

Per cent decrease in number cars damaged.....	43.8	Per cent increase in number of cars handled	
Per cent decrease in amount of damage.....	41.0	per car damaged.....	66.7
		Per cent decrease in amount of damage	
		per car handled.....	37.09

Office of Operating Department Statistician, Springfield, Missouri, September 8, 1927.

That's Telling

He heeded not the traffic cop,
He raced ahead, pell-mell,
So the doctor told the sexton
And the sexton tolled the bell.
—Pipe Progress.

First Cat: I hear you had an addition to your family, Mrs. Cat; was it a boy or a girl?

Second Cat: Oh, just six of one and a half-dozen of the other.—Lehigh Burr.

Things are seldom what they seem:
Skim milk masquerades as cream;
Highlows pass as patent leathers;
Jackdaws strut in peacock's feathers.
Very true,
So they do. —Pinafore.

NEWS of the FRISCO CLUBS

THE extremely hot weather has not lessened the enthusiasm of the members of the Frisco Girls' Club of St. Louis, and the first three clubs formed, swimming, bowling and choral, have been well attended and great interest manifest in the various meetings.

The choral club, under the chairmanship of Alice May Cooke, obtained the services of Professor L. M. Molino, director of the St. Louis School of Opera, who meets with the club on each Tuesday evening. He has tried out the voice of each girl and the club has had two rehearsals. Professor Molino promises that he will have the club well organized and ready for public appearances within a month. Thirty-five girls formed the charter membership and more are added at each rehearsal.

The swimming club disbanded its activities for a month, after having met each Friday evening during the month of August. When the cooler weather prevails the girls have made arrangements to go to a large indoor heated pool and continue activities throughout the winter.

All girls interested in the bowling club met recently and elected officers, namely, Bertha Hahn, president; Hazel Fairchild, vice-president; Lillian Ritter, secretary and Louise Gibson, treasurer. Twelve teams were formed, three girls to a team, and the following names given the teams; Texas Special, Oklahoma Special, Ozark Limited, Texas Limited, Kansas Limited, Southwest Limited, Meteor, Sunnyland, Memphian, Kansas City Florida Special, The Governor and the Wichita Falls Special. This club meets each Monday night at the Rogers Recreation Hall on Washington Avenue. So far the scores of the various teams have averaged around 200 each game. As soon as the hot weather subsides, other members will be added and new teams created.

The monthly luncheon is to be held during the last week of September, and the program was not obtainable at this writing.

Plans are made to start literary, dramatic and ukulele clubs during the month of October.

Frisco Clubs over the entire system have been holding meetings in the form of picnics and out of door gatherings during the hot months of August and September.

The largest one to be reported was a basket picnic at Blackwell, Okla., on Sunday, August 28, attended by more than 650 people.

Owing to the large number of employees who desire to attend the pic-



J. J. BERNARD
President Greater Traffic Club,
Enid, Okla.

nic from the Enid-Hobard sub-division, it was necessary to operate a special train which left Bessie, Okla., at 3:30 a. m. and arrived at Blackwell at 10:00 a. m. There were 10 coaches in another special train which left Enid at 8:00 a. m. and arrived at Blackwell at 10:00 a. m.

The visitors were greeted by a reception committee from Chamber of Commerce of Blackwell and an ample supply of cars transported the crowd

One of the most remarkable accomplishments in the traffic line during the month of September was that made by W. H. Hutchison, agent at Vinita and his associates, S. G. Sisk, signal supervisor; H. O. Barns, car inspector; E. G. Shedleber, ticket cashier and Mrs. W. H. Hutchison, bill clerk. The five secured a total of 505 permanent routing orders covering all future shipments, from practically every merchant in Vinita. Mr. Hutchison alone called on 70 merchants in his city and secured routing orders from 69.

These five loyal workers have received many letters of congratulations from officers of the Frisco on their very splendid accomplishments.

to the park. Trucks hauled the baskets and luggage.

Upon arrival at the park an elaborate entertainment program was presented. S. J. Frazier, superintendent introduced C. Tunnell, secretary of the Blackwell Chamber of Commerce who delivered the address of welcome. The response was made by Z. B. Claypool, of the accident prevention department.

Mr. Frazier and J. J. Bernard, president of the Enid club expressed their appreciation of Blackwell's welcome.

The Blackwell band gave a delightful program which was followed by the basket dinner. At 1:30 p. m. the crowd witnessed a ball game, when the Blackwell team forgot their friendly sentiments and unmercifully flayed the Frisco team in an eight inning game. The score was 11 to 2.

Owing to the length of the program it was necessary to cancel the boxing and wrestling contests in order that the visitors might return to Enid and Bessie on time.

The Frisco Greater Traffic Club of Memphis gave the second of a series of delightful dances on Saturday evening September 10, in the ballroom of the Hotel Chisca. A large number of employees, their families and friends attended. The Frisco Sunnyland Orchestra furnished the music for the affair.

Among the guests were, Mr. and Mrs. William Lindsey of Tampa, Florida, guests of C. C. Medley, conductor; Mr. and Mrs. Lee McKnight, vice-president Merchants Warehouse Co. and Mrs. McKnight; Calvin H. Graves, assistant traffic manager, Farnsworth Evans Cotton Co., and Mr. and Mrs. B. B. Fontaine.

The Greater Traffic Club of Joplin held a meeting and basket picnic at Electric Park on August 26, which was attended by more than 100 employees and their families.

E. D. Maxton, chairman of the club and conductor Lane, first vice-president were both called out of town and L. S. Baney, second vice-president conducted the business meeting. Some good thoughts on how to solicit freight and passenger business were offered by J. H. Douglas, general agent; C. R. Welch, traveling auditor; C. O. McCain, general agent, Ft. Scott; S. McQuitty, warehouse foreman; M. J. Conley, freight agent, also Messrs. Mahan and Brooke, traveling supervisor and traveling freight agent, respectively.

Following the meeting the ladies served a picnic supper.



The Amory String-Bean Band composed of the Misses Lillie Weber, Maxine Blankenbaker, Hugh Ollie Stucker, Mary Lamon, Evelyn Baker, Evelyn Johnson, Evelyn Sloan, May Alice Peters, Bernuce Cooley, Fern Camp and Winnie Clark Green. This band entertained at the Amory accident prevention meeting recently. Several of the girls are Frisco daughters.

Other meetings during the last thirty days were held at Oklahoma City, Tulsa, Wichita, Neodesha, Kans., Fort Smith, Ark., and Springfield. Details of these events were not available as this issue of the *Magazine* went to press.

These meetings were well attended and talks were made by the traffic and operating officers in charge of the territories in which these cities are located, and also by H. F. Sanborn, assistant to vice-president in charge of traffic.

In addition important meetings were held the week of September 5 in St. Louis at Lindenwood shops, Chouteau Avenue yards and the Seventh Street freight station. All the employes serving at these locations, amounting to several hundred, were in attendance and talks on more solicitation and better service were made by Superintendent of Terminals P. W. Conley and by Mr. Sanborn.

The newly formed ladies' auxiliary to the greater traffic club at Clinton, Mo., held its second meeting on Saturday afternoon at 2:30 p. m. Sep-

tember 17. Thirty women were present.

Officers for this organization were elected at the first meeting and are as follows: Mrs. C. E. Hunter, president; Mrs. C. A. Rutherford, first vice-president; Mrs. John Balke, second vice-president; Mrs. W. S. Graham, secretary.

The meeting was called to order by the president, and was formally opened with a piano solo by Mrs. J. Peckenpaugh. The president then called on A. T. Laney, president of the greater traffic club at that point. He complimented the ladies on their organization and at the conclusion of his address introduced Martha C. Moore, of the publicity department at St. Louis. Miss Moore offered suggestions to the ladies in regard to their organization and outlined what they might choose as a working program. W. L. Heath, service representative praised the Clinton Auxiliary, and C. O. Claiborne, agent at that point said that Clinton had had a splendid increase in business and that he for one was willing to credit the ladies auxiliary as having secured it.

Each of the ladies in turn were call-

E. M. Hatfield, assistant foreman of the Frisco Lines' car department shops at Sherman, Tex., who won one of the gold fountain pens offered monthly to the traffic-solicitation winner on each division of Frisco Lines, made the following unique contribution to the *Magazine* following receipt of the prize:

"I'm just an ornery car knocker, belonging to the Greater Traffic Club. I decided my head to bother about some business for Frisco to grub. So, off I go to town, feeling tired and dirty too. Don't have time to go clean up so I'm feelin' sorter blue. But—I asked my first customer for some business for Frisco, you bet. 'Well,' he said, 'I'll guess I'll give you the next car I get.' My spirits flew upward, I go and try another. My efforts are rewarded. Someone else helps this Frisco brother. So I try this each evening 'til I get a nice list. 'Bout that time the contest is over and I sit down and wish, that I could be the lucky fellow to get the gold fountain pen. So I go on about my duties, just car knocking like sin, when one day comes a letter from the president—I mean Kurn—saying I won the fountain pen. So next day I watch the mail and I get letters from Mr. Oliver and Mr. McCarty. Next day I watch again and I get it, by gum! that gold fountain pen."

ed on for suggestions, and many of them responded. Mrs. Lawrence Crotty was elected to send in news of the auxiliary to the two Clinton papers and to the *Frisco Magazine*.

More than sixty club members enjoyed a basket dinner at 6 p. m. at Artesian park, in closing the day's meeting.

This club is the only auxiliary to a greater traffic club on the Frisco system. There are more than 100 Frisco employes at Clinton.

Two hundred and two girls were present at an initial meeting of the Frisco Girls' Club of Springfield at the Colonial Hotel, Springfield, September 21. Marie Arnold, of the car accountant's office presided as chairman and explained the purpose of the club, which is to solicit business for the Frisco, and to form a bond of fellowship among the girls of the Springfield offices.

Special numbers were presented by members of the car accountant's office in the form of three short songs. Each contact girl was introduced to those present, as well as the girls who were nominated for the various offices of the club.

Ballots were cast for the officers on September 22 and 23. Various social clubs will be formed in the future and an instructive as well as a social program will be undertaken during the winter months.

Greater Traffic Roll of Honor

The employes listed below are cited by H. F. Sanborn, general chairman of traffic solicitation for excellence in their efforts to secure additional freight and passenger business for Frisco Lines.

Name	Position	Location
Parley Yaw.....	Engineer.....	Ft. Smith, Ark.
A. M. Leitzell.....	General Agent.....	Ft. Smith, Ark.
E. E. Carlock.....	Head Timekeeper.....	Ft. Smith, Ark.
Frances Worthum.....	Operator, Yard Office.....	Ft. Smith, Ark.
G. L. Presson.....	Chief Dispatcher.....	Ft. Smith, Ark.
Geo. Walker.....	Office of Supt.....	Ft. Smith, Ark.
Mary Pitcher.....	Steno., General Freight Office.....	St. Louis, Mo.
Charles Gartrell.....	General Freight Office.....	St. Louis, Mo.
W. A. Mills.....	Pass. Conductor.....	Oklahoma City, Okla.
Mrs. Ray Stevens.....	Wife, Pass. Conductor.....	Clinton, Mo.
C. E. Wheatley.....	Division Storekeeper.....	Springfield, Mo.
W. D. Price.....	Store Department.....	Springfield, Mo.
O. F. Kemp.....	Store Department.....	Springfield, Mo.
G. E. Graham.....	Store Department.....	Springfield, Mo.
O. H. Miller.....	Store Department.....	Springfield, Mo.
C. C. Meyers.....	Store Department.....	Springfield, Mo.
Frank H. Parson.....	Cashier.....	Ft. Scott, Kans.
E. F. Freiner.....	Accounting Department.....	St. Louis, Mo.
R. A. Blanchard.....	Accounting Department.....	St. Louis, Mo.
I. A. Lower.....	Accounting Department.....	St. Louis, Mo.
Chas. D. Sprich.....	Accounting Department.....	St. Louis, Mo.
F. Rychlicki.....	Accounting Department.....	St. Louis, Mo.
E. B. Ludwig.....	Car Accountant's Office.....	Springfield, Mo.
N. L. Lindquist.....	Car Accountant's Office.....	Springfield, Mo.
L. D. Anderson.....	Car Accountant's Office.....	Springfield, Mo.
W. A. Moore.....	General Freight Office.....	Memphis, Tenn.
A. W. Lawson.....	Yard Clerk.....	Jonesboro, Ark.
Earl D. Maxton.....	Chief Clerk.....	Joplin, Mo.
C. W. Goodman.....	Claim Clerk.....	Joplin, Mo.
C. W. Kerr.....	Storekeeper.....	Joplin, Mo.
L. S. Baney.....	Baggage man.....	Joplin, Mo.
Madaline Sheehan.....	Steno., Freight Office.....	Joplin, Mo.
Wm. Demerly.....	Freight Conductor.....	Joplin, Mo.
W. P. Carrithers.....	Freight Brakeman.....	Joplin, Mo.
L. O. Foster.....	Car Department.....	Joplin, Mo.
Mrs. H. B. Wilson.....	Wife, Assistant Superintendent.....	Joplin, Mo.
J. A. Hale.....	Stowman.....	Joplin, Mo.
O. E. Hackworth.....	Cashier.....	Joplin, Mo.
Rich O'Connor.....	Clerk, Local Office.....	Kansas City, Mo.
A. E. Moran.....	Chief Clerk.....	Pittsburg, Kans.
Ed Humphries.....	Demurrage Clerk.....	Pittsburg, Kans.
Carl Cowen.....	Warehouse Foreman.....	Pittsburg, Kans.
F. X. Nachtman.....	Mining Engineer.....	St. Louis, Mo.
John H. Croft.....	Station Porter.....	Pittsburg, Kans.
J. N. Bruton.....	Conductor—Passenger.....	Pittsburg, Kans.
Eda Nigh.....	Stenographer.....	Pittsburg, Kans.
Fred Hunt.....	Crossing Watchman.....	Pittsburg, Kans.
Leo Waters.....	Local Freight Office.....	Ft. Smith, Ark.
C. F. Maddy.....	Local Freight Office.....	Ft. Smith, Ark.
C. H. Davenport.....	Cashier.....	Ft. Smith, Ark.
Carl Schmidt.....	Local Freight Office.....	Ft. Smith, Ark.
H. B. Sigher.....	Freight Conductor.....	Wichita, Kans.
Edw. J. Immele.....	Clerk.....	Wichita, Kans.
H. L. Byerly.....	Clerk.....	Wichita, Kans.
F. W. Curtis.....	Clerk.....	Wichita, Kans.
W. A. Moore.....	Local Freight Office.....	Memphis, Tenn.
A. E. Davidson.....	Comptroller's Office.....	St. Louis, Mo.
J. E. VanNess.....	Brakeman.....	Oklahoma City, Okla.
Wm. Mills.....	Passenger Conductor.....	Oklahoma City, Okla.
J. F. Wright.....	Rate Clerk.....	Memphis, Tenn.
Frank Crane.....	Expense Clerk.....	Memphis, Tenn.
Dan E. Creeden.....	Local Office.....	Memphis, Tenn.
A. B. Sherwood.....	Telegraph Department.....	Springfield, Mo.
A. A. Koch.....	Platform Foreman.....	St. Louis, Mo.
C. E. Silliman.....	Warehouse Foreman.....	Birmingham, Ala.
R. A. Langsdale.....	Local Freight Office.....	Ft. Smith, Ark.
J. S. Breckenridge.....	Office of Superintendent.....	Springfield, Mo.
Jno. M. Fisk.....	Supply Car.....	Memphis, Tenn.
Matilda C. Hoffman.....	Signal Department.....	Springfield, Mo.

(Now turn to Page 16, please)

FRISCO DOCTORS TO MEET

Ft. Worth Scene of 26th Annual Convention of F. M. A.,
October 17-18

THE twenty-sixth annual convention of the Frisco System Medical Association, composed of the more than five hundred doctors employed by the Frisco Lines, will be held at Fort Worth, Texas, October 17-18. Officers of the organization are planning to make this convention by far the most successful in program and attendance.

Preparations are being made by Dr. S. A. Woodward, Fort Worth, president of the association and division surgeon for the Frisco Lines, and by other officers of the association.

The Fort Worth Chamber of Commerce has extended to the members of the Frisco System Medical Association an invitation to visit Fort Worth on the convention dates.

The last convention was held at Memphis September 27-28, 1926. At that time Doctor Woodward was elected president; Dr. Robert Vineyard, St. Louis, was re-elected secretary and the following were elected vice-presidents, representing their various states: Dr. R. M. Jones, Missouri; Dr. M. O. Usery, Arkansas; Dr. R. S. Kirk, Mississippi; Dr. E. Dunlap, Texas; Dr. E. S. Edgerton, Kansas; Dr. R. L. Murdoch, Oklahoma; Dr. A. C. Jackson, Alabama, and Dr. W. V. Pruitt, Tennessee.

Dr. R. A. Woolsey, St. Louis, is chief surgeon of the Frisco Lines.

Doctor Woodward, who will be "host" at Ft. Worth, was graduated from the Hospital Medical College, Memphis, in 1894 and immediately entered his father's office at Carthage, Tex. For twelve years he served in the house of delegates of the Texas State Medical Association and on the board of medical examiners and with the board of health at Fort Worth. During the World War he was commissioned a captain in the medical corps at Camp Logan and in 1916 he was made a Fellow in the American College of Surgeons.

October 27 is Navy Day. This Navy Day, in addition to paying tribute to the services which the navy has given to the nation, the sponsors of this annual event wish to emphasize that there are three great elements of sea power, namely, foreign trade, the merchant marine and naval protection.

"I am sure," says Walter Bruce Howe, Washington, D. C., president of the Navy League of the United States, "it is not necessary to develop the point that our foreign trade is important to the security holders, the executives and the employes of our railroads."

MAKES RECORD SWIM

Lee Barrett, 22, Frisco Electrician Swims 18 Miles in Lake Taneycomo

By NAYDEAN G. BLAKELY



LEE BARRETT

(Taking the water at start of 18 mile swim.)

LEE BARRETT, twenty-two years old, an electrician at the Frisco Lines west coach shop at Springfield, just a week after he was forced out of a twenty-mile swimming race in Lake Taneycomo, Mo., after making a little more than nine miles, swam the eighteen miles of this lake from Branson to Ozark Beach.

Barrett dived from the bridge at Branson at 8:20 in the morning of his second attempt and without the aid of any current, which in Lake Taneycomo is usually about one mile an hour, started swimming downstream and reached Ozark Beach at 5:30 that afternoon.

Lee used a regular crawl stroke with the flutter kick, averaging twenty-two strokes to the minute. He wore no bathing suit but his body was covered with a heavy coating of grease. The swimmer ate four chocolate bars and drank a quart of cocoa during the swim.

Barrett started his training at Clear Creek where he planned to swim one hour per day the first week, two hours the second and increase the time weekly. However, this schedule was not adhered to and he finished training under practically no supervision, in the pool of the Ozark Hotel at

“Dad” and “Mother” Clark Celebrated Sixtieth Wedding Anniversary Sept. 17

Kansas City, Mo., Couple Wed in 1867—Both Loyal Frisco Veterans

MR. and Mrs. John Clark of 1610 West 41st Street, Kansas City, celebrated their sixtieth wedding anniversary on September 17 at their home. Mr. Clark, a retired Frisco conductor, is 85 years of age and “Mother Clark”, as she is familiarly known, is 83. Mr. Clark came from England in 1854, and met the present Mrs. Clark, then Mary Elizabeth Mansfield in Latrobe, Pa., and they were married in 1867.

The Clark family is well known, both in railroad circles and in the public eye, due to “Mother” Clark’s extensive work in the prisons of the country and in Frisco affairs.

“Our happy married life has been based on the old fashioned doctrine of ‘giving the other fellow a hand’, and in helping others, we have found our happiness,” writes “Mother” Clark.

Idleness has never had a place in either of their lives, and even now that Mr. Clark’s active railroad service is over, he finds much to do around their little home. He cares for the large flower garden which is the delight of “Mother” Clark, altho he says he really likes to work with his pen of chickens better than with the flowers.

“Mother” Clark derived her nickname from her work in the prisons throughout the country. She visits the inmates, writes them, and on twenty-six occasions she has comforted condemned men on the eve of their execution.

She is perhaps the only woman in the Frisco family who once felt the handclasp of Abraham Lincoln, and she has shaken hands with every president from Buchanan down to Coolidge.

Mr. Clark is a Civil War veteran,



MR. AND MRS. JOHN CLARK

and no Memorial Day has ever passed that he has not donned his blue uniform and paid a visit to the graves of the Confederates as well as Union men.

Mr. and Mrs. Clark have two sons, Walter W. and Roy M. now in the service of the Frisco, serving as conductors. A third son, now dead, also served the Frisco.

Both Mr. and Mrs. Clark have always taken an active part in Frisco activities.

Springfield. His training included some road work and lasted about six weeks.

The youth attended the University of Illinois studying electrical engineering, but is working at the coach shop to earn funds to continue his course. He was eager to win the prize offered for the Taneycomo swim, which was won by “Red” Haskett, of Branson, but it was the same old spirit that fired the pioneers to action that caused Barrett to make his second attempt and swim the long eighteen miles of chilly water—the spirit of “I can.”

Payments to insured officers and employes for the month of August, 1927, by the Metropolitan Life Insurance Company amounted to \$14,055.74.

This amount is divided, Supervisory Group, death, \$5,000.00; total and permanent disability, \$1,476.00; Shop Group, death \$2,852.14; total and permanent disability, \$1,224.96 and health and accident, \$3,141.08; Clerks, total and permanent disability, \$361.56.

Greater Traffic Roll of Honor

(Continued from Page 14)

Name	Position	Location
T. C. O'Kelley.....	Store Department.....	Springfield, Mo.
Frank N. Jewell.....	Accounting Department.....	St. Louis, Mo.
Mrs. L. Crotty.....	Wife of Engineer.....	Clinton, Mo.
H. L. Wilks.....	Claim Adjuster.....	Springfield, Mo.
Bud Harper.....	Freight Clerk.....	Pawnee, Okla.
J. F. Longworth.....	Car Foreman.....	Ft. Scott, Kans.
John Morgan.....	Cashier.....	Enid, Okla.
Arthur Stoehr.....	Accounting Department.....	St. Louis, Mo.
Lydia Peterson.....	Vice-President's Office.....	St. Louis, Mo.
Cammie Adkins.....	Expense Clerk.....	Birmingham, Ala.
J. H. Cheshire.....	Local Freight Office.....	Ft. Worth, Tex.
P. C. Reaves.....	Local Freight Office.....	Ft. Worth, Tex.
Lester Stevens.....	Switch Engineer.....	Wichita, Kans.
Mirl Calvert.....	Switchman.....	Wichita, Kans.
H. F. Hastings.....	Local Freight Office.....	Jonesboro, Ark.
H. C. Fryar.....	Local Freight Office.....	Jonesboro, Ark.
E. E. Carter.....	Assistant Superintendent.....	Neodesha, Kans.
F. H. Carson.....	Cashier.....	Ft. Scott, Kans.
G. W. Koontz.....	Division Engineer.....	Chaffee, Mo.
Tom Byrnes.....	Engineer.....	Ada, Okla.
Clifford Byrnes.....	(Son).....	Ada, Okla.
Ralph McHam.....	Livestock Foreman.....	Ft. Scott, Kans.
H. T. Wood.....	Chief Clerk.....	Oklmulgee, Okla.
D. V. McCain.....	Cashier.....	Oklmulgee, Okla.
Miss L. Alessio.....	Messenger Local Freight.....	Memphis, Tenn.
R. C. Canady.....	Assistant Superintendent.....	Enid, Okla.
R. S. Harrison.....	Yard Clerk.....	Jonesboro, Ark.
Geo. Eastin.....	Section Foreman.....	Oklahoma City, Okla.
A. J. Gerdel.....	Accounting Department.....	St. Louis, Mo.
W. E. Fife.....	Local Freight Office.....	New Albany, Miss.
G. W. Harwell.....	Cashier.....	New Albany, Miss.
A. H. Hughes.....	Traveling Auditor.....	St. Louis, Mo.
A. F. Korte.....	Accounting Department.....	St. Louis, Mo.
E. D. Maxton.....	C. C., Local Freight Office.....	Joplin, Mo.
C. E. Silliman.....	Warehouse Foreman.....	Birmingham, Ala.
Chas. Maurere.....	7th St. Freight Station.....	St. Louis, Mo.
T. M. Sullivan.....	Locomotive Wiper.....	Wichita, Kans.
T. W. Tunnell.....	Roundhouse.....	Wichita, Kans.
Ed Cunningham.....	Local Freight Office.....	Kansas City, Mo.
C. E. Bobbitt.....	Local Freight Office.....	Kansas City, Mo.
C. A. Martin.....	Local Freight Office.....	Kansas City, Mo.
H. C. Wilson.....	Local Freight Office.....	Kansas City, Mo.
Jno. J. Fitzgerald.....	Local Freight Office.....	Kansas City, Mo.
C. C. Lacey.....	Local Freight Office.....	Kansas City, Mo.
F. H. Fenner.....	C. C., Local Freight Office.....	Kansas City, Mo.
Mark Cassidy.....	Local Freight Office.....	Kansas City, Mo.
E. C. Lindeman.....	Local Freight Office.....	Kansas City, Mo.
W. Y. Billings.....	Local Freight Office.....	Memphis, Tenn.
J. L. Fazzi.....	In. Warehouse Foreman.....	Memphis, Tenn.
H. Q. Panigan.....	O. S. & D. Clerk.....	Memphis, Tenn.
Louis Hanover.....	Night Clerk.....	Memphis, Tenn.
W. J. Meckle.....	Asst. Yardmaster.....	Memphis, Tenn.
J. F. Wright.....	Rate Clerk.....	Memphis, Tenn.
F. J. Walsh.....	Bill Clerk.....	Memphis, Tenn.
John Porter.....	Inbound Warehouse.....	Memphis, Tenn.
Sam J. Allen.....	Clerk in Supt.'s Office.....	Memphis, Tenn.
A. E. Elliot.....	Report Clerk.....	Memphis, Tenn.
Ed Monroe.....	Special Agent.....	Memphis, Tenn.
W. D. Welch.....	Platform Foreman.....	Memphis, Tenn.
B. C. Scruggs.....	Assistant Cashier.....	Memphis, Tenn.
John A. Ladd.....	Local Freight Office.....	Memphis, Tenn.
E. D. Cauble.....	Local Freight Office.....	Memphis, Tenn.
Frank Bauer.....	Local Freight Office.....	Memphis, Tenn.
Geo. R. Humphrey.....	Local Freight Office.....	Memphis, Tenn.
T. P. Lockhart.....	Local Freight Office.....	Memphis, Tenn.
Gordon Robertson.....	Local Freight Office.....	Memphis, Tenn.
Curtis C. Wright.....	Local Freight Office.....	Memphis, Tenn.
Bud Harper.....	Local Freight Office.....	Enid, Okla.
F. G. Cogdell.....	Conductor.....	Monett, Mo.
John Miller.....	Conductor.....	Monett, Mo.
J. H. Croft.....	Station Porter.....	Pittsburg, Kans.
Arthur T. Moses.....	Chief Red Ball Bureau.....	Springfield, Mo.
Mrs. L. Lemhan.....	Local Office.....	Memphis, Tenn.
W. F. Corkery.....	Local Office.....	Memphis, Tenn.

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When Eggs are Eggs

By MRS. ELIZABETH TEMPLE,
Supervisor Home Economics,
Frisco Lines

In working with case-lot shipments of eggs on the eastern markets, the farm wife frequently has some interesting comments offered with her return check from the New York buyers.

The first shipments usually bring a reminder that all eggs should be packed small end down for the sake of uniform appearance. This change the farm wife makes readily, only to have a report of some breakage on the small ends of eggs, and a request for a "better commercial shell"—more lime in the hens' diet. If the flock owner is really intent on meeting the demands of the graded egg market, she will at once supply oyster shell in quantity to all her birds, and may even mix some finely ground shell with the laying mash in the hoppers, to insure sufficient lime for strong commercial shells.

Oyster shell usually carries 96 per cent to 98 per cent calcium carbonate, a higher amount than lime rock, and so it is our best source of lime for egg shells and for use with young growing stock for bone and feather growth. With improved methods of feeding our increasing flocks, the necessity for use of mineral and lime shows up more and more plainly. Lack of oyster shell may both check egg production and cause soft-shelled eggs.

The Frisco has a special interest in furthering the use of oyster shell.

In 1925 the loss and damage claims on egg shipments reached \$30,000 for the Frisco alone. An investigation showed that about half of this loss was due to improper packing, grading, loading and handling. Through wonderfully fine co-operation of shippers and railroad this 50 per cent of waste has been greatly reduced. The other 50 per cent, due mostly to poor quality of egg shells, through lack of oyster shell in the diet of hens, remains little changed, the loss in 1926 standing at \$13,731.10, and in the first seven months of 1927, at \$8,607.88. This loss can be remedied only by improved methods on the farms, where the eggs are produced, by the use of more oyster shell with the farm flocks.

Commercial oyster shell is cheap and abundant, as it is one of the few things in the poultry supply line that has not advanced in price.

It is produced in quantity along the Gulf, and one large factory, the Gulf Crushing Company, is located on our own line.

If the Frisco agents will call the attention of producers in their territory to the need for "better packages" for our eggs, it will reduce the loss in this line, and reflect to the advantage of the producers.

For Meritorious Service

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

The following were especially commended for volunteering their services to man special trains Bessie, Okla., to Enid, Okla., and return, and Enid to Blackwell, Okla., and return to handle employes and their families attending the greater traffic committee picnic at Blackwell, Sunday, August 28; G. H. Mettler, E. M. O'Brien and W. P. Leslie, and Bert Erwin, conductors; Tom Beasley and V. A. Sinclair, engineers; E. R. Adams and H. J. Jenkins, firemen, and Tom Mannion, G. C. Tribble and W. B. Martin, brakemen. All these men are of Enid.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

P. F. Ferguson, engineer, Monett, repaired automatic train control device on engine No. 1511, train No. 4, August 31, bringing train into Monett on time. His personal record was credited with ten merit marks.

H. E. Smith, fence gang foreman, Francis, Okla., on April 23, noticed broken flange on ballast car SF 81432 in train extra south, Conductor Vestal, and informed the conductor. The train was stopped and car cut out. Mr. Smith's personal record was credited with ten merit marks.

W. S. Montgomery, brakeman, West Tulsa, train extra No. 4136 north, at Butler, Okla., August 12, when the stop was rather abrupt thought that some of the piling, on a car of piling with load shifted, might have been thrown off the car, so he ran from the caboose to this car and found one of the piling had shifted off the car to the main line, under a car in an extra south on the main line. In order to avoid an accident he set the air on the extra south so that that train could move and then called for assistance and the piling was removed. His personal record was credited with ten merit marks.

