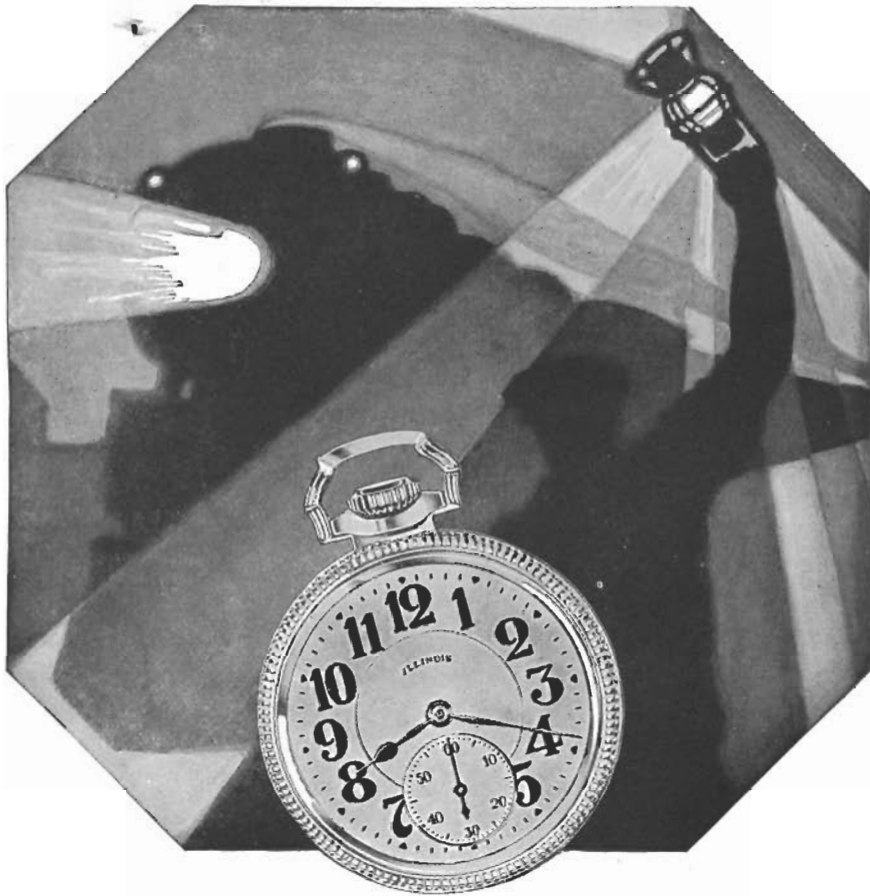


THE FRISCO EMPLOYEES MAGAZINE



Volume VI
Number III

December 1928



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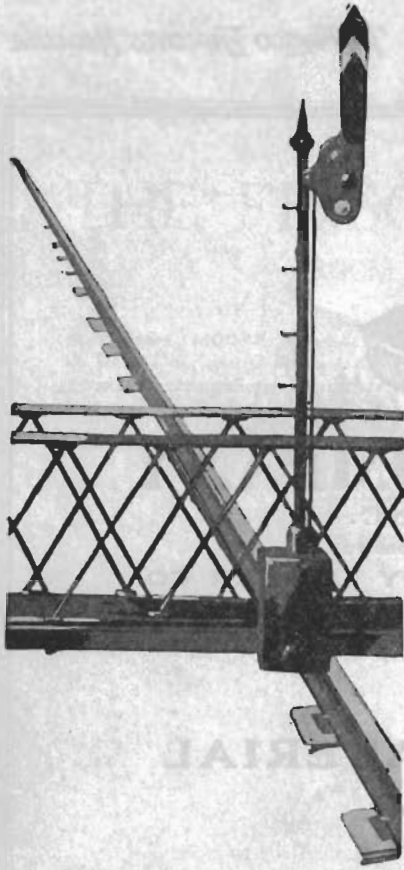


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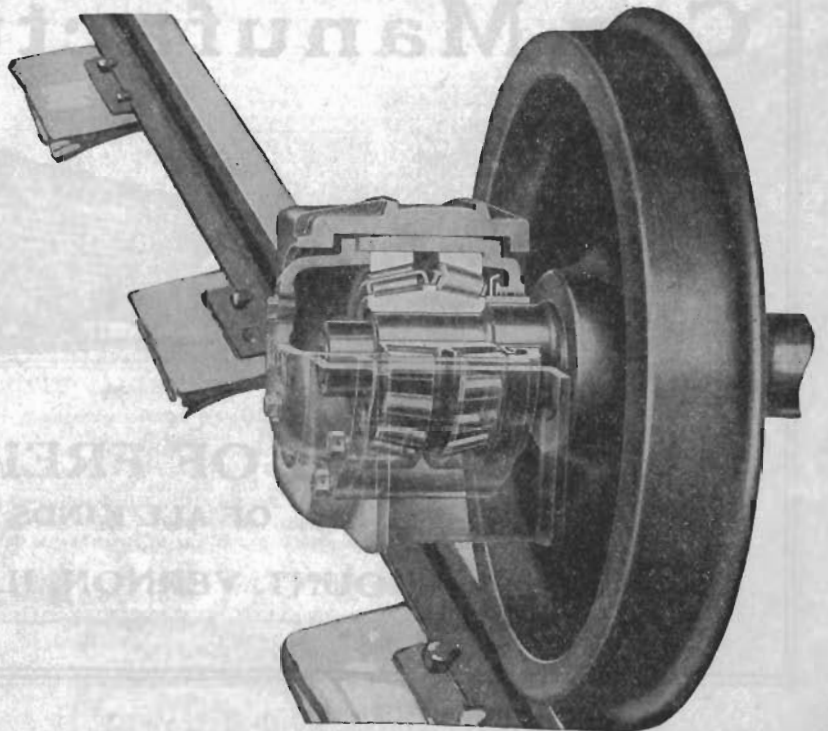
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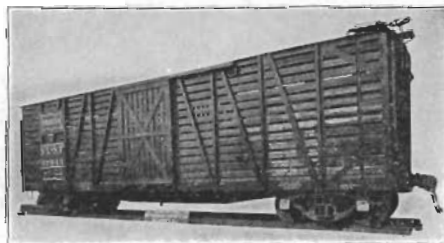
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THE FRISCO EMPLOYEES' MAGAZINE

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THE FRISCO EMPLOYEES' MAGAZINE

MEMBER

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 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.



The **KELLOGG GROUP**

FORTY-TWO THOUSAND SIGN PETITIONS

WITHIN the last month Frisco employes have succeeded in answering a momentous question in transportation circles—and that answer was an emphatic, positive "Yes."

The question was: "Do patrons of our railroad really desire federal regulation of buses and trucks so that they shall operate safely and sanely, pay their share of the taxes, maintain a fixed schedule and in other ways compete with the railways on a fair and just basis?"

From the smallest hamlet on Frisco Lines to its largest city, 30,000 patrons and friends of our company answered "Yes," and further backed up their answer by affixing their signatures to a petition which requested Congress to pass such regulatory legislation as would place railway and automotive traffic on a competitive basis of equality.

Late in October the petitions were mailed to 65 presidents of Frisco Employee Clubs, and to every agent on Frisco Lines. The club presidents secured signatures of their employe-members. The agents secured signatures of responsible business and professional men who thought the petition fair and equitable.

The results, to use the words of President Kurn, constituted a "splendid response on the part of both our friends and employes."

The petitions were called into St. Louis offices on Nov. 15, and for two days a force in the accounting offices compiled the number of signatures and totaled them by cities and states.

When the final count was announced, the number of employes to sign petitions reached slightly over 12,000, and the number of friends and patrons exceeded 30,000 signatures.

Among the employe petitions, Missouri led the list with 6,215 signatures, 2,830 of these signatures coming from Springfield. Oklahoma was second with 2,126 signatures, and then followed in the order named: Kansas, 1,138 signatures; Arkansas, 486; Texas, 396; Tennessee, 320; and scattered other signatures from Alabama,

Friends, Patrons and Employes Request "Fair and Just" Bus and Truck Regulation by Congress

and Mississippi. Petitions from Alabama's Birmingham were lost enroute to St. Louis headquarters, and an estimate was made by local officers of the number of signatures.

Friends and patrons of Frisco Lines from 21 states signed the petition. Missouri again heading the list with



The signatures of 30,000 friends and patrons of Frisco Lines and 12,000 of its employes, are attached to the piles of petitions on the desk of President Kurn. As the photographer snapped this picture, Mr. Kurn was examining the "recap" sheets on the signature totals.

13,860 signatures. Oklahoma held its second place in this petition also, with 7,349 signatures. The others follow: Arkansas, 4,101; Kansas, 2,816; Alabama, 944; Mississippi, 1,051; Texas, 441; Florida, 203; Tennessee, 189, and from 1 to 100 signatures each from the States of California, Colorado, New York, Louisiana, Michigan, Georgia, Iowa, Ohio, Pennsylvania, Nebraska, Minnesota, Illinois.

"The results of this petition have been excellent indeed," President Kurn said, when the tabulation sheet of signature totals was handed him. "This is surely a satisfying testimonial from business interests that they are in sympathy with our efforts to secure federal regulation to place competition between railroads and

buses on a fair basis. By affixing their signatures to this petition, these 30,000 friends and patrons of our railroad inform Congress that they want a law which provides regulation of the buses and trucks, with proper protection against financial irresponsibility, regular and dependable schedules,

proper tariff, careful inspection of vehicles, physical examination of drivers, adequate taxation, restrictions on size, width, weight and speed of vehicles, and other regulatory measures. The railroads today have all these regulations enforced upon them by the Interstate Commerce Commission. And we believe that our competitors should be placed on an equal basis."

"That our belief in this regard is shared by the people who use our railroad is a matter of great satisfaction to the officers and employes of this company."

A story in the November Magazine told of the first petition on the railroad, that circulated by dispatcher Wm. Marsh of Memphis, Tenn.

Shortly after the opening of Congress the petitions will be forwarded to Washington, D. C., by Vice-President J. E. Hutchison. There they will be placed before the men to whom each petition was addressed: "Our Senators and Representatives

in Congress."

ELECTION BULLETINS

Passengers on all Frisco trains the night of November 6 were able to follow the election returns by means of bulletins flashed along the wires from the Frisco's telegraph headquarters at Springfield, Mo., and handed to conductors at stations. The conductors passed the bulletins around to passengers.

Speaking of this exploit, J. H. Brennan, Springfield, superintendent of telegraph, said:

"We received fine co-operation from the telegraphers and conductors, and there was considerable favorable comment."

FRISCO DOCTORS MEET IN PENSACOLA

MEETING for their twenty-seventh annual convention, two hundred doctor-members of the Frisco System Medical Association, gathered at the Frisco's newest city, Pensacola, Florida, on October 22 and 23. Headed by Dr. R. A. Woolsey, of St. Louis, chief surgeon of Frisco Lines, and Dr. Robt. A. Vinyard, many time secretary-treasurer of the organization, the men who correct medical and surgical troubles of 30,000 Frisco workers gathered at Memphis, Tenn., the evening of October 20. There they boarded the "Sunnyland" at 9:40 p. m., for Pensacola, seven special Pullman cars having been ordered to care for them, and arrived in Pensacola at 12:15 the next afternoon.

Greeted with the now famous hospitality of Pensacola, the doctors were met at the train with dozens of automobiles and driven to the San Carlos hotel, scene of the convention activities. During the afternoon following their arrival Pensacolians "showed the town" to their Frisco visitors. Visits were made to the historic forts, the beaches, the naval and army air stations, and the scenic drives in and around Pensacola gave many doctors from Kansas and Missouri their first glimpse of the Frisco's seaport.

But the doctors were not in Pensacola to see the sights only. Promptly at 8:30 the next morning, Pres. C. S. Huffman, of Columbus, Kansas, called the meeting to order and read his annual report. Then the doctors launched into technical discussions of diseases and their proper treatments which would have brought a puzzled

Medical Association Holds 27th Annual Convention Oct. 22-23—Dr. W. A. Cook of Tulsa Is New President



DR. W. ALBERT COOK

expression to the face of any layman had one been listening.

During the morning sessions Dr. W. C. Cheek, of Springfield, presented a

Photographer "Pat" McIntyre, caught this picture of the Frisco doctors in front of the San Carlos hotel following their morning meeting, Oct. 22.

paper on eye injuries and their treatment; Dr. J. A. Crisler, of Memphis, spoke on "Some Diagnostic Points in the Differentiation of Lesions Producing Epigastric Pain," and Dr. Thos. G. Orr, of Kansas City, read a paper on intestinal obstructions.

Dr. S. A. Woodward, of Fort Worth, a past president of the association, opened the afternoon session and was followed in discussions on various phases of medicine and surgery by such well-known Frisco doctors as Wm. S. Horn, of Fort Worth; L. S. Luton, of St. Louis, and R. A. Smith, of Monroeville, Ala.

Classification and therapy of goiter came in for extensive discussion following papers by Dr. W. H. Breuer, of St. James, Mo., and Dr. E. S. Edgerton, of Wichita, Kan., while other topics were presented by Drs. Russell Hennessey, Memphis; Ellis Fischel, St. Louis, and J. E. Jennings, of St. Louis.

The election of officers, last act of the program, resulted in a unanimous vote for Dr. W. Albert Cook, of Tulsa, prominent in medical circles of the great southwest and an aviation enthusiast. Vice-presidents, one for each state, were chosen as follows: Missouri, Dr. R. M. James, Joplin; Oklahoma, Dr. J. O. Lowe, Okmulgee; Mississippi, Dr. A. J. Stacey, Tupelo; Tennessee, Dr. Russell Hennessey, Memphis; Texas, Dr. W. S. Horn, Ft. Worth; Kansas, Dr. E. S. Edgerton, Wichita; Arkansas, Dr. W. A. Mack, Prairie Grove; Alabama, Dr. S. R. Parker, Aliceville. Dr. Robert Vinyard, St. Louis, was re-elected secre-

(Continued on Page 13)



NEWS of the FRISCO CLUBS

Springfield Men's Club

AN exhibit of commodities that are handled by many industries in the nine-state territory served by Frisco Lines was on display in the assembly room in the Frisco building at Springfield, Mo., October 30 to November 3, under the auspices of the Frisco Men's Club of Springfield, Mo. The exhibit was viewed by Frisco employes and many other citizens of Springfield.

The items on display were assembled by the club with the co-operation of big via-Frisco shippers. Although it was impossible to have the display representative of every commodity originating on Frisco Lines, the articles which were on exhibit gave a fairly comprehensive idea of the multiplicity of products handled regularly by Frisco Lines freight and express.

Objects on display included: Saddles, grain products, toys, brooms, fertilizer, tie plugs, cotton and cotton seed products, cotton goods, nursery products, furniture, wearing apparel, books, stationery, wall paper, heaters, stoves, sash, doors, wooden shingles, marble, paper boxes, automobiles, truck bodies, soft drinks, composition shingles, charcoal and charcoal products, scissors, boots, shoes, drugs and toilet specialties, produce, frozen eggs, spaghetti, noodles, crackers, cakes, linens, coffee, packing house products, cooperage products, Mexican foods, glassware, gypsum, batteries, motor oils, salt, pottery, chocolates, glass chimneys, greases, leather specialties, paints, oil well supplies, zinc and lead products, castings, iron ore, cigars and cigarettes, snuff, clay products, manufactured steel products, concrete products, canned fruit, glass jars, corn products, vegetable oils, egg cases and fillers, groceries, cereals, soaps and bluing, creamery supplies, fencing, rope, fresh vegetables and fruits, chat, coal, coke, cord wood, lumber, hardware Florida fruits.

One section of the display that attracted considerable attention was a piece of fifty-six-pound rail used in 1880, placed beside a piece of 110-pound rail now in use on many miles of Frisco track.

The display was opened officially by the club the night of October 30. Club members and several Frisco visitors inspected the exhibit and then the club held a short business meeting. President J. W. Seabough intro-

duced C. H. Baltzell, St. Louis, special representative of the general manager of the Frisco, who spoke of solicitation of passenger business by various railroads in St. Louis. Mr. Baltzell then introduced B. B. Hickman, general superintendent of the Terminal Railroad Association of St. Louis. Mr. Hickman talked on the operation of his railroad. W. L. Huggins, Jr., St. Louis, director of publicity of Frisco Lines and chairman of the central committee on the sixty-four Frisco Employe Clubs, spoke on club activities along the Frisco.

F. L. DeGroat, a captain of one of the four teams in which Frisco employes at Springfield are grouped for monthly competition in traffic solicitation, read a paper on traffic problems. Short talks were made by J. H. Doggrell, superintendent of transportation; O. W. Bruton, superintendent of terminals, and G. M. Forrester, general agent, all of Springfield.

Other visitors were: Rev. William H. Mansfield, pastor of St. Paul M. E. Church, South; E. R. Eustice, manager of the Woolworth store, and George Sams, of the Kelley Coal & Material Company, all of Springfield.

A total of 626 traffic tips was turned in during October by members of the four teams in which Frisco employes of Springfield, Mo., are grouped for competition in traffic solicitation. Tips during that month resulted in obtaining 200 car loads and 144 less-than-car-loads of freight and one permanent shipping order.

The standing of the four teams during October, by percentage follows: Captain A. B. Sherwood's team, 2.322 per cent; Captain W. W. Shackelford's team, .574 per cent; Captain F. L. DeGroat's team, .232 per cent, and Captain K. T. Walter's team, .204 per cent.

Those whose tips during October resulted in the obtaining for the Frisco of car load shipments, and the number of such shipments thus obtained were: Mr. Sherwood, 46; F. W. Bayless, 70; I. G. Lamb, 15; F. M. Barry, 3; L. J. Leysaht, 7; J. W. Burns, 12; W. W. Shackelford, 2; F. H. Masters, 9; Mary Howell, 10; Ellis Dulin, 6; F. L. DeGroat, 1; R. D. Gilbert, 4; C. W. Gardner, 3; L. B. Hagerman, 3; O. W. Bruton, 2; O. W. Wise, 2; J. K. Stagner, 2; B. W. Elliott, 1; M. L. Ryan, 1; T. E. Wooldridge, 1.

Those whose tips during October resulted in obtaining LCL shipments, and the number of such shipments thus obtained were: A. B. Sherwood, 3; J. W. Kastler, 60; Miss Bernice Jennings, 40; I. G. Lamb, 6; F. M. Barry, 17; W. A. Warden, 12; H. E. Jordan, 1; J. J. Williams, 2; Miss M. Hoffman, 1; Miss J. Tulk, 1; G. C. Barton, 1.

Tulsa, Okla.

Mrs. W. D. Morrow, of Tulsa, Okla., daughter of Mr. E. N. Brown, New York City, chairman of the board of directors of the St. Louis-San Francisco Railway Company, was an honored visitor at the dance given by the Frisco Employes' Club of Tulsa and the Auxiliary to that club, the night of October 17, at Elks Hall, Tulsa. Approximately 100 couples were present.