Roy Ledford, section laborer, Catoosa, Okla., while working near Catoosa on August 2 discovered brake beam dragging in train extra No. 4126 and signalled conductor, which resulted in train being stopped and bad-order brake beam removed. Mr. Ledford's personal record was credited with ten merit marks.

Ben F. Dicken, section laborer, Fitzhugh, Okla., while laying off at Fitzhugh due to illness noticed a runaway team of horses run over the south passing track switch stand, tearing it down. Mr. Dicken promptly placed the switch stand back in place and temporarily spiked it down, then walked two miles and notified section foreman. His personal record was credited with fifteen merit marks.

P. H. Lillis, engineer, and C. S. Davis, fireman, both of Sherman, Tex., while on train No. 118, August 22, discovered bridge No. E-530-1 on fire, stopped the train and with the assistance of the express messenger extinguished the fire before the bridge was more than slightly damaged. The personal record of Mr. Lillis and of Mr. Davis was credited with ten merit marks.

T. W. Byrne, engineer, Ada, Okla., on August 17 while at Lawrence, Okla., discovered on car SF 51640 a wheel cracked in a seam. His personal record was credited with ten merit marks.

W. I. Adams, conductor; H. O. Tucker and Lee Peppers, brakemen, all of Sherman, Texas, while on extra train No. 4114, north, August 24, unloaded two cars of cattle at Hickory, Okla., to avoid delay to their train, which was handling train No. 532's connection. The personal record of each of these men was credited with five merit marks.

J. W. Thomas, brakeman, West Tulsa, Okla., noticed gasoline slushing out of PPLX 2298, and at the first stop of train found dome cap was off and replaced it. His action in this case not only prevented further loss of gasoline but a possible fire, said Mr. Mason.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

Earl Arnold, porter, Kansas City, when he arrived on train No. 101 at Springfield the night of August 20 and found that a porter for a special train out of Springfield had failed to arrive, without instructions assisted in loading passengers until the special train departed. His personal record was credited with ten merit marks.

When Engineer Galloway became suddenly ill while on the switcher at Carl Junction, Mo., about August 21, S. G. Bethel, fireman, Joplin, Mo., took charge of the engine and the train crew, consisting of J. O'Rourke, conductor and O. L. Clary and T. J. Ryan, brakeman, all of Joplin, took turns firing the engine. The personal records of Messrs. Bethel, O'Rourke, Clary and Ryan were each credited with ten merit marks.

When stoker on engine No. 4145, train No. 131, failed July 25, on Bois D'Arc, Mo., hill, because the automatic stoker valve blew out, A. Phelps, engi-

(Now turn to Next Page, please)

OLD CRONIES MEET AGAIN

St. Louis general office employes will remember two familiar figures, both in St. Louis and Springfield, hailed genially five years and more ago as Walt and Herb. These were Mr.

Walter Schroeter, then chief fuel accountant and Mr. Herbert Martin, fuel clerk.



Mr. Martin is now chief clerk to Mr. Robt. Collett, fuel agent, but five years ago Mr. Schroeter resigned and went to southern California where he became a member of the firm of the Bacon In-

vestment Company at Baldwin Park, California, near Los Angeles.

A steady correspondence has been maintained between these two good friends and Mr. Martin has just returned from a vacation trip to the Golden West where he spent the greater part of his vacation with Mr. Schroeter and his family.

All of Mr. Schroeter's Frisco friends have watched his progress with interest and are eager to congratulate him on his success.

The accompanying picture shows Herb and Walt just as they were starting one of their sight-seeing tours and is convincing evidence of the happy reunion and also shows that five years has made little change in the personal appearance of these two chums.

LOUISE S. GIBSON.

FRISCO CASUALTIES DECREASE

Casualties on the Frisco Lines during the first eight months of 1927 decreased 8.6 per cent as compared with the corresponding period of last year, states a report issued by H. W. Hudgen, director accident prevention, St. Louis.

The percentages of decrease for the eight-month period were: Transportation employes, 7.1; maintenance-of-way and structures, 1.9; shops, 12.3; all employes, 8.2; passengers, 29.5; autoists, 24.7; non-employes, 10.5; all injuries, 8.6. Casualties to licensees increased 45.9 and to trespassers increased 18.5.

For August as compared with August, 1926, the percentages of decrease were: Transportation, 9; Maintenance-of-way and structures, 26.2; mechanical shops, 24.9; all employes, 21.5; autoists, 44.7; licensees, 15.4; trespassers, 5.5; total, non-employes, 15.1; all injuries, 20.6. Casualties to passengers in August, 1927, increased 41.1.

Ancient marriage vow: Love, honor and obey.

Modern marriage vow: Get thyself a job, love, clothe and feed thy hubby and permit him to loaf.

FOR MERITORIOUS SERVICE

(Continued from Page 19)

near; A. T. Bowman, fireman, and J. L. Parcell, brakeman, all of Fort Scott, Kans., fired the engine by hand and brought the train into Springfield on time. The personal record of each of these men was credited with five merit marks.

L. A. Henrich, conductor, and William R. Talbert, brakeman, both of Fort Scott, Kans., found a broken rail on passing track at Filler, Kans., August 26, and notified section force at Beulah, Kans., which made repairs. The personal record of Mr. Henrich and of Mr. Talbert was credited with five merit marks.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

Frank Morgan, brakeman, discovered on July 10, fourteen inch piece ball of rail broken out of rail on inside rail yard track No. 2, at Hayti, promptly reported the condition to Section Foreman Daly and immediate repairs were made. The personal record of Mr. Morgan was credited with ten merit marks.

Lon Jackson, section laborer, Malden, Mo., discovered on July 29, telegraph wires near Cotton Belt crossing twisted due to high wind, cutting off telegraphic communication, voluntarily climbed telegraph pole, straightened the wires and restored the telegraphic service. His personal record was credited with twenty merit marks.

A. C. Harper, brakeman, deadheading on train No. 832, July 15, assisted in connection with derailment and damage to equipment at Marquette, Mo., in getting main line cleared and train moving. His personal record was credited with ten merit marks.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

William Umlauf, section foreman, Verona, Mo., on no less than three occasions during the unusual weather conditions existing the last six months, during the night looked after track that is subject to washouts on his sections and found conditions that necessitated flagging the night passenger trains. On Tuesday night, August 16, Mr. Umlauf awoke during the heavy rain storm, patrolled his track, found several badly washed places, flagged trains Nos. 1 and 9 at mile post 272 and protected them until he could get track in safe condition. He has been commended.

Mrs. Mollie Roth, operator, Belt Junction, Mo., observed, August 30 that the frog in the Union Bridge Company's switch just south of Belt Junction was broken and immediately notified dispatcher who covered the defective place with slow order and called on section forces to make repairs. She has been commended.

MEMPHIS TERMINALS

Superintendent E. E. McGuire re-

Accident Prevention Schedule for Trans. Dept.

Table with columns: DIVISION OR TERMINAL, OCTOBER, NOVEMBER, DECEMBER. Rows include Kansas City Ter., St. Louis Terminal, Memphis Terminal, Tulsa Terminal, River Division, Northern Division, Texas Lines, Western Division, Southwestern Div., Springfield Ter., Birmingham Terminal, Southern Division, Central Division, Eastern Division.

ports the following cases of meritorious service:

Henry Price, engineer, and E. H. Ellis, fireman, found fire in the middle of track west of storage coal pile at Harvard, Ark., July 15, and extinguished it, probably preventing the storage coal from catching fire. Their personal records were each credited with ten merit marks.

SPRINGFIELD TERMINALS

O. W. Bruton, superintendent of terminals at Springfield, reports the following cases of meritorious service:

F. W. Dishman, switch foreman at Springfield, found arch bar broken on a car of potatoes for Jonesboro, September 7, and notified car foreman. Mr. Dishman's action in this case saved possible serious delay to shipment and possible delay on the line. His personal record was credited with ten merit marks.

SOUTHERN DIVISION

R. B. Butler, superintendent of the southern division, reports the following cases of meritorious service:

W. H. Reed, section foreman, Fickinger, Ark., noticed a broken flange on a car in train No. 234 and notified the trainmen. The car was set out. Mr. Reed's personal record was credited with five merit marks.

Con Snelling, train porter, while handling switch for train No. 922 at Quincy, Miss., discovered piece of flange, evidently broken from a car in the train just ahead of train No. 922. He notified H. C. Allsup, conductor, who notified dispatcher, resulting in all concerned being notified and crews told to be on the lookout for a car with a broken flange. Mr. Snelling and Mr. Allsup were commended.

F. A. Meek, brakeman, inspecting train at Tupelo, Miss., found a broken flange on car S. F. 86820 and the car was set out there. His personal record was credited with five merit marks.

CENTRAL DIVISION

S. T. Cantrell, superintendent of the central division, reports the following cases of meritorious service:

C. E. Clark, agent, and Tom Hall, section foreman, have been commended for interest taken in beautifying station grounds at Soper, Okla.

J. W. Clark, yardmaster, has been

commended for arranging for a rocking chair for an elderly woman so that she might ride in the baggage car with her ill daughter who was on a cot and was enroute Muskogee to Fayetteville.

E. L. Matthews, conductor; R. L. McConnell, engineer; G. C. Myrick, fireman, and T. M. Dickey and John Coomer, brakemen, shifted load of ties on car S. F. 94585 in train first No. 735, July 19. The personal record of each of these men was credited with five merit marks.

R. R. Skelton, engineer, enroute Ft. Smith to Paris, Texas, on train No. 735, May 30, noticed just before the train arrived at Cavanal, Okla., a piece of timber extending from a car in his train. He stopped the train and timber was readjusted, thereby avoiding knocking down a switch stand and possible injury to a section crew a short distance beyond where the misplaced timber was discovered.

E. L. Matthews, conductor; J. A. Campbell, engineer; Oil Stump, fireman, and J. Brodbeck and C. M. Ellisor, brakemen, each were credited with five merit marks for efficient handling of car P. L. E. 43816, loaded with plate glass, when the bracing on that car broke while being handled in their train.

Will Hooks, train porter, fired the engine of train No. 705, August 8, from Antlers, Okla., to Hugo, Okla., when Engineer Davis became ill at Antlers and Fireman Fry ran the engine. Mr. Hooks' personal record was credited with ten merit marks.

J. M. Diemer, engineer, has been commended for handling motor car No. 3011 on the rear of train No. 736, August 11, after motor car No. 3011 had failed while running as train No. 776 on the Arkinda, Ark., sub.

The baseball team of the Frisco Best Service Club, composed of employees at the Seventh Street Station, St. Louis, defeated the team of Cascade Lodge, Knights of Pythias, of Granite City, Ill., at Granite City, September 11, by a score of 10-6. This Frisco team defeated this Pythian team July 31 and lost to the Pythians August 28.

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5,679 Passenger Trains Operated 95.5% on Time in August

OF the 5,679 passenger trains operated during August by Frisco Lines, 5,423, or 95.5 per cent of these trains maintained schedule or made up time, according to a compara-

tive statement issued by F. H. Shaffer, general manager, Springfield. This is an improvement as compared with August, 1926 and August, 1925, the statement shows.

This August the River division had first place with 98.6 per cent, while Western division stood second with 97.7 per cent.

The comparative statement follows:

DIVISIONS	Total Trains Operated			Total Trains Maintaining Schedule or Making Up Time			Per Cent Trains Maintaining Schedule or Making Up Time			Standing		
	Aug. 1927	Aug. 1926	Aug. 1925	Aug. 1927	Aug. 1926	Aug. 1925	Aug. 1927	Aug. 1926	Aug. 1925	Aug. 1927	Aug. 1926	Aug. 1925
Eastern.....	651	682	796	594	612	694	91.2	89.7	87.2	7	7	7
Central.....	620	620	806	602	609	783	97.1	98.2	97.1	3	3	4
Southwestern.....	864	868	866	821	839	842	95.0	96.7	97.2	5	4	3
Western.....	215	217	217	210	214	215	97.7	98.6	99.1	2	1	1
Northern.....	1322	1333	1550	1243	1236	1487	94.0	96.5	95.9	6	5	5
Southern.....	837	775	806	806	703	769	96.3	90.7	95.4	4	6	6
River.....	922	672	641	909	662	629	98.6	98.5	98.1	1	2	2
Total Operated.....	5431	5167	5682	5185	4925	5419						
Per Cent Operated....							95.5	95.3	95.4			
Texas Lines.....	248	248	186	238	228	175	96.0	92.0	94.0			
Total System Operated.....	5679	5415	5868	5423	5153	5594						
Per Cent Operated....							95.5	95.1	95.3			

Office of General Manager, Springfield, Mo., Sept. 7, 1927.

RECENT AGENCY CHANGES

- C. H. Reed installed permanent agent, Phenix, Mo., August 20.
- B. H. Carter installed temporary agent, Garland, Kans., August 22.
- L. Greer installed permanent agent, Sturdivant, Mo., August 25.
- U. C. Mitchell installed permanent agent, Millerton, Okla., August 25.
- J. A. Rothenheber installed permanent agent Webster Groves, Mo., August 29.
- S. D. Leggett installed permanent agent Lawton, Okla., August 29.
- R. L. Schmelz installed temporary agent, St. Clair, Mo., August 30.
- Carleton, Okla., ticket agency closed, effective August 30.
- T. J. Jones installed permanent agent, Goodway, Ala. (M. S. B. & P.) August 30.
- V. S. Whitener installed temporary agent, Clarkton, Mo., September 1.
- T. O. Pursell installed permanent agent, Stanley, Kans., September 1.
- J. W. Leedom installed permanent agent, Steelville, Mo., September 1.
- J. J. Corum installed temporary agent, Olustee, Okla., September 2.
- G. D. Bailey installed temporary agent, Boynton, Okla., September 2.
- L. W. Pitkin installed permanent agent Centerton, Ark., September 2.
- Lon Richards installed temporary agent, Rush Tower, Mo., September 3.
- J. H. Constant installed permanent agent, Winfield, Kans., September 6.
- R. M. Clark installed permanent agent, Talihina, Okla., September 6.
- O. O. Gilbert installed permanent agent, Phenix, Mo., September 8.
- R. E. Nelson installed permanent agent, Leflore, Okla., September 8.

Truth About Per Diem

By AN EMPLOYEE

The per diem on Frisco Lines runs into hundreds of thousands of dollars each year. Every foreign car on our hands at midnight tonight costs the Frisco one dollar for today and a dollar a day for each and every day we have it in our possession.

Some of the men in the transportation department, not having to collect or pay per diem, lose sight of the fact that the per diem account takes real, old-fashioned, hard-earned dollars.

Money saved in speeding up and reducing the days, which means just that many dollars, will go a long way towards paying salaries, buying new equipment, improving terminals—in fact, pay any real bill with real money.

Every man in transportation work should watch this daily and not let cars drag along, greatly increasing the per diem bill and having nothing to show for it.

I believe every terminal on this railroad is making a special effort to get rid of every foreign car possible, just before midnight—good money is saved in this manner. But on the road, reading waybills from the day billed up to the day read, it is disheartening in many cases to see how long foreign loaded cars have been moving, but still worse to see the number of days getting a foreign car back to St. Louis or to its home and stop the per diem on that car. Per diem means expense of a dollar a day and **MUST BE PAID IN REAL MONEY. DO YOUR PART.**

FOR ACCIDENT PREVENTION

A wealth of practical suggestions and pithy statements in behalf of accident prevention resulted from the many accident prevention meetings held on Frisco Lines the last two months.

Among the meetings were those held at Memphis, Springfield, Enid, Neodesha, Fort Smith, Monett, and Sherman. Attendance was normal at all these meetings.

One of the pithy statements was made by Albert Russell, general chairman of the maintenance-of-way employes of Frisco Lines. He said: "Practically all accidents are the result of our not thinking right soon enough." The occasion was the accident prevention meeting of transportation department employes at the Springfield terminal, held August 18.

"That has been my experience covering thirty-three years in railroad-ing," continued Mr. Russell.

Suggestions in behalf of accident prevention made at these recent meetings included: Supervision should caution men daily before starting work to make every effort to be careful that day, that there is a lesson and a warning in every accident, and that the object of forming the safety movement was to bring the standard of the men up to the standard of modern equipment.

At the Springfield west shop alone, during August, 93 unsafe conditions and practices were reported and every one of them was corrected. Correction of unsafe conditions and practices was equally as good at all other Frisco Lines shops during August.

FRISCO FUEL ECONOMY RECORDS FOR SEPTEMBER

To the Texas Lines goes the honor for making the largest per cent decrease in unit fuel consumption, both in freight and passenger service, for the month of August compared to same month last year. This Division also ranked second in switch service. This Division is to be congratulated on the excellent showing made to see them in first place in all three classes of service in the month of September.

The River division ranked second in freight service and the Eastern in passenger. In switch service the Southern division ranked first amongst the divisions and St. Louis terminal first amongst the terminals with Kansas City ranking a close second. The following records are worthy of note:

EASTERN DIVISION

Rolla Sub: The following performance was submitted by Mr. G. T. Allison, fuel supervisor:

Engineer JOHN LYNCH, who is in passenger service running between St. Louis and Newburg, made a performance of .88 gallons per passenger car mile in the month of July and .87 gallons for the month of August. Fireman DAN C. THOMPSON fired for Mr. LYNCH from July 1st to 22nd and fireman WM. VAUGHN from July 22nd to August 31st. 1500 class engines were used in both periods. Mr. Lynch has displayed a very high degree of interest in "Saving Fuel" and is a regular attendant at all of the fuel meetings held in his territory. Those who have set in the meetings with "John" as he is familiarly known, knows he is always ready when his time comes, to offer suggestions for making a further decrease in fuel consumption.

Engineer H. A. PEARSE, fireman J. C. SMILEY, engine 1509, August 14th, from Newburg to St. Louis, train number 10 (16 cars in train) used 860 gallons of oil, performance .45 gallons per passenger car mile.

Engineer H. R. SMITH, fireman GALLAHON, engine 2, train 2/38, Newburg to St. Louis, August 19th, 3,107 gross tons in train, performance 193 pounds per 1,000 gross ton miles.

Engineer CANARY, fireman J. SIMMS, train Extra East, engine 4, Newburg to St. Louis, August 18th, performance 94 pounds.

Engineer C. W. SHANK, fireman F. D. SCANLON, train number 3, St. Louis to Newburg, 10 cars in train, performance 11 pounds per passenger car mile.

Lebanon Sub: Engineer A. ADAMS, fireman E. BLANCHARD, train 38, engine 12, Springfield to Newburg, August 18th, 3,256 gross tons in train, performance 87 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer E. BAKER, fireman G. COLE, train 135,

engine 4120, Springfield to Thayer, August 23rd, 1,674 gross tons in train, performance 102 pounds.

Engineer GARY, fireman BURDETTE, train extra north, engine 4104, Thayer to Springfield August 24th, 1,485 gross tons in train, performance 134 pounds.

Engineer WOODRUFF, fireman POWELL, train Extra South, engine 4120, Springfield to Thayer August 26, 1,735 tons in train, performance 105 pounds of fuel per 1,000 gross ton miles.

Engineer T. BROWNS, fireman H. FAUGHTY, train 237, engine 4104, Springfield to Thayer August 30th, 1,600 tons in train, performance 107 pounds.

Engineer DUNCAN, fireman PRITCHARD, train 135, engine 4133, Springfield to Willow Springs, August 30th, performance 108 pounds.

Tupelo Sub: Engineer WILSON, fireman BONNER, train 136, engine 38, Amory to Memphis, August 1st, handled 2,300 tons, made a performance of 95 pounds.

Engineer PROW, fireman TOWNSEND, train 135, engine 39, Memphis to New Albany, August 1st, performance 97 pounds.

Engineer M. B. RYAN, fireman BROWN, train number Extra North, Engine 19, Amory to Potts Camp, August 25th, performance 82 pounds.

Birmingham Sub: Engineer E. C. JACOBS, fireman C. HUMPHREY, Extra North, engine 1, Carbon Hill to Amory August 22nd, handled total of 198,000 gross ton miles, performance 110 pounds.

Engineer J. O. KENDRICK, fireman P. KELLEY, train 131, engine 6, Amory to Birmingham, August 14th, performance 130 pounds per 1,000 gross ton miles.

RIVER DIVISION

St. Louis Sub: Engineer JOHNSON, fireman CANNON, train 805, engine 1054, St. Louis to Chaffee July 20th, 11 cars in train, 1,584 car miles, burned 977 gallons of oil, or an average of .61 gallons per car mile.

Chaffee Sub: Engineer AUBUSCHON, fireman F. N. FOESTE, with conductor LEE TAYLOR, engine 4006, from Chaffee to Harvard, made a performance of 66 pounds per 1,000 gross ton miles on August 9th. Was on duty 8 hours 45 minutes, handled 2,241 gross tons and used 11 tons of coal.

Engineer WM. WELKER, fireman JOHN RYKER, train 832, engine 4019, Harvard to Chaffee August 23rd, made a total of 812,000 gross ton miles and consumed an average of 56.65 pounds of fuel per 1,000 gross ton miles. Engine was fired without black smoke during entire trip.

NORTHERN DIVISION

Kansas City Sub: Engineer HOFHOUSE, fireman C. E. MILLER, train

1/162, engine 4124, Ft. Scott to Kansas City, July 3rd, handled 4009 gross tons, total time on road 7 hours 25 minutes, actual running time 4 hours 46 minutes. Took 7½ tons of coal at Paola and 11 tons at Kansas City, making a total of 18½ tons for the trip or an average of 94 pounds per 1,000 gross ton miles.

Engineer LECKENLY, fireman J. T. MILLER, train 106, engine 1524, Ft. Scott to Kansas City August 16th, 10 cars in train, performance 10 pounds per passenger car mile.

Engineer KING, fireman DOERING, train 2/131, engine 4155, Kansas City to Ft. Scott, August 17th, handled 2-170 tons, made a performance of 102 pounds per 1,000 gross ton miles.

Ash Grove Sub: Engineer REA, fireman F. MULANE, engine 4133, train 131, Ft. Scott to Springfield, August 20, handled 2,232 gross tons and used 14 tons of coal or an average of 121 pounds fuel per 1,000 gross ton miles.

Afton-Parsons Sub: Engineer W. T. BREWIN, fireman M. WILLIE, with Conductor C. WAGONER made a performance of 139 pounds, handled 2,139 gross tons, engine 4148, on duty 6 hours 20 minutes and used 13 tons of coal.

Wichita Sub: Engineer WM. FROHS, fireman R. G. BOWEN, train 332, engine 1280, Wichita to Neodesha August 9th, made a total of 197,484 gross ton miles and used 7½ tons of coal or 76 pounds per 1,000 gross ton miles.

Engineer C. A. PHILLIPS, fireman GEO. CAMPBELL, with Conductor CHAS. SWEENEY, made a performance of 71 pounds, August 10th, train 332, engine 1279, total of 195,823 gross ton miles and used 7 tons of coal.

SOUTHWESTERN DIVISION

Creek Sub: Engineer D. D. WALL, fireman D. WHITE, train 535, engine 4122, W. Tulsa to Francis, August 1st, handled 2,214 gross tons and used 14 tons of coal or 112 pounds per 1,000 gross ton miles.

Engineer J. STROUD, fireman D. Chandler, train Extra south, engine 4145, August 4th, performance 114 pounds.

Sherman Sub: Engineer J. G. McALESTER, fireman TOM QUINTON, train 535, engine 4122, Francis to Madill, August 1st, performance 125 pounds.

CENTRAL DIVISION

Arthur Sub: Engineer SKELTON, fireman BIGGERS, engine 714, train 2/704, August 13th, Hugo to Ft. Smith, handled 1,296 passenger car miles, on an average of 7.7 pounds of coal per car mile.

Engineer MURDICK, fireman SIMPSON, train 3/704, engine 708, Hugo to Ft. Smith, August 13th, handled 1,440 car miles, performance 6.9 pounds per car mile.

(Now turn to Next Page, please)

Frisco's "Big Four" Members in Celebration at Monett, Sept. 5



Placing one-day fuses so to speak, in their tracks so that railroading would keep at a respectful distance behind them, members of the Frisco Lines "Big Four" red-balled it on a clear track to Monett City Park, Labor Day, September 5, for a picnic jointly with members of the Monett Commercial Club, and Monett Kiwanis Club. The above picture shows the celebration under way at the park.

A new fuel record was achieved at about noon when the "Big Four" annihilated their basket lunches with the performance of approximately two-pounds per passenger smile. The total attendance at the picnic was nearly 2,000 men, women and children.

Besides the basket lunch the program consisted of speeches and field-day events. The speakers were C. C. Mills, Frisco accident prevention agent, St. Louis; F. A. Wightman, secretary of the Monett Chamber of Commerce and the first superintendent of safety the Frisco ever had, and Congressman Joe J. Manlove, of Joplin.

On the committee on arrangements for the picnic were the following Frisco Lines men: Raney B. Kyler, engineer; Rupert Farrow, fireman; O. G. Donlavy, switchman; H. P. Westenhaver, engineer; S. B. Horn, conductor; Fred Higgins, fireman; C. T. Miller, conductor, and Mr. Wightman.

Practically all Monett stores closed at 11 o'clock in the morning in honor of the occasion.

FUEL RECORDS

(Continued from Page 22)

Ft. Smith Sub: Engineer H. J. BLAKESLEE, fireman J. C. BRIDGES, train Extra North, engine 1285, from Ft. Smith to Monett, August 16th, performance 134 pounds fuel per 1,000 gross ton miles.

Engineer J. LEAKE, fireman S. J. COLLINS, with engine 3653, August 19th, worked an 8 hour shift in switching service, using 3 tons of coal or an average of 83 pounds per switch locomotive mile.

WESTERN DIVISION

Perry Sub: Engineer ART HARLEY, fireman H. HANNA, engine 1331 Enid to West Tulsa, handled 278,109 gross ton miles and used 1,631 gallons of oil or 5.8 gallons per 1,000 gross ton miles.

TEXAS LINES DIVISION

Sherman Sub: Engineer W. D. SCOTT, fireman J. GALBREATH, train 115, engine 1034, Sherman to Ft. Worth, August 17th, handled 6 cars in train and used 400 gallons of oil or .74 gallons per car mile.

Ft. Worth Sub: Engineer L. L. SNOW, fireman A. BROWN, train 35, engine 1243, Ft. Worth to Brownwood August 17th, performance 10.7 gallons per 1,000 gross ton miles.

Engineer D. HARTMAN, fireman E. K. TOOMS, train 4, engine 490, Brownwood to Ft. Worth, August 18th, performance 1.12 gallons per car mile.

FRISCO FLOWERS

(Continued from Page 8)

station have assisted in the care of the beds at that point, which are very beautiful, and Monett employes are boasting that they have one of the most artistically arranged floral plots on the entire Frisco system.

H. L. Hillemann, agent at Datto, Ark., became so interested in the offer of bulbs that he ordered a number, borrowed a pick from the section foreman, and after working hours dug up the plot near the station, which was waste ground and covered with cinders. He is particularly proud of the large elephant ears which he says are 44 inches long.

James E. Stephens, flagman at Union Avenue, Kansas City, voluntarily sent to the *Magazine* a picture of his little garden, and asked that he be advised, through the columns of the *Magazine*, what other agents and others interested had developed from the offer of bulbs.

C. E. Clark, agent, and Tom Hall, section foreman at Soper, Okla., have taken an unusual interest in the garden plot around that station, and they receive many compliments on the result of their efforts.

No one will contradict the statement that the Frisco flower gardens at the various stations have caused many to stop, look, and admire, and in that brief moment the result which President Kurn foretold in the early spring, was achieved.

HAZEL STROUD WINS

(Continued from Page 7)

entirely cured. But we've got the certificate and we're to be married.

"Do you think you can tell all those wonderful Frisco folks all the happiness which is in my heart and my appreciation for their wonderful help? Even the one with the wildest imagination cannot realize what a miracle it is to have faced death in 1922—and health, happiness and a happy married life in 1927!"

Hazel's visit to St. Louis came just prior to her marriage. She wished to visit with her mother, who will not be able to attend the wedding in Denver which will take place as soon as she returns.

On this last visit, Miss Johnson, now Mrs. Wm. Roehl, assisted Hazel in selecting her trousseau, and Mrs. Roehl gloried in the fight which Hazel had made and in her victory, and Hazel in turn cannot find words to express her deep regard for Mrs. Roehl and the Frisco folk in general.

"I just prayed that I would live long enough to come back and tell them of my appreciation, for they are responsible for it all."

We see the Rev. Mr. Hight hopes to prove his "mental derangement" by showing that he once bit a mule on the nose. My husband, who is an ex-army man, says the fact that he bit the mule at that end proves his sanity.—*Ettabug* in the *Chicago Tribune*.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

THE USE OF COSMETICS

A recent survey conducted by the American Chemical Society discloses the fact that the cosmetic industry in the United States has increased 600 per cent since the war. There are more than five hundred great industrial plants in this country today doing nothing but turning out beauty aids. Is this a sign that Americans are more vain than they used to be, or merely more humble? For it might be humility that makes one invoke artificial aid to appear handsomer than nature originally planned!

Nor are women the only users of this vast supply of cosmetics. Today men are using astringents after shaving, and also talcum powder to sooth the visage rasped and scraped by the razor. Men may not use lip sticks to redden their lips but the clerk at the toilet goods counter can tell you that many men buy sticks of a very slightly scented pomade to prevent lip chapping.

Time was when every man who was a smoker proclaimed the fact by his stained teeth; today masculine and feminine smokers alike smile at the world with a dazzling dental display. For intensive advertising has made Americans "mouth conscious" and today we use twenty-five million dollars worth of dentifrices a year.

Hair tonics, shampoo preparations, hair dyes, skin lotions, deodorants, non-perspirants and depilatories are by no means all pre-empted by the ladies. Probably men are greater users of hair tonics than women, as they are also of the various pomades designed to keep the hair sleek and plastered down. Women have been quickest to welcome the many excellent deodorants and non-perspirants today on the market, but more than one man uses a cream depilatory to remove unsightly hairs, as regular as his wife uses it to keep her arms, legs and arm pits free of any unwanted growth. Hairiness is supposed to mean virility, yet many men who proudly display hairy arms, legs and chest when they appear in bathing suits are ashamed to place a hairy paw against a lady's dainty waist when dancing, and therefore resort to using a depilatory for their hands.