This was the first dance of the season by the club. If the interest manifested by employes in this dance is any criterion, the next one, some time in December, will be a still greater success.

Six employes, each from a different department of the Frisco at Tulsa, were appointed at the meeting of the Frisco Employes' Club of Tulsa, October 10, to be chairmen of traffic solicitation in their respective departments.

The appointments, made by F. W. Warren, president of the club, were as follows: R. W. Harper, mechanical; G. G. Harrison, clerks, transportation; S. S. Wilder, car; W. D. McCool, passenger; E. H. Goff, yardmen, and W. E. Rust, freight.

Chaffee, Mo.

Regular meeting nights of the Frisco Employes' Club of Chaffee, Mo., were changed, at the club's meeting November 8, from the first and the third Thursdays to the first and third Tuesdays, because the former dates conflicted with meetings of other organizations to which members of the Frisco club belong.

E. W. Smith, chief clerk to superintendent, was appointed chairman of the Greater Traffic Committee, succeeding C. McBroom, transferred to Ft. Smith. G. F. McKenna, chief clerk to the master mechanic, was appointed to succeed R. E. Breedlove as a member of the Greater Traffic Committee. Mr. Breedlove has been transferred to Kansas City.



Above—A view of the exhibits at the "Commodity Fair" of the Men's Club of Springfield, Mo. The fair was held in the assembly room of the general office building in Springfield.

Approximately 100 Frisco employees, their relatives and friends attended the Hallowe'en party given October 31 in the recently-acquired club-room of the Frisco Employees' Club of Chaffee. Several games of bridge and pinochle were started at 8 p. m. and at about 8:30 p. m. the masqueraders began to arrive. Dancing started at 9 p. m. to music furnished by a local orchestra sponsored by the club. At about 10:30 p. m. the grand march was begun and judges selected the prize winners, on the basis of costumes. J. S. Meidroth, road foreman of equipment, dressed as a southern negro, won the man's prize and Mrs. W. A. Singleton, dressed as a colonial dame, took the woman's prize.

The club recently rented the second story of the Astor building for a club and meeting room. Two pool tables have been rented and placed in the hall for the benefit of members and their friends, and plans are being made to furnish the club room with chairs, tables, a phonograph and possibly a radio. Thirty-five members of the club have taken out cards signifying that they comprise the hall committee and will pay one dollar each month toward the upkeep of the hall. Each of these committeemen has been furnished with a key to the hall.

Blackwell, Okla.

Giving good service to the industries which the Frisco serves, cultivation by employes of acquaintance-ship with the shipping public, boosting the Frisco, courtesy by Frisco employes toward the public, and the movement by Frisco employes to obtain regulation of busses and trucks were subjects dealt with by speakers before members of the Frisco Employees' Club of Blackwell, Okla., October 25. E. A. Miller, agent and president of the club, presided.

Wichita, Kans.

Plans for a big dinner meeting, at which each employe was to bring as

his guest a friend who was a shipper, were launched by the Frisco Employees' Club of Wichita during its session October 25. The plan was suggested by Yardmaster Grimes.

President M. Calvert called attention to the fact that Conductor Sigler, on the Ellsworth branch, was responsible for the Frisco getting a haul of fifty carloads of scrap iron. Conductor Sigler is active in traffic solicitation. The attendance at this meeting, October 25, was forty. After the business session lunch was served. The club expects to have refreshments at all its meetings this winter.

Cape Girardeau, Mo.

Discussion of making the Frisco Employees' Club of Cape Girardeau a greater success than heretofore, of the effect of the new bridge across the Mississippi at Cape Girardeau on Frisco traffic, and the setting of November 8, as the date for the next meeting of the club, was the principal business conducted by the club during its session October 26.

John F. Neal, ticket agent, and president of the club, presided. J. S. McMillan, Chaffee, Mo., assistant superintendent of the river division, was a visitor.

Drummond, Okla.

The Frisco Employees' Club of Drummond, Okla., held a business meeting late the afternoon of October 26, in the office of the agent. Minutes of meetings of other clubs were read and discussed. T. T. Cowley, section foreman, and president of the club, presided.

Birmingham, Ala.

The Frisco Employees Club, of Birmingham, held one of the most enjoyable parties of the fall season on the evening of October 30, when approximately 200 couples attended a costume ball, held at the Athletic Club, Birmingham, given to the em-

ployes by the local supervisors.

While no attempt had been made to decorate the huge gymnasium, the various costumes added a riot of color. During intermission Miss Mildred Hughes, daughter of Mr. J. T. Hughes, of the mechanical department, presented two dances. Little Miss Hughes is one of the most accomplished child dancers of Birmingham, and is only eight years of age. Miss Martha Moore, of the Magazine Department, was a guest at the dance and made a short address following Miss Hughes' performance. The orchestra was dismissed at 12:00 o'clock.

St. Louis Girls' Club

One hundred and ninety-one members of the Frisco Girls' Club of St. Louis, attended the October luncheon held at the American Annex, October 29.

The decorations were in keeping with Hallowe'en. Yellow and black streamers of crepe paper were laid crosswise on each table, while a pile of bright red apples made the centerpiece. The speakers table was decorated in oak leaves, yellow candles, pumpkin faces and red apples.

The program was one of unusual interest. S. S. Butler, general traffic manager, F. H. Hamilton, vice-president, secretary and treasurer, C. H. Baltzell, special representative of general manager, and Professor L. M. Molino, director of the girls choral club, were honor guests.

During the luncheon motion pictures were shown in support of the Community Fund solicitation for the year 1928. Mr. Baltzell, after signaling pianist Bert Baumgartner, to play the wedding march, escorted Mrs. Woodworth, formerly Miss Ethel Wood, to the front of the room. Miss Wood, a former Frisco club member, was married in September.

Mr. Baltzell was called upon for a few remarks concerning the securing

of more business for Frisco Lines. He also refereed an old fashioned apple bobbing contest participated in by four members of the girls bowling league. The Misses Bertha Hahn and Minette Juhlin represented the Sunnyland team, and Genevieve Vilsick and Lillian Barnes the Texas Specials. Miss Hahn was the only one who succeeded in getting an apple from the pan. Each girl received an appropriate prize.

The choral club for the fall season of 1928 appeared before the members for the first time with two numbers, the first a popular air, and the second "Smiles," in which the entire club joined.

Mr. Butler's address was a combination of business with a few of his famous jokes mixed in.

Mr. Hamilton, another welcome guest, greeted the club with a few choice remarks.

On November 15, the bowling club presented last year's president, Bertha Hahn, who left the Frisco to be married this Thanksgiving Eve, with a gold-encrusted tray and an amber cold meat and relish dish combined.

The Frisco girls bowling club gave a very successful bridge and lotto party, clearing eighty-four dollars and twenty cents, at the home of Lillian Ritter on October 23. Eighty-five girls turned out for the affair and after the games twenty members of the club served hot weiner sandwiches and coffee.

Salem, Mo.

Transportation, traffic and damage to freight were discussed, and O. N. Watts, Newburg, Mo., assistant superintendent of the Eastern division, delivered a talk at the business meeting of the Frisco Employees' Club of

Salem, Mo., held October 17. The attendance was twelve. The meeting was presided over by A. S. Abbott, in the absence of the president and the vice-president.

Monett, Mo.

The petition regarding regulation of motor bus and motor truck traffic and operation was signed by all present at the meeting of the Frisco Employees' Club of Monett, held October 20.

Ways of increasing business for the Frisco were discussed. Reports read showed that members of the club are alert in soliciting business. The meeting was presided over by R. G. Kautman, vice-president, in the absence of J. J. Charles, president. Agreement was reached to hold one business meeting each month during the winter.



Clinton, Mo.

The unanimous passage of a motion to ask the division superintendent to authorize the establishment of a team track east of Greens, Mo., the discussion of circulation of petitions regarding motor bus and motor truck competition, and the discussion of freight rates took place at the meeting of the Frisco Employees' Club of Clinton, Mo., held October 21. Martin Kruse spoke on accident prevention.

Clinton, Okla.

A round-table discussion of traffic was the principal business conducted at the session of the Frisco Employees' Club of Clinton, Okla., held October 28. F. O'Halloran, agent at Cordell, Okla., and president of the club, presided. This club embraces the towns of Clinton, Cordell, Bessie, Arapaho and Custer City.

Thayer, Mo.

Because of a severe storm the meeting of the Frisco Employees' Club of Thayer, Mo., held October 15, was attended by few persons and only a little business was transacted.

Mountain Park, Okla.

Fire prevention, courtesy, and Frisco service were subjects of talks delivered at the meeting of the Frisco Employees' Club of Mountain Park, Okla., October 26. The attendance was sixteen, including several business men.

Talks were made by J. C. Clevenger, section foreman, and president of the club; W. M. Barnes, of the Barnes Mill and Elevator; Neal Ohagin, drayman; B. W. Carley, Frisco agent, and secretary of the club; Ira Hartzog, manager, Farmers' Gin Co.

Sherman, Texas

Approximately 150 employes attended the entertainment given jointly by the Frisco Employes' Club of Sherman, Texas, and the Sherman local of the Frisco Association of Metal Crafts and Car Department employes October 26, at Odd Fellows Hall.

The program was as follows: Women's quartet, Misses Ruth Walker, and Odelle, Ladelle and Mozelle Reid; reading, Miss Hattie Mae Reid; piano solo, Miss Dorothy Montgomery; reading, Miss Peggy Pankey; dance, Jack and Dorothy Frost; vocal selections, H. L. McDuffie, stationary engineer, and Mrs. McDuffie; vocal selections, Ed and Ellen Tunks; incidental music, orchestra of the Poole Manufacturing Company. After this program ice cream and cake were served and a general get-better-acquainted meeting was held.

St. Louis Men's Club

Frisco Employee Clubs have become important factors in the solicitation of freight and passenger business for Frisco Lines said Mr. J. R. Koontz, St. Louis, vice-president, traffic, in his talk before members of the Frisco Men's Club of St. Louis at the club's monthly luncheon held October 31, at Hotel Statler.

C. C. Kratky, chairman of the entertainment committee, introduced Will L. Lindhorst, St. Louis magician, formerly assistant to Thurston, the magician. Mr. Lindhorst amused the assemblage with a wide variety of tricks. Other entertainment was provided by the Misses Elvira Ziegenfuss and Mary Crane and by Messrs. Al. Neff and Norman Cool. The attendance was 215.

Neodesha, Kans.

Members of the Frisco Employes' Club of Neodesha, Kan., obtained in October, the handling by the Frisco of eight cars of freight and also obtained one permanent routing order, it was reported at the club's business meeting held November 1.

Visitors included W. H. Bevans, Fort Scott, superintendent of the Northern division, and H. E. Morris, Wichita, Kan., assistant general freight and passenger agent.

Approximately 125 persons attended the costume hallowe'en social held

the night of October 18. Mrs. Adeil won the cake offered to the woman voted the most popular at the social. Pumpkin pies, doughnuts and coffee were served. The hall was decorated with foliage.

Fort Smith, Ark.

The Greater Traffic Committee of the Frisco Employes' Club of Fort Smith decided, in session November 13, to assume the responsibility of financing the next social held by the club. C. H. Davenport, of the freight office, was appointed chairman to proceed with the details.

During discussion of traffic solicitation it was brought out that Charles McCulley, bill clerk, freight office,

After this program, refreshments were served and dancing followed.

Hugo, Okla.

The community Christmas tree in behalf of under-privileged children of Hugo, Okla., will be sponsored this year by the Frisco Employes' Club of Hugo, the club decided in session November 8.

The club will provide much of the funds for the purchase of the presents and all presents or baskets placed on the tree will have attached to them stickers such as are used by club members along Frisco Lines on their personal checks.

The club is working on the plan of raising funds for purchase of presents by selling Frisco employes from and including Hope, Ark., to and exclusive of Madill, Okla., and from and including Hugo to and exclusive of Fort Smith, Ark., memberships in the Hugo club for fifty cents each.

The purpose of the use of the stickers on presents is to impress on those receiving the presents as well as on visitors to the tree that the celebration is being sponsored by Frisco employes of Hugo and in this way give publicity to the Frisco.

The meeting was called to order by E. P. Olson, vice-president, who talked briefly of closer friendships between patrons of railroads and employes of railroads. He said that a way to bring about such friendships was by railroad employes taking part in social and business activities of their respective communities.

Because of the inability of H. S. Gore to serve on the permanent social committee, P. I. Holloway was appointed to succeed him, for the remainder of the year.

The following committee was appointed by Mr. Olson to arrange details of the club's sponsoring of the community Christmas tree: S. Kelton, dispatcher, chairman; J. O. Dick, agent; E. L. Ayles, roadmaster; Lee Kimbrough, switchman, and John Reece, roundhouse machinist.

Traffic talks were made by Mr. Dick, Mr. Olson, J. W. Stansberry, roadmaster; W. B. Kelly, roundhouse foreman, and Max Wright, conductor.

The next business meeting will be held December 13.

Through efforts by the Frisco Em-



had obtained Frisco hauling of a car of gravel. The next meeting was scheduled to be held December 11.

Approximately 400 persons, including some of the big shippers of Fort Smith and representatives of various civic organizations of that city, attended the Hallowe'en party given by the Frisco Employes' Club of Fort Smith the night of October 31.

Lee Caviness, president of the club, was master of ceremonies. The program included: Address, E. E. Carlock, past president of the club; address, H. E. Burgess, vice-president; piano solo, Eugene Hambric; address, W. L. Huggins, Jr., St. Louis, director of publicity of Frisco Lines; reading, Miss Lillian Harlan; vocal solo, Miss Delmaya Dourrough, accompanied at the piano by Mrs. W. H. Harrison.

ployes' Club of Hugo, and co-operation of officials of the Frisco a special train was operated from Hugo to Madill and return, November 9, for the Hugo football team and 150 Hugo fans for the game that day between a Hugo and a Madill football team. Hugo was defeated 21-0. Three of the Hugo team's best players were out of the lineup that day because of injuries. When the train reached Durant on the outbound trip, fans paraded the main street.

Among those who helped make the special train a success were: J. O. Dick, agent at Hugo; H. R. Williamson, secretary of the Hugo Chamber of Commerce and a Frisco booster; ("Uncle") Johnnie Carson, retired Frisco engineer, who solicited twenty-five of the 125 tickets sold for this train; H. V. Posey, superintendent of schools; Paul F. Lively, coach of the football team; A. D. Hanry, athletic director of the Hugo High School; E. P. Olson, dispatcher; G. S. Garrison, roundhouse foreman; X. R. Campbell, trainmaster.

Fifty-three members and eleven visitors attended the business meeting held by the Frisco Employes' Club of Hugo, Okla., October 16, in the assembly hall of the passenger station. A permanent social committee was appointed by C. M. Sasser, president of the club, and several men were elected to the official roster of the club to fill vacancies.

The elections were as follows: E. P. Olson, dispatcher, vice-president, succeeding M. K. Roberts, resigned; Amos Vickery, freight cashier, treasurer, succeeding W. M. McBee, resigned; A. E. McClellan, chairman for firemen, succeeding H. H. Baird, resigned; E. E. Grose, yard clerk, chairman of yard clerks, succeeding L. P. Dodson, resigned. The visitors included seven members of the Frisco Colored Employes' Club of Hugo.

The permanent social committee is as follows: H. S. Gore, engine foreman; X. R. Campbell, trainmaster; Max Wright, conductor; G. S. Garrison, roundhouse foreman, and B. M. Finley, engineer.

A short musical program was presented by C. G. Wilson, Albion, Okla., operator, and O. F. Mason. The next business meeting was called for October 25.

Cape Girardeau, Mo.

Traffic solicitation was discussed during the session of the Frisco Employes' Club of Cape Girardeau, held November 8. Clay Smith, operator, obtained three passengers for the Frisco.

"IT PAYS TO ADVERTISE"

"It pays to advertise," says L. L. ("Stormy") Stephens, Frisco engineer, of Wichita, Kans., (left foreground), and the many Frisco inscriptions on his coupe, shown in this picture, show



he is a booster for his railway. "Stormy" has been in the service for twenty-seven years.

The man standing behind "Stormy" is William Telfer, fireman, also a booster for the Frisco.

Memphis, Tenn.

Considerable business was obtained by Frisco employes at Memphis during the nine weeks immediately preceding the meeting of the Greater Traffic Committee of the Frisco Employes' Club of Memphis, held November 14.

Among those Frisco employes at Memphis who obtained business for the Frisco during the nine-week period were listed the following: S. L. Oliver, D. E. Creeden, W. F. Corkery, J. F. Walsh, Mrs. Lelia L. Lenihan, T. C. Higginbotham, H. D. Robertson, W. O. Farris, Miss Louise Burns, H. E. Bailey, C. C. Wright, John A. Ladd, J. W. Welch.

The attendance was thirty-five members. The next meeting was scheduled to be held December 12.

Girls' Club, Springfield, Mo.

On October 10, forty members of the Frisco Girls' Club of Springfield, Mo., enjoyed a weiner roast at the suburban home of Don Fellows, Frisco florist, and wife.

A number of girls made it a hiking party and walked from the east entrance of Phelps Grove to Mr. Fellows' home. However, some of the members were fortunate enough to arrive at their destination before sundown, which afforded them an opportunity to visit the Fellows' flower gardens and nursery. Mr. Fellows was particularly proud of his dahlias gardens and pointed out several dahlias which he had created. Weiners

were served either toasted or barbecued, inasmuch as Mr. Fellows had prepared both a barbecue pit of coals and a bonfire. After an outdoor feast, the party was held in the Fellows' new bungalow. Dancing and bridge entertained the crowd until a late hour.

Eagle City, Okla.

"We will all do what we can to keep things moving satisfactorily," say the minutes of the meeting of the Frisco Employes' Club of Eagle City, Okla., held October 27. During the meeting it was brought out that "Merchants still maintain loyal attitude to the railroad."

Henryetta, Okla.

The friendship existing between the Frisco and the public at Henryetta, was spoken of by J. D. Keith, cashier, before the Frisco Employes' Club of Henryetta, Okla., in its session November 13. He said he believed this friendship was due to the fact that, because of close co-operation between all the Frisco departments there, Henryetta Frisco employes realize the importance of personal handling when they can do anything to help out the cause.

D. B. McCain, clerk, said he had worked at several stations recently, and that Henryetta, in his opinion, took the lead among those stations in close, personal handling of business.

Roy Donovan, warehouseman, told of the excellent condition of merchandise handling and of pleased customers on this account.

H. G. McKinstry, agent, thanked the employes for their personal interest and their personal contact with the business people. He said that while employes possibly did not in every case realize the importance of their talks, that the results were far-reaching as regards future business. The next meeting was scheduled for the night of December 10.

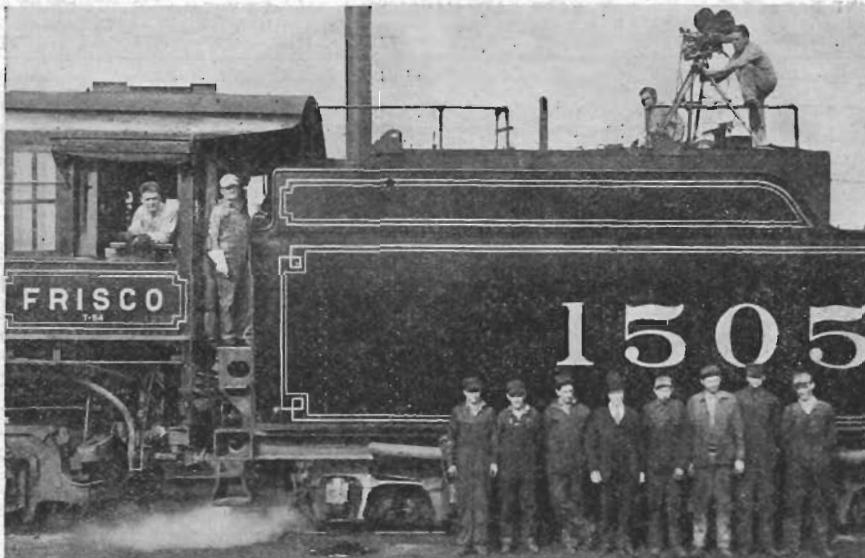
NEW YORK MEN HONORED

Messrs. Jack Owen and Eddie Enright, of the Frisco's New York offices, recently promoted to the positions of assistant general eastern agent and traveling freight and passenger agent, respectively, were entertained with a dinner on the night of November 19 by a group of friends in honor of their promotions.

The affair was given at the Knickerbocker Hotel, New York, and was attended by more than one hundred personal friends of the two men. S. S. Butler, general traffic manager, was toastmaster.

Frisco Whistles on Fox Movietone News Reels November 21-25

*First Locomotive "Sound Pictures" Taken of
Frisco Engines at St. Louis, Nov. 6*



Engine 1505 ready to leave Chouteau avenue roundhouse, St. Louis, to record the first "sound pictures" ever made of a locomotive whistle. Fireman Davis and Engineer Mullins are in the cab; general foreman Murney is in the center of the group beside the tender; and Fox Movietone operators, Allison and Sullivan, appear atop the tender with the camera and sound machine "ready to go."

THE first "sound pictures" ever made of a locomotive whistle, were recorded by Fox Movietone News on Frisco locomotive No. 1505 the morning of November 6 at St. Louis.

At 10 o'clock that morning, Messrs. Neil Sullivan and Harry Allison, operator and "sound man" respectively for the nation-wide Fox-Case Movietone Corporation, arrived at the Chouteau avenue roundhouse of Frisco Lines in St. Louis. They were accompanied by a representative of the Frisco's publicity department. A crew of men were busily cleaning up engine 1505, which had just come in from a run, and in a few moments the giant passenger locomotive was backed on to track one. In another fifteen minutes the moviemens, aided by several Frisco helpers assigned by W. B. Murney, general foreman, had loaded the camera and 300 pounds of "sound" equipment to the top of the tender. The camera was lashed to the oil tank hand rods to prevent slipping, and the sound machinery, consisting of several batteries, headphones and the sensitive "mike," together with cables, wires and synchronizing ma-

chinery, was made fast on tarpaulins.

At 10:30 the engine moved out of the yards with engineer D. E. Mullins, at the throttle and Chester Davis on the left hand side of the cab.

Following instructions, engineer Mullins alternated his volitone and steam whistles constantly on the fast run to Lindenwood and the Fox Movietone men were delighted with the subject. At Lindenwood the engine sidetracked to allow the Texas Special to roar by on its way to St. Louis, and again the clicks of the rails and the melodious tone of the volitone whistle were recorded on the camera's film.

At 2 o'clock that afternoon the movie crew erected their camera between the inbound and outbound Frisco tracks at Lindenwood station. The microphone, capable of picking up sound almost as clearly and accurately as the human ear, was placed on the platform a few feet away. Shortly the whistle of the Sunnyland, southbound to Memphis, sounded by the Fowler avenue bridge, and the camera was set in motion. Operator Sullivan stepped back from his machine just as engineer Ed Williams

OUR FAME REACHES AFRICA

The Frisco receives frequent nationwide recognition in newspapers and magazines because of various phases of Frisco leadership in the railroad world. Now comes recognition for the Frisco in the columns of the October, 1928, number of the South African Railways and Harbours Magazine, published at Johannesburg, which quotes from an accident prevention talk delivered recently at Kansas City by R. C. Canady, assistant superintendent of the Western division, with headquarters at Enid, Okla.

The article in the South African magazine, which does not mention Mr. Canady's name but terms him "the Manager of the Western Division of the Frisco Railroad," was as follows:

"At the Central States Safety Congress held at Kansas City on April 25, 1928, the Manager of the Western Division of the Frisco Railroad, in his opening remarks on safety said, 'The company I have the honour to represent started the movement called Safety First in August, 1911, and the general lines, with few changes, have been followed to this day with splendid results. The thought that it was the men and the manner in which the work was performed, and not the appliances, that were causing all these accidents has been our guiding light. . . . We supervisors have the most important part to play in the work of getting employees to work safely, and to report and assist in correcting unsafe conditions.'"

rushed past the camera. Not content with this shot, the crew awaited the arrival of the Bluebonnet.

Engineer Harry Pearse was "lacin' her" when he passed Lindenwood, and the scream of his steam whistle, followed by the deep-throated sound of the air chimes, brought smiles to the faces of operators Sullivan and Allison.

"This subject will delight the Fox people," Sullivan stated. "I'm sure this sound picture will be shown on the Fox Movietone News reels all over America November 21-25. A locomotive lends itself admirably to movietone uses, since it perfectly combines action for the camera and noise for the sound reproduction."

The Fox-Case Movietone Corporation shows its newsreel in theaters in practically every city in America, and the Frisco's new air-chime whistles will receive wide-spread publicity through the medium of these sound pictures.

Continued Decrease in Number of Damaged Cars

SIX hundred and thirty-three freight cars were damaged by rough handling on the Frisco during the first ten months of 1928 as compared with 668 freight cars during the corresponding period of last

year, a decrease of 5.2 per cent. The amount of damage for the period in 1928 was \$40,037.02 as compared with \$24,621.38 for the corresponding period last year, an increase of 62.6 per cent.

These figures are included in the report on this subject issued November 7 by the office of the car accountant at Springfield, Mo.

The report:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1928	1927	1926	1928	1927	1926	1928	1927	1926	1928	1927	1926	'28	'27	'26
TERMINALS															
Springfield.....	14	7	9	\$ 1,151.00	\$ 865.00	\$ 950.00	663,587	650,234	662,450	.0021	.0011	.0014	1	1	1
Birmingham.....	21	22	42	1,253.00	1,039.50	3,405.00	597,944	611,833	700,837	.0035	.0036	.0060	2	2	2
Tulsa.....	44	89	140	4,790.00	4,792.50	2,573.00	779,793	720,640	601,640	.0056	.0124	.0233	3	5	5
St. Louis.....	77	60	79	2,356.00	1,032.00	3,047.00	676,142	637,819	658,854	.0114	.0094	.0120	4	3	3
Memphis.....	84	90	217	6,238.50	2,513.00	9,242.95	620,413	783,536	965,442	.0135	.0115	.0225	5	4	4
Kansas City.....	96	111	186	4,383.00	3,340.00	4,115.50	645,874	612,291	596,110	.0149	.0181	.0312	6	6	6
Total.....	336	379	673	\$20,181.50	\$13,632.00	\$23,333.45	3,983,753	4,016,353	4,185,333	.0084	.0094	.0161			
DIVISIONS															
Western.....	3	2	20	\$ 55.00	\$ 10.00	\$ 2,079.00	210,678	205,644	212,258	.0014	.0010	.0094	1	1	4
Southwestern.....	24	23	149	1,149.52	893.00	4,142.50	873,552	901,464	949,628	.0027	.0026	.0157	2	3	6
Central.....	17	17	12	538.00	1,472.00	687.00	339,364	335,491	350,007	.0050	.0051	.0034	3	4	1
Eastern.....	29	15	32	2,985.50	651.48	760.28	741,978	717,229	760,230	.0053	.0021	.0042	4	2	2
Southern.....	50	41	57	6,885.00	1,875.75	2,865.50	797,965	785,156	818,632	.0063	.0052	.0070	5	5	3
River.....	36	47	60	1,818.00	1,357.00	1,623.50	265,706	370,093	420,757	.0098	.0127	.0143	6	6	5
Northern.....	95	118	154	5,008.50	4,237.65	2,535.40	901,376	870,646	949,552	.0105	.0136	.0162	7	7	7
Total.....	264	263	484	\$18,439.52	\$10,496.88	\$14,693.18	4,230,619	4,185,723	4,461,064	.0062	.0063	.0108			
Bir'gham Belt.....	4			122.00			54,686			.0073					
Texas Lines.....	29	26	18	1,294.00	492.50	327.65	126,613	116,435	131,799	.0229	.0223	.0137			
Tot. System.....	633	668	1175	\$40,037.02	\$24,621.38	\$38,354.28									

1928 COMPARED WITH 1927

Per cent Decrease in Number Cars Damaged.....	5.2	Per cent Increase in Number Cars Handled	
Per cent Increase in Amount of Damage.....	62.6	per Car Damaged.....	6.5
		Per cent Increase in Amount of Damage per Car Handled.....	61.15

"THE FISHERMEN THREE" Frisco Men Catch 154 Trout at Pensacola—A Record

THIS is not just a fish story—it's a trout story, and it's not about two or three good-sized trout, but of one hundred and fifty-four of the finny tribe, hooked, dragged in and photographed! The three sons of Isaac Walton who caught the string knew that a picture would have to come with the story.

For full particulars the reader is asked to communicate with L. L. Ban-



The fishermen, from left to right: Messrs. Bangert, Ryan and Pursley.

gert, transportation inspector of Springfield, W. R. Ryan, manager of

Payments by Metropolitan Life Insurance Company to insured officers and employes of Frisco Lines, October, 1928, totaled \$22,984.70, divided as follows:

Shop group, health, \$2,508.60; total and permanent disability, \$1,276.00; accidental death and dismemberment, \$1,500.00; death, \$1,000.00.

Supervisory group, total and permanent disability, \$1,926.00; death, \$12,000.00.

Clerks group, total and permanent disability, \$774.10; death, \$2,000.00.

the St. Louis Fred Harvey eating house, and F. L. Pursley, chief clerk in the office of superintendent of freight loss and damage claims. They are the boys who stand back of the story and the picture.

The three journeyed to Pensacola, Fla., where they had the good luck and they now say that they will never again fish in the clear Ozark streams for trout, because they can hop a train, catch—oh, several hundred, and come back and distribute them to the neighbors while their Missouri brothers are sitting by the bank, waiting for a bite.

K. C. VETS ENTERTAIN

Ninety-six ladies attended the card party given by the Frisco Sunnyland and Veteran Auxiliaries at the W. B. A. Club, Kansas City, on November 9.

Mrs. Dan McCarty won the prize for selling the greatest number of tickets. Ten drawing prizes were given by the members of the Auxiliaries.

Refreshments were served on the card tables.

MOVES SEAT—SAVES SKULL!

Z. B. Claypool, assistant director of accident prevention for Frisco Lines, not only preaches accident prevention, but practices the old law of "safety first" in his daily routine.

While working at his desk in the Frisco office building, Springfield recently, he noted that the plumber repairing steam pipes above his head was handling some heavy tools.

He moved from the precarious location just before one of the heavy tools dropped from the plumber's hands and shattered the plate glass on his desk.

"Just another practical lesson," was Mr. Claypool's remark.

Enid's Newest Million Dollar Industry Completed



THE mammoth plant of the Pillsbury Flour Mills, recently completed in Enid, Oklahoma, at an estimated cost of over \$1,000,000, is one of Oklahoma's newest major industries.

The plant which began operation October 16, was secured for Enid after concentrated effort on the part of the Sooner Boosters of that city to locate factories and mills at the point of production. On one day during the wheat movement this year, 800 carloads, or more than \$1,000,000 in wheat were strung along the rail lines entering Enid.

The mill building, which is an eight story one of brick and concrete construction is built to hold two separate mill units. At the present time one unit has been installed which has a capacity of 1,800 barrels each twenty-four hours. The other unit will have the same capacity.

The wheat cleaning and flour machinery is of the latest design and the mill is equipped with every facility to get the best quality and efficiency in flour.

Since the original contract for the mill building and elevator was signed, a warehouse has been added which will hold 50,000 barrels of flour. The

second floor of the warehouse contains the mill office and a complete laboratory with bake shop included. The bake shop is built so it is comparable to any first-class bake shop in the country.

An additional grain storage unit has been added which has a capacity of 750,000 bushels. When both units are operating the mill will have a storage capacity of one and one-half million bushels of wheat.

The mill is located at the intersection of the Frisco and Rock Island lines and adjacent to the Santa Fe tracks, and will be served by the three roads.

FRISCO DOCTORS MEET

(Continued from Page 5)

tary-treasurer of the association by acclamation. The executive committee was chosen with the following members, Drs. Woolsey, J. A. Crisler, Memphis; S. R. Benedict, Birmingham, and J. Jackson, Kansas City, Mo.

Business discussions and plans cannot be carried on indefinitely even among a group of men of such earnest bearing as Frisco doctors.

The Pensacola hospitality committee, composed of Drs. Clarence Hutchinson, M. E. Quina and Carol C. Webb, had planned an evening entertainment beginning with a dinner, that was destined to be referred to as "the best we've ever had" by the doctors attending.

The dinner began at 7:30 p. m. in the ballroom of the San Carlos with fresh shrimp and spanish mackerel caught that afternoon in Pensacola Bay, then fried chicken and all the "fixin's" to make the occasion enjoyable.

Following the dinner came introductions by Dr. Hutchison, a welcome by Mr. Sam Pasco of Pensacola, Frisco attorney there, and short addresses by Dr. Woolsey, Dr. Marion Inge, chief surgeon of the M. and O. Railway at Mobile, and others. Music was fur-

nished by Ed Calhoun's orchestra, and a pleasant evening was whiled away to blues songs by "Doc" Johnson, Elaine Dickerson, "Johnnie" Klumper, Billie Knight and several dance numbers by Miss Dolly Jones.

Airplane rides and an inspection of the naval air station at Pensacola, largest in America, were the order of the morning hours on the last day of the convention. Dr. Woolsey took a "flight" of passengers to Camp Walton, 60 miles up San Perdido Bay for luncheon, while other doctors and their wives were given air journeys over Pensacola and its environs by authority of Admiral J. J. Raby, commandant of the naval station.

At 4 o'clock in the afternoon the "Sunnyland" left for the north country carrying the seven Pullman cars of the doctors back to their home towns, and back to their Frisco patients.

"This was the best attended and most enthusiastic meeting we have ever had," Dr. Woolsey said. "Each year the doctors on Frisco Lines are becoming more interested in these business conventions. I believe our plan of combining a serious business discussion with a 'fun session' is attracting them to these meetings."

Tulsa, Oklahoma, home town of president-elect Cook, will be the scene

SOUTHWESTERN WINS CUP

Altho the Southwestern division mechanical department held for a solid year the merit cup quarterly competed for by various mechanical departments of the Frisco, the Central division mechanical department took the cup for the third quarter of 1928 on its showing of .0379 casualties per 1,000 man-hours. The Southwestern division mechanical department was runner-up, with .0523.

In the contest for the transportation department merit cup the River division won with the percentage of .0349. The Central division was a close contender with the percentage of .0396. The River division took the cup from the Birmingham terminals.

In the mechanical department contest for the third quarter third place was held by the Northern division; fourth by the Southern division, and fifth by the Eastern division.

Western division was third in the race for the transportation merit cup; Birmingham terminals fourth, and Tulsa terminals fifth.

of the 1929 meeting. The date of the convention will be announced by the executive committee at a later date.

Passenger Trains 95 Per Cent on Time During October, Report Shows

WITH the passenger train performance of Frisco Lines for October, ninety-five per cent on time, M. M. Sisson, Springfield, Mo., assistant general manager, in a circular letter to all superintendents,

commented on this showing and urged a performance of at least nine-eight per cent for the railroad.

The ninety-five per cent performance for October compares with 94.8 per cent for October, 1927, and 93.2

per cent for October, 1926, according to the monthly comparative report on Frisco Lines passenger performance issued November 5 by the office of the general manager, Springfield, Mo. The report:

DIVISION	Total Trains Operated		Total Trains Maintained Schedule or Made Up Time			Per Cent Trains Maintained Schedule or Made Up Time			Standing of Divisions			
	Oct. 1928	Oct. 1927	Oct. 1926	Oct. 1928	Oct. 1927	Oct. 1926	Oct. 1928	Oct. 1927	Oct. 1926	Oct. 1928	Oct. 1927	Oct. 1926
Western.....	186	215	199	186	214	185	100.0	99.5	93.0	1	1	2
Central.....	248	620	620	245	592	610	98.8	95.5	98.4	2	3	1
River.....	852	942	672	836	915	661	98.1	97.1	98.4	3	2	1
Northern.....	1054	1325	1343	1012	1261	1242	96.0	95.2	92.5	4	4	3
Southwestern.....	806	861	847	768	793	761	95.3	92.1	89.8	5	6	6
Eastern.....	558	643	682	511	586	625	91.6	91.1	91.6	6	7	4
Southern.....	806	837	775	719	788	698	89.2	94.1	90.1	7	5	5
Total.....	4510	5443	5138	4277	5149	4782	94.8	94.6	93.1			
Texas Lines.....	240	240	240	237	240	229	98.7	100.0	95.4			
Total System.....	4750	5683	5378	4514	5389	5011	95.0	94.8	93.2			

SPRINGFIELD WINS AGAIN

Terminal Is First in a Three-Way Contest for Watch Accuracy

FRISCO terminal employes and their families met on the night of October 9 in the community building, Commercial Street, Springfield, to witness the presentation of a 23-jeweled W. C. Ball railroad watch to Mr. O. W. Bruton, superintendent of terminals, won for him by his employes in a contest conducted by the Time Service Bureau.

The contest, which lasted for one year, ended June 1, 1928. Its purpose was to see who could make the best record in watch comparison of the men working in the transportation



One of the most attractive flower plots to be found on Frisco Lines is at St. Marys, Mo., sixty-five miles from St. Louis on the Frisco's River division.

The plot is cared for by H. Schroeder, agent, and he states it is more beautiful this year than it has ever been. Beds of scabiosa, marigolds, giant bachelor buttons, salvia, petunias, Chinese forget-me-nots, gladioli, old king cotton and snapdragons form a colorful display.