Alarmists may argue that America is going the way of ancient Greece and Rome, that in our love of luxuries we

Frisco "Contact Girls" Perform Valuable Work

AN efficient organization might be aptly compared to a huge wheel, naming the hub, the president; the spokes, her immediate assistants; and the rim of the wheel the co-workers and members of the organization. If the rim is not complete, if several members fail in their support, the wheels become dented, and the organization or club rides roughly.

The Frisco Girls' Club of St. Louis forms a wheel in the organization of the Frisco Lines, which, since its organization has not faltered—its spokes have remained, sturdy and strong, supporting and helped supported by a rim which has run smooth and straight.

This article is about the spokes—the "contact" girls, twenty-one in number, who have worked unflinchingly in the organization of this club.

When the club was formed, the official in charge of each department was asked to send to an initial meeting, a representative girl from his department. Twenty-one of these girls met and they represent the 276 girls employed in all the St. Louis offices. From the date of their appointment they have been the foundation of the club. "Contact" is an appropriate name, for through these girls, the president, Miss Loretto Connor can get in touch with every girl within a short time.

The efficiency of their organization was demonstrated when the Frisco Lines decided to send Col. Chas. Lindbergh a wire of congratulation following his famed flight, and through the contact girls every employe in the offices of the Frisco in St. Louis was given a chance to add his or her name and reports were returned within an hour. The telegram was more than 30 feet long.

When a monthly luncheon is planned, the contact girls sell the luncheon tickets. When the recent boat ride was planned each contact girl handled the money and tickets and re-

ported direct to the treasurer. It is their duty to see that each girl under their jurisdiction receives a notice of all meetings and gatherings.

Practically all the meetings which the contact girls attend are held after their working hours are over, and their attendance has been one hundred per cent. Their interest and enthusiasm have never faltered.

The contact girls are examples of loyalty and enthusiasm. Their interest in the club and the Frisco is one and the same, and many of their names have appeared at various times on the honor roll of the monthly traffic solicitors.

The success of the contact girls has depended to a large extent on the support of the members of the club. Each girl has stood valiantly by her contact girl and has responded to all her requests. Suggestions have been handled promptly and there is a bond between the contact girl and the girls under her jurisdiction, which has made the Frisco Girls Club one of the most successful clubs on Frisco Lines today, and the wheel has revolved smoothly and efficiently.

The contact girls who have served so loyally and the department which they represent are: Sylvia Rachota, freight accounting; Estelle Hilton, passenger accounting; Margaret Cowan, purchasing; Loretto A. Connor, executive; Alice May Cooke, fuel; C. Lucille Kerr, architect; Lydia Peterson, traffic; Mary Ansbro, passenger traffic; Lilly Kulage, agents accounts; Ada J. Husbands, comptroller; Ida Cooney, divisions department; Agnes Larkin, 7th Street freight station; Catherine M. Barrett, zone auditor's office; Katherine Tiffin, valuation; Katherine LeHoullier, freight traffic; Lucy V. Good, claims division; Roxie Wood, superintendent terminals; Dorothy Schicht, freight accounting; Katherine Martin, auditor's office; Julia Kitts, auditor's office and Ella Eckekamp, treasurer's department.

are growing decadent. But the truth is that whereas a few silly women are overdoing their use of cosmetics and "make-up," thousands more are using these beauty aids with discretion and good taste.

Americans are today cleaner, more fastidious, better looking, sweeter smelling, more attractive than ever before, and if this fastidious care of the

body by decadence, then let us have more of it, even though we expend five or ten dollars per year per person for powders, pastes and lotions. The marvel is not that the total sum spent yearly by Americans for these preparations is so great, but that the price of many of the most helpful of them is so small, only a few cents a tube or bottle or box.



Just to Stop

"How much money do you make a week?" a judge questioned an organ grinder brought before him.

"Twenty dollars, sir."

"Do you mean to say you make that much just grinding that organ?"

"Nota for da grinda, but for da shuta up and go away."

A Foreign Taste

Cannibal Waiter: "You say this hash doesn't taste right, my lord?"

Cannibal Chief: "No, it doesn't. It tastes as if you had a commercial traveler mixed in with a missionary."

Sympathetic

Lady (visiting prison): "And why are you here, my good man?"

Prisoner (a wood alcohol vender): "One of my customers failed to go blind and he identified me."

Go Slow—See the Town

Tourist (after bumping over a very bad road): "Gosh, sir! Have you people no pride in your highways?"

Native: "You bet we have. This is called the worst road in eighteen counties."

It Sure Fired

Smith: "Say, you know that excuse you told me to spring on the boss when I was late this morning?"

Brown: "Sure, I said it was a sure-fire excuse. Wasn't it?"

Smith: "It was. He sure fired me."

A Slight Difference

Restaurant Customer: "Why are these needles in my soup, waiter?"

Waiter (formerly a printer): "Just a typographical error, sir; they should be noodles."

Relay Advice

Englishman (in restaurant, after waiting half an hour for the first course of his meal): "I say, waiter, old chap, drop me a post card from time to time and let me know how you are getting along."

The Right Move

Doting Mother (to teacher of piano who is instructing her child): "And what do you think of my daughter's execution?"

Professor: "I am in favor of it."

The Wrong Answer

He: "Are you ready to go now?"
She: "Does my gown look as if it were slipping off my shoulders?"

He: "No, let's go."

She: "Well, you must wait until I fix it. It is supposed to look that way."

A Complication

Charles: "Mother, why is Daddy nearly bald?"

Mother: "Because he does a lot of thinking, my son."

Charles: "But why have you got such a lot, mother?"

Mother: "Eat your breakfast and don't be asking so many questions."

Cool and Shivering

"Was your brother cool when he faced that burglar?" asked Mrs. Simpson.

"Cool? I say he was. He shivered."

Raising the Dough

Mother: "Willie, what do you mean by feeding the baby yeast?"

Willie: "She swallowed my dime and I am trying to raise the dough."

Resourceful

Visitor (at museum, pointing to the largest of six different-sized skeletons of monkeys): "What is this skeleton?"

Attendant (hired the day before): "That, sir, is the skeleton of a very famous monkey."

Visitor: "And what are these other skeletons?"

Attendant: "Those are the skeletons of the same monkey at different ages."

Majority Rule

Welfare Worker (at insane asylum): "And how did you get here, my poor man?"

Inmate: "It was because of a difference of opinion. I said the world was crazy and the world said I was, and the majority won."

Burbank Out-Burbanked

"What is this queer-looking bird?"

"Oh, I crossed a parrot and a carrier pigeon so that it could deliver vocal messages."

Page Mr. Coolidge

Sign on an ancient model car seen in St. Louis the other day: "We do not choose to run in 1928."

Those Bostonians

Tourist: "My lad, am I on the right road to Providence?"

Boston Youth: "Certainly, but you are traveling in the opposite direction."

Not in the Least

"Madam, do you mind if I smoke?"

"Oh, dear me, no. I don't give a damn if you burst out in flames!"

Mixed Words!

"Mamma," shrieked the little boy, watching his toy train in operation, "it's faster than hell, ain't it?"

"Willie!" exclaimed the modern mother, "How many times do I have to tell you never to use that vulgar word 'ain't'?"

Not Guilty

Cop—Who was driving when you hit that car?

Drunk—(Triumphantly)—None of us; we was all on th' back seat.

Knew The Picture

A patient teacher was trying to show the small boy how to read with expression.

"Where — are — you — going?" read Johnny, in a laborious monotone, with no expression or accent whatever.

"Try that again," said the teacher. "Read as if you were talking. Don't you see that mark at the end?"

Johnny studied the interrogation point long and earnestly, when suddenly an idea seemed to dawn upon him. Then he read triumphantly:

"Where — are — you — going, little — button — hook?"

Remarks

The Track Supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now, under 'Remarks,' do you want mine or do you want Casey's?"

"This is sure going to be a lesson to me," said the condemned murderer as he mounted the scaffold.

The
TWILIGHT HOUR
A Page Just for Children

A LETTER FROM TEXAS



Sherman, Texas.
1107 E. Richard Street.

Dear Twilight Lady:

This is my first letter to you and I am sending my picture and my sister's picture. Hope to see them in the August *Frisco Magazine*.

We both enjoy the Children's pages and the *Frisco Magazine* in general.

My sister's name is Monett. She is 12 years old. Mine is Ozell and I am 9. We are daughters of Mr. and Mrs. W. T. Smith, of Sherman, Texas. My father entered Frisco service as a switchman August 8, 1910, in Sherman yards.

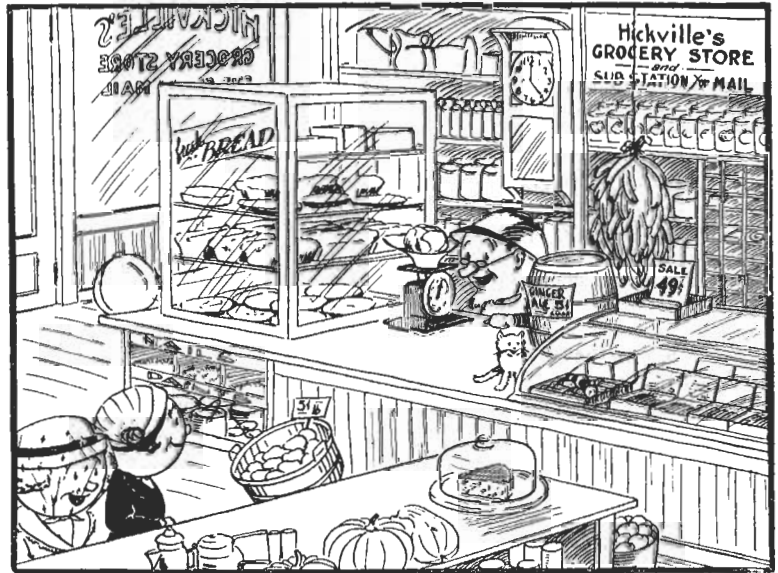
We all enjoy the *Frisco Magazine*.
Another little Frisco girl,
OZELL SMITH.

The Secret

Webster has the words and I
Pick them up from where they lie.
Twist and turn them six by nine
And place them on the firing line.
Words follow words, till inch by
inch
They make a column. What a cinch!
I take the words that Webster
penned
And merely lay them end to end.
—Selected

A barber shop is the place for a
close shave—not a railroad crossing.

How many rhyming words
does this picture suggest?



The rhyming word is "SCALE"! The various things which the store-keeper has for sale, should suggest many words.

How many of them can you find?

A FAIRY STORY

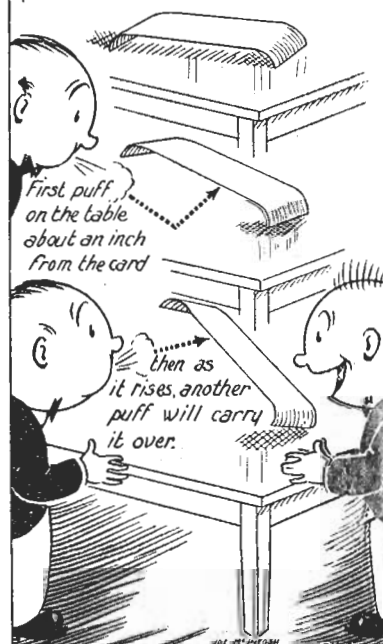
BILLY had just finished his prayer for the night and very tenderly his mother lifted him from his knees by the side of the bed and placed him between the fine white sheets. "Good night, Billy boy. Sleep tight," she whispered.

"'night, muvver, I awfu seepy." Kissing him she turned out the light and slipped out of the room.

But something terrible was wrong with Billy. He just couldn't go to sleep. There were so many queer little noises in the room which he had never noticed before. Curious creepy little noises like when ghosts walked or the bogey man was out. Sammy Jones had told him TERRIBLE stories that very day about queer and mysterious things that walked around in the dark at night and scared sleeping people. DREADFUL things that moved all about in white, moaning and wailing. My! What was that noise over in the corner and that funny flickering little light. What was it? Was it a-a ghost?"

Suddenly Billy could stand it no longer and with a high piercing little

Send a calling card as shown and challenge your friends to blow it over. It is impossible unless you blow as shown:





Top Row, left to right: Dorothy Dean King, daughter of A. C. King, section laborer, Covington, Oklahoma; Edward Reiser, Jr., age ten months, son of Edward Reiser, 7th Street Station, St. Louis; Foster, age 7, Billy Gean, age 1, and Jessie Rae, age 5, children of N. F. Holt, agent, Clayton, Oklahoma; George Earnest Brooks, age 7, and Edith Blanche Brooks, children of Ed. Brooks, switch engine foreman, Sherman, Texas.

BOTTOM Row: Gene Mercedith Langenberg, age 13 months, son of engineer, St. Louis, Missouri; Joseph, age 5, Virginia Lee, age 3, and Carl Eugene, age 1, children of Louis Maritan, clerk, Monett; Glenn, age 4, and Elwyn, age 8, sons of E. F. Daugherty, agent, Eureka, Missouri.

scream he jumped from his bed and rushed into the hall. His mother caught him in her arms.

"Billy! Whatever is the matter?" she cried, alarmed.

"Muvver! Oh, muvver! 'ere's ghosts in my room!"

"Why Billy! How do you know?"

"I saw 'em and heard 'em."

"Billy," she said sternly. "There are no such things as ghosts!"

"Oh yes, 'ere is, too, muvver. Sammy Jones said there were."

Without a word she gathered him up into her arms and went back into his room. Without turning on the light she drew a big deep chair up to the wide, open window and sat down still holding him. Softly she began to talk.

"Isn't it beautiful out there in the big world, Billy boy? Look at the big orange moon shining between the trees and the million twinkling little stars. Billy boy, I believe they are laughing down here at you because you were afraid. Look at the big tall trees, how dark and magnificent they look as they dip and sway against the sky. Just think of the little birds that are sleeping in their nests in

those trees. The wind sways them to sleep and the little crickets and the locusts sing to them. They are very happy to have such wonderful homes.

"Look away off over the hill at the little red lights that blink here, there, and everywhere. Those are little fire flies lighting the way for tiny fairies. Night time is playtime for fairies, Billy boy. Perhaps right now, out under your window on the grass the fairies are playing. They are not afraid of the dark. They love it. I think it must be the fairies that paint the flowers such lovely colors and make them smell so sweetly. Did you ever notice how bright and fragrant the flowers were early in the morning, Billy? That is because the fairies have some time during the night, touched them with their little paint brushes. And do you remember the sparkling little dew drops on the grass just before the sun comes? Those, Billy, are the jewels which the fairies lost while they played and worked. That is how they make things beautiful for us while we sleep. But they are never too busy to remember Billy. Every once in a while they peep in at

the window to see if he is sleeping. Every night they come, so you don't need to be afraid. They'll take care of you."

"Muvver, 'ere is no such fings as ghosts, is 'ere?"

"No, darling. Sammy doesn't know about the little fairies and you must tell him so he won't be afraid any more."

"Muvver, I'm so seepy. Tomorrow I tell him 'bout the itto fairies. I want to go to bed now so I can see the pitty fairies."

Rising, the mother gently laid him back in his little bed and as she stooped to kiss him she saw that he was already asleep, contented and unafraid.

Promenade

Sandy Crawford and a nice young lady were standing together looking over the golf course. Said the young lady: "Mr. Crawford, would you like to take a nice long walk?" Replied Sandy, "Yes, indeed. I would be very pleased." The young lady: "Well, don't let me detain you."—Exchange.

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

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Edited by WM. L. HUGGINS, Jr.

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Vol. 5

OCTOBER, 1927

No. 1

**Will Blacksmith Marcks Please Note?**

THE blue-sky law, prohibition amendment, interstate commerce, entangling alliances, farmers' relief, diminution of freight traffic and civil war on a railroad, to say nothing of the upsetting of a village's peacefulness all seemed involved just because a crop of corn at Morse, Kans., owned by Dean Marcks, who is Frisco agent and village blacksmith there, has grown so high that the corn tassels are draping themselves on the railroad's telegraph wires and the railroad is demanding an "adjustment".

Farmer Marcks is in a deuce of a predicament.

So is Agent Marcks.

So is Village Blacksmith Marcks.

Here also is the eighth wonder of the world—the seemingly apparent self-determination of the corn to transport itself by wire. Ain't nature wonderful!

The Kansas blue-sky law might be invoked against Farmer Marcks because of the corn's sky-scraping proclivities; the dries might have something to say about "corn" running by telegraph; the Interstate Commerce Commission might have to convene in special session to fix a rate for transportation of corn by the Morse code; farmers' relief might be resurrected in Congress, after an agonizing demise, and the "entangling alliances" are plain to see.

As to the "civil war" part of this three-ring

circus, that will be declared when Farmer Marcks tries to square himself with Agent Marcks.

The only way out for Farmer Marcks and for Agent Marcks, as we see it, is for Village Blacksmith Marcks to try to bring about some sort of compromise.

Surely this is a "house" divided against itself.

Our Fourth Birthday

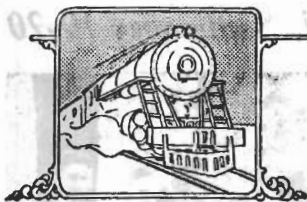
FOUR years ago this month another monthly publication greeted the railroad world. Bearing the date of October, 1923, Vol. 1, No. 1, the *Frisco Employes' Magazine* greeted workers of this railroad in an effusive fashion. Those of you who have kept your *Magazine* files will have the first issue,—others may remember the first cover,—a 1500 locomotive breaking through a red Frisco trade-mark. President Kurn greets the employes in the first issue, and other officials are the authors of "by-line" articles dealing with one and another phases of railroading.

This month, in celebrating the *Magazine's* fourth birthday party, the editor wishes to call attention to the fact that the *Frisco Employes' Magazine*, in keeping with every other unit of the Frisco Lines, has grown and prospered.

The first issue had 48 pages. This issue has 72, and there have been many 84 and 88 page editions in recent months. There were few pages of advertising in the October issue of 1923, but this month's issue has almost 30 pages of "revenue" all of which goes to defray publishing expense and bring a larger *Magazine* to its readers. Officers of the company have long ago withdrawn as contributors to pages of this publication. It is an "employes'" *Magazine* and employes write the stories it prints. And last but not least, proof of the popularity of this *Magazine* is contained in the circulation figures which show that four years ago 15,500 copies were printed while today 22,500 copies of the *Frisco Magazine* go to employe-readers on the line, to newspaper offices, to plants of large shippers and to libraries, clubs, Y. M. C. A.'s etc. The increase of 7,000 copies has come naturally and gradually,—by request.

We invite you to join with the *Magazine* staff in celebrating the birthday of your publication—a book still growing and improving, and we invite you to help speed growth and improvement by suggestions, criticisms and contributions of stories and news items of interest.

—W. L. H., Jr.



The FRISCO MECHANIC

Published in the Interest of the
F.A. of M.C. & C.D. Employes



SHOPMEN DECRY BUSES

Part of Day Force at Newburg Roundhouse

2000 Springfield Workers Resolute Against New Bus Line

DOWN with buses!" was the battle cry of approximately 1,000 members of Local No. 2, Frisco Association of Metal Craft and Car Department Employes, in a "greater traffic" session at Springfield, September 14. At the same meeting a resolution was passed requesting the Public Service Commission of the State of Missouri to refuse to grant the application of Pickwick Stages System for a certificate of public convenience and necessity with which to operate motor buses between Kansas City and Joplin.

The granting of this certificate, says the resolution, "will result in greatly reducing the passenger revenue of the Frisco Railroad in the State of Missouri and necessarily result in throwing many of the members of our Association out of employment, with the resulting hardship to ourselves and families."

The resolution further says applicant for the certificate is not a resident of Missouri and has contributed nothing toward building of State Highway No. 66, over which the buses would operate and adds that territory is served adequately by trains of the Frisco.

The "greater traffic" objective of the meeting was illustrated by G. L. Walton, an employe at the west coach shop at Springfield, and a sleight-of-hand performer, who produced from apparently empty tubes, banners reading "More Business Means Steady Employment;" "Greater Traffic;" "More Passengers;" "Let's Get the Business;" "More Freight" and "B A Frisco Booster."

Then came the climax of Mr. Walton's performance when he produced a large banner reading "To Hell with Buses!" It was then that the assemblage broke into vociferous cheers. So effective was the performance by Mr. Walton that J. N. Cornatzar, passenger traffic manager for the Frisco with headquarters in St. Louis, complimented Mr. Walton highly.

A testimonial of the genuineness of the shopmen's interest in the Frisco's "greater traffic" program was the attendance at this meeting. Despite the intense heat the organization's hall was packed to capacity and another hall across an alley was requisitioned for the several hundred who could not find room in the regular assembly hall.



The day force at the Newburg roundhouse returned from lunch to find the photographer waiting, one day recently. Engine 41 furnished an appropriate background.

Presiding at the main meeting was C. L. Melton, president of Local No. 2. Speakers included G. M. Forrester, commercial agent, Springfield; C. H. Baltzell, special representative of the general manager, Springfield; George W. Moore, assistant superintendent of motive power, Springfield and Mr. Cornatzar.

"I hope you men in your business deliberations will give thought to the numerous bus and truck companies now operated on lines parallel to the railroad," said Mr. Cornatzar. "Every new one takes some of our business—and your business—and we should all do everything we can to increase our own traffic.

"There is nothing mysterious about traffic solicitation," he continued. "It just means mixing and mingling with your friends and neighbors and urging them to use the railroad whenever possible for either freight or passenger traffic." Mr. Cornatzar also spoke of accident prevention and said "Most of you men have a life expectancy of many years—you are too young not to be careful to fulfill it."

Mr. Baltzell said he was trying just then to get more passenger business for "this good old Frisco railroad" by inducing people to go to the Dempsey-Tunney fight via Frisco. He urged shop employes to ask their butchers, grocers, and everybody they do business with to patronize the Frisco exclusively. "Be on the lookout and

say something nice about the old Frisco," he told the shopmen.

Mr. Moore said that the Frisco has "plenty of cars and plenty of locomotives to handle unlimited loads" and that if this equipment is kept busy "every man will be employed every day."

Mr. Forrester introduced the speakers at the main meeting and W. W. Shackelford, chairman of the traffic committee of the west shops, introduced the same speakers at the overflow meeting.

The "Sunnyland Quartet," composed of Edgar Barnes, Roscoe Barnes, Frank Colvin and Jones Garner, presented a group of songs to open the meeting.

During the business session which followed the speaking, the resolution was passed, Earl Genung was re-elected division chairman, and A. E. Godfrey and Roy Triplett were elected delegates to the annual convention of the association, which was held at Springfield September 19-20.

Local No. 1, of the association, also of Springfield at its "greater traffic" meeting held September 16, also passed the resolution. Approximately 200 persons attended this meeting. Speakers at this meeting were Mr. Forrester, Mr. Baltzell, Mr. Moore and Frank Junkins, Springfield, general chairman of the association. Mr. Walton entertained the crowd as he did before Local No. 2's meeting September 14.

Frisco Association Holds Annual Convention In Springfield, September 19-20



The men in the above picture, officers, delegates and division chairmen of the Frisco Association of Metal Craft and Car Department employees, attended the annual convention of that organization in Springfield, September 19 and 20.

FORTY-TWO division chairmen and delegates of the Frisco Association of Metal Craft and Car Department employees attended the annual convention of that organization in Springfield, Mo., September 19-20.

Frank Junkins, popular general chairman of the association, was re-elected for another year and will serve until October 1, 1928. Seven committeemen from various locals were re-elected and newly elected to represent their fellow workers for the ensuing year. Earl Genung, west shops; Virgil Johnson, south shops, and Francis Cooper, north shops, all of Springfield, were re-elected chairmen of their shops. John Abbott of Lindenwood shops, St. Louis, was elected to serve in place of Chairman A. E.

Jones of the eastern division. Harry Kenneaman of Yale, Tenn., was elected to succeed C. T. Youell, and J. E. Rucks, of Birmingham, was re-elected division chairman and also made vice-chairman of the system board. Election of a southwestern division chairman was postponed until a later date. W. A. Neal, the present incumbent, will hold over until October 1.

The convention was strictly a business meeting. The day of September 19 was devoted to the election of officers and the amendment of the association's constitution and by-laws. Press time of the *Frisco Magazine* prohibited the publication of the amendments, but they will appear in full in the *Frisco Mechanic* for November.

All sessions were held in the assembly room of the Frisco general office building at Springfield and presided over by General Chairman Junkins.

The delegates returned to their homes following the business session of September 19, and the executive committee and system board convened in session the morning of September 20. Master mechanics and shop foremen from all over the road attended the September 20 meeting and working conditions and grievances were adjusted. Mr. H. L. Worman, superintendent of motive power, presided over the afternoon meeting at which grievances were heard and suggestions made for the betterment of working conditions.



Mechanical Dept. Accident Prevention Schedules

The accident prevention schedule appearing below for the fourth quarter of 1927 has been approved by H. L. Norman, superintendent of motive power, and H. W. Hudgen, director of accident prevention. The schedule is for the mechanical department employees.

DIVISION OR SHOP	OCTOBER	NOVEMBER	DECEMBER
West Spgfld Loco. Shop.....	Mon. 3rd a.m.	Mon. 7th a.m.	Mon. 5th a.m.
North Spgfld. Shops.....	Tues. 4th a.m.	Tues. 8th a.m.	Tues. 6th a.m.
Reclamation Plant Spgfld.....	Tues. 4th p.m.	Tues. 8th p.m.	Tues. 6th p.m.
No. Spgfld. Freight Car Shop..	Wed. 5th a.m.	Wed. 9th a.m.	Wed. 7th a.m.
West Spgfld. Coach Shop.....	Wed. 5th p.m.	Wed. 9th p.m.	Wed. 7th p.m.
Eastern Division.....	Fri. 7th a.m.	Fri. 11th a.m.	Fri. 9th a.m.
Southwestern Div.....	Tues. 11th a.m.	Tues. 15th a.m.	Tues. 13th a.m.
Texas Lines.....	Wed. 12th p.m.	Wed. 16th p.m.	Wed. 14th p.m.
Central Division.....	Fri. 14th a.m.	Fri. 18th a.m.	Fri. 16th a.m.
Northern Division.....	Tues. 18th a.m.	Tues. 22nd a.m.	Tues. 20th a.m.
Western Division.....	Wed. 19th a.m.	Wed. 23rd a.m.	Wed. 21st a.m.
River Division.....	Tues. 25th p.m.	Tues. 29th p.m.	Tues. 27th p.m.
Southern Division.....	Wed. 26th a.m.	Wed. 30th a.m.	Wed. 28th a.m.

A Flat Earth

He—"Why are the western prairies flat?"
She—"Because the sun sets on them every evening."

Mike: "This a great country, Pat."
Pat: "And how's that?"
Mike: "Shure, th' paper sez yez can buy a foive-dollar money order for seven cints."

The first requisite of holding down a job is turning up the corners of your mouth and smiling. A smile will win where a frown will fear to enter in.

ANTI-BUS RESOLUTION

Following is the resolution passed by Locals Nos. 1 and 2 of the Frisco Association of Metal Craft and Car Department employes, and sent to the Public Service Commission of Missouri.

WHEREAS Pickwick Stages System has made application to the Public Service Commission of Missouri for a certificate of public convenience and necessity to operate motor busses carrying passengers over Highway No. 71 between Kansas City and Joplin, Missouri, and

WHEREAS the granting of such certificate by the commission will result in greatly reducing the passenger revenue of the Frisco railroad in the State of Missouri and necessarily result in throwing many of the members of our association out of employment with the resulting hardship to ourselves and families, and we feel that there is no necessity or need for the operation of this bus system or the granting of this certificate to applicant who is not a resident of the State of Missouri and has contributed nothing toward the building of State Highway No. 71, while the members of this association and the Frisco railroad, by whom we are employed, have paid a vast amount of taxes to construct this and other state highways in the State of Missouri, and

WHEREAS the right of way over which applicant proposes to operate is adequately served with passenger transportation by the Frisco railroad whose line of railroad will be parallel practically all of the way between Kansas City and Joplin on the proposed route of applicant.

NOW, THEREFORE, be it resolved by the Frisco Association of Metal Craft and Car Department Employes Locals Nos. 1 and 2, Springfield, Mo., that we and 2,000 members and the families of our members respectfully protest against granting of said certificate by your honorable commission to this applicant for the reasons above set forth and ask your commission to most carefully consider the effect of the granting of this certificate upon the members of this association and the families thereof and upon numerous other citizens and tax payers of Missouri similarly situated.

BE IT FURTHER resolved that our secretary be instructed to forward a copy of this resolution to the Public Service Commission of Missouri, Jefferson City, with request that the same be filed and considered by the Commission in connection with this application.

Frisco Car Inspector Is Expert Photographer

By M. P. MURPHY



FROM three o'clock in the afternoon until midnight, James D. Hubbell inspects cars for the Frisco at Pittsburg, Kansas, the cars being used chiefly for transportation of materials used by the eighty-four industries within the city. The cars containing material shipped into Pittsburg in the raw or going out with the finished product, have to withstand the expert eye of the inspector. In addition to these industries there are steam shovels and deep mines operating for many miles in each direction from Pittsburg, and since the Frisco Lines switch most of the mining territory, Mr. Hubbell is called upon to "take a look" at their cars before and after loading.

The industries in Pittsburg and the coal companies operating in the surrounding territory have to advertise,

and one of the ways in which to accomplish this is by use of a photograph, either of the products or the plant itself. To assist in this work, Mr. Hubbell "rides his hobby" during every leisure hour possible. Having all of the necessary equipment to do work of this kind, he has been called upon by every steam shovel owner in the district, every industry within the city, to further their program of advertising, and recently was called upon to make a photograph of the new library building recently erected at the Pittsburg Teachers' College, also Pittsburg's latest advertising scheme and exhibit number one—the new twelve-story Besse Hotel.

Mr. Hubbell sends the accompanying photograph of the Pittsburg round-house flower bed, as proof of his prowess as a photographer.

In Memoriam

STEPHEN CLAYBURNE HUGHES

STEPHEN CLAYBURNE HUGHES, pensioned lathe operator, died at his home at Dixon, Mo., August 22. He was born April 2, 1841, in Osage County, Mo., and entered the service of the Frisco as a lathe operator at North Springfield shops in October, 1889, and served in that capacity until the time of his retirement, which was due to his having reached the age limit, July 1, 1913. He leaves a widow, Nannie E. Hughes. His pension allowance was \$20.00 a month and up to the time of his death, he had been paid a total of \$3,400.00.

Dinner Stories

The captain entered the officers' mess kitchen.

"Do I understand that there will be no dessert tonight?" he demanded sternly.

"Yes," replied the new and careless private.

"Yes—what?" roared the captain.

"Yes—we have no bananas."