A bed, 25 by 35 feet, raised in the back, spells out the following in plants, six inches tall: "Frisco Lines Give Service, Prevent Claims and Appreciate Your Patronage." This bed plainly can be seen by passengers on trains stopping or running slowly through St. Marys.



department, requiring time service inspection. The watch was to be presented to the superintendent whose men made this record.

Springfield terminal made the best record of any terminal or division on the three railroads, it was learned through a check.

Howard W. Chism, Sapulpa, Okla.
Eugene McCracken, St. Louis, Mo.
August Venzloff, Springfield, Mo.
S. M. Jackson, Okla. City, Okla.
Anthony Wucher, Cape Girardeau, Mo.

Chas. W. Regan, St. James, Mo.
B. Baker, Chaffee, Mo.
Frank Boyd, Tulsa, Okla.
Jas. L. Thompson, Pittsburg, Kans.
John A. Beck, Thayer, Mo.
C. C. Miller, Okla. City, Okla.
Wm. Young, Springfield, Mo.
Wm. Sowell, Chaffee, Mo.
James T. Lane, Biggers, Ark.
Aug. Reed, Wodena, Okla.
John C. Ridenour, Enid, Okla.
Elmer Becht, Kimmswick, Mo.
H. D. Eddings, Okla. City, Okla.
Geo. Roth, Hayti, Mo.
Robt. M. Blakely, Yale, Tenn.
Isaac Fisher, Tulsa, Okla.
C. D. Dunn, Springfield, Mo.
Oliver G. Moul, St. Louis, Mo.
Guy E. Anderson, Okla. City, Okla.
Fred Dunard, St. Louis, Mo.
T. C. Horstman, St. Louis, Mo.
W. S. O'Brien, Springfield, Mo.
Chas. Thomason, Hayti, Mo.
Edw. Boykin, Hucksford, Ala.
Walter Hazen, St. Louis, Mo.

IN THE FRISCO HOSPITAL

The following list contains the names and occupations of patients confined in the Frisco Employes' Hospital in St. Louis as of November 13, 1928. They will be glad to hear from their friends:

- L. C. Beasley, Hugo, Okla.
- James Howell, Antlers, Okla.
- Wm. A. West, Enid, Okla.
- Jos. M. Blankenship, Ft. Smith, Ark.
- John M. Farris, Walnut Ridge, Ark.
- Chas. L. Cook, Birmingham, Ala.
- Wm. H. Holland, Chaffee, Mo.
- M. J. Dunworth, Morrison, Okla.
- E. G. Sperry, Ft. Smith, Ark.
- Thos. F. Conway, Kansas City, Mo.
- Hugh Cole, Okmulgee, Okla.
- R. L. Cole, St. Louis, Mo.
- J. L. Cox, Potts Camp, Miss.
- Wm. Florian, Pacific, Mo.
- Claude Heckendorn, Seymour, Mo.
- J. Hopkins, Phillipsburg, Mo.
- Daniel James, Peoria, Ill.
- Wm. Lightfoot, Hugo, Okla.
- W. P. Myers, Okla. City, Okla.
- Robt. D. Perkins, K. C., Mo.
- Mike Saxon, Tulsa, Okla.
- Geo. T. Setchel, Tulsa, Okla.
- Walter Smith, Amory, Miss.
- Paul R. Woods, Memphis, Tenn.

GOES TO PACIFIC COAST

C. H. Morrill Appointed Traffic Manager—E. G. Baker Receives Promotion at Kansas City

MR. C. H. MORRILL, assistant to vice-president in charge of traffic of the St. Louis-San Francisco Railway Company, was transferred November first to the Frisco's Pacific coast territory with the title of Traffic Manager, according to an announcement made by Mr. J. R. Koontz, vice-president in charge of traffic for Frisco Lines, today. Mr.



C. H. MORRILL

Morrill succeeds Mr. A. H. Stevens, who has been general agent for the Frisco in that territory for five years.

The Pacific coast territory of Frisco Lines includes the states of California, Washington, Oregon, Arizona, and the Province of British Columbia.

Mr. Morrill has had a long and distinguished career with Frisco Lines. He was for many years in the industrial department of the railroad and in 1910 was appointed commercial agent at Detroit. He was out of railroad service for a short time and returned in 1912 to the general freight office. He has held a great many positions of importance in the Frisco's freight department and during the period of government control of the railroads he served as assistant chief of the inland traffic service of the War Department. On April 1, 1919, he was furloughed to the U. S. Railroad Administration and appointed assistant traffic manager on the southwestern region, with headquarters in St. Louis. In April, 1920, he

He Wore Goggles—He Continues to See



NEAL CARL, machinist in the Frisco shops at Ft. Scott, Kans., continues to smile and most of all continues to see as clearly as ever, even though for awhile old man Carelessness and his brother, Thoughtlessness tried to detract his attention.

He was given an assignment to chip a fire door rim in the Ft. Scott shops. Old man Carelessness, always near at hand, remarked that it was useless to put on goggles. It just took time, and accidents were rare. His brother, Thoughtlessness, said he was right, and he always thought goggles hindered a fellow's work.

But Neal Carl had a family. He had pledged his life to their support, and a man can't make a great success with one eye. He didn't argue with the two—he picked up his goggles, placed them over his eyes and

began to work.

"Flip!" A tiny piece of metal broke from the fire door rim and struck his eye. The eye-glass in the goggle was shattered and some of it fell to the floor. Neal Carl jumped up and tore his goggles from his eyes. He felt his eyelid. He opened and shut his eyes. His sight was perfect and he heaved a sigh of relief and gladness. Every kind of a grateful emotion in his body expressed itself.

He turned to berate the two, Carelessness and Thoughtlessness, but they were gone, for their argument sounds much better before an accident than afterwards.

Neal Carl secured another pair of goggles and put them on securely before he again took up his tools to continue his work.

was made assistant to Mr. Alexander Hilton, then vice-president in charge of traffic. He has been assistant to Vice-President Koontz since 1923, with the exception of a short time during which he was assistant freight traffic manager.

During the twenty years of his St. Louis residence Mr. Morrill has resided with his family in Webster Groves, Mo.

E. G. Baker, formerly assistant general passenger agent at Kansas City, was appointed assistant general freight and passenger agent at Kansas City, Mo., effective October 16, according to a circular issued by Geo. F. Macgregor, traffic manager at that point.

CLAIMS INSURANCE BENEFIT

Miss Ethelyn A. Straub, of the accounting department, St. Louis, will testify that a Frisco group insurance policy is a fine thing to have.

On June 25 she filed a claim for total and permanent disability benefits on her \$1,000.00 policy and on August 1 received her first check for \$51.04, which amount will be paid to her each month for a period of twenty months. While Miss Straub was in service, this policy cost her less than fifty cents a month.

AGENCY CHANGES

H. L. Eaton installed agent at Idabel, Okla., November 5.

Mrs. A. Denby installed temporary agent at Pearl, Mo., November 5.

C. F. Brockman installed permanent agent at Billings, Mo., November 3.

T. E. O'Bar appointed temporary agent at Boynton, Okla., November 2.

Mrs. Jessie M. Grabner installed permanent ticket agent at Bruch Creek, Mo., November 1.

Fry's Mill, Ark., ticket agency closed, effective November 1.

Swinton, Mo., agency closed, effective November 1.

H. E. Sallee installed permanent agent at Carl Junction, Mo., November 1.

W. L. Coleman installed division freight and passenger agent at Joplin, Mo., November 1, succeeding F. R. Newman, transferred. Mr. Coleman will act also as ticket agent.

T. H. Lucy installed permanent agent at Proctor, Okla., October 31.

J. N. Atteberry installed temporary agent at Christie, Okla., October 31.

C. R. Alexander installed permanent agent at Bourbon, Mo., October 29.

R. G. Broyles appointed temporary agent at Peculiar, Mo., October 29.

O. S. Donaldson installed permanent agent at Hardy, Ark., October 23.

J. L. Baggett installed temporary agent at Magnolia, Ala., October 23.

J. S. Avard installed temporary agent at Frederick, Okla., October 22.

H. J. Houghland installed permanent agent at Brant, Okla., October 22.

H. G. Brand installed temporary agent at Anaconda, Mo., October 16.

J. H. Young installed permanent agent at Bainbridge, Mo., October 15.

W. C. Austin installed permanent agent at Deepwater, Mo., October 15.

W. H. Cole installed permanent agent at Grubbs, Ark., October 12.

C. K. Willis installed permanent agent at St. James, Mo., October 12.

The name of station, Jones Mill, Ala., was changed to Frisco City, October 11.

Ticket agency established at McCullough, Ala., October 11. W. L. McCall was appointed to act as freight and ticket agent, effective the same date.

T. E. O'Bar installed permanent agent at Proctor, Okla., October 11.

Ticket agency established at Vredenburgh Junction, Ala., effective October 10. W. J. Jones was appointed to act as freight and ticket agent.

Enid Mechanic Father of Triplets



“A NEW baby?”
 “No, more than that!”
 “Two new babies?”
 “Nope—three—triplets, girls!”

And that was the reason for the big smile on R. C. Dyer's face when he came back to work the morning of October 23. Mr. Dyer is a mechanic in the Enid shops.

The triplets were born on October 22 at Enid, Okla., and as far as could be ascertained were the first triplets born in Garfield County. They averaged 6 pounds apiece. In celebration of the event the nurses at the General Hospital gave a public reception in their honor on Sunday, October 28, and more than 1,000 of Enid's inhabitants gazed in admiration on the three. Each visitor was urged to sug-

gest a name for the babies and after a great deal of consideration the following names were chosen: Doris Field, the second name being in honor of Doctor Julian Field who attended the mother at their birth; Lotis Rose, the second name being in honor of Miss Rose L. Dunning, Dean of Nurses at the hospital, and Iris Gene, the latter name taken from the name of the hospital in which they were born.

Innumerable gifts were received by the little ones which consisted of everything they could possibly use for several years, even to jewelry and a trust fund that now amounts to \$50.

Besides the three new arrivals, there are three other children in the family, Curtis Amanda, Jed and Joy.

BUY CHRISTMAS SEALS

A stately galleon of old, bearing the double-barred cross of the workers against tuberculosis is the design of the Christmas Health seal for 1928. The health ship, symbolic of a world-



wide crusade against disease, is represented as bringing to humanity a cargo full of hope and joy.

Twenty-one years ago, with the sale of the first Christmas Health Seal in the

United States, the good ship "Health for All" started on her voyage, fighting the seas of indifference and neglect. Much has been accomplished in that time, the tuberculosis death rate being reduced more than one-half. But there is still a long way to go, for tuberculosis killed nearly 100,000 persons in the United States last year.

Diminutive—bright and cheerful enough to seem its own excuse for existence—the Christmas Health Seal

is financing a health promotion and disease prevention campaign that is saving the lives of 130,000 persons annually. This year, 1,500,000,000 seals, enough to reach 25,000 miles if placed end to end, will be sent out all over the United States, offering everyone the opportunity to take part in this life-saving enterprise.

You can lend a hand. Buy more Christmas Health Seals this year, and help the good ship "Health for All" into port, that the thousands of tuberculosis victims in this country may benefit by her cargo of joy and hope and human health.

BUYS FIRST TICKET

To Harvey F. Bingham, of Pensacola, goes the honor of purchasing the first ticket from Pensacola to St. Louis sold by the Frisco on its first regular passenger train out of Pensacola, run September 1, 1928.

Mr. Bingham is the son of F. F. Bingham, of the Southern States Lumber Company. The younger Bingham had just returned from a trip to European and African ports.

A PAGE OF PRAISE *from* FRISCO PATRONS

A SHIPMENT of building woodwork which moved from Springfield to Dallas, Texas, for exhibition purposes at the State Fair, Dallas, was given such fine handling by Frisco Lines employes that it evoked a letter of praise from Mr. F. C. Tockle, traffic manager for the Premier Standardized Woodwork Company of El Paso, Texas.

The letter, in part, reads: "Upon his return from the State Fair at Dallas, Mr. Hertzog, our advertising manager called my attention to the splendid service of your line in moving a shipment of our building woodwork from Springfield, Mo., to Dallas. This shipment was for exhibition purposes and it was necessary for it to have expedited service in order to arrive in time to be set up as an exhibit for the opening of the fair.

"I want to take this occasion to express my appreciation of the service given this shipment by your line."

A letter from John H. Moore of the Buell Lumber and Manufacturing Company, Dallas, praises Frisco service.

"This is rather belated thanks for the splendid service given us just before the State Fair of Texas on a shipment of display cabinet work from Springfield to Dallas," he writes.

"We received the material in good shape in plenty of time for the Fair, due to the efforts of yourselves and we wish you to know that the service rendered was deeply appreciated by us."

Seventh-day delivery on a car of frozen fish from Midway, Conn., delivered to the consignee at Ft. Worth, is the subject matter contained in a letter of praise for Frisco service.

The letter from McKee & Son of Ft. Worth, Texas, reads, "Wish to extend our compliments upon the service rendered SRIX 25, fish from Midway, Conn., consigned to our account, Ft. Worth.

"This car made seventh morning delivery, which is one day earlier than we have experienced upon any shipments heretofore.

"We again thank you for prompt handling and express our appreciation of same."

Messrs. Raymond Welch and R. C. Via of the Safety Refrigerator Company of New, Connecticut, who ac-

companied three cars of fish being handled in the Frisco's new Chicago-Tulsa merchandise train, had very warm words of praise for the manner in which their shipments were being handled.

In conversation with Mr. F. A. Pierpons, conductor on Extra 43 west, between Springfield and Monett, on October 27 (in which train these cars of fish were being handled), the two gentlemen expressed themselves as being greatly pleased with the quick service and nice way in which they were being handled, making special mention of getting through St. Louis, Newburg and Monett terminals without delay. One car was going to Wichita, and one to Ft. Worth, and the Frisco officials were assured of future movements for this concern.

The following letter from Mr. R. E. Hughes, Traffic Manager of the New Era Milling Company, concerning good service performed by Frisco Lines' Arkansas City switch engine in charge of Mr. G. L. Hendrie, foreman, is quoted below. The letter was addressed to Mr. H. R. Smyer, agent at Arkansas City, Kans., and praises the efforts of Mr. Hendrie.

"Herewith two copies of switching performance record for the month of October, 1928. A perfect record has been made by your foreman, G. L. Hendrie. This is the first 'On Time' perfect record since we started keeping this record, which was from the first of January, 1926. We certainly appreciate this co-operation, and Mr. Hendrie is to be commended for his efforts in setting the first perfect mark. He came very close to it in September and also made a good record in August.

"During 1926 the daily average minutes late ranged by months from 14 to 62. Eleven of these months were 25 and over. The service has improved generally since that time and now it is perfect, a good mark for Foreman Hendrie's followers to shoot at."

Frisco service received high praise from Keith Clevenger, director of information service for The Empire Companies at Bartlesville, Okla., in a letter he wrote recently to W. L. Huggins, Jr., St. Louis, director of publicity for Frisco Lines, concerning this railway's handling of part of the recent tour of the Henry L. Doherty &

Company Quarter Million Club.

The letter said in part:

"A few days ago it was my pleasure to make the acquaintance of Mr. Jack Owens, Frisco passenger agent from your New York office. Mr. Owens was accompanying our Henry L. Doherty & Company Quarter Million Club on its tour of the Empire District Electric Company and The Empire Gas & Fuel Company properties.

"I found him to be a most enjoyable and accommodating traveling companion, always on the alert to see that the members of the party had every comfort and convenience possible.

"I might also say in the same connection that the dining service supplied by the Frisco and Fred Harvey was excellent. In fact, it was the very general comment of the 150 men on the trip that it was the finest service of its kind they had ever experienced.

"The handling of the train was at all times most efficiently and capably expiated and every Frisco employe with whom we came in contact was uniformly courteous and accommodating. . . ."

"I want to congratulate the Frisco Railway Company for the kind of service they gave us on a car load of tires shipped from the B. F. Goodrich Rubber Company, Akron, Ohio, on August 21, by the way of the Erie Railroad routed over the Frisco Railway and delivered here on August 25," wrote Wayne R. Bishop, of the Wayne Bishop Tire, Inc., Springfield, Mo., to W. C. Smith, Frisco freight agent at Springfield.

"To my knowledge this is the best service Springfield has ever received. With this kind of co-operation on your part it enables us to give our dealers the best of service."

When a Frisco freight train containing a load of lumber which had shifted so far that it might have struck a switch stand and derailed a part of the train, was passing his house near Fall River, Kan., May 9, H. F. Bemis, a farmer, and former Illinois Central conductor, saw the shifted load and signalled the conductor, John Mathews, who stopped the train and set out the car. W. H. Bevans, superintendent of the Northern division, Fort Scott, Kan., wrote a letter to Mr. Bemis thanking him for his considerate action.

FRED C. WERNER HONORED

Kansas City Passenger Agent
Elected Pres. N. A. of C. P. A.

FRED C. WERNER, city freight and passenger agent for Frisco Lines at Kansas City, Mo., was elected president of the National Association of City Passenger Agents, at the sixth annual convention of that organization held in San Francisco,



FRED C. WERNER

Cal., October 19 to 21. The new president is a charter member of the association and was present at the organization meeting held in St. Louis in 1922. Two hundred and twenty-five rail passenger agents are members.

Fred Werner has been an employe of Frisco Lines for thirty years, beginning as a clerk on the K. C. F. S. & M. in 1898. He has held many positions in the passenger department, including cashier, traveling passenger agent, district passenger agent at Indianapolis, chief clerk in the division passenger office in Kansas City and city passenger agent.

He is widely known on the Frisco, particularly in the Kansas City territory, and his many friends will be glad to know of this honor that has come to another Frisco man.

**Have you gotten YOUR
Passenger?**

For Meritorious Service

NORTHERN DIVISION

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

W. D. Mertz, conductor, Pittsburg, Kan., found a defective wheel on a foreign-line car, notified car foreman and latter changed wheels before allowing car to move. The personal record of Mr. Mertz has been credited with five merit marks.

E. E. Bellman, operator, Paola, Kans., discovered a broken arch bar and notified crew which set the car out at Henson, Kans. The personal record of Mr. Bellman has been credited with five merit marks.

F. G. Cogdell, conductor, Wichita, Kans., stopped his train to put out a fire. His personal record has been credited with ten merit marks.

A. C. Marsh, operator, Olathe, Kans., noticed something dragging as a train was passing Olathe and advised the conductor as the caboose of the train went by him. The personal record of Mr. Marsh has been credited with five merit marks.

R. French, operator, Scammon, Kans., discovered a brake beam down on a train as it passed Scammon. He was unable to attract train crew's attention and immediately notified dispatcher who stopped the train at Turck, Kans., where it was found that brake beam had been lost, section men later finding it between Scammon and Turck after they had been sent out to examine the track. The personal record of Mr. French has been credited with five merit marks.

A. L. Milliken, agent, Altamont, Kans., discovered a brake beam down in a train passing his station and flagged train. His personal record has been credited with five merit marks.

Sam Kuhn, brakeman, yard office, Kansas City, Mo., noticed fire flying from train, stopped the train and found a broken arch bar. He has been commended.

C. F. Zentmire, brakeman, Fort Scott, Kans., found a key gone from a sand board pin and the pin almost out of hanger of a baggage car and had car men make the repair. The personal record of Mr. Zentmire has been credited with five merit marks.

Eugene Smith, train porter, Monett, Mo., found a door of the warehouse at Andover, Kans., open. He closed and locked the door and, as there was no one on duty at the warehouse, carried the keys to the meeting point with another train and handed the keys to a member of the crew of the latter train so that the keys would be returned when there was some one on duty at the warehouse. Mr. Smith has been commended.

SOUTHERN DIVISION

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

D. J. Anderson, brakeman, Thayer, Mo., when his train was making a very poor run due to low steam because engine was being fired by a student fireman, spent every minute he could spare on the engine in an effort to keep the steam up. The engineer said that it would have been impossible for him to have brought this train through had it not been for Mr. Anderson's assistance in firing the engine. He has been commended.

EASTERN DIVISION

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

B. H. Suttles, bill clerk, figured the long haul for the Frisco via Boligee, Ala., on a car of flour for Eutaw, Ala.

G. W. Petry, brakeman, Clinton, Mo., when Engineer Burns was injured near Weaubleau on Train 21, September 30, voluntarily fired engine to Springfield, Mo., bringing the train in practically on time. Mr. Petry's personal record has been credited with ten merit marks.

BIRMINGHAM, ALA.

Superintendent J. W. Skaggs reports the following cases of meritorious service:

B. H. Trotter, conductor, assisted in putting out a fire in a carload of cotton while off duty at East Thomas yard. His personal record has been credited with five merit marks.

C. M. Gann, yard clerk, found a loaded car moving as an empty and reported it. His personal record has been credited with five merit marks.

C. A. Bailey, yard clerk, found a loaded car carded as an empty. His

(Now turn to Page 19, please)

FOR MERITORIOUS SERVICE

(Continued from Page 18)

personal record has been credited with five merit marks.

J. C. Frazier, foreman, and J. L. Shoaf and E. Barnes, switchmen, found a car of cotton on fire and unloaded the car. The personal record of each of these men has been credited with five merit marks.

I. B. Holmes, foreman, and A. E. Red and F. A. Lay, switchmen, found coupler down on a loaded coke car, repaired the coupler and made delivery. The personal record of each of these men has been credited with five merit marks.

RIVER DIVISION

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

F. J. Frazier, conductor; C. V. Sigler, fireman; V. R. Kelly and Frank Morgan, brakemen and George Roth, engineer, assisted in putting out a fire in cotton in a Frisco car. These employes have been commended.

W. F. Bryant, section foreman, displayed special interest in correcting a hazardous condition at Poplar Bluff, Mo., during a period he was off duty. He has been commended.

R. G. Stackhouse, brakeman, flagged Train 876 when he learned that there was a mule on the bridge near mile post 246. Mr. Stackhouse has been commended.

William Spencer, conductor, discovered a broken rail and notified trainmaster. He has been commended.

Q. Briggs, engineer; G. Duncan, fireman; J. E. Horn, conductor and O. Garner and Sam Foley, brakemen, removed a broken truss rod from a car and moved the car safely to destination. They have been commended.

MEMPHIS TERMINALS

Superintendent E. E. McGuire reports the following case of meritorious service:

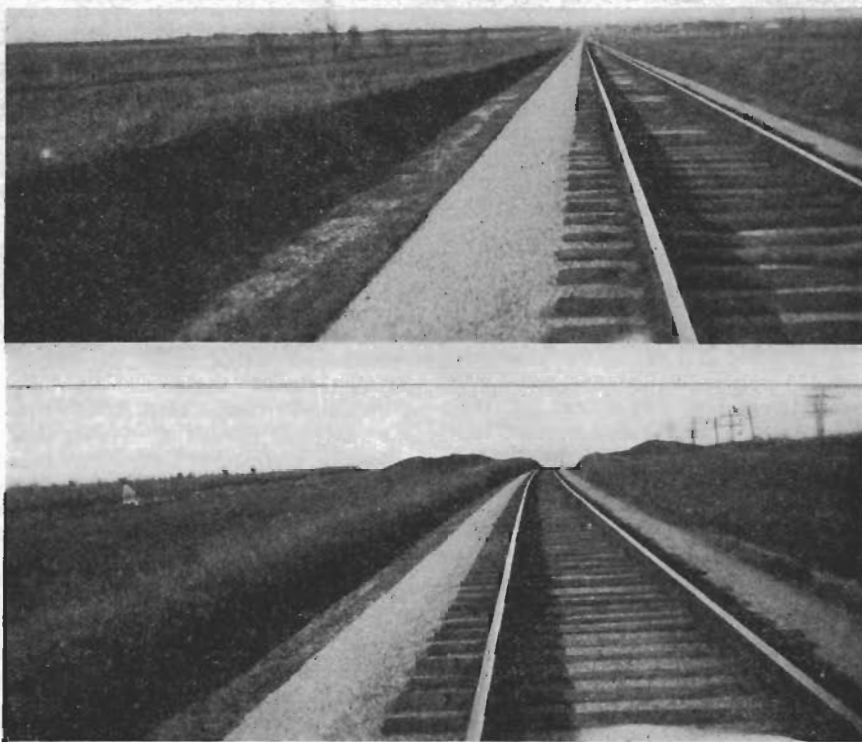
George Heist, yard clerk, noted a bale of cotton in a car listed as empty and immediately obtained disposition and carded car to house. His personal record has been credited with five merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

H. C. Seaman and G. D. Lyons, brakemen, turned construction equipment on the turntable at Chester, Ark., avoiding the necessity of handling this equipment from Chester to Fayette, Junction, Ark., and return. The personal record of each of these men was credited with five merits.

Excellent Ballast Dressing Near Chelsea, Okla.



Frisco operating officers are placing particular stress on the necessity of good ballast dressing and the accompanying views of track taken near Chelsea, Oklahoma, on the Cherokee Sub. are excellent examples of what may be accomplished. This section is maintained by J. H. Morgan, foreman under the supervision of W. T. Trisler, roadmaster.

Joe Tucker, brakeman, discovered dome cap gone from a car of gasoline moving in a train. He reported the hazardous condition and it was corrected. His personal record was credited with ten merit marks.

W. O. Rhodes, brakeman, discovered a bad joint in a passing track at Soper, Okla. The defect in the joint was due to a broken angle bar. Mr. Rhodes called a section laborer who resided near the tracks and had repairs made. The personal record of Mr. Rhodes was credited with five merit marks.

W. C. Shultz, conductor; C. J. Southern and Frank Bryan, brakemen; R. P. Hawkins, engineer and Oil Stump, fireman, obtained material and made permanent repairs to a draw bar in a car moving in their train, thus avoiding delay to their train and delay to this car, as well as saving the company the expense of sending a car man on the line to make repairs. The personal record of each

of the members of this train crew was credited with five merit marks.

RIVER DIVISION SCORES

Interest is keen at every point on Frisco Lines in regard to bringing to the road more business, and in giving the business secured, prompt and efficient handling.

The Frisco's agent at Malden, Mo., in a letter to J. H. Doggrell, superintendent of transportation, writes: "As everyone at this time is interested in the prompt movement of cars, both loads and empties, wish to tell you that we are surely making a mark here this season.

"No. 852 is bringing in daily from five to ten cars of cotton, arriving Malden from 6:00 p. m. to midnight, placing this cotton on arrival here and taking the empties out with them next morning.

"Also have another record that will beat that. No. 852 arrived Malden 1:26 a. m. morning of October 4, with seven cars of cotton, three of these loaded in foreign cars. The crews were called on their rest and took out the three foreign cars loaded and all the others empty."

**Have you gotten YOUR
Car of Freight?**

LOCOMOTIVE FUEL PERFORMANCE RECORDS

Office of Fuel Agent

UNIT fuel consumption decreased in each class of service month of October, this year, compared to same month last year.

Freight service, which has been affected to some extent by conditions existing this year preventing making a better performance than last year, such as loss in train haul, etc., broke the barrier in October and made a one pound reduction. Performance was 170 versus 171 pounds per 1,000 gross ton miles. Five out of the eight divisions made a decrease, the largest of which was on the Southwestern where the train haul remained the same but fuel consumed per unit decreased from 167 to 155 pounds, or 7.19 per cent.

Passenger service again made an excellent performance. Fuel used per passenger car mile decreased 1.5 pounds or 9.68%. The actual car mile figures for October are not available at this time, but will amount to approximately four and one-half millions which would mean close to 3,500 tons of fuel was saved in this class of service alone.

This is a very remarkable showing and as has been stated before, reflects the results of co-operation and combined efforts in helping to bring about a saving in fuel.

A more comprehensive understanding can be had of the conditions under which this performance was made when it is taken into consideration that a mountain type class engine of 54,000 pounds tractive effort pulls most of the main line passenger trains on the system.

Switch service also made a decrease in fuel used per unit consuming 135 pounds in October, this year, compared to 140 pounds in same month last year.

The following individual fuel records of train and engine crews were observed and reported by supervisors of fuel, road foremen, etc., as being much above the average.

EASTERN DIVISION

Rolla Sub: Engineer G. R. BERGER, fireman R. McROBERTS, train number 1, engine 1517, St. Louis to Newburg, October 8th, handled 11 cars in train, total of 1,320 car miles and made performance of .72 gallons per passenger car mile.

Engineer C. W. CALE, fireman M. DILLON, train 32, engine 45, Newburg to St. Louis, October 12th, 56 cars in

train, 2,744 gross tons, burned 15 tons coal, performance 96 pounds per thousand gross ton miles.

Lebanon Sub: Engineer A. McCLELLAN, fireman C. HENDERSON, train 38, engine 30, Springfield to Newburg, October 27th, 3,146 gross tons in train, burned 19 tons coal, performance 101 pounds per 1,000 gross ton miles.

Engineer P. SHOCKLEY, fireman B. HOLT, train 35, engine 22, Newburg to Lebanon, October 26th, 2,046 gross tons in train, burned 8 tons of coal and made performance of 123 pounds per 1,000 gross ton miles.

Springfield Sub: Engineer C. DUBUQUE, fireman W. MATHIAS, train 5, engine 1516, Springfield to Monett, October 10th, 10 cars in train, burned 402 gallons of oil, performance .9 gallon per passenger car mile.

Clinton Sub: Engineer R. SHAW, fireman C. MARTIN, train 20, engine 439, Springfield to Clinton, October 18th, 3 cars in train, burned 1½ tons coal, performance 8.1 pounds per passenger car mile, which is an excellent performance due to being a local run and compares favorably with main line performance.

SOUTHERN DIVISION

Willow Springs Sub: Engineer TRESSLER, fireman SLATER, train 103, engine 1062, Willow Springs to Thayer, October 26th, 7 cars in train, burned 260 gallons oil, performance 1 gallon per passenger car mile.

Engineer D. MORRIS, fireman McGILVERY, train 135, engine 4137, Willow Springs to Thayer, October 26th, 1,450 gross tons in train, burned 3 tons of coal, performance 113 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer FISHER, fireman DENTON, train 131, engine 4105, Thayer to Hoxie, October 25th, handled 2,034 gross tons in train, burned 5 tons of coal, performance 85 pounds per 1,000 gross ton miles.

Engineer KING, fireman HAINES, train 104, engine 1060, Jonesboro to Thayer, October 19th, 7 cars in train, burned 700 gallons oil, performance 1.2 gallons per passenger car mile.

Tupelo Sub: Engineer GREER, fireman SWAN, train 136, engine 4134, Potts Camp to Yale, November 13th, handled 2020 gross tons, and made performance of 112 pounds per passenger car mile.

Engineer WILSON, fireman CON-

DREY, train 135, engine 4129, Yale to Potts Camp, October 13th, handled 2,186 gross tons in train, burned 6 tons of coal, performance of 113 pounds per 1,000 gross ton mile.

Engineer ANDREW, fireman W. RYAN, train 105, engine 1521, Memphis to Amory, October 9th, 9 cars in train, burned 706 gallons oil, performance .61 gallon per passenger car mile.

Birmingham Sub: Engineer G. W. BOWER, fireman TOM HULLETT, train 934, Carbon Hill to Amory, September 20th, handled 2,422 gross tons, burned 8 tons coal, performance 103 pounds per 1,000 gross ton miles.

Columbus Sub: Engineer J. KENDRICKS, fireman H. BAIRD, train 938, engine 1630, Magnolia to Amory, October 31st, handled a total of 245,000 gross ton miles, burned 12 tons coal, performance 98 pounds.

Pensacola Sub: Engineer B. IRWIN, fireman R. M. SEWERS, train 938, engine 1614, Pensacola to Kimbrough, October 26th, handled 1,170 gross tons in train, burned 9 tons coal, performance 108 pounds.

RIVER DIVISION

St. Louis Sub: Engineer J. L. JOHNSON, fireman C. W. VICKERY, train 805, engine 1046, St. Louis to Chaffee, October 2d, 11 cars in train, 1,584 car miles, burned 857 gallons oil, performance .54 gallon per passenger car mile. Supervisor riding this train reports splendid handling by crew.

NORTHERN DIVISION

Kansas City Sub: Engineer D. SPENCER, fireman M. BENNETT, train 162, engine 4145, Ft. Scott to Paola, October 12th, handled 1,575 gross tons in train, burned 5 tons coal, performance 111 pounds per 1,000 gross ton miles.

Afton-Parsons Sub: Engineer O. MATHEWSON, fireman W. BREWIN, train 166, engine 4024, Monett to Ft. Scott, October 11th, made a total of 125,000 gross ton miles, burned 8 tons coal, performance 120 pounds.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer LIPE, train 438, engine 4117, West Tulsa to Afton, October 16th, on duty 7 hours, handled 3,279 gross tons, burned 1,712 gallons oil, performance 79 pounds per 1,000 gross ton miles.

Oklahoma Sub: Engineer E. L. SUMMERS, fireman J. H. HOWER-TON, train 5, engine 1519, Tulsa to Oklahoma City, October 16th, 7 cars in train, burned 910 gallons oil, performance 1.1 gallons per passenger car mile.

Chickasha Sub: Engineer JOHN BARRY, Fireman P. LITTLE, train 436, engine 1613, Snyder to Oklahoma City, October 17th, 1,875 gross tons in train, burned 2,082 gallons oil, performance 8.9 gallons per 1,000 gross ton miles.

Creek Sub: Engineer HUMPHREY, fireman AIKEN, train Extra South, engine 4150, Henryetta to Francis, October 18th, 2,565 gross tons in train, performance 109 pounds per 1,000 gross ton miles.

Sherman Sub: Engineer A. B. BROWN, fireman J. NEAL, train 535, engine 4156, Francis to Madill, October 15th, 2,250 gross tons in train, performance 108 pounds.

CENTRAL DIVISION

Ft. Smith Sub: Engineer W. A. CENTER, fireman H. E. BRANNON, train 734, engine 1314, Ft. Smith to Fayette Junction, October 25th, 1,349 gross tons in train, burned 5 tons coal, performance 109 pounds.

Arthur Sub: Engineer CAMPBELL, fireman STUMP, train 734, engine 708, Paris to Ft. Smith, September 8th, handled 181,000 gross ton miles, burned 9 tons coal, performance 99 pounds.

Engineer YAW, fireman PARKS, train 735, engine 714, Ft. Smith to Paris, September 8th, handled 164,000 gross ton miles, burned 9 tons coal, performance 109 pounds.

Engineer LIDDELL, fireman COWAN, train 734, engine 718, Hugo to Ft. Smith, September 8th, handled 150,000 gross ton miles, burned 9 tons coal, performance 120 pounds.

Engineer ROSENBAUM, fireman MATHEWS, train 737, engine 1252, Hugo to Madill, September 8th, handled 120,000 gross ton miles, burned 6 tons of coal, performance 100 pounds.

WESTERN DIVISION

Perry Sub: Engineer I. W. SCUDDER, fireman C. E. COMPTON, train 610, engine 183, Enid to Tulsa, September 9th, 4 cars in train, burned 434 gallons oil, performance .85 gallon per car mile.

Engineer C. H. GARMAN, fireman H. BENECKE, were on this same engine and handled train 610 on September 8th, from Enid to Tulsa, 5 cars in train, burned 516 gallons oil, performance .84 gallon per car mile.

Fuel Oil Burning Practices

By GEORGE L. SCHNEIDER

The following address by Mr. George L. Schneider, supervisor of fuel economy, was taken from the proceedings of the Twentieth Annual Convention of the International Railway Fuel Association, held at Hotel Sherman, Chicago, Illinois, recently.

Most of us are familiar with this Organization, its purpose, activities and growth; the last meeting in Chicago being attended by approximately 3,000 representatives from the various railroads of the world.

THE question of educating men in the best method of firing fuel oil is more apparent at the present time on account of the difference in the grade of oil we are getting. Oil is a good deal heavier than it was when the Frisco went to oil burners. On account of the cracking plants and the new processes that refiners use, it is a difficult problem to keep all the men on the railroad interested in making the best performance possible. The heavy oil that we are using nowadays requires considerable more heat than the lighter oil that we have used in the past. Some of the refining men from the Oklahoma territory around Tulsa have attended some of our division fuel meetings. They burn oil under the stationary boilers and have a very good opportunity to keep an accurate record of the performance of their oil. They tell us that the most efficient use they get of the fuel oil is when it is heated up to about 200 degrees. That is oil that runs around twelve to fourteen gravity, and that is about the kind of fuel oil we are getting, although some of it goes down as low as eight gravity. So I don't believe there is much danger of getting oil too hot in the tanks. We use the open or direct heater to a great extent on our engines. We have both the direct and coil heaters, however. In preparing this report, the Committee said that the direct heater should be turned on a few seconds at least every hour. Along our railroad, we use a direct heater continually until we get the oil up to the temperature we want it, and then the coil heater is used to maintain that temperature.

I should like to say in this connection that before we had the steam pipe drawn down to the bottom of our fuel oil system, we had a great deal of trouble with the oil tanks filling up in the bottom with heavy sediment, and it was necessary about once every sixty days to get in the tanks and

take that stuff out with a shovel. It wouldn't run out through the pipe. We now have the steam pipes run down to the bottom of the tank and lying across it on the bottom. In this way we get entirely away from the necessity of cleaning out the fuel oil tank. The heavy sediment contained a great many heat units, and when it collected in the bottom of the tanks it represented a loss in fuel. We are now keeping it in suspension by using the heater as an agitator and running the heavy oil through the burner, getting as good results as we do with a lighter oil.

There are a good many representatives, mostly engineers and firemen, from the various railroads of the country, brought here because of meritorious service in fuel conservation on their own roads, and the idea of sending the men from each division of our road is to get some new idea or many of the old ones dressed up in different words, and take back to the rank and file who are not so fortunate as to be able to attend this convention. Each of these men ought to go home and be a full-fledged fuel economist, and carry the word back to the boys who have been working while we have been up here.