FOR NEW EMPLOYEES

By J. A. Pullar,
Apprentice Instructor

Has the new employe been advised what accident prevention really means? Safety instructions given the first day of a man's employment are valuable but absolutely wasted unless they are repeated until the new employe heeds these instructions constantly in his line of work for the railroad.

If a new employe gets a bad start and forms careless habits he must learn again the right practices.

The foreman must cooperate. He must be a firm believer in accident prevention and he must believe the employe can be trusted to make inspections and suggestions.

Employes should be encouraged to report anything in their work they think dangerous.

The average American believes in government by majorities so long as the majority doesn't want something to which he objects.—Louisville Times.

General Chairman Urges Mutual Fairness and Frankness

By FRANK JUNKINS

PEOPLE usually do not think alike on any subject when they first begin to talk about it. If they did, there would never be any disagreements or disputes to be settled. As a rule their opinions differ, partly because all do not have the same knowledge of the facts and partly because we all see things from a different point of view.

If an agreement is to be reached, (and with very few exceptions an agreement should be reached on all questions involving differences of opinion arising under the provisions of the agreement and on disciplinary matters), it must be brought about by a painstaking effort to get at all the facts, followed by a frank expression of the way these facts appeal to everybody.

You should be prepared, then, to reveal what you know, to say what you think, and to learn all you can from the facts and views brought out by others, looking the party to whom you are talking straight in the eye, whether it is one of your clients, one of your supervisors, or officials of the company. You will expect your opinions to be considered seriously by them. You must, therefore, show the same willingness to weigh carefully the ideas which they advance. Only by approaching all questions without anger or passion, in a courteous manner and with an open mind, can you form judgments that will be fair.

Your position as a representative of the Frisco association and the responsibility with which you have been charged by your constituents in electing you to the position you hold is to see to it that everyone gets a square deal in the ordinary every-day relations between employes and their supervisors. You are expected to investigate all cases of alleged unjust treatment or "difference of opinion" arising under the provisions of the contract, affecting the men in your shops, that have not been satisfactorily settled.

Whenever we, as representatives of this organization, are called into action it is because some employe feels that he is not being treated fairly, and it is the business of the representative to see that justice is obtained. If, in your judgment, the employe is at fault, or investigation develops the fact that the complaint is without merit, it is your duty to make your client see, if possible, where he is wrong in his complaint.

As a member of your lodge or shop committee, you are going to get into very close touch with the little—and sometimes big—problems of everyday living that will naturally arise whenever any great number of people

associate in work all day long, week in and week out. It is your business to decide what is right in each instance, after you have heard all the facts.

If you want to be fair, you must not be influenced by friendship or hostility toward either of the parties involved in the dispute. You must not be governed in your convictions by any consideration other than the desire to give a square deal to everybody. The most successful attorneys are the ones who keep their clients out of trouble by proper advice.

In my opinion, the qualifications most essential to successful service as a representative of this association are: First, ability to understand the provisions of our contract; second, an open mind and a keen sense of fairness; third, intelligent reasoning powers and good judgment.

In conclusion, I would say that all of these things require strict honesty and due consideration for the rights of others, for without these it would be useless to attempt to reach agreements that will be fair to all concerned.

LOYALTY

If you work for a man, in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him, and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to the pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.

Elbert Hubbard.

One Often Follows the Other

"See here," said the angry visitor to the reporter, "what do you mean by inserting the derisive expression 'Applesauce' in parenthesis in my speech?"

"'Applesauce'? Great Scott, man, I wrote 'Applause'."

—Boston Transcript.

Frisco Lines shopcraft employes are informed that the premium rate for shopcraft group insurance by the Metropolitan Life Insurance Company will be for the ensuing year what it was last year, \$1.50 a month.

The shopcraft group insurance plan was the first group insurance plan in effect on Frisco Lines and was inaugurated June 1, 1923. A year ago the rate was reduced from \$1.87 to \$1.50 a month.

FRISCO MECHANIC FAMILY NEWS

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

A picnic and basket dinner was held at Swope Park by the night force of the mechanical department at Kansas City. The tables were a pretty sight. There was plenty of ice cream and soda pop for all. Those present at the picnic were as follows: Messrs. and Mesdames Walter Medlock, Phil Picard, Fred Chaffin and son, Frank, Mrs. Chainey, mother of Mrs. Chaffin, Reverend and Mrs. John Boes, Mr. and Mrs. Jordan, Mr. and Mrs. Eddie Chaffin and daughter, Mr. and Mrs. Virgil Dillinger and daughter, Mr. Cook, father of Mrs. Dillinger, Mr. and Mrs. John Renz and granddaughter, Mr. and Mrs. Con Holly and daughter, Mr. and Mrs. Geo. Strobble, Mr. and Mrs. Melvine McCready and son, Mr. and Mrs. Roy McCready, Mrs. Halpin, mother of Mrs. Melvine McCready, Mr. and Mrs. John Purtle, Mr. and Mrs. E. T. Davis and son, Mr. and Mrs. Elmer Carlson, Mr. and Mrs. George Willis and son, Mr. and Mrs. Carl Parker, Mr. and Mrs. E. Murphy and son, Mr. and Mrs. Sam Larson and family, Mr. and Mrs. Joe Plourd, Mr. and Mrs. Scott and daughters, Mr. Harry Murdy, Mr. H. W. Overton, Mr. and Mrs. Doral Denison.

There were a number of novelty features held, consisting of the "oldest married couple", won by Rev. and Mrs. John Boes. They have been married thirty years. The prize for the "youngest married couple" was won by Mr. and Mrs. George Strobble. They have been married three years. The "egg race" for the ladies was won by Mrs. George Strobble. The "egg race" for men was won by Mr. Walter Medlock. The "potato race" for the ladies was won by Mrs. Melvine McCready. The "potato race" for the men was won by Mr. Melvine McCready. The fifty-yard dash for ladies was won by Mrs. Melvine McCready. In the fifty-yard dash for men first prize was won by Mr. Virgil Dillinger and the second prize by Mr. Frank Schaffin. The boys' race first prize was won by Master Willis, second prize by Master Larson. The girls' prize was given to Miss Larson. The largest family present was Mr. Sam Larson's. The beauty contest was won by Mr. Walter Medlock.

Charles Hamer, boilermaker and safety man at Kansas City, spent a few days in Chicago at the National Safety Council convention.

Archie Skellie, engine watchman, and wife spent an enjoyable vacation in and near Birmingham, also visiting Mrs. Skellie's folks.

Sam Shelton was on the sick list for a number of days recently.

Mr. James Knox, our general foreman, spent a number of days in Chicago recently.

John Turner, son of Night Foreman Turner, saved a young lady from

drowning while swimming at Winwood Beach recently and did not even learn her name.

Mr. Frank Ford, cellar packer, and wife spent a number of days visiting relatives at Fort Worth and Dallas, Texas.

We wish to express our sincere sympathy to Mrs. Earl Thurman and family in the loss of husband and father, who passed away recently. Mr. Thurman was employed as a helper on the Brown hoist.

**NORTH SIDE SIDELIGHTS
SPRINGFIELD, MO.**

EMERY HAGUEWOOD, Reporter

Many of the roundhouse boys are making application for 1928 annual transportation at present. These requests are in line with bulletins posted this month and are the reward of grateful employer to loyal employees.

We were honored by the presence several days ago of Brother Frank Junkins, general chairman, F. A. M. C. & C. D. E., who made a very interesting noon hour talk, in which he stressed the benefits of our association.

Cliff Kiser, night roundhouse foreman, has returned from a 15-day vacation, which he spent mostly at fishing.

James Miscampbell, supervisor of the roundhouse night force, is at present on his vacation which he is spending at Fort Smith, Ark., and will also visit St. Louis.

Warner McVey, engine watchman, is the proud daddy of a new boy who has just arrived at his home. The young man has not been named.

Donald, the 14-year-old son of John Sellars, sheet metal worker, is slowly recovering from a very severe attack of typhoid fever.

James Barton, tool room attendant has been absent from work some few days recently, on account of illness.

Edgar Jackson, machinist on the night force, is at present off on account of sickness.

Wesley Kimble has just finished making repairs to his house at 2139 Robberson Avenue. The improvements consist of an additional room and other changes.

Kenneth Jacoby, crew caller, is suffering considerable anxiety at present on account of the severe illness of his mother. Reports are that she is improving, but is still confined to a local hospital.

Mrs. Fay Smith, wife of one of our engine watchmen, is at Abilene, Kans., having gone there in response to a message informing her of the critical condition of her brother, who sustained injuries in a fall down an elevator shaft.

**NORTH SPRINGFIELD SHOPS
SPRINGFIELD, MO.**

WM. F. KRAFFT, Reporter

Tool Room Foreman J. A. Woodson and Mrs. Woodson are visiting relatives in Florida.

O. B. Friend, machinist apprentice, and wife, are the proud parents of a fine baby girl, born September 14.

Judging from the photographic proofs which Mr. Gehrs brought back with him from Cuba, that country is not troubled by anything kindred to the Eighteenth Amendment.

Mr. A. C. Swineford, shop order clerk, has left for a visit with his daughter in Portland, Oregon.

Gordon R. Yowell, boilermaker apprentice, has been called to Arizona to the bedside of his father.

Rufus Robberson and family have just returned from a wonderful trip to Montana.

The sympathy of the shop is extended to J. E. McAfee, patternmaker, in the sudden death of his mother, August 31.

Machinist Apprentices R. L. Bryant and Raymond Ellis have completed their apprenticeship at North Shop.

J. K. Cook, machinist, is enjoying a visit with friends in New York City.

T. J. Summer, machinist third-class, is the smiling daddy of an eleven pound boy.

Patternmaker Apprentice L. N. Stenger, has just returned from Sherman, Texas, where he was called account of the serious illness of his brother, who is now much improved.

John Watson, stationary fireman, was operated on a few days ago and relieved of a fussy appendix.

Mrs. J. A. Bodey, wife of blacksmith, was called to Peirce City recently when her mother was injured quite severely in a runaway.

An old-time machinist, Wiley Lotspech, was a visitor at North Shop recently. Mr. Lotspech has been located for the last several years in Honolulu.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Clifford Carter, electrician helper, is enjoying a 30-day vacation, visiting friends and relatives at various points in Kansas.

L. C. Dickenson, chief clerk in the store room, together with his family, spent the first half of August visiting home folks at different places in Mississippi. Dick came back on the 19th, but Mrs. Dickenson and son did not return before September 1st.

Born to Mr. and Mrs. C. A. Turner, a baby boy on August 5th. All parties doing well.

The stork visited the home of Mr. and Mrs. A. B. Hall, early Saturday morning, August 26th, and left a fine nine-pound girl, and you can bet that A. B. is stepping high and lively these days. The new daughter's name is Wanda Lee.

Born to Mr. and Mrs. Harry Crawford, roundhouse clerk, August 26th, a son, whom they have named James Marley.

Clifford Carter, electrician, has resigned and accepted a position with the Hall Electric Company, Arkansas City, Kansas. We will all miss Cliff and wish him the best of luck.

Tom Carter, airbrake man, visited his son, Clifford, recently at Arkansas City.

Machinist Apprentice W. R. Post enjoyed a visit from his father and mother over the week-end. They were from Springfield, Mo.

We extend our deepest sympathy to Machinist Otis Cobb in the death of his father recently.

Car Foreman A. Shafnitt and family, spent the last half of August vacationing in the Ozarks.

A group of the Frisco Ladies Auxiliary, together with their husbands and "kiddies" had a very enjoyable picnic supper at Government Springs Park, Thursday evening, September 8th. Those present were Mr. and Mrs. Wilbur Ayers; Mr. and Mrs. G. W. Maddox and children, Chester and Buford; and Mr. and Mrs. Savage; Mr. and Mrs. Myers and children; Mr. and Mrs. Chas. Roark and son; Mrs. Claud Bond and children, Bernice, Bretina, Jessie Claudine; Mr. and Mrs. H. H. Fuller and son, Martin; Mrs. Myers sister, and Miss Ora Couch. Mrs. Fuller's guest from Fayetteville, Ark.

LOCAL 29—FT. SCOTT, KANSAS

ROY W. RECTOR, Reporter

Mr. Longworth, general foreman of the car department, was absent for a few days, because of an injured knee.

Floyd Mason, who underwent an operation for appendicitis at the St. Louis hospital, is back home and feeling fine and is hoping that he will be improved so he can start back to work soon.

Joe Sellers spent his vacation in Kansas City, visiting friends.

Ray White, assistant foreman, has returned to work after a pleasant two-

week vacation.

Ross Bishard spent a few days in Kansas City and incidentally arrived there the same day of Colonel Lindbergh's arrival. He tells us some interesting stories concerning the address Lindbergh delivered at Kansas City. We were fortunate enough to see the "Sprit of St. Louis" as it flew over the shops here during noon hour. The boys got a big thrill over watching the intrepid youth do the various flying stunts.

Comer Sellers of Thayer, Mo., a former apprentice at our shops here, visited the Ft. Scott roundhouse recently. The boys were glad to welcome him back to his old haunts and gave him a glad hand.

Bob Bradley has purchased a "Stutz Bearcat". Another example of what a man can do with a steady job with the Frisco. Let's all be "Frisco Boosters". We can't afford to be indifferent and not solicit business and boost the firm or business that is furnishing the means to provide for ourselves and families.

**SOUTH TRAIN YARDS
SPRINGFIELD, MO.**

JESSE L. BRANDON, Reporter

Mrs. J. L. Brandon and daughter, Marie, have gone to the high altitude of Colorado, where Mrs. Brandon hopes to regain her health, which was very poor here.

Miss Blanche Handley, correction clerk, who was confined to the hospital for four weeks, returned to work. Her health is apparently better than ever.

A. D. Mills, chief clerk, returned from a two-week vacation, which he spent at home. Put in most of his time painting his Ford.

Material is now on the ground for rebuilding and relaying the outbound platform, and improvement that has been very much needed for some time.

H. C. Swinney and wife have just returned from a nice trip to California and report having a fine time.

Sam Hazes, car inspector, has a sick mother and we hope she recovers soon.

Isaiah Garrett, car inspector, was married September 6 by Rev. Walter George, car inspector. We wish them much happiness.

Roy Twigger, light repairman, has a sick daughter. Hope she will soon recover.

F. J. Brown, car inspector at the Freight House, is in the hospital at St. Louis for a few days.

Hazes Thornton, coach cleaner, reports his family in California having a good time.

Coach Cleaner Fred Williams says his wife and son are in Baltimore, enjoying themselves.

**MECHANICAL NEWS—
WEST SHOPS—SPRINGFIELD, MO.**

J. A. PULLAR and A. C. SMITH,
Reporters

Ed. Williamson took advantage of the lay-off at the shops and visited relatives in Birmingham.

Harold Mays, Red Smith and Ed. Andelafte had a narrow escape in a motor accident recently. Harold's Ford was demolished.

Tony Hart, Dick Skelton and Frenchy Andelafte reported a monstrous catch of fish on the Gasconade recently.

Byron Hughes had the privilege of riding the streets of Springfield with his bride Tuesday night in a one-seated buggy. Later had an immersion at Grant Beach park at the hands of William Skinner, Richard Skelton, Charles Puryear, Red Smith, Richard Thomas, Lester Ellingsworth and others. Buck proved to be a good sport and later gave all a treat at the Olympia.

John White has just completed his new stucco home and expects to move in it the next few days.

John Dyer has been transferred to Pensacola, Fla., as airbrake man.

W. A. Neal was in Springfield this week.

John H. Sortore has just returned from a month's visit in South Dakota.

Mr. Junkins, general chairman, F. A. M. C. & C. D. E., paid us a little visit last week.

Thomas Riddle visited his daughter at Memphis.

Mrs. A. L. Sasser is in St. Louis with her husband, who is in the hospital there.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

S. Vail and family left for a two-weeks' visit in Los Angeles.

Bill Gillett is now back on the job again.

Charles Culbertson and family visited for several days at Walnut, Kans.

John Ring left for a three-weeks' visit in California.

William Chaney made a flying trip to Girard, Kans., to see "Lindy" pass over on his way to Wichita.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

General Foreman G. C. Hughes is spending his vacation in the Ozarks.

Stinger Scott, of the rip track, is back on the job after a month's vacation in the Northwest.

Austin Fred came to Mr. and Mrs. S. A. Montgomery on August 18th, 1927. He weighed ten pounds.

H. W. Fuller, first-class machinist, has been on the sick list, but is able to be back at his bench again.

Ross White, boiler foreman on the Missouri Pacific at Paragould, Ark., is visiting home folks here.

Storekeeper S. E. Fellows spent his vacation in Chicago and Kansas City.

John Stockstill, an old-time Frisco machinist, visited H. W. Fuller while enroute from Chicago to Springfield.

L. A. Fuller, traveling passenger agent, of Kansas City, visited home folks for two weeks recently.

On the anglers' honorable mention list appear the following names from the Newburg roundhouse: S. A. Montgomery, W. F. Macormic and Ellis Grayson. We have official proof of the above.

LOCAL No. 5—ST. LOUIS, MO.

O. M. EVANS, Reporter

Local No. 5, St. Louis, held a very interesting meeting on September 5. Frank Junkins, our congenial and smiling general chairman, was with us and gave us a splendid talk. There were sixty-nine members present of an enrollment of two hundred and fifty.

Three new members were initiated. Officers and members of our local are working hand-in-hand, trying to make our force one hundred per cent. There are a scattering few in both the car and mechanical departments that have not affiliated with the association; however, we hope to persuade them to come in with us within a short while.

The boys who were laid off August 16 went back to work September 1 and were all glad to get back on their old jobs.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

A fine 10 pound boy arrived at the home of Mr. and Mrs. Dillard Gateley on the 15th of this month. Dillard is now working with the water service department.

Pervy Pennington was recently hired as extra man. His first job was two weeks as blacksmith helper.

Machinist Anton B. Holmquist, wife

and little son, Junior of St. Louis were visitors in Amory this month.

Willie A. Bullard, machinist from Kansas City, paid us a visit at the roundhouse a few days ago.

Earl Smith, machinist apprentice, of Springfield spent a few days in Amory the first of this month.

EASTERN DIVISION—MECHANICAL SPRINGFIELD, MO.

MILLARD F. BROWN, Reporter

W. F. Brandt, general foreman of north roundhouse, accompanied by his wife is in Chicago attending Traveling Engineers' Convention.

Loren Loveless, day roundhouse clerk, north roundhouse has been off a few days account of a bad case of tonsillitis.

Nathaniel Rose, truckman at north roundhouse, appeared the other morning with a new pair of overalls. We are wondering what brand they are, for if they are like the last ones, they will last a long time.

Roof is now being placed on the new addition to the north roundhouse and if nothing hinders the work will be finished and the building completed by October 15th.

Howard Watson, mach. 3rd class, north roundhouse, who was one of our oldest employes, resigned and moved to his farm.

Thos. E. Jackson, mach. 2nd class, north roundhouse, has been off some time account of getting a severe shock while working on the turntable. After a trip to the hospital he says he is feeling much better and expects to return to work in the near future.

Jas. Wolfe, first-class pipefitter, North Roundhouse was delegated as committeeman to represent the Frisco in National Accident Prevention Convention held in Chicago.

Ethel Grisham, stenographer to Mr. Harvey, has just returned from two weeks' vacation in the Ozarks.

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Locals Nos. 1 and 2 of Metal Crafts and car Department Employes have appointed committees to arrange a program for an Accident Prevention rally and entertainment on Thursday night, October 6th, at the Pipkin Junior High School Bldg.

This committee announces that there are several good entertainment numbers, also several speakers for the evening have promised to attend.

The committee has extended an invitation to the various officials of the mechanical department and the supervisory force and their families.

Ed. Fullar, machinist, has returned to work again after a long sick spell.

Have you noticed the safety goggles the inspector is wearing?

R. G. Toothman bought himself a pair of safety shoes during the last "off." Good business R. G.

The road electricians are extending new power lines to the coach shop to take care of the extra power load down there. And by-the-way have you had the opportunity to see the new addition to the coach shop.

Water service department has moved all the fire hydrants all along the white way over under the crane structure. We have a real white way now.

M. L. Ryan, safety inspector at the West Shop, has been selected to attend the National Safety Congress in Chicago, September 26th to 30th.

Pierce Eaton, boilermaker apprentice for the last four years finished his time on September 7th and was employed as a first-class boilermaker.

Mr. and Mrs. C. H. Beardon are the proud parents of a baby boy, born August 27, 1927.

Ralph Harrison, boilermaker apprentice, is all smiles around the shop. After investigating we found that a

fine boy had arrived at his home. Born September 4th, 1927.

A. L. Jacobs, boilermaker, and Mrs. Jacobs, spent last week of August at Topeka, Kansas, with home folks.

Mr. and Mrs. H. R. Mack are the proud parents of a fine girl born August 11, 1927.

Albert Cain, second-class boiler-maker, better known as happy, has recently returned from a visit to Birmingham and St. Louis.

Mr. and Mrs. Ray Thomas are the proud parents of a son. He will be called Richard and was born August 2nd. Mr. Thomas is a blacksmith.

Earl Webb, blacksmith, has the sympathy of the boys in the West Blacksmith shop in the death of his father which occurred August 30th.

Lloyd Lisnby, blacksmith, has the sympathy of the boys in the West Blacksmith shop in the death of his father on September 6th.

Mr. and Mrs. J. M. Wommack made a week-end fishing trip to White River September 11th.

NORTH SHOP, CAR DEPT. SPRINGFIELD, MO.

RAY H. COWDEN, Reporter

Mr. M. J. McCaffrey, general foreman car department, is enjoying his vacation with his parents in Kansas City.

Mr. C. V. Stevens, steam derrick foreman, has returned from his vacation and reports a very enjoyable time. Mr. Stevens spent part of his vacation in Kansas City. Immediately after returning to work he purchased a new six Wolverine car.

Mr. Charles Bevier, car clerk is the proud father of a son, born July 31, weight seven pounds and named William Albert, Mrs. Bevier, formerly was Miss Erma Ritter, P. B. X. operator at the general office building.

Mr. Richard E. Moran, piece work checker, spent the week end in Kansas City visiting friends.

Mrs. Cora E. Engelking, stenographer has returned from her vacation spent in Washington, D. C., Niagara Falls, Buffalo, Detroit and Chicago. She was accompanied by her daughter, Miss Wilma. She reports a wonderful trip.

Mr. Joe A. Paugh, scratchman, mill shop, recently purchased a new Chrysler "50" four door sedan.

Mr. E. A. Noblitt, piece work checker, rip track, has returned from his vacation and reports a wonderful time, part of which was spent in Kansas City, and on the White River.

Mr. Herbert Higgins, air brake man, while out driving north of the city, was blinded by lights of an approaching car, ran into a hay balle which had been left near the roadside and his car was badly damaged and he sustained several cuts from flying glass.

Mr. E. S. Wilkins, painter foreman, recently made a trip on company business to Ft. Smith, Ft. Worth, Sherman, Tulsa and Enid.

Unknown why John Giboney, car inspector, makes a trip once each week to St. Louis.

By combining the north and west car departments we believe we have one of the most efficient organizations on the system. We are glad to welcome the return of Mr. Darden, also his two assistants, Mr. Stevens and Moran, and the force of workmen.

Mr. H. G. Fletcher, upholsterer, has been absent from work the past few days account illness of his father, whose home is in Perryton, Texas, but has now returned to work.

Mr. E. H. Johnson, piecework checker, and R. E. Moran, piecework checker, spent their vacation in California.

Mr. F. M. Darden, assistant general foreman and Mr. M. J. Sartain repair gang foreman, both spent their vacation in Tennessee visiting relatives.

Mr. G. W. Nichols, piecework checker, reports an enjoyable vacation, visiting relatives in Kansas.

Hal Ingram reports much damage done to his crops in the last few months by heavy rains.

Ed. Grunberg and Bill Stucki were seen one night in town last week, together. Thanks to our watchful police, there were no crimes reported that night.

Robert Ramsey, toolmaker, recently left our service, taking a position with the Studebaker people.

Arthur McCulloch visited relatives and friends at Ava.

Gordon Wheatley recently visited his relatives in Paducah, Ky.

The stork visited Harold Gomer, machinist apprentice, August 25th, and left a nine-pound girl.

George Tiller owns the oldest antique car in town.

Pete Woods, special apprentice, is back at the West Shops again.

Cecil Gardner, blacksmith third class, likes his Star touring car so well he is almost living in it, but is now residing at the Baltimore Hotel.

John Puller, driving block foreman, is very much interested in poultry and gardening.

Jack Birk, machinist apprentice, had his eye injured recently, but is now back at work.

We ex-service men envy the boys who are going to France to the Paris convention this month.

Earl Genung is our new system committee man, successor to Mr. Lyons. We wish Earl success in his work. He seems to be very popular and has many friends and is well known over the system.

Frisco night school will open October 6th. All employees are welcome. Instructors, J. A. Puller and Fred Rauch.

Lyle Jones, machinist apprentice, is the father of a nine and one-half pound girl, arrived August 27th.

Nordene Wilson, tinner apprentice, has bought a 1920 model Oldsmobile so he can learn how to make repairs.

Lester Boruhart, crane operator, spent his vacation visiting friends in St. Louis.

**RECLAMATION PLANT
SPRINGFIELD, MO.**

T. O. CHAPMAN, Reporter

James Burt, scrap dock foreman, and wife are on a two-week vacation at St. Louis.

Sidney Alton, laborer, has resigned his position with the Frisco and moved to California.

Frank Rotterman, sheet metal worker, and wife, are on a vacation at their former home, Cherryvale, Kans.

Claude Massey is at work again after having been off for some time with an injured hand.

C. A. Nash, tin shop foreman, visited his father at Tulsa, Okla., a few days.

Olden King, laborer, is the proud daddy of a ten-pound baby girl, left at his house August 21st.

David Craig, blacksmith, has been visiting with relatives from Iowa.

J. W. Thompson, general foreman, is spending his vacation in the Ozarks this summer. Mr. Thompson knows he could not pick a better place.

Homer Richie, machinist, had the misfortune to injure a finger very badly, but that did not keep him from work. Like the typical Frisco mechanic, he is a "stay putter".

William Wood, J. W. Thompson and Harold Woods have each ordered a shot gun and are prepared when the quail season opens to get their number.

Ciarence and Paul Bloom, sons of A. W. Bloom, general storekeeper, have been employed at the reclamation plant this summer. Before returning to school they visited Kansas City, Tulsa and Ft. Smith.

Homer Kerr, sheet metal worker, has been sick the past month with rheumatism.

Charles Kelly, drill operator, spent two weeks in the Colorado mountains. You should hear him tell about those

rainbow trout, and he was in a heavy storm while there in August.

William Mattocks, machinist, is reported to be suffering with a paralytic stroke in Tulsa, Okla., where he went to spend his vacation.

Earl Harmon, machinist, and wife have been visiting friends in Illinois recently.

Joe Weddle, machinist, accompanied by his mother and sister, have returned from a motor trip through Iowa and Nebraska. They saw Lindbergh perform at Kansas City while on their tour.

Among those visiting in St. Louis Labor Day were Oran Thompson and family, Carl Brandt and wife, Mack Smith and David Mucullough.

Finis Dixon, of the store room, and Miss Ona Pierce were united in matrimony and spent their honeymoon at Kansas City. They are now at home to their many friends on West Pine Street.

At a meeting of Local No. 1 of the Frisco Association of Metal Crafts, some splendid entertainment was given. Among those participating were the Sunnyland Minstrel Quartette, the Hula Serenaders, Miss Eugenia Snyder, reading, the Choate Orchestra, and Charleston dancing by Miss Reynolds, daughter of Thomas Reynolds, president. A splendid program was rendered after the business meeting and last came the ice cream. Everyone enjoyed themselves and all are looking forward to the next meeting.

**WATER SERVICE DEPARTMENT
SPRINGFIELD**

CLAUDE HEREFORD, Reporter

Assistant Foreman W. E. Phillips and Henry Potter went to Monett recently on company business.

Win Marrs went to Marshfield and Dixon to work with C. Tuck's gang, repairing deep well pumps, and, on returning here left for Ash Grove to work on the pump station there.

John Sumner has been on the road, making repairs, most of this month. J. N. Stephens went to Mastin, Kans., to repair the pump station there.

Claud Tuck's gang recently overhauled one of the deep well pumps at the West Shops.

Miss Leta M. Robinson, daughter of Mr. and Mrs. Charles Robinson, left the latter part of August for Chicago, where she will study music in the Chicago Conservatory of Music.

Miss Blanch Getchell, daughter of Mr. and Mrs. Earl Getchell, has been visiting friends and relatives in St. Louis.

Charles Loague and family spent Labor Day visiting friends and relatives in the old home town of Dixon, Mo.

George Mutz and family, the writer and family spent Labor Day in Nevada, Mo.

The new building program at West Shops and North Shops has kept this department "on the hop" the past month.

**MECHANICAL DEPT.
WICHITA, KANS.**

JAS. N. HARGROVE, Reporter

Mr. S. B. Ramsey, car foreman, came back to work the first of September after his annual two-weeks' vacation. Phillip Winans, air brake man, acted as foreman during his absence.

Mrs. George Patterson, wife of car repairer Patterson, is visiting relatives in Fort Worth, Texas.

L. G. Hardy, car inspector, has purchased a new electric orthophonic.

The Greater Traffic Club held a meeting the latter part of August and we had Mr. H. F. Sanborn with us who gave a very interesting talk, as well as a very instructive one. We are very sorry to lose our chairman Mr. Ted Banister who has been transferred to Memphis, although we wish him success in his new work.

Lester Burris, car repairer and fam-

ily have returned home after a 10 day visit in Kansas City with relatives.

Herbert Mosley, triple rack man, and family spent a few days in Kansas City visiting his mother.

The work of enlarging the turntable at this place is well under way and we are looking for some of the 4000 out this way soon.

L. M. Hitch, car inspector, and family took a few days' vacation the first of September. He favored Mr. Ramsey, car foreman, and the writer each with a very fine melon which he said was pulled with his own hands.

LOCAL No. 6—MONETT, MO.

COY WADLEY, Reporter

Robert Holland, machinist, is laying off and spending his leisure hours in Chicago. Bob makes that point of the world about once a year.

J. N. Wood, electrician, came close to having an automobile accident while returning from a ball game recently, as he tried to straighten out a curve on Highway 16, when his Ford coupe overturned. None of the occupants received any serious injuries.

Sam Pick, third-class machinist, is owner of a new Chevrolet coach.

Mr. and Mrs. J. C. Alderson were the guests of Mr. and Mrs. Otto Gelsheimer, of Springfield, Sunday night and Labor Day, September 4 and 5.

Arthur West, air man, and family are planning a thirty day vacation in sunny California visiting relatives.