Most of the time of the fuel supervisors on the Frisco is spent on freight service, because that is where the largest saving, I believe, is to be made. Due to the interest that we have been able to arouse in the minds of the engineers and firemen, we have been able to make considerable reduction. We set our goal at \$300,000 saving over last year, and the first three or four months of this year look like we are going to excel that goal, which shows that the men out on the road are doing their best to help out in saving the company's money.

Co-operation between the engineer and fireman on oil burners is very essential. The engineer should always give some sort of a signal when he is going to close the throttle. If you are on a regular run with your regular engineer and on your job, you will know about when he is going to shut off. Occasions have often come up when an unexpected shut-off of the throttle will be necessary, and you ought to give the fireman a signal so that he can pull the oil valve in advance of the throttle. It would save some oil and prevent considerable black smoke going back over the train. This also soots up the flues, and makes it necessary to use more oil to get the engine hot again.



The Pension Roll

JOHN ALONZO FRENCH, agent-operator, St. James, Mo., was retired from active service September 30, 1928, due to his having reached the age limit on September 20. He was born at Quapaw, Indian Territory (now Oklahoma), on September 20, 1858. His father was city marshal of Springfield. The son attended the public schools in Springfield and one year at Drury College. At the age of 19 he began his service as a messenger boy in the dispatcher's office at Springfield. In 1878 he served as extra operator and regular operator at Lebanon, Rolla and Pacific. For two or three months he served as freight brakeman before going to the Kansas division as operator. He later served as freight clerk at Pacific and in 1884 went to St. Louis as chief clerk to the superintendent. In 1891 he served as chief clerk to the superintendent on the Kansas division and in 1897 served as chief clerk to the superintendent at Springfield. On December 13, 1907, he went to St. James as agent, where he has remained. He was married to Laura Dwyer, of St. Louis, in July, 1885. She died in November, 1898, and Mr. French married Mrs. Vernie Battson, of Springfield. Mr. French's family consists of his second wife and the following children: Callie C., Louise and Horton, and three step-children. Mr. and Mrs. French reside in St. James, Mo. Continuous service of 52 years and one month entitles him to a pension allowance of \$63.75 a month, effective October, 1, 1928.

JOHN WILLIAM ELLIS, roadmaster, River division, was retired from active service on August 31, 1928, due to his having reached the age limit on July 17. He was born at Bloomington, Ill., July 17, 1858. His father was a farmer. He attended the grade schools in Attica, Ind. His early years were spent on a farm and working in a lumber yard at Willow Springs, Mo. In the latter part of 1892 he came with the Frisco as a section and coal chute



J. W. ELLIS

Ten Frisco Lines veteran employes with combined service of 276 years and 10 months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held October 23, 1928, at the St. Louis general office.

laborer at Willow Springs. He was promoted to section foreman on July 19, 1894. He served as extra gang foreman from January 11, 1902, to July 5, 1905, when he was made a general foreman. On October 15, 1905, he was made general roadmaster on the Leachville subdivision. He was married to Miss Margaret Vickry in 1877, and to them were born three children. Mrs. Ellis died in 1917. The family now resides in Ste. Genevieve, Mo. Continuous service of 35 years and 5 months entitles him to a pension allowance of \$82.85 a month, effective September 1, 1928.

JOHN JOSEPH CONNOLLY, terminal trainmaster, Birmingham, was retired from active service on August 18, due to total disability. He was 64 years of age, born January 20, 1865, at Louisville, Ky. His father was a railroad section foreman. The son received his education in the schools of Louisville, Madisonville and Crofton, Ky. At the age of 17 he began his service as a locomotive fireman, and served also as a brakeman, switchman and conductor on the L. & N. railroad at Earlington, Ky. In August, 1886, he came with Frisco Lines as a switchman and yardmaster at Memphis, Tenn. He also served as yardmaster, assistant trainmaster, conductor and terminal trainmaster at Birmingham. In October, 1892, he was married to Alice Kelly, of Memphis, who died, and on October, 28, 1896, he married Mary Elizabeth Hayden, who also died. The children, Agnes Louise, Dudley J., Paul W., John M., Margaret and James E., are all living. Mr. Connolly resides at 1530 North 20th St., Birmingham. Continuous



J. J. CONNOLLY

service of 33 years and 6 months entitles him to a pension allowance of \$102.85 a month, effective September 1, 1928.

GEORGE ZABUD HOLMES, B. & B. foreman, Central division, was retired from active service August 24 at the age of 61, due to total disability. He was born April 17, 1867, in Hamilton County, Illinois, and attended the schools near his home. On August 22, 1897, he began his service with the Frisco on the section at Wyandotte, Okla. He was promoted to the position of section foreman on October 16, 1897, and later to B. & B. foreman at Francis, Okla. He was married to Florence E. Cranse on January 19, 1894, and to them was born one son, George P. Holmes. Mrs. Holmes died, and on December 25, 1901, Mr. Holmes married Kittie M. Abernathy, of Wyandotte, Okla., and to them were born four children, three daughters and one son. He separated from the second Mrs. Holmes in August, 1918, and married May E. Martin, of Ashdown, Ark., on May 30, 1925. Mr. and Mrs. Holmes reside at Ft. Towson, Okla. Continuous service of 31 years entitles him to a pension allowance of \$33.65 a month, effective October 1, 1928.

DOMMICO ABBIATTI, pumper, Northern division, was retired from active service on September 30, 1928, due to his having reached the age limit September 15. He was born in Brenno, Italy, September 16, 1858. His father was a stone mason in Italy and during his early years he assisted him in his profession. He came to America in May, 1892, and worked as a contractor and brick mason in Lockwood, Mo. On May 1, 1896, he was employed by Frisco Lines building a stone culvert near Rosedale, Kans. On April 1, 1921, he entered the water service department at Fort Scott, Kans. On December 22, 1882, he was married to Sadie Botigi, of Brenno, Italy, and to them were born five boys and two



D. ABBIATTI

girls. Two of the sons now serve the Frisco. Mr. and Mrs. Abbiatti reside in Lockwood, Mo. Continuous service of 30 years and 6 months entitles him to a pension allowance of \$35.00 a month, effective October 1, 1928.

WILSON EUGENE BURGESS, conductor, River division, was retired from active service on October 28, 1927, due to total disability. He was 69 years of age, born May 13, 1859, in Cape Girardeau, Mo. His father was a merchant and farmer and during the son's early years he attended school near his home. At the age of 23 he began his railroad service on the Texas & Pacific Railroad as a brakeman. He came to Frisco Lines on October 19, 1903, as a brakeman out of Thayer, Mo., and a week later was promoted to the position of conductor, in which capacity he has served during the entire period. In 1887 he was married to Elizabeth Casey and to them were born five boys and one girl. Mr. and Mrs. Burgess reside at 112 Parker Ave., Chaffee. Continuous service of 24 years entitles him to a pension allowance of \$41.50 a month, effective September 1, 1928.



W. E. BURGESS

MATTEO BEGNAMINO PIAZZA, section foreman, Eastern division, was retired from active service on September 30, 1928, due to reaching the age limit. He was born September 2, 1858, at Valli dei Signon, Italy, and was educated in the schools at San Antonio di Valli, Italy. At the age of ten he helped his father on the farm and also worked in a gold mine in South America. He came to America in 1895 and farmed some land near Sunnyside, Ark. He came to Knobview in 1897 and farmed until 1907, when he was employed by the Frisco as a section laborer. He married Caterina Piazza, of Volli dei Signon, Italy, and to them were born four children, Hellen, Pierina, Fausta and Costanza. Mrs. Piazza died and Mr. Piazza married Thresa Del Checoco on July 9, 1919. Mr. and Mrs. Piazza reside in Knobview, Mo. Continuous service of 21 years and 6 months entitles him to a pension allowance of \$20.00 a month, effective October 1, 1928.

PATRICK CHARLES BROPHY, section foreman, Southern division,

was retired from active service September 30, due to his having reached the age limit April 24, 1928. He was born in Lansing, Iowa, April 24, 1857, and was educated in the schools near his home. He served the C. M. & St. P. Railroad at Lansing as a section laborer and was later promoted to the position of section foreman. He came to Frisco Lines in May, 1911, as a section foreman at Mountain Grove, Mo. On August 24, 1882, he was married to Miss Mary Quinn, and to them were born seven boys and four girls. Five of the sons reside with Mr. and Mrs. Brophy at 321 Wall St., Mountain Grove, Mo. Continuous service of 17 years and 4 months entitles him to a pension allowance of \$20.00 a month, effective October 1, 1928.



P. C. BROPHY

GEORGE THOMAS SCOTT, mechanical laborer, Fort Scott, was retired September 30, 1928, due to his having reached the age limit on September 17. He was born in Allegheny City, Pa., and was educated in the schools of Lima, Ohio. He was engaged in the restaurant business for twelve years at Fulton Kan., and came with the Frisco in 1904 as coal chute operator at Fort Scott, Kan. He also served as a boiler washer. On June 1, 1892, he married Ida B. Staley, and to them was born one son, who is now with Frisco Lines as a bridge and building clerk at Fort Scott. Mr. and Mrs. Scott reside in Fort Scott, Kan. Continuous service of 16 years and 4 months entitles him to a pension allowance of \$20.00 a month, effective October 1, 1928.

JOSEPH WINCHESTER, coal passer, Winona, Mo., was retired on September 30, 1928, due to his having reached the age limit February 15. He was born February 15, 1858, in Wayne County, Kentucky, and was educated in the schools at Monticello, Ky. He came with Frisco Lines on May 19, 1913, as section laborer at Winona, Mo., and has been at that point since his employment, in that capacity and



J. WINCHESTER

as coal passer. In October, 1876, he was married to Sarah Ann Smith, of Wayne County, Kentucky, and to them were born four boys and two girls. Mr. and Mrs. Winchester reside at Winona, Mo. Continuous service of 15 years and 2 months entitles him to a pension allowance of \$20.00 a month, effective October 1, 1928.

A "HELLO" FROM FLORIDA

"Greetings from Florida," for the Christmas Magazine were received from Mr. B. S. Shirk, former assistant superintendent at Birmingham, now located at Winter Haven, Florida.

Mr. and Mrs. Shirk recently had as their guests Mr. and Mrs. J. Frank



Ferguson of Enid, Okla., and the accompanying photograph was taken outside the home of Mr. W. M. Johnson, pensioned Frisco engineer. In the group, from left to right, are: W. M. Johnson, J. Frank Ferguson, B. S. Shirk, Mrs. Ferguson and Mrs. Shirk.

During the visit the group went deep sea fishing, and the best story brought back was that they failed to land the "big one" which took away a 48-pound test line, cleaning the reel.

MRS. W. L. SPANGLER DIES

Mrs. Wm. L. Spangler, wife of southern division engineer of Thayer, Mo., died at a hospital in Jonesboro, Ark., November 6, following a brief illness. Mrs. Spangler served the auxiliary to the Frisco Veteran Employees' Association as third vice-president and was active in church affairs in Thayer, as well as being an officer in the G. I. A. to B. of L. E. She is survived by her husband, a son, Joseph, and her sister, Mrs. Andy Schwarzenbach, all of Thayer, and other relatives outside of that city. Interment was made in the Thayer Cemetery.

Have you gotten YOUR Passenger?



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Christmas Gift Wrappings

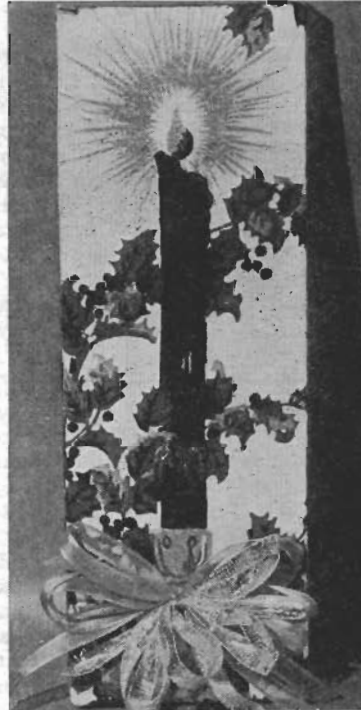
TO follow one of the most effective vogues for Christmas gift wrappings, you should use the same color for all of your gifts. These may be in French blue and silver ribbon with silver star seals, green with white and silver holly, and black paper with silver trimming is very chic. Gold paper tied with scarlet tulle ribbon



is also good form, and white with green ribbon and green stars, silver paper with red ribbon, white paper sealed with large colorful cut-outs and gummed ribbon, is also interesting. If you decide to lend a very original touch and disregard all suggestions of Christmas colors, you may use orchid with Nile green, blue or yellow, or green bronze with apricot, or any combination that suits your fancy.

Decorated crepe paper lends itself well to striking gift wrappings, too. These are also economical, for usually no ribbon is required, and the ends may be simply pasted into place and held with seals. The red brick design in crepe paper makes interesting gift wrappings, for gay Santa Claus cut-outs may be pasted on such packages so that each box will appear like a miniature chimney.

If, as so often happens, it is difficult to find a box to fit a certain bulky gift, such as a cushion or bathrobe, a simple container may be easily made. Use mat stock (light weight cardboard) and cut two silhouettes large enough to completely cover the gift. The silhouettes may be a pine tree, a snow man, a large book, an old fashioned lantern, or any simple design. Wrap the gifts in tissue and then tie the flat cardboard pieces over the gift, sandwich fashion—and the box problem is solved. The snow man is especially easy, and a tulle ribbon bow around his neck with a few seals at the bottom will hold the pieces securely. Round black gummed seals, bits of black crepe paper, or pen and ink will furnish some jolly features,



The three illustrations on this page are of daintily wrapped Christmas packages. Yours may look as pretty if you follow instructions printed on this page.

and the buttons for his suit.

Decorations on gifts are always interesting, not only for children, but for grown-ups as well. Tiny dolls, bright little flowers, hemlock cones, tiny toys, or celluloid charms tied in with the bow are always appreciated. Tiny lollypops and sticks of candy are interesting to tie on a child's gift and for Christmas gifts. Be sure to have a supply of seals, gummed paper ribbon and sprays of ground pine and artificial holly, too, for effective gift trimmings.

If you wish some additional ideas for decorations, gift suggestions and wrappings, or ideas for Christmas and New Year's entertaining, same may be secured by sending your name and address to Miss Dorothy Wright, Denison-Craft Service, Framingham, Mass., enclosing ten cents with your order.

THE HOME AT CHRISTMAS

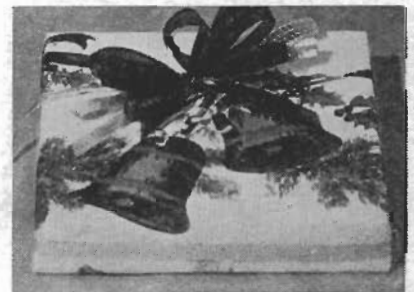
Christmas is the time for the homemaker to rejoice. No other holiday lends itself so well to decorations for the home, and what is Christmas when there is no home atmosphere.

The Christmas dinner, while elaborate, is easily planned, as turkey, cranberry sauce, mince pie, dressing and all the fixings' predominate.

Then there is the house to decorate. Sprays of pine or cedar over the fireplace, over the door, always add that bit of green to counteract the brilliant red that seems prevalent in decorations and gift wrappings. Wreaths at each window, with red paper bells dangling inside, are a real necessity and no home is complete without this window trimming. Wreaths with an electrically lit candle inside are a joy to behold.

Mistletoe should be hung from the lighting fixtures and over several of the doors, and the sprays tied with brilliant red ribbon.

One huge table near the Christmas



tree should be cleared to accommodate the gifts, instead of placing them under the tree, which, due to the heat of the room, sheds much of its dressing on the floor beneath.

In the whole scheme, there should be borne in mind the thought of preventing accidents and fires. There was a great hazard in the olden times when the trees were lit with small tallow candles. Electrical appliances have, however, reduced that hazard, but the wires to the tree and to the lighted wreaths in the window should be concealed and put out of the way

so the tiny tots and grown-ups will not trip and fall over them.

Then there is that indescribable Christmas feeling—that something which makes the world in tune! Old scores should be forgotten, old friendships renewed, for it is the one time in the year when we give that we may bring joy.

With perfect accord in the home—the New Year should dawn, bright, happy and prosperous for Frisco employes and their families.

Fashions for Home or Street

HAVE YOU TRIED THESE?

Cocoanut Cookies

- ¼ cup shortening
- ½ cup sugar
- 1 egg
- ½ tsp. lemon juice
- ½ cup milk
- 1½ cups flour
- 3 tsps. baking powder
- ⅛ tsp. salt
- 2 cups grated cocoanut

Cream shortening; add sugar, beaten egg and lemon juice. When well mixed, add milk alternately with the dry ingredients which have been sifted together. Then add the cocoanut. Drop by spoonfuls on a greased pan, allowing space for spreading. Bake in a moderate oven (385 degrees F.) fifteen to twenty minutes.

Nut Bread for Sandwiches

- 2½ cups bread flour
- 4 tsps. baking powder
- ¼ tsp. salt
- 1 cup nuts, chopped
- ¾ cup sugar
- 1 cup milk
- 1 egg well beaten

Sift the dry ingredients together and mix in the nuts. Add milk slowly, stirring constantly in order to have a smooth batter. Last, add the egg and beat well. Pour into a greased bread pan. Set aside twenty minutes to let rise. Bake in a hot oven (375 degrees F. to 400 degrees F.) twenty to twenty-five minutes.

STYLES FOR SEAMSTRESS

The dresses of today are made along such plain simple lines that even the novice may make house dresses and plainer street dresses with success.

The patterns displayed on the page are for Fall and Winter and offer a pleasing variety. The waist, with long waist line is usually very plain, and what fullness one finds in the dress is in the short skirt, either in a slight gathered flair at the side or in kick pleats.

The patterns may be secured by writing to the Peerless Fashion Service Co., 22 East 18th Street, New York City, sending fifteen cents with the request.



3207—Conservative and Smart. Sizes 16, 18 years, 36, 38, 40, 42 and 44 inches bust. Size 36 requires 3½ yards of 40-inch material with ½ yard of 36-inch contrasting and 1 yard of 27-inch material for camisole.

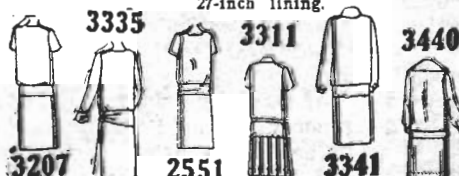
3335—Claims Much Interest. Sizes 16, 18 years, 36, 38, 40, 42 and 44 inches bust. Size 36 requires 2½ yards of 40-inch material with ¾ yard of 36-inch contrasting.

2551—One-Sided Mode. Sizes 16, 18 years, 36, 38, 40 and 42 inches bust. Size 36 requires 3½ yards of 40-inch material with ¾ yard of 40-inch contrasting.