Ernest Suttles, who was injured, some time ago, still is unable to be back to work.

Carl Lemings, car inspector, is another one on the list of new car owners. It's a Whippet coach.

Montie Woods, mill shop man, has been transferred to Sherman, Texas. Employees at Monett regret the loss of Mr. Woods, although we all wish him success in his new position.

Now let's everybody attend meetings of Local No. 6 and give it a boost and have a Local we can be more proud of than ever before.

**MECHANICAL DEPARTMENT
HUGO, OKLA.**

L. S. HOPE, Reporter

Machinist Fred Jarrel and wife have returned from a six-weeks' vacation in Kansas.

We are all glad to see Blacksmith B. C. Tanner back at work after being off since January 22 with a broken leg.

Dan Neas, blacksmith helper, has just returned from the St. Louis hospital where he went for a sprained leg, but is not able to return to work yet.

Mr. and Mrs. E. W. Holt are rejoicing over a big girl which they have named Opal.

Machinist R. D. Walker bought a new Buick sedan, so Machinist P. D. Knipp decided he liked a Buick better than he did a Dodge and traded his Dodge in on a Buick.

**LOCAL No. 17,
WEST TULSA, OKLA.**

E. F. BEATTY, Reporter

Henry Soumersauft has just returned from a ten-day vacation at Siloam Springs, Ark.

Jack Hendrix, electrician, is in the St. Louis hospital recuperating from injuries received when he fell from a ladder.

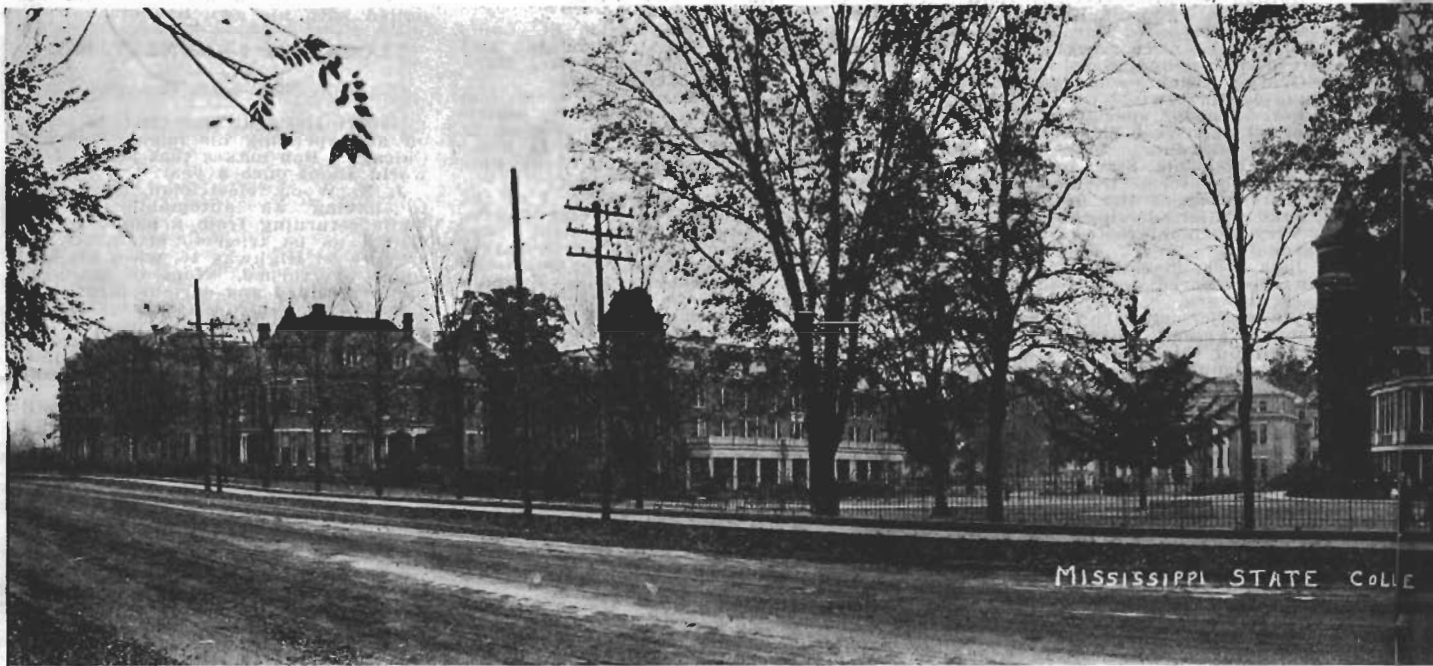
Ed. Sasser has been in Alexandria, La., visiting friends and relatives.

John Lear was on the sick list recently.

We are glad to report that Albert Sasser is getting along fine after undergoing several minor operations in the past few weeks.

Joe Owens, car carpenter, is now at Pensacola, Fla., visiting friends and relatives.

Columbus, Mississippi, Metropolis of Frisco Largest Institution of Kind in World-



By R. E. JOHNSTON,

Secretary, Chamber of Commerce,
Columbus, Miss.

COLUMBUS, Lowndes County, Mississippi, is located on the new southern extension of the Frisco Lines, 167 miles southeast of Memphis. The total distance of this road, which is being constructed from Aberdeen, Miss., to Kimbrough, Ala., is 151 miles, and traverses the Tombigbee Valley, which is known for the fertility of its soil and the wonderful possibilities of development. Columbus has a population of 15,000 and will be the largest station on the Frisco between Memphis and Pensacola. It is noted for its fine old homes, beautiful shade trees, broad and well-paved streets, its splendid educational facilities, and its friendly people.

Columbus is more than one hundred years old and up to a quarter of a century ago it was a typical old-fashioned southern town, thoroughly satisfied with itself and enjoying its easy-going and carefree mode of living. Recent years, however, have brought to Columbus a new spirit of progress and a desire to take its place among the rapidly-growing cities of the South. Within the past fifteen years it has doubled in population, and as a result of the announcement one year ago that the great Frisco Lines would build through this section, many new citizens have cast their lot with us

and become a part of our community life.

For the benefit of *Frisco Magazine* readers, who may be unfamiliar with this new Frisco city, I shall point out as briefly as possible a few facts which may be of interest.

Columbus is on a bluff overlooking the Tombigbee River in the northeast-earn highlands of the state, 168 miles east of the Mississippi River; and is the trading center of all the counties surrounding it—five in Mississippi and two in Alabama. The population of this trade territory is more than 150,000. In this county (Lowndes) there are two distinct types of soil—the rich prairie lime land on the west side of the river and the sandy loam land on the east side. It is in the heart of the finest potential dairy section of the South and for many years our farmers have been practicing the gospel of "diversification and the cow, the sow, and the hen". Four large condenseries have recently been located within two hours' drive of the city.

Columbus has recently completed and equipped an up-to-date water-works, which can pump 3,000,000 gallons a day, with a storage capacity of 1,000,000 gallons. This county is blessed with fine artesian wells and an abundant supply of water can easily be found at a depth of from 150 to 600 feet.

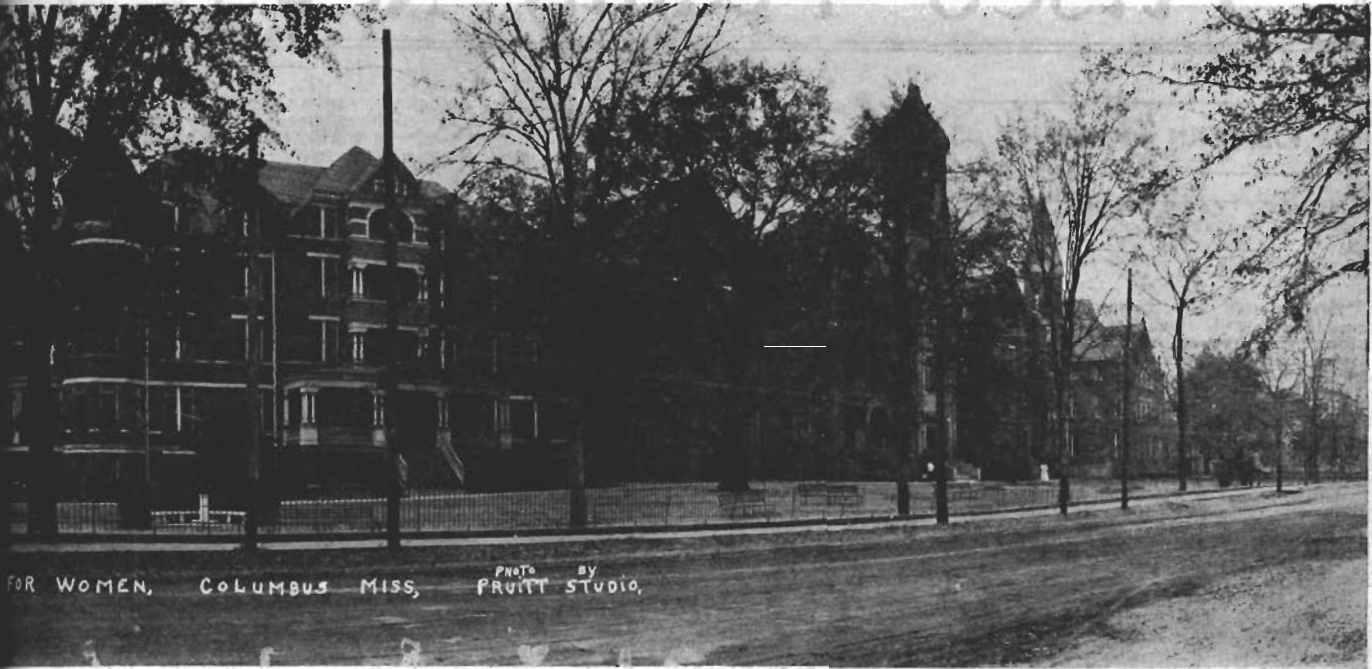
The principal industries of Columbus include railroad shops, lumber

mills, cotton mills, brick plant with a daily capacity of 125,000, florists and nurserymen, whose trade territory extends to all parts of the United States, marble manufacturing plant, two gravel plants which ship 12,000 cars annually, cotton oil mill, cotton compress, and two modern creameries. But we are by no means satisfied—we want our payrolls to double within the next five years. Cheap power makes this city especially attractive as a location for new industries. For some years the lumber industry has furnished a large source of revenue and within a radius of 30 miles of Columbus there are more than 200,000,000 feet of hardwood timber available for the manufacturer.

Including the Frisco, four railroads enter Columbus, the other three being the Montgomery division of the Mobile & Ohio, the Southern, and the Columbus & Greenville. The last-named road has its general offices in this city.

At Columbus is located the Mississippi State College for Women, the largest institution of its kind in the South. It has 1,500 students and 100 instructors, who contribute in a large degree to the social and educational life of the city during nine months of the year. The college occupies 16 blocks in the heart of the city and its property valuation is \$2,500,000.00. A building program is now being completed amounting to \$725,000.00 for the two-year period. It was founded

Frisco's Southern Extension to Gulf, Boasts Mississippi State College for Women



FOR WOMEN, COLUMBUS MISS, PHOTO BY FRUIT STUDIO.

in 1884 and is supported by the state for the benefit of Mississippi girls, who must be high school graduates in order to enter. It is the first institution of its kind in the United States to be established by a state exclusively for girls, and has attracted much attention throughout the North and East. At a very moderate cost, a girl may have the advantage here of as thorough an education as can be procured in any other part of the country.

Columbus established the first free public school in the South. From that beginning more than a hundred years ago the present splendid system is the outcome. The city now maintains a new modern high school, a junior high school, two grammar schools and two schools for negroes.

Like all educational centers, Columbus is a city of churches, practically all denominations being represented by handsome edifices and enthusiastic workers.

All of the highways leading into Columbus are improved, there being 200 miles of graveled roads in the county and 10 miles of paved streets in the city.

The average temperature is 63 degrees, and Columbus thinks it is terribly cold if the mercury by any chance falls so low as 30 degrees above zero. Semi-tropical plants flourish and fig trees are usual. The last leaves do not fall from our trees until Christmas time and the first

fruit blossoms early in February. Magnolias and other vegetation give a tropical richness to the landscape at all seasons; the flowers blossom in gorgeous profusion and their delicious fragrance rivals the heavy-laden air of the tropics.

All these things come naturally to Columbus. Nature's sunbeams warm the people and the plants—the soft gulf winds temper the winters and the summers. The delightful climate makes it possible for one to be out of doors all the year round, and opportunities for enjoying out-door sports of field and stream combine to make Columbus a Mecca for all who seek an ideal place to build new homes.

A hearty and cordial welcome awaits all good citizens who may cast their lot with "Columbus, the Friendly City".

ANOTHER GRATEFUL SHIPPER

Assurance that the Frisco Lines will be given preference in the handling of shipments made by The Marion Steam Shovel Company, of Marion, Ohio, is the reward to this railroad for handling with almost express car speed a freight car containing an electric shovel consigned by the steam shovel company to Pittsburg, Kans.

This assurance is given by Dale G. Higgins, sales engineer of the steam shovel company, in a letter he wrote

August 9 to W. G. Wolfe, general agent, Frisco Lines, Pittsburg. This letter was in part as follows:

"We desire, through this letter, to express to you our appreciation of the efficient manner in which you and the personnel of your office handled the recent shipment of electric shovel from our company at Marion, Ohio, to Pittsburg.

"It is through such handling of shipments by the carrier that our company is able to maintain a record for prompt delivery.

"Feel assured that wherever possible we will give your line preference on shipments as you have evidenced a sincere desire to co-operate with us."

As the shipment was leaving Marion, Mr. Wolfe's office informed A. P. Moses, who has charge of the red ball bureau in the office of J. H. Doggrell, Springfield, superintendent of transportation, of the importance to the shipper of this freight movement and Mr. Moses wired shippers for the car number and route to St. Louis and traced the car all the way through. The car made practically express time.

The Weaker Sex

"They tell me Simpson had quite a scrap with his wife last night."

"What was wrong with him?"

"I didn't hear."

"Liquor?"

"No, she licked him."



Frisco Family News

EASTERN DIVISION

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

The month of August, heretofore heralded as a living inferno, passed along, altogether too mildly. Then along came September, the harbinger of fall, hotter by several degrees than August ever could be and as dry as a certain Missouri oil well, located in this county. Those who work on the night shift had stored away the old electric fan, only to dig it out again and put it into action.

Again we announce numerous changes, brought about by the restoration of our 8:00 a. m. switch crew. Those assigned to it are as follows:

J. A. Griffith.....foreman
W. E. Schafnit.....helper
Fred C. Williams.....helper
Chas. W. Baird.....helper

Mrs. A. Preston Brown, wife of Engine Foreman A. Preston Brown, who underwent an operation recently at St. John's Hospital, Springfield, Mo., is reported convalescent.

Mrs. Pearl Lewis and daughter, Miss Frances Lewis have returned from an extended tour of points in the West.

About a week has elapsed since Davy Marshall went fishing last. Don't be surprised to see the little "whoopie" all decorated for a fishing trip, any time, because it "won't be long now".

Much credit is due the committee who were responsible for the success of the Four Brotherhood Picnic held here on Labor Day. Among the speakers of prominence who graced the affair with their presence were the Hon. Joe J. Manlove, congressman from the 15th district; Mr. C. C. Mills, assistant director of accident prevention; Mr. W. Lefe Heath, service representative; Dr. J. M. Russell, mayor of Monett, and others.

Mr. and Mrs. W. L. Cannady and children have returned from a very pleasant visit to points of interest in the West.

Victor Thomas, of the Kansas City terminal, was a visitor at the east yard office, recently.

A Conrad Russey, switchman on the 11:30 p. m. crew, invited all the boys to participate in a chicken feast recently. A. Conrad pilfered a fat hen from his better half and made arrangements for a dining car chef to prepare it. We were afraid to accept his invitation because of the possibility of being hauled into the court of the law as accessory to poultry larceny. Our mistake, however, as A. Conrad seems to have settled the matter out of court.

That pretty sounding whistle you hear, belongs on engine 3730, with Engineer John Stowe at the throttle. Old-timers will recall Mr. Stowe's prowess with the whistle cord when he used to run down on the central division.

Switchman Sam P. Jolley and sons have returned from a visit with Sam's parents out at Portland, Oregon.

Conductor Hank Poff relieved Conductor Pat Crowley enroute on train 3

recently and made his first appearance in Monett for a number of years.

FOR SALE—Straw hat seed, selected and tested. This seed should produce from ten to thirty first-class hats to the acre. See O. U. Vermillion, for prices.

Green Wilson, track walker, has been exhibiting some sweet potatoes that will weigh better than a pound each. Pretty fair yams for a hillside patch.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Maude Bedell is back at work after an absence of four months account of illness. We all missed Maude and are glad to have her with us again.

Erma Goddard spent her vacation going through Yellowstone Park and interesting points in Colorado. She reports she had a wonderful time.

Floyd Yates was absent from his desk for a few days account of sickness.

Henrietta Truman was the honor guest at a shower given at the home of Gertrude Crowe, September 14. Henrietta is soon to change her name to Mrs. Earl Davidson. She received many beautiful gifts and with the gifts she received many good wishes for her future happiness. Besides the girls in this office, those present were: Velma Martin, Dorothy Adamson, Mrs. R. A. Murphy, Mrs. C. A. Moret, and Mrs. R. E. Truman.

Paul Lowery spent his vacation very quietly at home. He says he had a wonderful time, though.

Mr. and Mrs. Cleary spent their vacation visiting relatives in Iowa and Illinois.

Effie Ott and Mary Newton can't agree as to street car etiquette, one falls on, the other falls off.

Mr. D. L. McCoy has been transferred to the St. Louis General Offices and Mr. D. B. Fellows takes his place in Springfield as traveling store accountant.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

A recent social event of much interest in Springfield was the marriage of Miss Cathlene Iseman to one of the Frisco's most popular employees, Glenn L. Davis. The bride, who is well known in musical circles here, has been a member of the faculty of Drury College Conservatory of Music for the past two years. She received her musical education in the Cincinnati Conservatory of Music, graduating in 1918. Her further training was taken under Isidor Phillipe in Fontainebleau, France, after which she returned to this city and took a position on the Drury faculty. Mr. Davis was a student of the University of Missouri and is now a draftsman in the mechanical engineering department of the Frisco. The couple left immediately after the

ceremony for a ten-day trip to Chicago and the Great Lakes, after which they will make their home here.

Walter A. Primm is back on the job again after a two-week vacation spent at Grady Springs. He reports a very pleasant and restful vacation.

T. J. Hopkinson, our popular wheel record clerk, was recently transferred to the master mechanic's office at Memphis. We prophesy that "Jack" will become immensely popular.

While it is a fact that birds unerringly migrate either north or south, such is not the case with Frisco employees. Some years they all go east on their annual vacations and other years they all go west. This year, Chicago seems to be the most popular resort with the mechanical department employees. First, it was Hazel Clark, secretary to the chief mechanical engineer, F. G. Lister, who visited the city of "machine gun repute". She returned with ten shares of Marshall Field's big department store—or at least the equivalent of ten shares, in the form of ladies' wearing apparel. Then Emmett Wooldridge, secretary to L. A. Touffin, supervisor of gas engines, toured Chicago and enjoyed most of its splendid operas. Now it is Assistant Superintendent of Motive Power P. O. Wood's private secretary, Flo Blevans, who is on her annual vacation. Next it will be Alpha Cordz, one of our charming file clerks. Alpha will, no doubt, return with even greater trophies and "tales of adventure" than any of the others. But, then, Alpha has a sister living in Chicago and will be able to get around without the assistance of a traffic cop.

This department received a pleasant surprise last week when Mrs. Ted Goings and little daughter, Rosemary Jean, paid us a brief visit. Mrs. Goings was formerly Rosamond Horn and served the Frisco some two or three years, prior to her marriage, in the capacity of stenographer, so a good part of her recent visit was spent in greeting her old friends.

During Rufus Clark's vacation he made a hasty trip to points in Kansas for a short visit with friends and relatives.

Our traveling wheel inspector, S. P. Tobias, has purchased an Airedale of splendid lineage. Since it showed signs of developing into quite a warrior, "Toby" wanted to call it "Nero", but the Mrs. said she liked the name "Carlo" better. Consequence: the poor dog has two names. "Toby" calls it "Carlo" when at home and "Nero" when at the office.

F. S. Routt departed for sunny California a few days ago, where he will spend his vacation with his brother and sisters.

Harry Helms, until recently an "ink slinger" in this office, has been transferred to Wichita, Kans., where he is still rendering efficient service to the Frisco. We wish him the best of success in his new position and know that Roundhouse Foreman E. G. Morgan will find Harry a most valuable addition to his office force.

We take this means of congratulating our ex-locomotive draftsman, Warren Ichler, who recently accepted a splendid position with an eastern road as apprentice instructor. He is located at Boston, Mass.

**AGENTS' ACCOUNTS DEPT.
ST. LOUIS, MO.**

ARTHUR STOEHR, Reporter

Our "Peanut King of Southern Missouri", Walter Lewedag, is rejoicing, which is evidence of a bumper peanut crop at Ironton, Mo. Walter, we are all waiting with our sacks.

Since Wilsie Cawthon has moved out there near Kansas City, she has acquired all the suburbanite's habits, particularly that of bringing various specimens of her garden to the office.

We are apparently getting a good share of Memphis travel since Edna Dolen is on the job. Edna seems to have a very clever way of exploiting the "Memphian".

The purchase of a good cigar sometimes figures in a business deal. Murray Little does many things with pleasure and a smile. Mike thinks while he sleeps, consequently our competitors at Oklahoma City feel alarmed when they see Mike around. He is a master of the old school, too, and like the shell game, is always clever to put one over for the Frisco. In this particular instance, Mike's quick hand tricks put one over on our competitors, resulting in the purchase of one round-trip ticket to Denver, going by Lincoln, Neb. Mike, we are all for you.

On July 10th, Traveling Auditor McMurray put one over on the bus line out of Fayetteville, Ark. Although his prospective patron was set on riding the bus, Mack did some hard thinking on how to win him over to take the Frisco. Although Mack is a good mind reader, the thought to take that "feller" swimming turned the trick. After coming out of the swimming hole, that "feller" bought a coupon ticket 1-K-1090 and rode from Fayetteville, Ark., to Minneapolis, Minn., in absolute comfort via Frisco. More power to you, Mack.

Steeleville, Mo., located in the Ozarks, is gaining a wonderful reputation for vacationists. Edna Dolan and Catherine Nonn, who were sojourning in this vicinity for the last week, have returned with some very interesting news.

**AURORA, MO., AND GREENFIELD
BRANCH**

CLAUDE E. RODERICK, Reporter

Conductor E. B. Miller is laying off account of being sick. We all wish him a speedy recovery. He is being relieved by Conductor Thrall.

B. P. Ramey, ticket clerk, is back on the job after spending a week's vacation at points he refuses to make mention of. He was relieved by Surplus Clerk Russell "Doc" Cole, of Monett.

Operator Allen Owens, third trick, Billings, recently spent a few afternoons with the writer, squirrel hunting. Luck? Fair.

Conductor Thrall went to Kansas City the 11th to meet his wife and family on their return from spending the summer months with relatives in California and Colorado. Conductor McClure, of the northern division, is relieving him.

Mrs. Troy Pannell, wife of our efficient car man, is spending a few weeks in Amarillo, Texas, with her father and mother. Consequently, Troy is having to batch. Tough luck, Troy, we men know how to sympathize with you.

J. Freeman Wilson, ticket clerk, and wife have just returned from a few days' visit in St. Louis with their son, Ted, and family. Mr. Wilson was relieved by Russell Cole, of Monett.

Ben Doran, second trick operator, Aurora tower, has been seen making several trips to Springfield recently, supposedly on business. Yes, Ben, we

understand, but what is the nature of the business?

A. R. Pruitt, engine watchman, reports squirrels destroying his corn. Come again, Mr. Owens, and we will investigate the matter. I believe we can give these "creatures" the correct discipline.

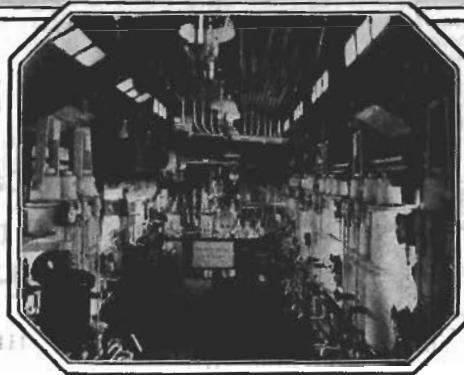
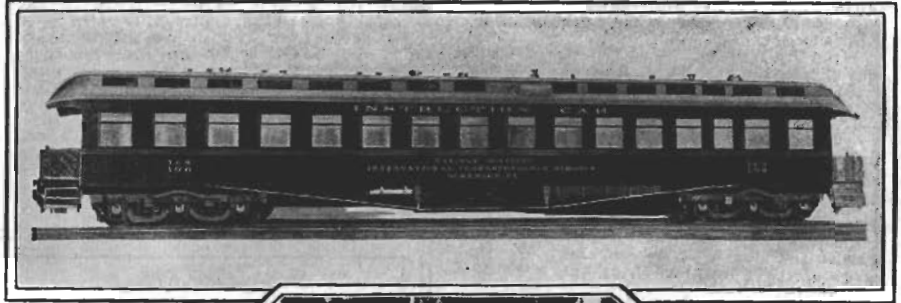
Max Rickman, our very much energetic emergency station helper here, has been doing relief work at Marionville for a few days.

**OFFICE OPERATING DEPARTMENT
STATISTICIAN
SPRINGFIELD, MO.**

MARY PROPHET, Reporter

Mr. Todd attended the State Fair at Sedalia, Mo., and from all reports he didn't miss a thing except a ride on the merry-go-round.

We were all delighted to have Mrs.



For twenty-eight years the International Correspondence Schools have been successful in teaching engineers, firemen, air-brake men, mechanics and apprentices, office men, station employees, telegraph operators and maintenance-of-way employees and other railroad workers.

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about ambitious employees that it is now a regular part of our service.

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Employees of this Road will receive a Special Discount

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"The Universal University"
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Without cost or obligation, please tell me how I can qualify for the position, or in the subject, before which I am marking X in the list below:

- | | |
|--|--|
| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Rate Clerk |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> Station Agent |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Business Manager |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Electric Locomotive and Train Operation | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telephone Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppermith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Surveyor |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Correspondence |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Personnel and Welfare |

Name..... Employed by.....

Occupation.....

Street Address.....

City..... State.....

Conditions may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Irene Cornwell McDonald, who was formerly one of us, pay us a visit recently. She and her husband are now located in Memphis, Tenn.

Gladys Bell had a good time visiting her Aunt and Uncle in Kansas City over Labor Day.

Herman Plumb had his tonsils taken out September 3rd.

Mr. and Mrs. Joe Cahill are the proud parents of baby girl born August 13th. Mrs. Cahill was formerly Mallie King, reporter from our office.

The holiday proved to be a very enjoyable event for Lillian Brooks. She spent the time with friends in St. Louis.

Irma McMillan has a friend in Kansas City worth having. She visited this friend the latter part of the month and was given a permanent wave.

If you want to know anything about a Ford just ask Neta Mooney. Neta drove to Kansas City and back recently.

Speaking of being lost, that is just what happened to Frances Coffman the other Sunday. She and her sister got on the wrong road driving home from Joplin. This is her version of the story but I wonder if it were really accidental?

Lenna Solomon didn't know what a beautiful capitol Missouri had until she drove to Jefferson City in September.

A Frisco Girls' Club is to be formed in Springfield. Our girls chose Marguerite O'Brien to represent us at the meeting held for that purpose.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

On Friday, September 9th, Mr. H. F. Sanborn, general chairman, Greater Traffic Committee, addressed 190 employes at this station in the interest of solicitation. We also heard about safety first from Uncle Billy Morrill, whose good advice to the ladies was to be equally as cautious when choosing their "worse half."

The fact that even office employes can do their bit along accident prevention lines was demonstrated recently at Seventh Street. Record Clerk Edgar Linton on his own initiative climbed to the freight house roof and discovered a faulty wheel and pin in block used to raise crossing bridges. Mr. Linton was rewarded by having ten merit marks posted against his record.

The various solicitation meetings held throughout the St. Louis Terminals have resulted in stimulating the employes' interest in increasing freight and passenger business. The employes are racking their brains to try and find new ways to bring Frisco good service before the public. We hope to be among the leaders in this movement.

Mr. Flanner, of the special service department, is in Paris attending the American Legion Convention. Before sailing he provided himself with an armful of kodak films. We await with interest the outcome of his snap shots.

Miss Virginia Powell is nursing a mashed finger which got in the way of a falling window.

Miss Catherine Meehan is again assisting at the Per Diem desk after a ninety day leave of absence due to ill health.

On September 13th Special Officer Roseman found a 13 year old girl at 7th

and Chouteau in a weakened condition. Upon asking the child if she was ill Roseman discovered that she had hiked a distance of 150 miles and was on her way to visit a relative in Illinois. He called an ambulance and had the girl taken to the City Hospital where she was nourished and given transportation to Illinois. Although the public press gave the Police Department credit for helping this needy child, we laud our Lou for his meritorious act.

Check Clerk Albert Woker is drawing plans for a new home. This is the second home Albert has built and as a tip to those interested we might state he is still counted among the single.

Check Clerk Klein is again on duty and seems greatly improved after his accident.

The week of September 12th, John Flick, trucker on north side, laid off, claiming he was not feeling well, but the "Old Owl" says he went to see the Cardinals' double header.

COMPTROLLER'S OFFICE ST. LOUIS, MO.

O. G. MOULT, Reporter

Mr. R. V. Hart and family passed their vacation at Dead Lake, Dent, Minn., where he reports fishing excellent, and to back it up brought back pictures (of the biggest of course) and some real fish.

Mrs. Ferguson of the Insurance Department spent a very pleasant vacation visiting friends at French Lick Springs, West Baden, and Petersburg, Indiana.

Mr. W. P. Newton, former general auditor, has been in best of health and spirits since retirement. Just received a letter from him post-marked Banff, Alberta, Canada, here he stopped on the first leg of an extended vacation trip over the Canadian Pacific. His route includes Lake Louise, Van Couver,

You . . .

can own a vacation home
in beautiful northwestern
FLORIDA near Pensacola
and Frisco's new Gulf Port

**A NEW
FEATURE**
is the proposed
*Frisco Hunting
and Fishing
Club of Avalon
Beach.*

NOW you, too, can have a vacation home in Florida. Avalon Beach, in the vicinity of Pensacola, on Escambia Bay, offers many choice lots at exceptionally low prices for as long as they last.