3311—Choice of Smart Junior. Sizes 8, 10, 12, 14 and 16 years. Size 8 requires 1½ yards of 40-inch material with ½ yard of 36-inch lining.

3341—Slender Day-time Mo. I. Sizes 16, 18 years, 36, 38, 40, 42, 44, 46 and 48 inches bust. Size 36 requires 3½ yards of 40-inch material with ¾ yard of 32-inch contrasting.

3440—Important Outfit. Sizes 14, 16, 18 and 20 years. Size 16 requires 3½ yards of 36 inch material with 1½ yards of 27-inch lining.





A Christmas Present for Johnny

A Story by THE TWILIGHT LADY

CHRISTMAS time was at hand. Of course there were plenty of signs of it in Johnny's home—but oh! the store windows! Johnny wished, time and again, that he had all the money he could use. Just for once he would go into one of those regular fairylands of toys and say to the clerk, "Gimme that—I'll take this—wrap up that train and track—send out those roller skates and that red sled."

But few little boys ever had all the money they wanted to spend and so Johnny had simmered his desires down to about ten articles. But he just must have those ten.

He made lists of them. One he left—just rather accidentally on father's dresser. Another one mother picked up near her powder dish, and even Aunt Hattie, who would sit, day after day sewing on things to give away for Christmas, was quizzed by Johnny as to what she would like. She in turn, of course, exchanged ideas with Johnny and so Johnny emphatically named at least eight of the ten gifts which he had set his heart on having.

"Johnny," said mother, about a month before the day of all days. "Suppose you didn't get all those things you want for Christmas—but instead, something alive—something that would grow and play with you every day in the year."

Johnny's eyes opened wide. "Oh—a dog?"

"No," answered mother—something much nicer than a dog."

"A pony?"

"No—but suppose Santa Claus left you a little baby brother."

Johnny looked at his mother intently. "A brother? Honest? Then I could play with him n'everything?"

"No, he would be too small to play with you for awhile, but you could look at him and help take care of him. He would grow you know and soon you'd have a playmate that would be a real joy," said mother.

"Aw gee—I never thought about a brother. Does Santa Claus keep a supply of those too?"

"Well," said mother, "sometimes

we don't know where he gets all his supplies."

And Johnny, his mind in a turmoil, sauntered out on the back steps. Gee—that was something new to think about. A brother! Why, he'd be the envy of his friends with a Christmas gift like that. And so he decided that he'd just keep the toys which he had on order, but now it was imperative that he have ten, because, of course, the baby would arrive too late to order any for itself, and he'd have to order for both of them.

Christmas time was drawing near—in fact it was only two days before. Johnny had made a trip to the country with Aunt Hattie to see about the turkey. They had been gone two whole days and while they were gone—well, Santa Claus arrived a little early.

Johnny and Aunt Hattie went into the house carrying their luggage, and were met at the door by Dad.

"Well, son—and you Aunt Hattie. Santa Claus has made an early trip and he's left us our Christmas present, a fine baby girl!"

Johnny stood rooted to the spot. "A girl," he remarked. "Why mother said I was to have a brother. Are you sure it's a girl?"

"Positively," said Dad. "Why son—just think of having a little sister to watch over and take care of. You'll like this little girl—this little golden haired sister of yours."

And then Johnny was taken to see the arrival. He tiptoed up to the little crib and the nurse pulled the coverlet down so Johnny could view the little face.

His face was a study. He glanced from the little head to the tiny clenched hands.

"Gee—I thought girls were white. That one's red."

"But she's such a little girl, Johnny," smilingly said the nurse. "She'll get real white very, very soon."

And Johnny leaned over and gazed intently at the little rounded head. "Where's her hair? I thought girls had long hair?"

The nurse laughed softly. "You must give her time, Johnny—she's quite bald now, but she'll soon have lovely golden hair."

"Huh!" was Johnny's last remark.

And then he tiptoed into mother's room. He leaned over and kissed her hand.

"Johnny—isn't the little sister a darling," she asked?

Johnny hesitated. "Sure, but don't you think Santa Claus made a mistake. You said it would be a boy."

"Well, Johnny, sometimes Santa Claus makes a mistake, but this baby had our name and address pinned on it so I guess he just changed his mind and thought you needed a sister more than a brother," said mother.

"But mother, I ordered toys for a boy. Do you think Santa Claus will change my order now that he changed the baby?" said Johnny.

"I'm sure he will Johnny, and anyway she'll be too tiny for weeks yet to play with toys."

After a few moments Johnny went into the yard and calling all his little friends together, he informed them of the new arrival. They received the news with delight, but were rather skeptical about a sister taking the place of a brother in the neighborhood gang.

The night before Christmas—just before Johnny hopped into bed he knelt for his regular nightly prayer. But it was different from the others, and Johnny's face was tense and earnest as he said:

"Dear God—I think you forgot all about me. Mother says babies come from heaven, and that you gave this one to Santa Claus to deliver, but, dear God, you forgot about the order. This one is red and bald and that's not the worst. It's a she and not a he. Mother said it would be a he, and gee, God, girls can't belong to neighborhood gangs. If it's not too late won't you tell Santa Claus to take this one back and bring one that's white, and have it with some hair, and be sure, God, that it's a boy.

"Bring all the toys just the same, because—well; we'll use 'em some place, and don't forget about the exchange. Amen."



FRISCO BABIES

Top row, left to right: Samuel O'Dell, son S. H. Gaston, general foreman, Springfield; Robert Lewis, son W. D. Price, stockman, Springfield; Marjory, daughter W. G. McGuire, section foreman, Rosedale, Kan.; Paul and Jeanette, children N.

B. Jolly, switchman, Birmingham. Second row: Eugene, Herbert and Betty, children Ernest P. Cheffey, coach truckman, West Shops, Springfield; Velma, daughter Harry D. Plummer, machrist, Lindenwood; Wain Joseph, grandchild Pete O'Dowd, crossing watchman, Ft. Smith; Charles A., Jr., and Betty Jean, children Chas. A. Hurley, engineer, Enid. Third row: Geraldine, daughter H. Campbell, clerk, Enid; Frank L., Jr., son F. L. DeGroat, general car service agent, Springfield; Patsy Jean Schieler, daughter member Frisco Night Owls; Mary Joan, daughter Robert Collett, fuel agent, St. Louis. Fourth row: Lorraine, L. E., Jr., and Rheba, children of L. E. Nellums, carman, Pensacola; Robert Lee and James W., children section foreman, Grove, Okla., children Mr. and Mrs. W. A. Webb, engineer and wife, Pensacola.



The FRISCO EMPLOYEES' MAGAZINEPublished on the First of Each Month
By the**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

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Vol. 6 DECEMBER, 1928 No. 3

**The Pullman Surcharge**

AT the short session of Congress which convenes early this month the lawmakers of the nation will take up the matter of repealing the Pullman surcharge.

That charge, which is a payment for extra service performed by the railroad for Pullman passengers, consists of 50 per cent of the Pullman company charge for sleeping car service, and is collected by the Pullman company for the railroads. The average yearly revenue of the railroads of America from this surcharge is about \$40,000,000.

The railroads making less than the 5.75 per cent on their capital investment prescribed (but not guaranteed) by the Interstate Commerce Commission, received in 1927, about \$30,355,000 of this surcharge revenue, or approximately 75 per cent of the total. To these roads the removal of this revenue would bring a great hardship.

The surcharge is sound economically. It is not a political question, and its solution belongs not to politics, but to the Interstate Commerce Commission.

Every Frisco employe knows or should know, that his railway is called upon to perform a great deal more service for Pullman car passengers than for those who ride in day coaches. More than twice as many pounds of equipment per Pullman passenger as per day-coach passenger must be hauled by the railroad. Sleeping cars must be parked at stations for occupancy by passengers prior to and subsequent to arrival, and that increases track space re-

Wait a minute, Mr. Printer—Hold Everything!
Here it is the first of December and this is the last time we'll get a chance to say anything about Christmas to the readers of this page. The staff of the Frisco Magazine wishes each and everyone of you lots of turkey and dressing, lots of useful presents and a heart full of happiness on Christmas Day. And may the New Year hold good things of all kinds in store for you and yours.

The Staff.

quired, involves additional switching, requires heating facilities and other extra services.

Furthermore, in order that the traveler may not be forced to change cars, many Pullmans go thru to the passengers final destination, and this accommodation again involves extra switching at junction points so that thru cars may be taken out of one train and transferred to another, frequently on a different railroad. Again, the volume of Pullman traffic fluctuates widely and on short notice. This forces the railroads to move many empty cars to points where they are needed.

The railroads of America cannot stand the removal of this \$40,000,000 a year revenue. Other users of transportation must shoulder the burden of making up the surcharge revenues if this charge is revoked. But what classes of transportation users should thus be taxed? That is a question to be answered by those seeking the abolition of the Pullman surcharge.

Frisco employes can help greatly in defeating this measure for the abolition of the Pullman surcharge. Wire or write your Congressman, telling him you are opposed to the removal of the surcharge. And have your friends who are also constituents of that Congressman do likewise. But do it quickly. The matter is docketed for immediate hearing in Washington.

Magazine in New Offices

This issue of the *Frisco Employes' Magazine* comes to you from the new editorial "sanctuary." Offices of the staff are now located in Rooms 927-930 of the general office building in St. Louis. Why not drop in and pay us a visit when you're in St. Louis. We're always glad to welcome Frisco workers,—and particularly delighted when they open the conversation with those welcome words: "Say, I found a pretty good little story the other day—." Make it a New Year's resolution to call on the *Magazine* staff some time during 1929.



He and She

He had placed the engagement ring on her finger, when she looked up coyly and said, "Do you mean darling, that I'm the first girl you've ever kissed?"

"No," he replied, "but I'm lots harder to please now."

Signs and Signs

Sign in bathroom in the corner boarding house:

PLEASE CLEAN TUB
AFTER BATHING
LANDLADY

Series of Blunders

Golfer: "Just look at that girl dressed like a man. What are her parents thinking of, anyway? I think it's disgraceful."

Partner: "That sir, is my daughter."

Golfer: "I beg your pardon. I didn't know you were her father."

Partner: "I'm not—I'm her mother."

Frank and Earnest

A modern young man kissed a beautiful girl.

"I'll be frank with you," he said, after the embrace was over. "You're not the first girl I've kissed by a long shot."

She lit a cigarette.

"I'll be equally as frank with you," she said, "You've got a great deal to learn, even at that."

No Signals

"The prisoner will please tell the jury how the accident happened."

"Well, your Honor, my wife fell asleep in the back seat."

The Cure

"What is the cure for love at first sight?"

"Second sight."

The Remedy

"Lady, would you lend me a cake of soap?"

"You don't mean you're going to clean up?"

"No, but me partner's got de hiccups an' I wan to scare 'im."

Afterthought

"Oh George, I forgot to turn off the electric iron."

"Never worry about that, I forgot to turn off the shower bath."

Two Bluffers

"Where were you last night," demanded the wife.

"I was home in bed," said the husband. "Where were you?"

"Why," stammered the wife. "I was —er —er over to Mable's—and it got so late—that is, well, you win. What are you going to do about it?"

"Ye gods! So you weren't home last night, were you?"

Compulsory

"If you had it to do over again would you marry me, dear," asked the Mrs.

"Of course" answered her husband —"if I HAD to do it over again."

Extremes

"Say old man, pardon my curiosity, but I don't understand why you're going around with that thin light coat on, and your wife bundled in furs."

"I'm plenty warm. Every time I think of the price of those furs I burst out in perspiration."

No Luck

Along the Mexican border, soldiers were searching vehicles which passed close to crossings in Mexico. One evening a car full of young people was stopped and the usual procedure of examining the bottom of the car was in progress when one young lady asked:

"What are you looking for?"

"Arms," she sergeant replied.

"Why," she exclaimed—"it's all legs down there."

To Start Out With

The drunk halted in front of an enormous stuffed tarpon in a glass case. He stared at it for a minute or two in silence. Then he said:

"The fella who caught - hic - that fish - is a hic - liar!"

—I. C. Magazine.

Alike as Two Peas

"So your name is George Washington" mused the old lady.

"Yessum," replied the colored boy. "I'll bet you try hard to be like him, don't you?"

"Like who?"

"Like George Washington, of course."

"Ah kaint help bein' lak George Washington, 'cause dat's who I is."

—U. P. Magazine.

Only a Rumor

"I understand Jane eloped with one of the boarders."

"You're wrong, it was only a rumor."

—Sun Dodger.

Changing Nationality

A Swede boarded a crowded street car and was hanging onto a strap. The car gave a lurch and the Swede landed in the lap of a stout lady passenger.

Lady Passenger: "Here, who do you think you are?"

Swede: "Ay bane thot ay bane a Swede, but ay guess now ay bane a Laplander."

—U. P. Magazine.

Preacher (at baptism): "His name, please?"

Mother: "Percival Archibald Alfred Henry Smithson."

Preacher (to assistant): "A little more water, please."

Be Careful!

"Hey, Mike," said a workman to the other atop, "don't you come down on that ladder on the north corner; I took it away."

Near Robbery

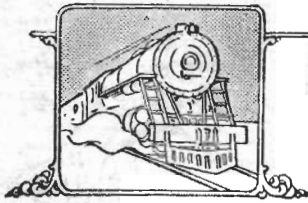
Eph: "How'd you git along ridin' in them thar sleeping' cars when you took your trip?"

Sim: "Got along all right but I caught a colored feller tryin' to sneak away with my boots' an' made 'im bring 'em right back."

A Conclusion

Father: "Every time you are bad I get another gray hair."

Son: "Well, you must have been a corker. Look at grandpa."

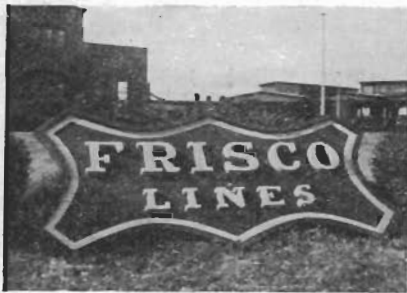


The
FRISCO MECHANIC
Published in the Interest of the
F.A. of M.C. & C.D. Employes



FRISCO'S INSIGNIA AT SHERMAN

Frisco employes at Sherman, Texas, are anxious that their railroad be advertised. One of the means they have taken is the erection of a big sign, as shown in the accompanying photograph, made of wood and raised slightly so that all may view it clearly.



The sign was placed directly in front of the roundhouse and the photograph was taken by Mrs. Loys Cherry, daughter of assistant general car foreman at Sherman.

FRISCO MECHANIC FAMILY NEWS

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

W. E. Phillips and family visited several days during October with Mr. Phillips' brother in Wichita, Kansas. All report an enjoyable time.

"Jaw" Woods idled away several days visiting in St. Louis and "doing" the State fair at Dallas, Texas. He also "took the air" from Dallas to Ft. Worth, flying with a friend.

Claude Tuck and gang have been doing considerable work on deep well pumps at the west shops.

Earl Getchell also has been quite busy at the west shops due to the raising of the boilers in the power house there.

C. W. Losey has traded his old "shivvy" in on a new closed model.

Jesse Cain and family are moving to Birmingham where Mr. Cain is employed in the signal department. Mrs. Cain is the daughter of Mr. and Mrs. Andy Baker of this department.

Pierce, the twelve year old son of the writer, and wife recently had a narrow escape from serious injury. While riding with some chums on a car which was being towed, he was thrown to the pavement, striking on his head and the rear wheel of the car passed over his chest. Luckily it was a light Ford and no bones were broken nor other injuries, other than being sore for a few days.

Howard West, uncle of Henry Potter, died November 6 at Sparta, Mo., after

Ft. Smith Local Forms Auxiliary



Wives of the members of the Frisco Association of Metal Crafts and Car Department Employes of Local No. 7 at Fort Smith, Ark., have formed an auxiliary. At a recent meeting the following officers were elected, and appear in the above photograph as follows: Top row, left to right; Mrs. C. N. Moore, guard; Mrs. Fred Lawrence,

conductor, and Mrs. Lela James, treasurer. Bottom row: Mrs. H. H. Morgan, secretary; Mrs. B. I. McCune, chaplain, and Mrs. Geo. C. Shields, president.

These officers have formed a lively organization, and have enlisted the aid of the wives of other employes in their various activities.

a lingering illness. Burial was at Mt. Pisgah cemetery November 8.

C. W. Losey and sister, Mrs. Octa Engelking, were called to Unionville, Mo., November 3, by the death of their uncle, J. H. Howser.

Well, election is over and the quail season is open, leaving us the opportunity of devoting our attention to "one thing at a time." Those from here who took advantage of the first two days were "Bill" Marrs, Clyde Hamby and the writer. All three hunted in different sections of the surrounding country and neither will venture to tell of his kill first. At any rate it would take several quail to recompense for these aching bones.

Henry Potter explains the reason for the heavy Republican vote in Greene County as due to the fact that he brought a big load of "poles" (polls) to town and delivered them through mistake to the Republican headquarters.

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

Harry Sutter has resigned his job with the iron bridge paint gang to attend teachers college here.

"Daddy" Singer and his gang have completed painting the James river bridge at Galloway. While working on this job "Daddy" had the good fortune to step on a wild mallard duck, which some hunter had knocked down, but was unable to find. "Daddy" had baked

duck in his lunch next day.

Roy Mathews has become tired of pushing a paint brush and has moved to Arizona to punch cows and sheep. He says next time we see him he will be a full fledged cowboy.

Roy Chaffin recently visited his father in Memphis, Tenn.

Mr. and Mrs. Mervin Blakely are the proud parents of a baby girl "Merle", born October 13, weight eleven and one-half pounds.

Eddie Fuerst, scale shop mechanic, and his wife went rabbit hunting October 3 (our first snow) and report killing one bunny.

William Wadlow, B. & B. painter, is now working in the general office building at St. Louis refinishing file cases and furniture under the direction of Mr. Kiburz.

Node Francis has returned to work after a visit with relatives in West Plains.

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

ERNEST BONINI, Reporter

H. C. Ware, wrecker foreman, had the misfortune the other night to turn his Essex coach over. While returning home his lights went out and while endeavoring to bring the car to a stop it skidded in the ditch and turned over. He was uninjured but it was necessary to call a wrecker.

Alford A. Lager, formerly employed in this department as air brake man, recently was transferred to Pensacola, Fla., as steam derrick engineer. We all wish Mr. Lager success in his new job.

James H. Sullivan, triple rack man, decided to try his luck at shooting prairie chickens, while prairie chicken season was open, but failed to get one of the wild fowl.

We are glad to report at this writing that J. C. Staib, engineer, who has been sick for two and one-half months, has returned to work and has bumped on the local at Pittsburg.

James E. Hunt, car repairer, was called to Liberty, Mo., on November 10, account the death of his grandfather. John J. Brandt, car inspector, is the proud possessor of a new Ford Tudor sedan.