The climate here is ideal the year 'round. Fishing, hunting, bathing and golf, makes this a sportsman's paradise every month in the year.

Now is the time to buy one of these choice lots for a vacation home or as an investment.

Further particulars concerning Avalon Beach will gladly be sent on request.

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WM. FREDRICK'S HAND MADE**

5c — NOW — 5c

Monett, Mo.

**BELOW REGULAR
FACTORY COST**

**Velour
Bed-
Davenport
Suite**

GIVEN



**This
Fine
Floor
Lamp
With
Order**

Gorgeous lampstands 63 in. high. Pedestal finished in dull antique gold and gold stippling (hammered effect) with ebony black bands. The 6 panel oval shade is lustrous shirred blue georgette over rose satin. Regular \$16 value.



Davenport Quickly Converted into a Full-size Double Bed

**\$59.95
YEAR TO PAY**

New, brand new . . . this 3-piece Velour Bed Davenport Suite of costly design below regular factory cost! An astounding offer! And with it we give you, at no extra charge, this stunning floor lamp of very latest style.

**ALL
FOR
ONLY
\$1
DOWN**

30 Days FREE Trial

Never has the good, old-fashioned American dollar bought so much in fine furniture. This suite alone would cost you \$90 anywhere else, and the only reason we can offer you this suite actually below factory cost is because we took over the entire output of a manufacturer in urgent need of cash. Our good fortune is your good fortune. You know the increasing popularity of velour living room furniture—everyone demands velour suites nowadays. This one is not only an exquisitely beautiful suite for the living room, but a full-size comfortable double bed is embodied in the

davenport, which is concealed and out of way when not in use. A living room and bedroom suite combined. Just like having another room—a spare bed room for unexpected guests. You can actually own this suite and the lamp, have them right in your own home, in use, in no time—just send \$1 with order today. And better still: you can have them on 30 days FREE trial. You are sole judge of the value. If you do not believe this the greatest bargain ever, return suite and lamp and we will refund your \$1 and transportation charges both ways.

BUILT TO LAST FOR YEARS

Construction of this suite throughout is especially sturdy. Strongly made, attractive frames are of selected and seasoned hardwood, finely finished in rich brown mahogany. Covering is an excellent grade of figured velour in a beautiful blue and taupe pattern that will harmonize with any furnishings. Suite is upholstered throughout with an abundance of finest, sanitary materials, overlaid with pure cotton batts. Strong, helical coil springs, in the seat of each piece, prevent sagging and add to the comfort. Davenport has 18 springs in seat while rocker and arm chair have 9 each. All in all, this suite is built to last many years.

The davenport opens with a single easy motion into a restful, full-size bed for two people. You do not sleep on the upholstery, the bed compartment has its own link fabric spring. During the day bedding is out of sight—concealed in davenport interior.

Size of bed section 72 inches by 48 inches open. Width of davenport overall 54 inches. Rocker and arm chair 28 inches wide overall, height of backs from seat 20 inches. Just the right proportions to insure complete comfort and restfulness.

Take a Year to Pay

Mail the coupon with \$1 today. We will send this 3-piece Velour Bed Davenport Suite and give you this artistic lamp. Use everything for 30 days as if it were your own. Then if you are not convinced of their worth, return these articles. We will refund your first payment and transportation charges both ways. You risk nothing.

Order No. BA 4215, 3-Piece Brown Mahogany Suite, Blue and Taupe Velour covering, and Gift Lamp, Sale Price only \$59.95. Terms \$1 with order, \$4.75 monthly.

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This book is filled from cover to cover with household treasures—bargains all of them—sold on easy payments—sent on 30 days' FREE trial—every purchase backed by a gold bond guarantee. There are wonderful bargains in furniture, rugs, curtains, stoves and everything for the home. Sent to you without obligation to buy. Mail coupon today.

SPEAR & CO., Dept. F70, Pittsburgh, Pa.
Send me at once the Velour Bed-Davenport Suite and the Gift Floor Lamp without extra charge, as described above. Enclosed is \$1 first payment. It is understood that, if at the end of 30 days' trial, I am satisfied, I will send you \$4.75 monthly. Order No. BA 4215. Sale Price \$59.95. Title remains with you until paid in full.

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If your shipping point is different from your post office fill in line below
Send shipment to _____
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Home Furnishers to the People of America for 35 Years → **Spear & Co.** ← **PITTSBURGH, PA. Dept. F 70**

Seattle, Portland, San Francisco and Long Beach.

Hilda Netscher visited relatives in Detroit. As Hilda is a livewire in solicitation of traffic, we supplied her with post cards and forms 2058 for reporting traffic "tips" and expect a lot of new business from her visit to the Auto City.

After seven years' service, Layton McGhee severed connections with the Frisco to accept employment with the I. C. C. As a remembrance, Max was presented with a traveling bag, a symbol of the esteem in which he was held by his many friends who wish him best of luck and success in his new position.

Miss Fish spent a very pleasant vacation in the East, the itinerary including boat trip around Island of Manhattan, inspection of an ocean liner, surf bathing, Coney Island and a visit to relatives in Lowell, Mass.

WEST SHOPS—NEWS

NAYDEAN G. BLAKELY, Reporter

Effective September 16, the office of Shop Accountant, West Shops will consolidate with the Superintendent's office at that point. Messrs. Boal, Mills, Endecott and Todd; also myself, will transfer to the Mechanical Department and Mr. Don B. Fellows will be transferred to Mr. E. G. Sperry's office, vice Mr. Don McCoy assigned to Accounting Department, St. Louis.

Mr. E. A. Beyer, was in Cleveland attending a machine exhibit held September 19, 20 and 21.

Mr. Don B. Fellows, shop accountant, spent his vacation "on the highways"—headquarters Newburg, Missouri. Mrs. Fellows, Jack and Martha Elizabeth were driven to Newburg by Don in the new Chevy. The party, including his mother and sister, then motored to Jefferson City. While at Jefferson City they went through the penitentiary. In short they had a nine hundred thirty two mile vacation.

Ralph Yates, distribution clerk, two others and a Ford Coupe spent an enjoyable day on the way to and in Tulsa the past week.

Congratulations to Mr. and Mrs. Ralph Harrison on the arrival of an eight pound boy, Billy Joe. Ralph is a boilermaker apprentice.

Mr. and Mrs. T. E. Boal and Mr. and Mrs. Cowden motored to Tulsa.

Mr. V. E. Endecott, wife and baby visited relatives at West Plains. Miss Jessie Robards has returned from her trip to Yellowstone and other points of interest. Outside of losing a new travelling case containing articles too numerous to mention and a picture of value purchased in the Park, missing Salt Lake City due to insufficient time, and being unable to take in the

many thrilling trips in and around Colorado Springs account of heavy rains, she arrived safely home. Shortly after her return the missing bag arrived via express, intact. Next trip Jessie is going to tie her necessities up in the proverbial red handkerchief.

Mrs. Maud Todd, mother of Russell Todd, distribution clerk, has returned from a six weeks' vacation, spent with her mother and visiting in Grand Rapids, Niagara Falls and Buffalo.

Edward Kline, office boy, is driving a Chevrolet now instead of his old reliable Ford. A Chevy will get you if you don't watch out!

C. E. Logan, piecework checker, was very unfortunate in cutting his hand the first day of his vacation. Mr. Logan says he cut it on a fruit jar and for some unknown reason he was popular for a few minutes until he explained it was NOT home brew—only a can of beets.

Saw Joe Paisley while he was in Springfield on his vacation and Joe likes it fine in Tulsa. His little daughter evidently will be the future Miss America of Tulsa if Joe's reports are true—golden red curly hair—pretty and a wonderful disposition. Mrs. Paisley and baby are spending their vacation in Springfield with Joe.

OFFICE SUPERINTENDENT OF TERMINALS SPRINGFIELD, MO.

NORMAN HINDS, Reporter

The regular safety meeting was held August 18th, and a large gathering was present for an interesting and instructive meeting.

L. E. Sullivan, chief clerk, spent a portion of his vacation enjoying an outing along the White River.

M. J. Wilson visited friends in Joplin, recently.

A fishing party composed of W. P. Gustin, Harry Fitch, Dave Bookout, H. J. Poff, Geo. McLelland and Carl Huntress had the pleasure of two weeks of their favorite pastime, fishing, in the wilds of northern Minnesota.

Miss Dolyne Scott, formerly of this office but now employed at Birmingham, paid the office force a visit recently.

Cecil Carnahan revived memories of his boyhood days recently in the Current river country.

Ollie Epperson and Bert Biggs formerly yard clerks in this office are now employed as switchmen having hired out September 6th.

W. F. Groth and son spent two weeks touring the states of Iowa and Illinois. While on the outbound trip they had unfortunate luck to turn their car over and narrowly escape injury.

Norman Kruse and Ben Casselman report having had a very successful fishing trip on the White River.

Claude Lockwood and wife are visiting relatives in southern Minnesota.

Joe Westfall was also a victim of the fishing fever and spent several days along the Gasconade River.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

C. E. MARTIN, Reporter

Mrs. Pearl Davis, typist, and little daughters, Betty Jane and Frances Lee, spent a wonderful vacation in Galveston, San Antonio, Dallas and Ft. Worth, sight seeing and visiting relatives.

Miss Gertrude Whitaker, dictaphone operator, spent an enjoyable vacation

in Seattle and St. Louis.

Miss Mayme Hindman, chief file clerk, is enjoying a vacation in Chicago and expects to spend a few days with her sister in Kansas City before returning home.

Mr. G. C. Roop, voucher examiner and wife, have returned from a two week's vacation spent in New York and Boston.

Miss Venner Weddell, typist, accompanied by her family, motored to Kansas City the latter part of August for a visit with Mr. and Mrs. Chas. Frizzell. Mrs. Frizzell was formerly Miss Edith Weddell, of this department.

Mr. and Mrs. McCormack attended the joint meeting of the Eastern, Virginia and Southeastern Claim Conferences held at Virginia Beach, Va., the week of September 5th.

Misses Angeline Golden and Mamie Gurley recently spent the week end in Ft. Scott. How about being farmerettes, girls?

Miss Katherine Hurt leaves this coming week for a vacation to be spent at Macon, Ga., Hampton and St. Petersburg, Fla.

A miscellaneous shower was given at the home of Mrs. Caroline Livingston on August 31st, complimentary to Miss Opha Hardcastle, whose marriage to Mr. J. G. Sinclair was solemnized on September 1st. Assistant hostesses were: Misses Clara Ernes, Mamie Gurley, Angeline Golden and Dazel Lewis. The honoree was the recipient of many beautiful and useful gifts.

C. J. Bowman will accompany his daughter as far as San Francisco on her trip to Honolulu, Hawaii.

Mrs. J. G. Sinclair, formerly Miss Opha Hardcastle, entertained at luncheon September 10th, at Heers' Peacock Tea Room for friends who had entertained for her previous to her recent marriage. The centerpiece was a large bowl of asters in pastel shades. Covers were laid for the following: Misses Clara Ernes, Angeline Golden, Dazel Lewis, Mamie Gurley, Mrs. Caroline Livingston and Mrs. J. G. Sinclair.

Miss Lenora Sutherland is enjoying her vacation at home this year.

Miss Charlene Willard is away on vacation at Kansas City and other points.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Again we have a new name on our office roster—Joe Rogers, office boy.

Reinhold Buder had the misfortune to fall on the steps when leaving Sunday School, Sunday, September 11, cutting his knee cap, necessitating several stitches.

Mr. John C. Starkey, auditor passenger accounts, wife and daughter spent the last week of August on a motor trip through Southwest Missouri and Arkansas and spent several days at Big Springs and Van Buren.

Those spending the three day vacation over Labor Day out of the city were: Mary Van Liew, Wellsville, Mo., out on the farm; L. H. Butts in Wright City Mo.; Genevieve Hutchinson, Ione Hays, and Estelle Hilton in Detroit.

Al Bush and Phil Merkle spent their vacation in Colorado Springs.

OFFICIAL FRISCO WATCH INSPECTORS

- Dilworth Jewelry Co.....Jasper, Ala.
- Farmer-Cannon Jewelry Co.....Birmingham, Ala.
- Finley, R. W.....Chaffee, Mo.
- Graves, A., Co.....Memphis, Tenn.
- Gahlenbeck Jewelry Co.....Pensacola, Fla.
- Haltom, G. W.....Ft. Worth, Texas
- Standard Jewelry Co.....Muskogee, Okla.

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 Greatly Appreciated

Roy Dornhafer and wife spent their vacation in Cleveland, Buffalo and Niagara Falls.

E. H. Diggs sailed on the Celtic September 9 to spend his vacation in Europe. He will visit Paris, Berlin, London and various other principal European cities. He will use plane from Paris Le Bourget field across the channel to London.

**SIGNAL DEPARTMENT
SPRINGFIELD, MO.**

MATILDA C. HOFFMAN, Reporter

Signal Maintainer E. S. Land of Neosho was married to Miss Irene N. Boehring of that city on Saturday, August 20th. The happy couple took an extended wedding tour to the Pacific Coast, returning September 15th. The signal department extends hearty congratulations and good wishes for a long and prosperous married life.

Signalman Frank Zitzman has been called to St. Louis on account the serious illness of his mother. We hope he found her condition much improved. Clark Thompson visited relatives in Rolla over Labor Day.

Mr. L. E. Owen has returned from a visit to Washington, D. C. It was his first visit to our national capitol and he was very much impressed with its beauty.

Mr. Uhr accompanied by Mrs. Uhr and son, Dick attended the annual convention of the Signal Section, A. R. A. in Montreal, Canada, this month. They also, while enroute home, spent a few days at Washington, D. C.

The signal department extends deep sympathy to Supervisor Hemphill and family in the loss of Mrs. Hemphill's mother, September 5th.

**MONETT LOCOMOTIVE DEPT.
MONETT, MO.**

MARGUERITE FROSSARD, Reporter

Business seems to be slightly increasing, at least such is indicated by the fact that we were called upon to re-establish the 8 A. M. Switch Engine, which has been cut off for several months. Also, have removed two engines from white lead, and placed them in service.

C. H. Garrison, general foreman, feels that his lucky star is evidently hovering around near, for all unexpectedly he was chosen as one of the two to represent the General Foremen of the Frisco, at the Traveling Engineers' Convention being held at Chicago the week of September 11. Mrs. Garrison accompanied him, and we are sure they had a royal time.

T. P. Holland, road foreman, is also in attendance at the convention, while Mrs. Holland and daughter, Alice, are reveling in the entertainment and pleasures accorded the families of the delegates. There surely must be some vivid attraction up there, for Bob Holland, who is a machinist in the local shops, decided he absolutely could not miss the festivities, so accompanied his father.

Road Foreman Frank Ellis and Mrs. Ellis, also went to Chicago to be present at the convention, but were called home the first day after their arrival account of the death of a near relative.

L. E. Elliott, water engineer, was in Monett on the 7th, collecting samples of our drinking water, to be sent in to the State Board of Health, for bacteriological analysis.

"Moments We'd Like To Live Over Again"—T. F. Phillips, local storekeeper, had something of the sort in mind when he jaunted off on a week's vacation which he spent in absolute seclusion and rest on his father's farm near Springfield. To quote Mr. Phillips, the height of his activity during this week was to shoulder an old fishing pole and ramble down to the cool, shady stream, there to relax in utter

peacefulness and patiently await a nibble.

Jimmy Baron, day engine crew caller, spent September 15 and 16 in Springfield, visiting family and friends.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

The only disappointment about a vacation is when you realize it is over.

Mr. and Mrs. A. M. Trimble motored to Tulsa for Labor Day vacation and incidentally to try out their new Essex sedan—it's a beauty, too—bloomin' tires and everything.

At the Labor Day picnic held at Monett Park under the auspices of the Big 4 Brotherhood, Agent Brown and his squad defeated the Monett Commercial Club in a tug-of-war, receiving a box of hand-made Fredrick cigars as a reward for their strength.

Mrs. Ellis Nunneley and two daughters are visiting relatives in Seattle, Washington.

Mr. and Mrs. G. D. Shreve spent several days this month in Oklahoma City visiting relatives.

T. F. Phillips, general storekeeper returned to duties the 12th, after a vacation of two weeks.

Otis Burg has been acting night station master for the past month.

Dr. and Mrs. Norman P. Brown and two daughters, Dorothy and Norma have been guests at the home of Dr. Brown's parents, Agent and Mrs. A. T. Brown.

Mrs. Martha Bierer, of Raymore, Mo., and Mrs. R. E. Castelow, of Kansas City, mother and sister of Platform Foreman Bierer, have been visiting in the city and enjoying the many beauties of the Ozarks.

Hershel Horline acted as messenger boy at the freight office several days this month.

St. Louis may claim their "Lindy"; Greenwich Village their "Tunney" but it remains for Monett, the capital of the Ozarks, to have the distinction of raising the world's most famous horse-shoe pitcher in the person of Ray A. Guinney, bill clerk. He may be seen most any evening in an exhibition game at the city park.

Frank L. Kyler, switchman and magazine reporter at Monett has been appointed by Superintendent Magers as eastern division representative to attend the sixteenth annual convention of the National Safety Council at Chicago, Ill., September 26 to 30. The sessions will be held in the Stevens Hotel, which has just recently been completed and is said to be the largest hotel in the world. Mr. Kyler will be accompanied by his wife and mother and after the close of the convention, the party will visit Niagara Falls.

**OFFICE SUPT. TRANSPORTATION
SPRINGFIELD, MO.**

EULA STRATTON, Reporter

Vacations do last a long time, at least this office is still enjoying them. Elbert C. Hunt and wife spent their vacation visiting in St. Louis and Nevada.

Della Stevenson journeyed to New York, stopping at Washington, Boston, and other points of interest as did Eppa Delk of the refrigeration department, and so did George Silver, but the cities in the East being so large, they didn't even meet each other.

Bertha Schumacher took her mother to Columbia, Mo., for a visit with friends and stopped at Sedalia enroute to attend the fair.

Pearl Townes had a lovely vacation in Montreal, Canada, and Claremont, N. H., while Lillian Fuller visited her sister in Chicago.

Mr. and Mrs. R. A. Bonham motored to various points in Arkansas in their new Cadillac.

Have about decided to open an "Ask me another" column, so will try it out on the Frisco family:

Q. Where are the World Series to be played?

A. Ask Mr. and Mrs. John Breckenridge.

Q. Who's going to support the Frisco Girls' Club?

A. All of us.

Q. Who are the representatives from this office to the Club?

A. Cora Pitts, this department, and



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We supply all equipment and "Safety First Operation" — you control the speed by the amount you save monthly. Start now.

"Safety First Operation"

THRIFT ACCOUNTS

Monthly installments on basis of \$5.00 and up participate in dividend earnings on regular basis. If needed, savings are subject to withdrawal with accumulated earnings on short notice.

INVESTMENTS

Investment certificates issued upon payment of \$500.00 and up in multiples of \$100.00 and earning 8% per annum, with the dividend payable in cash January and July of each year, or the dividend may accumulate and compound semi-annually at the same rate. No membership fee.

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Marie Kidd of refrigeration department.

Q. Who traces a carload of Chryslers into Springfield and then buys one?

A. Virgil Hartley.

Q. Who, from this office, attended the Dempsey-Tunney fight?

A. Freda House.

Q. Who wanted to go?

A. Tom Feehan and the reporter.

Q. Who aided in securing the Bartlett-Collins Glass Company's business from Sapulpa?

A. Lester Langsford.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

Mr. H. F. Martin, chief clerk, has just returned from a trip to California, going via Denver, Salt Lake, San Francisco and thence to Southern California where he spent several days with Mr. Walter L. Schroeter, who was formerly fuel accountant for this road.

Miss Eleanor E. Finn has also recently returned from her vacation, an extensive tour east and into Canada going as far as Ste. Anne de Beaupre, Quebec, where she visited the wonderful Shrine. And went sight-seeing in Quebec, Montreal, visiting relatives in New York, stopping off at Washington, D. C., for a look at the capital city.

Mr. C. E. Bissell, fuel inspector, Pittsburg, Kansas, was in the office to confer with Mr. Collett on August 24.

Mr. Larry Kitts, fuel clerk, has been selected as captain of his group for the Frisco freight solicitation club and "udging from the talk he made to the men a few days ago we feel that we are developing a real "traffic man" in Mr. Kitts. The management may be sure that no business will get away from Larry.

The Labor Day holiday was very much enjoyed by fuel department employees, the following making short visits to out-of-town points: Miss Genevieve Vilsick went to Tulsa, Mrs. Louise S. Gibson to Jefferson City, Mr. Broe Mitchell and Mr. Lewis Blevans to Springfield, Mr. Al. Lutz to Mound City, Ill.

We are very sorry to report the illness of Miss Alice M. Cooke's mother and sincerely hope that she will soon be much improved.

ST. LOUIS ZONE BUREAU

R. A. WALT, Reporter

The Zone has taken over five additional stations representing the Butler Co. R. R., and the St. Louis K. & S. E. R. R., Effective October 1st, we expect to take over an additional 30 River Division Stations, making a total of 85 stations being handled by this office.

O. E. Heins, chief correction clerk, has gained the rank of the county commuters, haven recently taken possession of his new bungalow at Shrewsbury.

Mr. H. F. Sanborn of the traffic department, recently spoke to all employees of the Agent's force and Zone office in interest of increased traffic for Frisco lines. Mr. Sanborn made quite a hit with the lady clerks and they have redoubled their efforts to secure new business.

It won't be long now until Mr. S. A. Weishever will invite the boys to keep away from the front door. Sal says he wants to keep her a little while, as she only arrived yesterday August 31st. Mother and daughter are joining fine.

The Zone Bureau had quite a celebration last week when the water service department put the last ice water fountain in the rate department of the Bureau. The celebration wound up with a speech by our very able speaker Mr. C. A. Hagemeyer. Charlie says he doesn't care so much for the water

but does think the fountain is a very fine addition to the office.

**OFFICE OF CAR ACCOUNTANT
SPRINGFIELD, MO.**

MARIE ARNOLD, Reporter

During the past month Myrtle Lachmund was able to secure leave from Mt. Vernon for a two week visit at home, and the car accounting girls took this time to give Myrtle a hearty welcome, with a spread at the home of Catherine and Florence Lyons, 790 S. Fremont Ave. Myrtle reports herself much improved and certainly looked the part.

Louise Lawson announced her wedding date about a week before she resigned and before that date the girls planned several delightful surprises for Louise. Six of the girls from the office entertained for her and her bridesmaid from Kansas City, with a dinner party in the private dining room of the Ontra, a kitchen shower was given her one noon hour and a miscellaneous shower at the home of Amy and Mamie Bradley, with assistant hostesses. Louise was married at noon of the 10th to Mr. Henry A. Nelson of the store department, leaving immediately on the Sunnyland for the South.

Bessie Huff spent her vacation in Yellowstone with Carmen Bowman from transportation department.

Mildred Truman also went to Yellowstone with girls from the north and west side offices, but was held up behind washouts between Kansas City and Denver, several hours.

Yellowstone seemed to be exceptionally popular this summer, Nora Redfean and Anna Mason leaving immediately after the return of the others. They had quite an experience in being held up twelve hours between Denver and Cody behind high water, with nothing to eat for nearly twenty-four hours.

The great event of the month happened when Mabel Stiver resigned on the 15th after twelve years of service in this office. Girls from the reclaim and private car line departments gave a shower in Myrtle's honor, which was attended by girls from several offices of the building and many who had previously worked with her before resigning. Myrtle leaves many friends in the Frisco who wish her much happiness as Mrs. "Bill" Eckman.

**PASSENGER TRAFFIC DEPT.
ST. LOUIS, MO.**

MOLLIE S. EDWARDS, Reporter

Mary Ansbro and her two sisters spent a pleasant vacation in the Ozarks, Rockaway Beach, Taneycomo, Mo.

W. G. Rodenroth and wife spent a restful vacation in Illinois. Mr. Rodenroth says it was quite restful for all he did was eat and sleep. From the looks of his coat of tan, we doubt it.

Tom Williamson is shaking hands with himself for being called "Lucky". One morning about a week ago he came in on the suburban train to work and not until noon did he discover that he had lost his purse. He reported it to the lost and found department, but not hearing that same had been found he naturally thought he was out the money and the purse. About four days later a gentleman came in the office inquiring for Tom and here to Tom's pleasant surprise was his purse with the fifty dollars intact. Some people naturally born lucky, eh?

O. D. Chalmers and wife returned from a vacation spent sightseeing in their car and a visit in Detroit. O. D. says he was more tired when he got back from the vacation than he was before he started, reason wasn't given.

Jimmy Payne says he has accomplished one thing on his vacation—

learned to drive nails and saw a board straight. Incidentally he was trying his best to build a garage for his new Chevrolet.

Robt. Reed and wife drove to Chicago over Labor Day.

Richard Knoll and brother August, Frank Zoellner and family drove to Perryville, Mo., and vicinity over Labor Day.

Frank Shea, city passenger agent, Chicago, Illinois, was a visitor in the office. We were all glad to see Frank which was his first visit to the office since he was appointed city passenger agent.

Who said September 13th wasn't a lucky day? Ask Harrison Will, he will tell you it is. A big 8 pound girl at his home—well, you should see his smile.

Mollie Edwards spent Labor Day visiting friends at Gideon, Mo.

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Just a wee bit of news from the Passenger Traffic department Bowling team:

"Aw'board" "Too-oo-oot" "Clang, clang, clang, clang" No. 5 that crack "Texas Limited" Bowling team is off to a flyin' start. Captain Hessler is at the throttle, Baumgartner firin', Coyle wearing a conductor's top piece and Harkenback brakin'. Come on Baumgartner throw that coal in, we just gotta beat that Southwest limited if we have to blow a cylinder head, the Texas Special took us down three in a row last week, but we can't let it happen again. Keep your hands off that brake Harkenbach. Wow, we've got that Southwest Limited doing plenty with our handicap we win 902, 847, not so worse. Here we go on No. 2, Baumgartner give us a good head o' steam and watch us travel. Ye, Owie, we take No. 2 scratch with our handicap, she stands 974, 737. All right fellows we got 'em on the run. No. 3 oughta be easy if our steam pressure holds up. All together now, give 'em fits. Oskay, ow, start shoutin', three in a row, the last one 974 against 878 including handicaps. Now watch us step, nothin' can stop this train, no, sir!

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Mrs. Elmer McCrory, wife of trucker, is very ill at the home of her parents Mr. and Mrs. G. E. Uselton, on East Avenue. We wish Mrs. McCrory a speedy recovery.

Mary Henderson, daughter of our timekeeper Eugene Henderson, is a teacher of history and english at the Southwest City High School, Southwest City, Mo.

Mr. and Mrs. W. T. Sloan, Mrs. Hattie

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MEMBERS, ST. LOUIS STOCK EXCHANGE

McGilvry and sons, Harold and Herman, have returned to their homes after a two weeks' trip to Chicago, Detroit, Buffalo and Niagara Falls.

Mr. and Mrs. Chas. C. Meyer, visited in Belleville, Ill., and St. Louis, Mo., September 4 and 5.

A very pretty wedding took place Saturday noon, September 10, at the Benton Avenue Methodist Episcopal church when Miss Louise Lawson and Mr. Henry Nelson were united in marriage. Rev. W. K. Chatten, pastor of the church read the services before an altar banked with ferns and garden flowers. Preceding the bridal party Miss Edna Nelson sang "I Love You Truly", accompanied by Miss Marie Pering, who also played the Lohengrin bridal chorus during the ceremony. The bride wore a gown of blue crepe over white satin and carried a shower bouquet of roses and lilies of the valley. Miss Gladys Murphy of Kansas City was bridesmaid and wore a lavender crepe satin dress with which she carried an arm bouquet of roses. The groom was attended by his brother Mr. Oscar Nelson of Fort Worth, Texas. After the ceremony a wedding luncheon was served at the home of the bride's parents to the bridal party and the minister and his family. The young couple have a large circle of friends here, including many at the Frisco offices. They left for Memphis, Tenn., for a short honeymoon and after their return to Springfield will be at home to their friends at 918 North Grant Avenue. Mr. Nelson is a checker at the general store room.

H. H. Howard, trucker, reported a fine trip to Kansas City, Mo., recently.

Dale B. Carr, trucker, and Anna Elam were quietly married Monday night, August 29, at 8:15, at the home of Rev. Walter B. Prophet, 797 W. Calhoun street. Store room employes extended congratulations to the young couple.

Mr. and Mrs. Joe Wilson, Mrs. T. C. Thompson, and Mrs. Dan Lines motored to Hulston's Mill on Big Sac river, six miles northwest of Everton, Mo., Sunday, September 4. Joe says this is a fine place for fishing and squirrel hunting.

Mr. and Mrs. J. M. Saddler announce the birth of a son, Hershel Oliver, August 28th. The young man weighed 8 1/4 pounds. Mr. Saddler is a checker at the store room.

E. A. Thomas and wife visited in Tulsa, Okla., September 4 and 5.

A. M. Click, stock man, and family have returned home after a two weeks' visit in Florida and Birmingham. Mr. Click's trip wasn't very enjoyable account of him taking ill the first week he was away.

One can never tell about the future of a store house employe, especially one that applies himself and takes the advantage of the opportunities furnished a young man in our present day colleges. Wallace R. Biggs, a young Springfieldian, worked in the store department during vacations, has graduated from our city high school, Drury college and graduated from the Washington "U", St. Louis, Mo., has now been assigned as instructor of Freshman English at the Oregon State College, Corvallis, Oregon. While in Washington University, Wallace was assistant in American Literature. He left September 6, to take up his duties in the Oregon State College. Wallace is a mighty fine young man and the store department is proud of his success. He was a loyal Frisco employe and I am satisfied he will boost for the Frisco wherever he is located.

OFFICE GENERAL MANAGER
SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

The ax of economy has fallen in the general manager's office as well as

elsewhere, chopping off the position of transportation clerk, forcing Danley to displace Williams, Williams to displace Miss Burnett, who, in turn, forced Miss Ann McClernon to exercise her seniority on the Eastern Division. While, naturally, the necessity of such action is regretted, they are all on the job with undiminished loyalty and with the hope that the next move will be forward.

Victor Gleaves acted as secretary to Mr. Sisson several days during the month, relieving Hobart Madison, who was ill.

Z. M. Dunbar won second prize with his dahlias at the Springfield flower show.

George Lodge has returned from a fishing trip up around Crocker. George caught the legal limit of bass every day of his stay, but fishing success is the usual thing with Lodge.

At this writing, C. H. Baltzell is in his Chicago camp, getting ready to care for the Frisco crowds who attend the championship bout. Tex Rickard complimented Mr. Baltzell highly on his diagram of Soldier's Field and the service the Frisco is giving its patrons.

Mr. Stephenson has been enjoying a float on the Current River. He will be back at the office tomorrow, proclaiming fisherman's luck, which, we hope, has been splendid.

TELEGRAPH DEPARTMENT

P. B. X. OFFICE, FT. SCOTT, KANS.

MISS ALICE HOGAN, Reporter

R. H. Hubbard, trainmaster, has been suffering with his annual attack of hay fever and is planning a relief trip West soon.

Dispatcher J. F. Lee and wife recently spent the week-end in Tulsa visiting friends.

Mrs. Edith Austin, chief operator, spent a few days in Shawnee the latter part of August.

Miss Gladys Roth, dispatcher's stenographer, is the proud possessor of a new Buick brougham.

Operator J. A. Miller, Jr., is breaking in as dispatcher and will be relief man here.

Alice Hogan, PBX operator, spent her vacation in Oklahoma City and Edmond, Okla.

A teletype printer is being installed in "FD" office and Ft. Scott will now be better able to take care of their increasing telegraph business.

A. P. Parks, night wire chief, and family, while motoring in the country

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recently suffered a near accident. They encountered a bumble bee and in the excitement the car left the road and overturned in a ditch. On arrival of help they were pulled out and drove home, none the worse for their experience.

WOODALL'S GANG—ROGERS, ARK.

E. L. BRAY, Reporter

We turned our transfer cable Sept. 7, extending it through the city of Rogers so we have quite a bit of work to do in this mile. We have two cable poles to work; one at the Western Union uptown office and one at the Frisco depot where there is also a sub-box to install.

During the month we were visited by General Foreman Musgrave and Chief Lineman Parrett. We always enjoy their visits very much.

Foreman Woodall announces that he will begin his annual vacation September 15.

Lineman P. W. Mead relieved division linemen Wood at Springfield and Wolfe of Tallhina last month. Mead was off a few days the first part of September account sickness.

We have a new motor car driver now. "Slick" Anderson reported here August 18, to fill that position and he has the old car doing nicely.

Ramond Speegle transferred to this gang from Foreman Donahue's gang to fill vacancy caused by the transfer of Garrett Wright to Oliver's gang.

Lineman R. C. Yancy returned to this gang Aug. 31, after an 8 months' stay in the floating gang and one month of relief division work. He also spent one month on vacation in New York.

Tom Pentzer, groundman, returned to this gang September 1, after having been layed off account reduction in force August 8. We are glad to have him with us again.

Assistant Foreman Ross Rancier is laying off a few days. He is relieved by lineman A. R. Speegle.

We have moved back up town after having spent a month on a spur in a tourist camp three-quarter mile from town. We are glad to be in the bright lights again.

OLIVER'S GANG—BOICOURT, KAS.

EDWARD BROWN, Reporter

This gang is progressing nicely with the work. We expect to move to Pleasanton within a few days.

Lineman Garret Wright has recently been transferred here from Foreman Woodall's gang.

Lineman Wischart has transferred to Donahue's gang.

Foreman A. Oliver has returned to work and reports a good time on his vacation.

We are all enjoying the cat fish our new cooks are serving here at present.

Earl Todd of Seymour has reported here for work as groundman.

Lineman Kelso and Groundman Cook have resumed their duties in this gang.

Assistant Foreman R. B. Jones' son Fred returned to his home in Texas few days ago.

This gang is glad to report NO ACCIDENTS for the past two months.

EDWARD'S GANG, WINFIELD, ALA.

HARRY S. SMITH, Acting Reporter

John Atkinson, regular reporter is on a 30 day's vacation.

Joe Cox, groundman, has been in the hospital for some time. He was operated on for appendicitis. We wish him a speedy recovery.

Foreman S. Edwards has returned from his vacation. He was off two weeks and Mr. H. E. (Uncle Hugh) Kubank was our relief foreman.

Clinton Jaudon, groundman, is off account of sickness.

No accidents this month.

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HARRIS' GANG—ARDMORE, OKLA.

MARSHALL WILSON, Reporter

This gang is nearing the end of the branch line from Madill to Ardmore. Lineman E. C. Holt returned to this gang August 29, after five months on division relief work.

Lineman E. L. Wilson has just returned from a fifteen days' vacation in Tennessee.

Groundman Fay Coble and Lineman Lynn A. McKinney have returned from their vacations and everyone glad to see them.

We have just received our old motor which has been in the shop for repairs for some time.

Mr. and Mrs. E. S. Harris, N. H. Harbison, D. A. Standridge, Thomas M. Wilson, and their families spent Labor Day on a picnic at Turner Falls, Okla.

Lineman J. M. Saxon's wife left September 1, for a few days' vacation in Missouri.

Groundman W. E. Ward is spending a few days' vacation in Ft. Towson, Okla., visiting relatives.

Agent Horne at Garnett underwent an operation in the St. Louis hospital this week. Reports indicate that he is doing nicely. We hope for his speedy recovery.

Assistant Superintendent Hutchison is spending his vacation in St. Louis.

Assistant Superintendent Hale has just returned from his vacation, spent in Florida.

Assistant Superintendent Clerk Irma Brown now away on her vacation is expected home soon.

**CITY TICKET OFFICE
 TULSA, OKLA.**

PHIL. F. ATKINSON, Reporter

Mr. Leo Rovello is the new stenographer-clerk at the city ticket office, he having been permanently assigned to that position September 12, 1927.

Mr. and Mrs. R. E. Dawson and family spent Labor Day at Fairland, Okla., visiting friends and relatives.

Mr. D. M. Hickox, city passenger and ticket agent, accompanied the Ward-Belmont Special party from Tulsa to Memphis, Monday, September 12, 1927.

The writer spent Labor Day at Cherokee and Pittsburg, visiting friends and relatives there.

The Oklahoma Special to the West coast returned to Tulsa after an extended tour of the Northwestern part of the United States. Mr. P. E. Buessé, passenger agent, accompanied the train from Kansas City and reports that everyone was in high spirits and stated that they all had a very enjoyable trip.

Mr. Dan Rogers and family, of Oklahoma City was a Tulsa visitor last week end.

Mr. W. H. Davidson of Dallas was in Tulsa Sunday, September 11, 1927.

Mr. and Mrs. J. L. Douglas of Oklahoma City celebrated Labor Day at Tulsa.

Mrs. D. M. Hickox spent the week of August 22nd, in Oklahoma City visiting friends and relatives.

Everyone in the city office is working hard these days, securing passengers over the Frisco Lines to the Dempsey-Tunney fight at Chicago. We are expecting to secure enough to warrant a special train from Tulsa, September 21, 1927.

SOUTHWESTERN DIVISION

**TRAINMASTER'S OFFICE
 SAPULPA, OKLA.**

R. E. LEACH, Reporter

Trainmaster Rudd has moved his family from Fort Worth to Sapulpa. We hope they will like their new home.

Dispatcher Gordon made a business trip to Francis this week. Evidently heard the oil calling him.

Night Trainmaster Long and Dispatcher Hyde went fishing last week but as usual they had "fisherman's luck".

Third trick Operator Ahmic at "XY" office has tendered his resignation to accept a position with an oil company. We hope he likes his new position.

Fuel Supervisor Natchman was in our office the other day looking after the company coal situation.

FREIGHT AND PASSENGER DEPARTMENT OKLAHOMA CITY

VICTORIA WALKER, Reporter

H. C. Conley and wife returned 23rd from their vacation which was spent in Wabaningo, Mich.

Glen Cease, assistant ticket clerk, attended convale of Pi Delta Koppa Fraternity week end of August 27th of which assembly he was elected national grand president.

Mrs. J. D. Rogers, wife of chief clerk, and Mrs. J. L. Douglas, wife of traveling passenger agent spent Labor Day in Tulsa.

C. V. Benander, rate clerk, and wife spent a few days this month visiting in Enid.

Fred E. Carter, president of the Oklahoma City Frisco Traffic Club, has been seriously ill for the past few weeks, and no improvement for the better as yet. It is hoped by all employees that his condition will at once make a change for the better.

May Mee Cerveny spent week end of 27th at her home in Prague, Okla.

Philomena Vorderlandwehr spent Labor Day at her home in Kingfisher.

Roy Hughes and wife spent week end of the 4th at Medicine Park fishing. Roy says he caught lots of fish.

CAR DEPARTMENT NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Mr. R. L. Beckwith, chief inspector, and family have just returned from a two weeks' jaunt in the Ozarks south of Springfield, Mo. Mr. Beckwith reports a very enjoyable time and praised the scenic beauty of our natural playgrounds very highly.

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"Tulsa's Oldest Bank"

Mr. Buck Duncan, wrecker foreman is now taking a two weeks' rest from the endless round of duties which ordinarily claim his attention. Mr. Dallas Hower is handling the wrecker during the absence of Mr. Duncan.

Mr. Joe Schilling, staunch Oklahoma City booster was required to forego the pleasure of living there during the absence of Mr. Snodgrass, piece work checker. Am unable to state definitely just where Mr. Snodgrass spent his time but believe it to have been in some remote spot well removed from all the worries of railroading.

Gene Sweet, formerly porter extraordinary in this office has severed connections with the Frisco and launched forth in the transportation game on his own hook. To be explicit Gene has gone into the taxi business and is now working on his first million.

Mr. Albert Sasser, triple rack man, is back from the St. Louis hospital where he secured the material for the old, old story which starts out, "Now when I had my operation," etc."

Mr. Joe Owens, car carpenter spent the last two weeks in Pensacola, Fla., visiting Mr. John Dyer who was transferred to that point from West Tulsa.

C. R. Clark has just returned from his vacation and Walter Whittaker is planning on one.

WEST TULSA STORE DEPT.

OTIS R. RULE, Reporter

Mrs. Tom Mishler and children visited relatives in Douglas County, Mo., August 21 to 29 inclusive.

The writer spent his vacation visiting relatives and fishing in and around Afton.

Mr. S. R. Gardner, division storekeeper, took the remainder of his vacation from September 3d to 11th, inclusive, and reported having a very nice time.

Miss Janice Coffey, stenographer, spent Labor Day visiting friends in Dallas.

Mr. E. A. Thomas, stock clerk from Springfield, visited here September 3.

Mr. Dwight Irby visited relatives in Afton August 18 to 20 inclusive.

Mr. Thomas E. Alsop, vice general chairman of the B. of R. C., spent August 30 and 31 in Tulsa.

Miss Janice Coffey was visiting relatives and friends in Oklahoma City September 11.

James Counts and wife visited in Afton September 2nd to the 5th.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Mr. W. T. Trisler, our roadmaster, spent a two weeks' vacation in California, and reports a wonderful time.

Several changes have taken place on the Cherokee Sub during the past month. W. E. Peteet who has been in charge of Red Fork section has transferred to Wyandotte. A. S. Walker has transferred from Wyandotte to Dawson. Luther Howell has been assigned to the White Oak section. W. Tipsword has been transferred to Red Fork and Tom Grimes is temporarily in charge of East Tulsa.

Fred B. Shedd who has been our roadmaster on the Tulsa terminals for past year has been transferred to the Chickasha Sub. We all wish Fred success on his new territory and know if he handles it as well as he did the Tulsa terminals he will go over big. Walter Marsh has succeeded Mr. Shedd in the Tulsa Terminals as Roadmaster, we all hope for and anticipate all success for Mr. Marsh on his new position.

Felix Arnall of Granby is visiting in Kansas City.

A timekeeper has been added to the track forces of the Tulsa terminals. Mr. Wm. Wilke, who needs no intro-

duction to this department has been assigned the position.

Edward Dillon who has been working for the past few years in Sapulpa as crossing watchman, died in the Sherman hospital on September 8. His many friends in Sapulpa were greatly grieved to learn of his death and will miss his cheerful greeting.

Extra gang No. 142 is engaged in building up the Howard Branch. This is a very valuable asset to the Frisco on account of the rapid growth of the city of Tulsa. All exhibits for the Petroleum Exposition to be held next month in Tulsa will be unloaded on this branch. Adequate facilities have been built by the B&B department to handle the business, in first class shape.

James Jackson has been relieving Ed Duncan, foreman at Claremore for the past two weeks, while Ed was enjoying a vacation.

Mr. and Mrs. Heard of White Oak are visiting relatives in Fort Worth.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

Mr. O. H. Reid, commercial agent, returned just after Labor Day from his vacation, which was spent at Vancouver, Seattle and other northern points.

Mr. R. C. Culter, soliciting agent, and Mrs. Culter returned last week from their vacation. They visited Buffalo and several other eastern cities.

Mr. W. B. Baxter, chief clerk, spent Labor Day in Sherman, Texas, with relatives.

Miss Letitia Maloney, stenographer, who left the service about three months ago, has returned to her old job. We were all very glad to welcome her back.

Miss Marjory O'Brien spent Labor Day in St. Louis, visiting relatives.

Mr. F. C. Castle, diversion clerk, was under the weather one day this week and looked for awhile as though he was going to have appendicitis, but his condition improved and he was back on the job the next morning.

Mr. and Mrs. R. M. McGlasson spent Labor Day in Dallas, Texas, visiting relatives.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

ARTHUR D. MINICK, Reporter

I regret very much at this time to



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report that Mr. Fred E. Carter, our president of the Greater Traffic Club, Local No. 4, is confined in the hospital, in a very critical condition. (Editor's Note: Mr. Carter passed away September 21.) Mr. Carter was elected as president upon the organizing of the Traffic Club at Oklahoma City and has been one of the liveliest and best boosters on the entire system. We can all look upon Mr. Carter for making such a success of our Club, Local No. 4, as he is at all times talking FRISCO, and has made an unending effort to establish a greater Club and secure more business for the Frisco.

Want Mr. Huggins to publish all of the items I send in today, as I was on my vacation at the time the last issue of the Magazine went to press and I would like to catch up a little. (All right, Art.—W. L. H., Jr.)

All employees at Oklahoma City wish to extend sympathy to Mrs. Monte Atteberry, in the recent death of her husband, who was fatally injured at this point on August 27th, while discharging his duties as millman.

Chas. B. Louzader, machinist, who has been relieving Mr. Beeman and Mr. Bybee, roundhouse foremen at Francis, Okla., has returned to work at this point this date.

Mr. E. L. Phelps, car foreman, spent his vacation in Colorado and Utah. He says he had a very nice trip, but was glad to get back to Oklahoma City.

Wiley Dove returned recently from Ocean Springs, Miss., where he was born a little over 69 years ago. Wiley says he did nothing but eat watermelons and chickens, which all "smoked Irishmen" are very fond of.

Carl S. Ward completed his apprenticeship of 1,200 days on the 14th and has now been promoted to machinist first class. I feel that his training at this point will be most beneficial to him as a machinist. Good luck to you, Carl.

Will Temple and Edgar "Doc" Grimmett both made a trip to California, but have not had a chance to find out what a time they had, but I know they went together for the purpose of a good time.

Geo. A. Minick, former chief caller and car distributor at East Yards, has been made agent at Jones, Okla.

Machinist Max W. Ward and wife spent their vacation at Medicine Park, staying about ten days at the resort. Plenty of fish were caught, but don't think they caught any snakes or got bit by any, as I think they had plenty of snake bite remedy.

G. G. Harrison, chief clerk, has left for Norman, where she will enter the University of Oklahoma.

Miss Reon and Mr. Paul Denny, daughter and son of our agent, Mr. L. G. Denny, West Tulsa, also left for Norman, where they will resume their studies at the University.

Yardmasters G. R. Warren and F. W. Warren have returned from a several days' fishing trip.

We are glad to welcome Mr. W. Marsh, who has been appointed roadmaster in charge of the line between Tulsa and Sapulpa, including Tulsa, and our kindest thoughts follow Mr. F. B. Shedd, who was transferred to the Chickasha Sub.

Messrs. H. W. Miller and M. Saxon made a business trip to Cleveland this week.

Mr. M. L. York, yardmaster, is spending his vacation visiting relatives in Texas.

Mr. D. J. Lyons, yardmaster, has returned from Springfield, where he was called on account of the illness of his mother, who was much improved on his return.

MECHANICAL DEPARTMENT
SAPULPA, OKLA.

L. A. MACK and O. R. TUCKER,
Reporters

Miss Myrtle McConnell, comptometer operator, has returned to work after having spent some time in Edmond, Oklahoma, due to the serious illness and death of her mother. Death was due to paralysis. We wish to extend our sympathy to Miss McConnell.

Loren J. Hudspeth, distribution clerk, has handed in his resignation, effective September 16th. Mr. Hudspeth is taking over the management of a filling station at Afton, Okla.

O. R. Tucker, car clerk, spent last week-end in Miami, Okla., visiting with his father and mother and sister, Beatrice, who underwent a minor operation at the Miami hospital. Miss Beatrice was, for a short time, employed at West Tulsa in the car foreman's office.

Jos. Paisley, formerly car clerk, has accepted the position as distribution clerk made vacant by the resignation of Mr. Hudspeth and Mr. Rex Escue has accepted employment as car clerk.

Mr. J. S. Jowers, general car foreman, with Mrs. Jowers was an attendant last month at the Master Car Builders Convention at Galveston, Texas.

Machinist Vince V. Nickless, West Tulsa, is the proud father of a baby girl, born September 25, 1927.

Machinist Ed. Schall has been away from work account of illness.

Machinist Joe Kelly, West Tulsa, has returned from his vacation, which was spent on a dove hunt in Sunny Texas.

Third Class Machinist Shelby Hall, West Tulsa, is away on a vacation, which he is spending in Missouri, at his home.

Tool Room Attendant Geo. Abramovitz has returned from his vacation, renewing old acquaintances in the South.

Boilermaker Pat O'Brien, is at the St. Louis hospital for a minor operation.

Harry S. Davis has returned from his vacation, which was spent partly on the road in his famous Cadillac and mostly at home supervising the building of a new stone residence on his place near Jenks, Okla.

Truck Packer Thomas Winfield is on his vacation in Arkansas.

Albert Scott, truck packer at West Tulsa, is the proud owner of a Dodge roadster.

Victor Douglas, third-class machinist at West Tulsa, has invested in a new Dodge coupe.

Fireman John Bruce is in the hospital account of malaria.

Engineer T. W. Griffin presents another case of loyalty. He brought train No. 9 into Tulsa, September 15th, and it was necessary to send him to St. Louis hospital on No. 4 the same day, account of an attack of illness.

Fireman C. C. Higginbotham is on a leave of absence account of vacation in California.

Engineer C. C. Prescott has returned from a leave of absence account of illness.

Fireman C. L. Ford, who has been away on a leave of absence account of illness, has returned to work.

Night Roundhouse Foreman H. C. Strickler is away on a vacation.

West Tulsa still continues to show improvement and is rapidly approaching the model terminal on the Frisco. We have completed the new 125-foot concrete smokestack for the stationary power plant and the stack stands out

OFFICE SUPT. TERMINALS
WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

During the month of August, 1927, in Tulsa Terminals, there were five hundred and forty freight trains run. We also handled four thousand and ninety cars of oil which originated at Tulsa, and handled three thousand seven hundred and seventy cars of oil through this terminal which originated at other points on the line. The freight house loaded one thousand and fifty-four outbound cars of merchandise and worked one thousand five hundred and five inbound merchandise cars, a total of two thousand five hundred and forty-nine cars. This entire amount of merchandise was handled with only four errors made in loading, or a total of six thousand five hundred and forty-one shipments handled to each error made. This is a splendid record for our warehouse foreman and his assistant.

Miss Christine Vanderford has returned from a pleasant vacation, which she spent at Pensacola, Florida, and with her parents at Sherman, Texas.

Messrs. Herman L. Bolen and Geo. Kyger are attending the American Legion Convention, which is being held at Paris, France.

Miss Frances Harrison, daughter of

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OLIVE TO PINE

as a landmark and a record of improvements that the Frisco Railroad is making at this point.

**ACCOUNTING DEPARTMENT
SAPULPA, OKLA.**

C. P. HENSLEY, Reporter

Folks, the fishermen of this depart-

ment are: Bill and Voucher Clerk L. A. Wright and Shop Accountant W. D. Jones. When the rumor that a hungry bass has been located within the radius of twenty miles, Leonard may be heard to say, "Bill, come by for me tomorrow morning and we will go get him", and if Bill's alarm clock works, they go "get him" (sometimes).

The members of our force who spent Labor Day out of town were:

Shop Accountant and Mrs. W. D. Jones in Springfield.

Miss Mary Potter Wilcox, stenographer, in Okmulgee.

H. E. Fariss and C. B. Hensley in Holdenville.

Mrs. F. J. Gillis, wife of completion clerk, spent several days visiting friends in Springfield recently.

We are glad to report that Mrs. R. E. Pipkin, wife of division accountant,

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has returned home after undergoing an operation in the S. B. A. hospital in Topeka, Kans.

Due to the absence of C. P. Hensley, who has been off for several days account of sickness, we have an unusual amount of work to do. But we were able to close the August accounts with little delay. Preston is now in the hospital at Sherman, Texas.

H. H. Betts is back with us after spending some time checking payrolls in the Western Division and vacationing in the vicinity of Springfield.

**OFFICE GENERAL AGENT
OKMULGEE, OKLA.**

D. B. McCAIN, Reporter

Mr. and Mrs. K. F. Wilhelm announce the arrival, on Labor Day, of a son, Earl Eugene. K. F. answers to the call of "Papa" with a broad smile.

Mr. and Mrs. R. E. Bell spent a week with their daughter in Dallas, Texas.

Mr. and Mrs. H. T. Wood and family spent the holiday with their parents at Sasakwa.

Mr. and Mrs. Geo. Hilseimer are leaving the 18th for a trip to Illinois and Ohio. George says he is going to see the Dempsey-Tunney fight.

Miss Hughey, who has been ill for some time, is much improved and expects to return to work soon.

WESTERN DIVISION

**TRANSPORTATION DEPARTMENT
WESTERN DIVISION—ENID**

Our Slogan—Boost or Blow

CAMPBELL & CAMPBELL, Reporters

It was estimated that fully 1,000

employees and their families enjoyed the hospitality of Blackwell at the Greater Traffic Club's picnic held on August 28th. The city was turned over to the visitors and the Chamber of Commerce furnished automobiles to take the picnickers from the train to the park and then to take them over the city on a sight-seeing tour. A special train was run from Bessie to Enid, arriving here in time to connect with the picnic train from here, and the crowd arrived at Blackwell about 10 a. m. The return trip was started at 5 p. m., and another special left Enid about 7:30 to take the folks back to the Enid sub. The crews that made it possible to handle the specials were Engineers V. A. Sinclair and T. M. Reasley, Firemen H. J. Jenkins and Roy Adams, Conductors Bert Erwin and G. H. Mettler and Brakeman G. C. Tribble. Everybody had a good time, and they will probably be such good boosters that a great many more will go next year, as the event is to be annual. Mr. J. J. Bernard, chairman of the Greater Traffic Club, hopes to have all present next year.

Miss Blanche Hicks, distribution clerk, spent a week of her vacation visiting the home folks. Expect she is saving the rest of her vacation for Christmas.

Miss Ila Williams, very important clerk in the master mechanic's office, is now on her vacation, and will do some extensive traveling for the next two weeks.

So far this month, we have handled 90 cars of green fruits from Avard to West Tulsa, only handled 80 cars during the entire month of September last year.

Craig Campbell, yard clerk, has been signed up by the St. Louis Cardinals. Craig is one of Arch Campbell's sons, who was such an ardent baseball fan, and who managed the Chaffee team for

several years. Congratulations, Craig, and the best of good luck.

RIVER DIVISION

**OFFICE OF B. & B. AND MAIN-
TENANCE OF WAY
CHAFFEE, MO.**

EVA WRAY, Reporter

Mr. C. W. Harris and family of Canolou, Mo., have returned from a vacation spent in Gary, Ind., and Chicago, Ill., visiting relatives.

Mr. J. T. Pearson, who has been section foreman at Gravois, Mo., is now located at Cape Girardeau. Mr. Pearson lived in Cape Girardeau before going to Gravois.

Mr. J. Z. McLafferty succeeded Mr. Pearson at Gravois.

Section Foreman A. A. Miller and wife, of Campbell, Mo., are visiting their son, R. A. Miller, at Sapulpa, Okla. R. A. Miller was formerly employed as operator on the river division, but is now employed in the Sapulpa Relay Office. They were accompanied to Sapulpa by their son, Earl, who will go from there to Springfield, Mo., to attend Draughan's Business College and prepare himself to join the Frisco family.

The bridge and building department is now building an engineers' wash room near the yardmaster's office at Chaffee, which will be quite an improvement over their present quarters. They are also very busy strengthening bridges for heavier power on the Pig-gott sub-division.

Mr. Leonard Williford and family of Matthews, Mo., are vacationing in Sheffield, Ala.



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CONVENIENCE AND SERVICE

The family of Bridge and Building Laborer Ray Wisdon, of Crowder, Mo., have gone to Benton, Ill., for a few days.

We wish to extend our sympathies to E. E. Warren, section foreman at Menfro, at the loss of his wife, who passed away September 14th, at her home.

Norman Graham and wife, of Dell, Ark., enjoyed their vacation at Holly Springs, Miss.

The rail for the new extension to the passing track at Portageville, Mo., has been received and the track will be completed this month.

We are starting construction of a new track for the American Steel Bridge Co., at Cape Girardeau, Mo., in connection with putting a traffic bridge across the muddy waters of the Mississippi River.

Mr. Bud Cathey has resumed his duties as section foreman at Poplar Bluff, Mo., after having been off for several weeks, due to a nervous breakdown.

"Polly" (Miss Ila Cook) has completed her circuit for this month with the exception of about 90 miles.

**OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.**

ILA COOK, Reporter

Vacation times are nearly over. Ye scribe has not had her vacation as yet. They all seem to think as I have been out in Ft. Scott, working for seven weeks that I have had my vacation. Would like to say a good word for Ft. Scott, right now. They surely have a dandy force to work with.

Mr. and Mrs. T. J. Sweeney and Mr. and Mrs. H. H. McGarvey motored to Blytheville, Ark., to spend the holiday.

Mrs. W. R. McDonough is much improved after being in a Cape Girardeau hospital some time with malaria fever.

Miss Esther Ridgon spent Sunday and Labor Day with Miss Irene Lohmeyer, in Dexter, Mo.

Eddie heard says he had a pleasant holiday repairing and cleaning his car and canning tomatoes.

Trainmaster's Office

Mr. and Mrs. J. L. Mumma have returned after a month spent in the mountains of Colorado.

Mr. and Mrs. J. R. Abernathy are visiting in the East. They will return by way of Chicago for the Tunney-Dempsey fight.

Mrs. Tom Hudson is recovering after a two-weeks' illness.

Mr. and Mrs. C. G. Emerson of Neosho, Mo., are visiting Mrs. Emerson's

sister, Mr. and Mrs. J. R. Magner.

Miss Berenice Horstman is spending some time visiting in Puxico, Mo.

M. H. Stubblefield is able to be back at his desk, following an illness which confined him to bed for several days.

Trainmaster Frank Morgan and family have moved into their new home on Third Street.

Miss Lizetta Wehling entertained last week in honor of Miss Hortense Watts, of Newburg, Mo. Miss Watts will go from here to Hayti, Mo., returning home in about two weeks.

Mrs. Nannie Fisher and daughters, Dorothy and Sarah, of Poplar Bluff, Mo., have been the guests of Mrs. J. R. Abernathy. Miss Dorothy went from here to Nashville, Tenn., to enter the Nurses' Training School of Vanderbilt University.

Mrs. J. E. Barber and daughter, Miss Eva, visited friends here over the week-end.

Freight House

Mrs. Earl Fatchett is making an extended visit with Mrs. T. H. Simpson and family of St. Louis. Frank Morgan, Jr., who has been visiting his grandparents there, will return with Mrs. Fatchett to Chaffee.

Mr. and Mrs. A. W. Fay have had as their guests W. H. Cordrey of Cambridge, Ill., and his sister, Mrs. C. G. Gardin and two children, of Chicago, Ill. They made the trip by automobile and will go from here to Hot Springs, Arkansas.

**MECHANICAL DEPARTMENT
CHAFFEE, MO.**

LEOTA FRIEND, Reporter

Night Roundhouse Foreman W. F. Burgess purchased a new Nash coupe.

A. R. A. Clerk John Crippen returned September 12th from a six-day vacation spent in Bonne Terre, Mo., visiting relatives.

Engineer J. R. Abernathy and Mrs. Abernathy are spending thirty days in the East. Mr. Abernathy secured tickets for the Dempsey-Tunney fight at Chicago.

Walter Hensel, student piecework checker, has just returned from a vacation spent in Ft. Dodge, Kans., and Amarillo, Texas.

Mr. E. E. Nixon and Road Foreman Barrett attended the Traveling Engineers' Convention in Chicago from the 12th to the 16th, inclusive.

Due to continued ill health, it was necessary for Mr. J. S. Meidroth, road foreman of equipment, to take sixty

days' leave of absence. Mr. Henry Campbell is acting road foreman during the absence of Mr. Meidroth.

John Sheeley has been selected as mechanical representative to attend the National Safety Congress, which convenes September 26th, at Chicago. Mrs. Sheeley will accompany her husband to Chicago.

M. J. Barrett and wife spent the latter part of August in Hot Springs, Ark.

We regret to announce the death of Crowley Lee Scott, fireman, who was killed in an accident at El Reno, Okla., August 29th. Interment was made in the Chaffee cemetery, September 1st. Our sympathy is extended to Mrs. Scott and family.

The Sunnyland Serenaders furnished the music for a dance given at the Chisca Hotel in Memphis by the Frisco employes on Saturday night, September 10th. River division was represented by Misses Eva Wray, Mary Dalley and Leota Friend. The only regret is that more of the employes of the river division did not take advantage of the invitation to attend the dance. Understand the Sunnyland Serenaders are to furnish music for the Neighbor Day program in Benton on October 6th, and want to insist on as many as possible attending Neighbor Day at Benton, and likewise have the pleasure of hearing the music furnished by this orchestra. Also want to express our thanks to the southern division employes for an enjoyable evening.

Joe Baronowsky is spending his vacation in Evansville, Ind., and various parts of Illinois.

Since taking over the Butler County Railway and the Kennett and Southwestern Railway, it has added quite a number of new employes to our payroll.

Mr. and Mrs. Eugene Moore visited at the A. W. Faye home the first part of September.

Since the transportation department of the river division won the loving cup for the second quarter account of having the smallest number of casualties per 1,000 man hours worked, it behooves the mechanical department to improve on their present standing, do away with the personal injuries entirely and win the cup for the third quarter.

The locomotive department has been 100 per cent for the past three months and the car department shows some improvement. Here's hoping.

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TEXAS LINES

**STORES AND MECHANICAL DEPT.
FT. WORTH, TEX.**

H. R. GLASCOCK, Reporter

E. F. Tuck, general foreman, has returned from Chicago after attending the General Foremen's Convention.
C. W. Burrell, section stockman, had

the misfortune of some one stripping his casings from his car in the yards here.

Joe Williams, store lead man, has purchased him a Ford coupe. Always knew Joe to be a shiek around here.

J. D. Thomason, store helper, spent his vacation in Colorado Springs. Pretty cool up there he says.

We expect to see on C. E. Blintlen-gers car pretty soon a sign reading "Genuine Dodge Car Parts".

C. W. Burrell, section stockman will leave on a trip to California next week. Hope you a pleasant trip Bill.

George Best, wrecker foreman, spent several days in the Sherman hospital account of becoming overheated at a wreck at Frisco, Texas.

**TRAFFIC DEPARTMENT
FT. WORTH, TEX.**

CORYLYNE PLEDGE, Reporter

Mr. W. C. McFrancis made a flying trip to Chicago to spend Labor Day with his family.

Messrs. Roberts and Press, from St. Louis, were with us for a brief visit this month in connection with a hearing before an examiner of the Interstate Commerce Commission.

Miss Helen Horrell spent her vaca-

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tion in St. Louis and reported a very enjoyable week.

Mr. B. H. Fleet, for a number of years in our accounting department, is again with us in the traffic department.

SOUTHERN DIVISION

OFFICE OF TERMINAL
ACCOUNTANT
BIRMINGHAM, ALA.

DOLYNE SCOTT, Reporter

Springfield had it.
Birmingham Terminal Accounting Department has it.

What?

The members of the Accounting Department at Birmingham.

Mr. D. Tiffany, terminal accountant; Mr. G. T. Dunlap, bill and voucher clerk; Mr. M. R. Williams, completion report clerk; Miss Dolyne Scott, stenographer, are all formerly of Springfield, Mo. We have only one member in our office from Alabama, Mr. B. C. Dennis, assistant bill and voucher clerk. Just watch where the members of the accounting department go over a double holiday and you will find where they all hail from.

Mr. Tiffany spent Labor Day at Springfield, Mo., visiting his mother and son, Delbert, who has spent the summer at Springfield, Thayer and Ft. Scott.

Mr. Dunlap and wife spent the time in Springfield, visiting Mr. Dunlap's parents. Mr. Dunlap's mother recently underwent an operation, but is getting along nicely.

Mr. M. R. Williams spent the time visiting relatives in Springfield, Mo.

Miss Dolyne Scott spent the holiday visiting relatives and friends at Springfield and Mountain Grove, Mo.

Mr. Dennis spent Labor Day in Guin, Ala. Mrs. Dennis had been there for two or three weeks, visiting her mother.

Is Mr. Tiffany driving a new car? No, but he has had his Dort "dressed up" until it resembles a new one.

BIRMINGHAM TERMINAL

MRS. NELLIE McGOWEN, Reporter

The following announcement will be of interest to the many friends of William Barr, who is employed as clerk in the storekeeper's office:

Miss Elizabeth Winneford Marston and William C. Barr will be married on September 3rd at the home of the bride's father, Thomas S. Marston. The ceremony will be read by the Rev. E. E. Weaver of the East Thomas Baptist Church. Mr. Marston will give his daughter in marriage and she will be attended by Miss Beulah Marston, a sister, as maid of honor. Maynard Rogers will be best man. Following the ceremony, Mr. Barr and his bride will go to Washington, D. C. for a stay of two weeks. They will make their home in Birmingham.

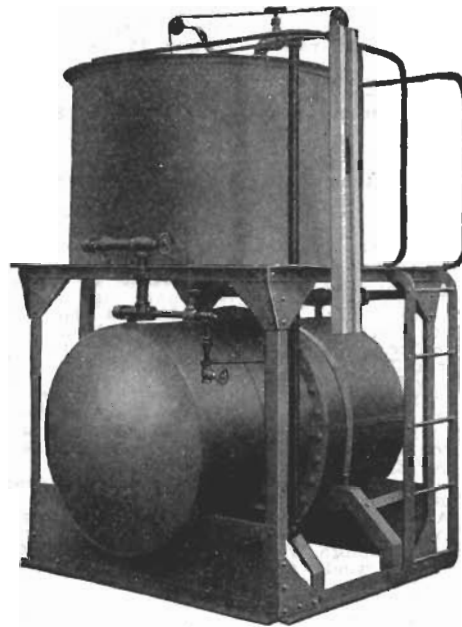
The employees of the Birmingham terminal extend to Mr. and Mrs. Barr their best wishes.

H. C. Wilson, head train clerk, and family have returned from a two-weeks' visit to relatives in Louisville, Kentucky.

Roy Smith, yard clerk, and wife spent several days in St. Louis recently.

Mr. and Mrs. W. T. Souder spent their vacation visiting relatives and friends in Aberdeen, Miss. Mr. Souder, or better known as "Little Man" is chief record clerk in superintendent of terminal's office, and Mrs. Souder is employed as stenographer in the chief car inspector's office.

R. E. Britnell, weighmaster, and wife



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motored to Muscle Shoals and Pensacola, Fla., where they spent their vacation.

Superintendent of Terminals J. W. Skaggs and family motored to Pensacola, Fla., while on their vacation.

R. F. Oxley, demurrage clerk, and Miss Mildred Johnson were quietly married on Sunday evening, September 4th. After a wedding trip to Cincinnati and other points, Mr. and Mrs. Oxley will be at home to their friends in Birmingham. We extend to them our best wishes for a bright and happy future.

The following announcement will be of interest to the many friends of Miss Rose Badgley, daughter of Engineer D. H. Badgley:

Miss Rose Lucille Badgley, daughter of Mr. and Mrs. David H. Badgley, will be married to Robert Marshall Decker of Boston, Mass., next Monday. Mr. and Mrs. Badgley and their daughter left Friday for Boston, where the cere-

mony is to take place in King's Chapel. Dr. Frank Crane, the author, is to perform the ceremony. The couple will be unattended except for the immediate families. Following the ceremony, Mr. Decker and his bride will leave for a short wedding trip, making their home later in Boston.

J. H. Anderson, revising clerk, and family have returned from Tullahoma, Tenn., where they went to attend the annual family reunion with Mr. Anderson's parents. Mr. Anderson says he got to see all the kinfolks and had a wonderful time.

Cecil Green, our office boy, has returned from Dallas, Texas, where he spent his vacation with his parents.

J. G. Hughes, clerk in the chief car inspector's office, and Mrs. Hughes, spent Labor Day with relatives in Knoxville, Tenn.

The "Frisco Family" is fast on the increase at Birmingham. In the past week a baby girl came to reside with

Mr. and Mrs. C. M. Gann, yard clerk; a boy with Mr. and Mrs. E. M. Byrum, train clerk; and a girl with Mr. and Mrs. Virgil Andrews, caller. We extend to the proud parents our congratulations.

Mrs. J. J. Connolly, wife of our trainmaster, died at her residence on August 14th, funeral services being conducted from St. Paul's Church at 10 a. m., on the 16th. Mrs. Connolly was a devout Christian and loved by everyone who knew her. She is survived by her husband, two daughters and four sons. Our sympathy is extended to Mr. Connolly (better known as Uncle John) and family in their sorrow.

Miss Dolyne Scott, stenographer in the terminal accountant's office, spent several days in Springfield and Mountain Grove recently.

Mr. and Mrs. Geo. Dunlap spent Labor Day in Springfield, Mo.

Mr. Morris Williams, clerk in the terminal accountant's office, was, also, a recent visitor to Springfield.

Mrs. E. E. Thrasher, wife of switchman, and children are visiting in Sheffield, Ala.

Mrs. D. M. Stanford, wife of crossing flagman, was called to Millport, Ala., recently, account of the illness of her brother.

Switchman H. G. Fletcher was called to Parrish, Ala., on August 28th, account of the death of a relative.

Car Inspector M. M. Yarbrough was called to Selma, Ala., last week, account of the death of a relative.

Miss Lillian Burt, daughter of the agent at Pratt City, is visiting in Eufaula, Ala.

Mrs. M. J. Anderson and daughter, Mary, wife and daughter of crossing flagman, are visiting relatives in Cullman, Ala.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Miss Faye Barbec, stenographer, and Miss Elma Wright, comptometer operator, spent the week-end of August 20 in Chattanooga, Tenn., visiting relatives and friends.

S. L. Oliver, agent, returned to work on August 29, after a very nice visit in Los Angeles, Calif.

Miss Elma Wright visited friends in New Orleans on September 3, 4, 5 and 6.

Frank R. Crane, expense clerk, and wife spent our last holiday, Labor Day, in Chicago.

E. W. Holcombe, revising clerk, returned to work on September 6 and reports a fine trip to various points in Colorado.

C. M. Davis, chief claim clerk, left on September 3 for a two-weeks' visit in Terre Haute and Evansville, Ind.

Mrs. L. W. Tankersley, wife of claim clerk, was called to Beggs, Okla., a few days ago, on account of the sudden illness of her mother. Mrs. Tankersley has now returned home, and we are glad that her mother is much better.

John A. Ladd, uncollected clerk, spent a few days in Chicago the first of September.

B. C. Scruggs, assistant cashier, together with his wife and children, have returned from a few days' visit in Cairo, Ill., with relatives.

We had quite a surprise on September 10 when Mrs. Clara Speer, steno, informed us that she was leaving the Frisco that day, as she was to be married within a few days. Mrs. Speer came to the Frisco on July 8, 1920.

The Frisco Club gave a dance on September 10 at the Chisca Hotel, which was enjoyed by all, even though the weather was extremely warm. Music was furnished by the Sunnyland Serenaders.

Mrs. Gladys Hughes, stenographer, who had worked several days extra in this office, has been placed in the position left vacant by Mrs. Speer.

Wm. Jasper Tankersley, bill clerk, was unable to work September 12, on account of being ill.

Several in this office still have a few days' vacation due them. B. C. Johnson, rate clerk, was off September 12 and 13, taking his.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Mr. Sam Crank, location clerk, has returned from Mountain View, Mo., where he spent a week as the guest of his father.

Mr. E. E. McGuire, superintendent of terminals, has received the following letter, dated September 10th, from Mr. Clifford Penland, director safety division, Memphis Chamber of Commerce, which speaks for itself:

"I have just read in the September issue of The Frisco Employees' Magazine of the remarkable accident record made by the Memphis terminal during July. Achievements such as this are rare in the annals of accident prevention work and indicate fine leadership and full co-operation on the part of your entire employed personnel.

"On behalf of the Safety Division of the Memphis Chamber of Commerce, I want to extend our congratulations to you and your associates for this remarkable record and wish for you continued success in this work."

Following is another letter from Mr. Penland to Mr. McGuire, dated September 15th:

"I am amazed to learn from your letter of September 13th that the Memphis Terminals went through the month of August without a 'Lost Time Accident'. This achievement after the splendid one of July, certainly should set a high mark for other companies to shoot at, and we are glad to add an additional word of congratulation."

Mr. Howard Easley, former messenger in the office of the local freight agent, has been transferred to the position of call boy in the Memphis yard office.

Miss Ruth McGuire, daughter of Mr. E. E. McGuire, superintendent of terminals, became the bride of Mr. E. H. Mattingley on August 17th, at the home of Mr. McGuire. Mr. and Mrs. Mattingley are making their home at Ellenwood, Kans.

Mr. W. G. Cary, assistant chief yard clerk, was selected to represent the Memphis terminal at the National Safety Congress held in Chicago for several days beginning September 24. Mr. Cary has always displayed a great deal of interest in accident prevention and safety work.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Several changes in our department, effective September 1: Commercial Agent Imboden transferred to Columbus, Miss., as general agent; Traveling Freight Agent W. H. Crow promoted to commercial agent, Memphis; Soliciting Freight Agent Dunkin succeeding as traveling freight agent, and Ted H. Bannister coming to this territory from Wichita, Kans., as traveling freight agent. We congratulate our men on their promotions and wish to welcome our new soliciting freight agent, Bannister.

Executive General Agent Buchanan and daughters Earlene and Audrey, have returned from their delightful Canadian Pacific Coast trip. We heard they met the Prince of Wales in Vancouver, and the executive got excited and called him King. Also understand

Earlene spent one day in having her curls snipped off, but after the storm, everything went along nicely.

The Greater Traffic Committee held its regular meeting, September 12, all chairmen from the different departments being present. At this time an entertainment committee, consisting of the following were appointed: W. H. Motz, F. J. Walsh, W. W. Covington, Gordon Robinson, Miss A. M. Speight, Miss Gladys Irwin, Claud Andereck. A good many suggestions were offered as to the nature of entertainments to be given, with a view of getting better acquainted. The next entertainment will be given some time in October. Commercial Agent Crow and Soliciting Agent Bannister attended the meeting, offering any assistance it might be possible for them to give the committee in their work.

STORE DEPARTMENT NEWS SOUTHERN DIVISION

WARREN PUCKETT, Reporter

E. G. Nixon has accepted the position of store helper checker in this department, which vacancy was brought about by the resignation of Galen Hughes, who resigned to accept a job in the mechanical department, Memphis shops. Mr. Nixon comes to us from the Kelsey Wheel Company of this city where he has been employed for some time.

Richard Foley, store-helper at Yale, Tenn., resigned to go into the oil business.

Chas. M. Kelly, is the new frog repairer on this division, which vacancy was brought about by the resignation of Frank Gann.

Larry Glass, mechanist in the Memphis shops, has been confined to his room in the St. Joseph hospital, Memphis recently undergoing an operation for appendicitis. We are glad to state that Larry is now able to be up a little each day and hopes to be able to be back on the job soon.

C. E. Wright, traveling storekeeper, was a welcome visitor in our office recently going over the plans for the new storeroom which is to be erected at Yale sometime in the near future.

J. J. Drashman, coach foreman, Memphis, returned some few days ago from St. Louis where he had been confined in the hospital there undergoing treatment. "Johnnie" as he is better known, after his return to Memphis had all of his teeth drawn, and is now getting a new set of teeth.

Guy Daugherty, chief clerk to master mechanic, Memphis, recently bought for himself and family a brand new "Buick-six-coupe", which is quite a keen looking car.

Burnett Henney, bill clerk, mechan-

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CLERKS wanted each office - community handle our Famous Fancy Fruit-nut Packs for Thanksgiving-Christmas Season. Distribute Circulars—Orders follow. Boost Your Railroad's Revenue. Write Jones-Corley, P. O. Box 927, Fresno, California.

WANTED—SALESMEN to sell lots in Avalon Beach, Fla., near Pensacola. Inquire Avalon Beach Properties, 703 Frisco Bldg., St. Louis, Mo.

ical department Memphis, recently returned from a trip to the east, on which trip he carried his mother. Burnett and his mother visited his brother in Cleveland, as well as other relatives in Toledo and St. Louis. Burnett reports a splendid trip and was well pleased with the cities of the east.

Mrs. A. S. Metzger, wife of erecting foreman, Memphis shops, has been confined to her room in a local hospital recently, but we are glad to state that she is now improving rapidly and hopes to return to her home soon.

W. H. Gimson, general foreman, Memphis and Walter Clark, general car foreman, Memphis, recently returned from a few days' vacation. Fishing being the chief amusement.

**TICKET OFFICE
JONESBORO, ARK.**

CARL YARBROUGH, Reporter

I am glad to report good business in this vicinity, ticket and freight receipts are unusually good for this time of year.

Because of the great increase in business, it has become necessary to work an extra yard engine three nights each week to keep up with the switching.

A great deal of highway construction work is being done in this section of the state and most of the gravel comes from gravel pits on Crawley's Ridge, a great deal being shipped from Jonesboro and vicinity.

Mr. Joe Wellons, our platform foreman, is being bumped by Mr. Edward Clingan, from Willow Springs, Mo. Mr. Wellons will bump Mr. R. S. Harrison first trick yard clerk who will bump Mr. Arthur Lawson, second trick yard clerk. Mr. Lawson has not decided where he will bump.

Young Robert McClelland, extra operator Southern Division, on August 22nd, 1927, was united in matrimony to a Miss Wilkerson by Engineer P. O. Freeman, who is also a minister, while the Local was doing its station work at Bono, Ark. Conductor Dave Thomas said the ceremony was short and solemn, only a few persons were present.

**ACCOUNTING DEPARTMENT
MEMPHIS, TENN.**

LANGSTON-WILLIAMS, Reporters

Engineering department employes who visited out of town over Labor Day were Mr. Pyle and Mr. Peak. The former visited in Columbia, Mo. and the latter in Topeka, Kansas.

T. L. Guthrie spent his vacation in Chicago, Duluth, and points in Canada. Bob Langston spent Labor Day in Jefferson City. O. E. Haman and Mr.

Whitfield in New Orleans, C. E. De-Grande in St. Louis.

The Frisco has lost a little money account of the slide in the vicinity of Butler St., along the river front. Just recently a quantity of embankment fell closing the tracks lying to the north.

Mr. Ramsey, formerly of the superintendent's office, has opened up a florist shop on Union Ave. He is to be congratulated on the appearance of the business.

Mr. Powell, formerly assistant bill and voucher clerk has resigned and gone to New York City.

Miss Timmie Carpenter, formerly stenographer, has resigned and accepted a position with a local concern.

Miss Gaines has resigned position of comptometer operator account a nervous breakdown.

Mr. Vance formerly of the engineering department, has gone to Key West, Florida.

N. S. Williams left the service September 1st, to enter school to complete his engineering training.

Mr. and Mrs. McGarvey of Chaffee were visitors in Memphis Saturday and Sunday, September 17th and 18th.

Mr. O. N. Crocker has been in Memphis for the past few days.

THAYER STORE NEWS—ITEMS

Mrs. C. A. Berry, wife of roundhouse foreman, Thayer and daughter, Mildred, were in Springfield recently visiting friends.

Eugene Burnum, son of storekeeper, was in Jefferson Barracks recently attending the C. M. T. C.

John Hanniman, boilermaker, and daughter returned some few days ago from a two weeks' visit with old friends in the state of Iowa.

Ollie Simers, fireman on the Memphis sub, and his wife have been on a trip through Oklahoma and Texas recently.

Mrs. A. M. Burnum, wife of storekeeper, just recently returned from a short visit to friends and relatives in Texas.

T. H. Edmundson is the proud owner of a new Essex six sedan which he recently purchased. T. H. recently motored to Springfield to get his daughter, Katherine, who is spending two weeks with the family in Thayer.

Raymond Davis, fireman, and Miss Vernie Eldenstead were married on June 9th at the bride's home in Salem, Arkansas. Immediately after the wedding they together with a party drove to Thayer where they were delightfully entertained at a dinner which was given by the groom's father, Mr. L. D. Davis. Their many friends extend to them their sincere wishes for a happy and prosperous married life.

Mrs. L. A. Chronister, wife of machinist returned recently from an extended visit to her brothers in Colorado.

Mr. and Mrs. Comer Sellers are the proud parents of a bouncing baby girl, which little girl was born June 17th,

and the little girl has been named Mary Lou Sellers. Mr. Sellers is a machinist in the Thayer shops.

Pearl Evins, car repairman, Thayer, has been in New Mexico for some time on account of his health. We are glad to state that Pearl is now getting along fine.

CENTRAL DIVISION

**OFFICE OF SUPERINTENDENT
FT. SMITH, ARK.**

PAULINE SMREKER, Reporter

Wish to extend to the families of J. M. Harlan and C. E. Stafford our sincerest sympathy in their recent bereavement.

James Barngrove and Herbert Johnson who have been employed as rodmen in division engineer's office during the summer have returned to Washington University and Cornell, respectively.

Mr. G. L. Presson, chief dispatcher, and family spent an enjoyable two weeks' vacation in Junction City, Kansas and Gravette, Arkansas, visiting relatives and friends.

By the time you read this Miss Flora Bollinger and "yours truly" will be having a wonderful time (very optimistic) in Los Angeles, California.

Mr. Jim Dyer, roundhouse foreman, went to St. Louis the 13th to attend the ball games.

The following is a letter received by the writer from the Union Pacific after ordering pass enroute California.

"Our Pass Bureau tells me that you will soon be making a trip over the Union Pacific.

We are glad that you have selected our line for your trip, because we want you to become better acquainted with the Union Pacific Railroad and its service.

Our latest time table folder and a copy of "Along the Union Pacific System" have been sent you today.

We welcome you as a guest of our lines, and trust that your trip will be enjoyable and satisfactory in every way." Pretty nice!

Miss Irene Woestman is spending her vacation with relatives in St. Louis.

Mr. and Mrs. James G. Weaver have been visiting relatives and friends in Portland, Maine. Enroute to Portland they stopped in St. Louis to be present at the wedding of Mrs. Weaver's sister, Miss Hazel Davis.

**ACCOUNTING DEPARTMENT
FT. SMITH, ARK.**

FLORA BOLLINGER, Reporter

Mr. Thomas Madison, formerly road-master on Central Division with head-

The Frisco Policy to guarantee the safety of their employes is further carried out by their purchase of Marathon Brand Sterilized Wiping Rags

G. MATHES COMPANY

St. Louis, U. S. A.

quarters at Fort Smith has been transferred to Amory, Mississippi, where he will act as roadmaster of Tupelo subdivision. Mr. J. A. McAllen, roadmaster at Hugo, Okla., will fill the roadmaster's job at Fort Smith, and Mr. E. L. Ayles, section foreman, has been promoted to roadmaster at Hugo.

Mr. L. O. Mouser, bill and voucher clerk, has returned from the St. Louis hospital where he had his tonsils removed.

Mr. O. F. Nelson, completion report clerk, spent a few days during the past month in Springfield, Mo., where he acted as best man at the wedding of his brother, Henry Nelson to Miss Louise Lawson.

Mr. H. S. Coleman spent a few days in Fort Smith during the past month.

Miss Grace Heyburn, stenographer in the engineering department, is enjoying a month's leave of absence. Miss Heyburn will visit Chicago, Ill., Tulsa, Oklahoma, and Excelsior Springs before returning home. During the absence of Miss Heyburn, Miss Helen Williams is taking care of the stenographic work in the engineering department.

Mr. and Mrs. H. A. Likins recently spent a few days in Springfield, Mo., visiting friends and relatives.

We wish to extend our sincere sympathy to the bereaved families of Engineer John Harlan and Fireman Cecil Staffer.

Mr. C. L. Mahan, general foreman B&B, has received a message from Mrs. Mahan announcing the arrival of a daughter at the home of Mr. and Mrs. Edward Lynn, Los Angeles, California. Mrs. Lynn is the daughter of Mr. and Mrs. Mahan.

Miss Katherine Welch, stenographer, visited parents and friends in Springfield over Labor Day.

Miss Marion Shaw, comptometer operator in the store department, has been granted a leave of absence for thirty days and Miss Marie Nice has taken her place. We trust she will have no trouble getting used to the coal smoke, etc., incidental to her position.

**MECHANICAL DEPARTMENT
FT. SCOTT, KANSAS**

CLEIS B. HUNT, Reporter

Engineer W. H. Phillips and family recently returned from a trip to Denver, Colorado, and they brought back with them a mountain gopher. He is quite an attraction in his big cage and has been given the name of "Oscar".

Piece work checker of the car department, J. M. McCarthy and wife spent their vacation this summer East, visiting and sight seeing in New York, Buffalo, Washington, D. C., Niagara Falls and Baltimore.

We are glad to know that Engineer Floyd Samms is improving so nicely after a recent operation at the Fort Scott hospital.

Miss Helen Hale substituted for Mr. Moore's stenographer the day of August 15th when Miss Cleis Hunt was behind the flood waters of Fort Scott with her father and mother. With all sorts of exciting experience the climax was topped when the car went in the ditch during that day's trip in trying to get home.

Machinist Floyd Mason is now home from the St. Louis Frisco hospital recuperating from an appendix operation.

John S. Humes (colored), laborer, was a delegate to the Colored State Masonic Convention at Pittsburg, Kansas.

While the shop was shut down, Machinist William C. Bryant and wife spent the two weeks in Springfield.

Machinist Roy White and family, spent their vacation in Kansas City this year.

Several of our young people are off to college: Miss Pauline McCrum, daughter of engineer, returned to Manhattan; Mr. Kenneth Vale, son of engineer, to Lawrence; Miss Pauline Carl, daughter of machinist, to Pittsburg; Raynard McCormick, son of loco. inspector, Rolla, Mo.; and Miss Ethel Eves, daughter of engineer, to Kansas City.

Our sincere sympathy is extended to Mr. Ross C. Taylor, engine watchman, in his bereavement in the loss of his mother.

Sorry to have overlooked in the last issue that another of our force, Charles Halm, sheet metal worker, should have been listed with the newly-weds.

Mr. and Mrs. Otis Sellers are the proud parents of a new daughter, Norma Louise, born September 4th.

The daughter of Engineer C. J. Ball and wife was recently married to Mr.

Dewey Harpold of Topeka, Kansas.

Car Foreman Mr. J. F. Longworth, met with an accident, badly bruising his knee, when he slipped off the wrecker while stepping from it to the engine, and although he was off work for several days he is again back on the job.

We wish to extend our sympathy to Robert S. Landers, supply man, at the loss of his father, who passed away, September 9th, at his home.

The Y. M. C. A. Retreat held at Gunn Park, evening of September 9th, was attended by four of our number, P. J. Moore, Elmer Jaquay, Leslie Christel and S. G. Manlove, who enjoyed the chicken dinner and participated in the games.

**OFFICE, DIVISION ACCOUNTANT
FORT SCOTT, KANS.**

DOROTHY WORKING, Reporter

Miss Margaret Hendricks and sister Miss Rita, spent Labor Day in Kansas City visiting friends. Miss Rita went from there to her home in Detroit, Michigan.

Mr. R. E. Pipkin was here for a brief visit on September 10. We are sorry to say that Mrs. Pipkin is in a Topeka hospital for a minor operation.

Mr. and Mrs. L. W. Pipkin motored to Kansas City to spend the holiday with Mr. Pipkin's mother.

Miss Ila Cook visited homefolks in Chaffee over the holiday.

Ye scribe is very glad to be back on the job after being off for six weeks account of illness.

We are sorry to report that J. C. Fulton has had to return to the Frisco hospital for further treatments.

Mr. and Mrs. Joe Connelly enjoyed the holiday with home folks in Springfield.

**LOCAL FREIGHT OFFICE
KANSAS CITY, MO.**

DAVID H. TODD, Reporter

We are glad to see Mr. Gleason back at the office again after his attack of hay fever. We are looking forward to cooler weather any time now, which is the only cure for this peculiar disease.

Ethel Martin has just returned from a very pleasant trip with her mother to visit the old homestead at Madison, Wis., where they had not been for a number of years.

Fanchon Johnson just received notice from Bud Blanchard, formerly of this office, that he was touring Europe with Mary Pickford's Company, and thoroughly enjoying himself as assistant director.

George Wilson has apparently recovered from his recent illness, and wish the same for C. C. Lacy's wife who is ill in California.

NORTHERN DIVISION

**MASTER MECHANIC'S OFFICE
KANSAS CITY, MO.**

H. F. SHIVERS, Reporter

The new coal chute recently erected at this point by the Roberts-Shafer Company of Chicago, is in operation and working to the satisfaction of all concerned. Formal inspection was made by the office force on September 15. The girls suggest that a slide be built in order to descend from the coal chute.

R. A. Watson was in Kansas City recently and was looking quite spry since having his tonsils removed as well as all his teeth. Bob says he will be "jake" when he gets his store teeth and gets to where he can eat corn off the cob.

J. W. Watkins, transfer foreman at Rosedale, spent several days in the hospital at St. Louis during August but is now back at home much improved.

W. J. Gillespie, general foreman car department at St. Louis, was a visitor September 12.

Master Mechanic W. B. Berry, has returned from his vacation all full of pep for the coming winter.

Miss Marjorie Craig, stenographer, this office, reports a baby sister born September 4.

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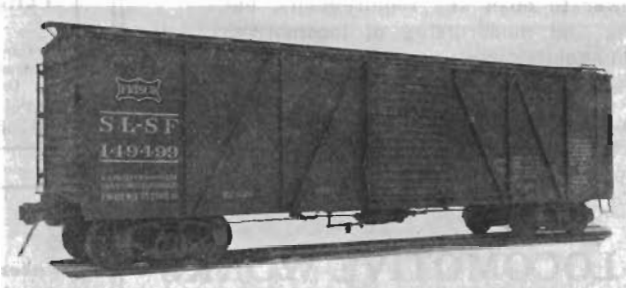
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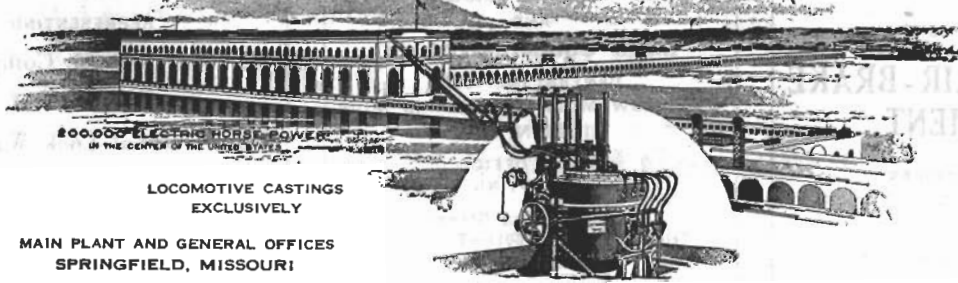
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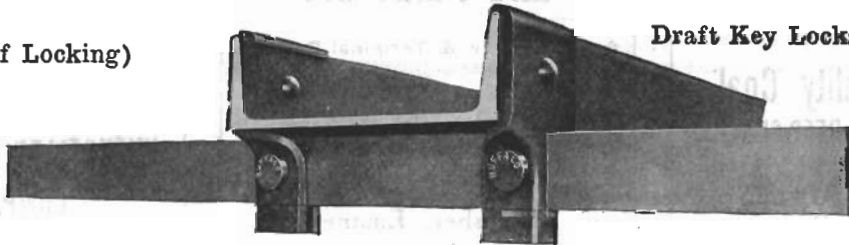


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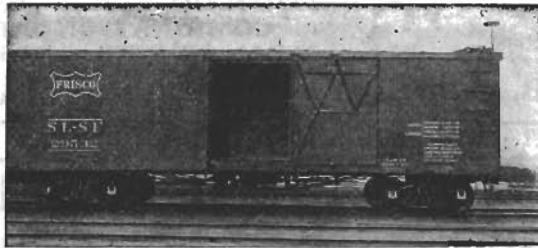
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