William E. McKinley, air brake man, and wife spent November 18 and 19 at Sedalia, Mo., visiting with Mr. McKinley's mother.

Supervisors and employes of this department extend to all a Merry Christmas and a Happy New Year.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Engine 1043 is to the Frisco system what the tramp steamship is on the high seas, which go anywhere they are called to go without regard to regular routes. However, 1043 is sent here for overhauling by Al Boles and his gang when repairs are needed. She was recently turned out after a general overhauling in record time. This trim racer of the rails sees more different divisions of the system in a given time than any other engine on the Frisco, as her duties are the pulling of special trains anywhere and everywhere. Directors' special, show companies and commercial organizations using special trains always have the honor of riding behind engine 1043.

W. H. Schaller, roundhouse foreman, is a late victim of the radio bug, but as yet has shown no sign of that sleepy feeling that generally accompanies that malady.

Arlie Luttrell, boilerwasher, is celebrating the arrival of an eight-pound boy at his home. The young man has been named James Arlie.

Cecil Groves, cellar packer, has been off for several weeks with appendicitis. Latest reports are that he has recovered sufficiently to leave the hospital where he underwent an operation.

Virgel West, locomotive inspector, was off several days during the past month because of tonsillitis.

Arthur Dummit, cinder pit man, and Letha Brown, of Rogersville, Mo., are this month's victim of the little "naked archer." They were married November 10.

Alva Bunch, also of the cinder pit, and Verna Blair, of this city were successfully attacked by the same little fellow and were married November 11. The boys of the north roundhouse extend best wishes to these young people.

William Thompson, hostler helper, is a recent joiner of the home owners having purchased the property at 2130 Taylor avenue.

Mrs. Joe Schellhardt has returned from Rochester, Minn., where she underwent an operation. We are glad to hear that her condition is improved.

James Loser, boilermaker, is the proud owner of a new Chevrolet cabriolet.

Roy Stone, engine watcher, is also the owner of a car. Roy explained that he uses it only to drive to and from work. Then some one did Roy a mean trick by digging up that old saying "It will take you and bring you back."

Thomas Clark, laborer, is at work again after a month's absence account of illness.

John Faulkner, cellar packer, has

been off for several weeks, due to illness.

Edward Goswick, boilerwasher, is on a sixty-day leave of absence. We understand he will make an extended visit in the West. His family will accompany him.

Jesse Newton, sheet metal worker, has returned from a visit in East St. Louis and other nearby points in Illinois.

James Pritchard, machinist, working on through engines at the passenger station, has traded his property on Wabash avenue for a farm near Fair Grove. We do not know whether "Jimmie" intends to become a full fledged farmer or not.

MECHANICAL DEPARTMENT PARIS, TEXAS

N. B. PALMERTREE, Reporter

The Frisco is having good business at this point. The switch engine is working overtime almost every day.

Our Central division master mechanic, of Ft. Smith, paid us a visit last week and was pleased with conditions at Paris, which made the mechanical force feel good.

The box and crate factory here is running full capacity and the Frisco is hauling the material that is being consumed by these plants.

The duck season opened here with a bang on Lake Crook and some of the local Frisco employes are enjoying the sport. However, one employe was guilty of bringing back a mud hen for a duck.

Our local master mechanic will not have to wear a straw hat to the Christmas tree, as his candidate won.

We wish to extend our sympathy to Mr. Hession, machinist, and family in the recent death of his father-in-law.

Our switch engine fireman L. B. Ringgold, is on the sick list. We hope that he will not be off long.

MECHANICAL DEPARTMENT LINDENWOOD, MO.

Z. M. SIMPSON and J. M. CUNNINGHAM, Reporters

Miss Myrl Jones, the new stenographer in Mr. Ficke's office, comes from Springfield. We begin to realize now why our "boys" get so homesick for Green County. We hope Miss Myrl will like St. Louis and that she will stay with us a long time.

Mr. John Seanor Abbott and Miss Mary Margaret Kerr were married at a noon-day ceremony in St. Augustine Episcopal Church, Maplewood, November 18. They are now spending a honeymoon in New York City and Washington, D. C. We extend our hearty congratulations and wishes for a long and happy married life!

Mr. and Mrs. Charles A. Gateley, blacksmith and wife, of Birmingham, were Lindenwood visitors October 20. Our lightweight still stands pat on the south.

Mr. H. J. Sweatt has a new model Pontiac roadster.

Miss Zeta M. Simpson, reporter, is spending a month's vacation with her family in Aberdeen, South Dakota. From Zeta Mary's description of former visits "back home", we know she is having a wonderful time. We've heard, too, motoring has been added to the list of pleasures which include hunting and horseback riding.

Mr. and Mrs. W. J. Ficke and Mr. and Mrs. O. L. Baker motored to Springfield, Illinois, in Mr. Fricke's new car, November 11.

Members of Local No. 5 of the FAMC-&CDE held their first meeting in Moose Hall, Elm and Sutton Avenues, Maplewood, evening of November 16. The new hall was opened to the members and their families with a dance spon-

sored by entertainment committeemen A. A. Jones, Joe McCartney and fire chief Turner. The turn-out was one hundred percent.

The mother of John A. Pearse, car carpenter, is seriously ill. We all join in wishing her a speedy recovery.

Mrs. Lucy Thompson is visiting her nephew, Mr. Carl J. Myrick. Mrs. Thompson is from Pocahontas, Ark.

Springfield holds first place in popularity among roundhouse employes, claiming the following visitors during November: Glenn H. Darnell and Albert Perkins, November 4; Jack Holdman, November 11; Jack Rubin, November 18.

Mr. Gail F. Reece is sporting a new Essex sedan.

Mr. Marvin (Slim) Lutes has left the night owls to join the day workers.

We are glad to welcome back Verlan (Red) Ogle, back-shop machinist. Red returned to work October 15, after an illness of two months.

Two new grease balls have made an appearance in Lindenwood Roundhouse. Vern Mahan came to us on October 25 and Harold King, November 12. Both are from Ft. Scott, Kan.

Mrs. Effie Plummer and daughter Velma visited Mrs. Plummer's parents in Salem Mo., the last two weeks of October.

The hunting season is well under way and feel it is now time to mention a few of our famous hunters. Mr. Ted Barnett, coon-hunter, reports the usual luck in Herman, Mo., November 11. (By usual is meant good). Mr. Monroe (Rags) Jenkins spent three days, November 9, 10 and 11, in Owensville, Mo., where Rags bagged the quota of thirty quail. Messrs. George and Jess Thoma, of the water service department, spent the latter part of November rabbit hunting on their father's farm at Cuba. Last, but not least, Lawrence Rogers and Charles Turner caught a rabbit in the Machine Shop.

OFFICE OF GENERAL AGENT KANSAS CITY, MO.

DAVID H. TODD, Reporter

Frank Fenner and Clarence Tarpay invested in new electric radio sets in order to hear the various campaign speeches and get the election returns.

E. W. Phenneger, our outbound train clerk at Rosedale, terminated his services with the Frisco after serving in various capacities for the last twelve years.

Miss Brown is filling a temporary vacancy on the bill desk.

C. H. Combs was awarded the position of outbound train desk at Rosedale and E. G. Gable the position of interchange clerk, following C. H. Combs.

Thurston Appleby, who served more than ten years in the car accountant's office, is filling a temporary vacancy on the reclaim desk.

MECHANICAL DEPARTMENT HAYTI, MO.

THEON STRACK, Reporter

Ralph Leonard, who recently resigned as motor car maintainer, is busy at Kennett, Mo., in his contract shop which he purchased some time ago. All the shopmen congratulate Mr. Leonard in his new business.

Ross Tillman arrived here November 1 to take up the duties of motor car maintainer, succeeding Ralph Leonard. Hope Mr. Tillman will like his new location.

Walter Shanks, boilermaker, and Mrs. Shanks visited with old friends of long standing at Oran, Mo., over a recent week-end.

J. M. Pryor, machinist, recently was called to Chaffee, Mo., on account of his little daughter's illness.

Miss Lorena Strack, of Benton, Mo., recently visited at the home of her brother, Theon Strack, and Mrs. Strack.

Warren Beck, coach cleaner, has been promoted to third-class car carpenter, succeeding Rube Hayes, resigned.

A new piano recently was placed in the home of M. W. Rhodes. The family may well feel proud of such a nice gift.

Lindell Coleman is our new night call boy. He was placed on the payroll on November 1. Glad to have him.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Paul Preston, machinist helper, accompanied by Mrs. Preston and son were St. Louis visitors over the week-end recently.

Joe Clemens, laborer, has been on the sick list the past month.

Harvey Adams, laborer, has resigned his services with the Frisco and gone to Oklahoma, we are informed.

Hugh Doran, tinshop laborer, had an eye injured by dirt or metal dust, but hastened to have Dr. Cheek remove it and is none the worse now.

Ira Jones, brass house scale clerk, has returned to work after an absence of thirty days, on account of an injured hand.

Frank D. Gifford, mahline shop laborer, is slowly improving since his leg was broken, which accident was reported in November issue of *Employees' Magazine*. We hope Mr. Gifford's recovery will be speedy and that he will soon be with us again.

Albert Weaver, blacksmith second-class, has returned from California with his family, where they had been on a vacation. He reports that he also visited in Texas and was over into Old Mexico, where the bandits have their hangouts. The trip was very interesting and much enjoyed, but he reports that many changes have come about since he was there last.

James F. Chambers, blacksmith helper, has recovered from a spell of sickness that kept him from work several weeks.

"Rosie" Ellingsworth, blacksmith helper, and wife took in some of the sights in St. Louis not long ago.

Charles L. Branson, frog shop helper, has had a felon on his hand, which caused him to lose some time and a great amount of grief, for he can tell you that a felon is not a very companionable pet.

Homer Richie, machinist, has purchased and now occupies the attractive house at 317 Fort street. Mr. Richie has a very desirable home, which has every modern convenience and is located close enough to the shops so that he can walk to and from work in five minutes.

The sport of the horseshoe game never wanes. When weather is good the metal shoes can be seen and heard ringing around the pegs in the yard, and when weather is inclement the rubber horseshoes are brought into use on the floors of the various buildings. This month's championship is claimed by "Rosie" Ellingsworth, blacksmith helper, and John Brewer, colored bolt machine operator.

Charles Spencer, blacksmith shop laborer, got his right arm broken while cranking a shop mule a short time ago. We are sorry this accident happened. Charlie says he will never trust a mule of any description again, be it a Henry Ford, a Missouri or any other kind of a mule.

James Hildebrand and Tony Case, yard laborers, have severed their connections with the Frisco. Mr. Hildebrand has gone back to the farm near

Rogersville, Mo., and Mr. Case has gone to Iowa.

John E. Kellogg, machinist, was called to Hayti, Mo., to do maintenance work on the large passenger motor cars for a week. He returned with much praise for the entire force of the River division, from Mr. Nixon, master mechanic, to the laborers. He said all the "hoggies" were sure onto their jobs, and that everyone was watching for business.

Charles Armstrong, roadmaster, who resides at Wichita, Kansas, was in Springfeld on business a few days and while here was the guest of Mr. and Mrs. James Newkirk, who are relatives of Mr. Armstrong. James Newkirk is employed at the Reclamation plant as frog and switch builder.

The writer will greatly appreciate the favor, if those who work at the Reclamation plant having a news item of any kind, concerning themselves or family or any one connected with the Reclamation plant, will please report to me at any time. There are no doubt many items each month that are not reported, due to the reporter not having any information concerning the happening. It is the desire of the reporter to chronicle faithfully all happenings of interest and not slight any one.

CAR DEPARTMENT—MONETT, MO.

D. F. TOBIAS, Reporter

Another smiling face among the air brake men now. Oltie E. Davis was recalled to that position November 1.

Perry S. Glossin, coach cleaner, was promoted November 5 to yard oiler on the third shift.

The Flower Committee hung up three assessment notices this month.

The infant child of D. Stone was buried at Ozark, October 17. Mrs. Stone at that time was very ill at the West Hospital. Floral offerings were sent also to Anderson, Mo., for the burial of J. W. Nance, brother of G. B. Nance, inspector. J. W. Nance is remembered by many of the older employes. He was in this department in 1922 as a car repairer. On November 11 a floral offering was furnished at the burial services for a sister of Walter A. Henson, box packer, of Monett.

To you in the car department who read these items let me remark that what ye scribe needs is more news items. If the baby sprouts a new tooth or gets his finger pinched in the door we all ought to know it and this column is the proper place to broadcast it.

Election of officers in the Crafts was not completed in the last meeting and will be finished at the next regular meeting. Officers elected so far are Irl Williamson, for president; Roy English, for vice-president, and Coy Wadley, for secretary.

LOCAL No. 15—OKLAHOMA CITY

E. W. GEE, Reporter

The writer was on the sick list last month accounting for notes being absent from the magazine.

R. E. Stewart, car inspector, was doing relief work at Altus recently.

Messrs. Geo. W. Moore, Gene Moore and J. S. Jowers were with us two days last month.

George Papin and wife, president of local 15, have a fine large girl at their house. Congratulations!

George Jones is sporting a new Chrysler roadster.

Jesse Moore, rip track foreman, was in St. Louis hospital recently. Glad to report he is OK and back on the job.

Brother Junkins and his secretary Howard Pickens were with us last month, also brother Junkins was back

again this month, always glad to have them with us.

The writer is sorry to learn that Mr. John Forster is to be retired from active service account of being pensioned. We will all miss having him come to see us.

We have a new fast freight train through Oklahoma City, the Red Raven from Chicago to Quanah, which should be a booster for the Frisco in this territory.

All the car inspectors are glad to see the genial Johnnie McMains back as assistant yard master at South yard after being engine foreman for a few months.

Car inspector Owens is off attending court this week.

Merle Gee is another one of the Frisco girls attending the Oklahoma University this year.

Here's hoping everyone has a big, fat turkey for Thanksgiving.

FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

F. M. Packard, chief clerk, and wife made an extensive trip to Memphis, Kansas City and other western cities on the Frisco lines recently, reporting a wonderful trip.

L. T. Hatcher, belt switching clerk, who recently became entangled in matrimony's better or worse club, has returned from his honeymoon adventure, and is now entertaining building plans for his new home to be erected in the near future. We all wish him the very best of luck and lots of it.

J. J. Peregoy has reversed life's routine for a rate clerk and has again started to school, but tells his wife that he has not yet learned his first lesson, (love his teacher, a lady.)

W. B. Freeze, bill clerk, was seized with a sudden illness while on duty recently. Medical aid was called and Freeze carried home but after a couple of days was able to resume his duties.

Mrs. Pauline Burt, report clerk, whose daughter has been out west for her health, reports that she is very much improved and is returning home for a visit to home town. We all wish complete recovery that she may remain in B'ham.

Miss Camie Adkins, expense clerk, spent the week-end with relatives in the home town some weeks ago, and has been very attentive after a short vacation in the country air.

W. W. Wade, assistant station accountant, has recently moved to the country suburbs of the city, that the bright lights may not prevent his sleeping at night, should he chance to be home so early.

There have been several changes in the personnel of the office force of the Freight House, but every one seems to be satisfied and all is running along smoothly again.

Since baseball and politics both have passed into the mists of yesterday, the sand house committee, Freeze and Grady, will call an extra session of the Oratorical Body to select appropriate data for their noonday discussion in the future.

R. A. Allen, station accountant, appears somewhat gloomy that the presidential election was not played according to Hoyle. He says: "well, there's not many of us left now, boys."

Birmingham officials are very much elated over the amount of business that Frisco is handling into B'ham from their Pensacola port and surrounding territory. The movement has already surpassed all expectations, also the out-bound movement is being noted with much interest by all concerned.

Paul H. Gillian, demurrage clerk, has just returned from a cool vacation to the northern cities, visiting in Chicago, Toronto and St. Louis. He says that he is very willing to remain in

B'ham and work for Frisco.

Woodrow W. Phifer, bill collector, after having increased in size to the extent that he has been assigned to the position of bill collector permanently and seems to be progressing satisfactorily.

NORTH BACK SHOP SPRINGFIELD, MO.

ALEX WATT, Reporter

Frank Austin and family visited an old time Frisco painter, Ross Clark, who now lives on a farm near Crocker, Mo. Frank reports that he is getting along fine.

Coy C. Long, painter, announces the birth of a seven and a half pound baby girl (Virginia Viola) on Friday, November ninth.

Hunting is the pastime at present and those who have indulged since the season opened are: (Donk) Mangan and Bert Lee of the sheet metal department, Vern Davis, mechanical laborer, (Pat) Shane and Wilson M. Turner of the special equipment department.

The sheet metal department has hired another first-class man, Martin Lovingsgood, to help take care of the new business that has been coming in since the first of October. May it continue to come.

Mrs. Divan, wife of Jewell E. Divan, north side machinist, spent the week-end of October 24 in Henryetta, Okla.

Frank Darden, Jr., was seriously injured when a cable broke at the West Shops. Frank is the son of Frank Darden, north side car yard foreman.

Vern Davis and wife recently made a visit to Council Bluff, Iowa.

Wilson M. Turner and family spent the week-end with the parents of Mr. Turner, who live near Mountain View, Mo.

Orville Cantrell, an employe on the rip track, is ill with typhoid fever.

One of our stencil cutters, Ben Johnson, was called to Chicago by the illness of his brother.

SUPERINTENDENT'S OFFICE— WEST SHOPS, SPRINGFIELD

JOE GOODRICH, Reporter

Bernard E. Hasler, son of Geo. B. Hasler, motion gang foreman, entered his apprenticeship November 6.

Sam J. Burger, machinist apprentice, returned to work November 1.

Pleased to see Frank Sillix, former forge shop foreman, down from Topeka to see the old crowd and incidentally take a shot at the famous Missouri quail.

The Frisco Dance Club gave their monthly dance October 23, at Clark's Hall. About 200 couples attended. Music was furnished by Burch's Paramount Orchestra.

Glen E. Runner assumed the duties of special officer at West Shops, November 1.

L. J. Gibbs', boilermaker, and Mrs. Gibbs' musical act was the hit of the program given at the accident prevention rally and entertainment held at Pinkin Junior High School, October 24. The expressed opinion of many of the boys at West Shops is that Lynn certainly missed his calling when he became a boilermaker.

Tracy Boal, timekeeper, has acquired quite a reputation as a gardener. His latest display is several hands of home-grown tobacco. It is quite robust and hearty, being even too strong for Fred Rauch's pipe.

J. B. Melton, carpenter, was heard to remark during a recent cold snap, that he was going home and look on the mop sticks to see if he could find his heavy underwear.

Ed Grundberg and this writer recently bagged a brace of mud hens, prob-

ably the first of the season, picking them up from the water after a long and desperate struggle in a flat bottom boat, using boards for oars. It is hardly necessary to add that the two enthusiastic hunters imagined the birds were ducks.

Howard L. Cox, electrician apprentice, who was transferred from the coach shop to the north side some time ago, is back at West Shops in the locomotive department.

Claude Wills, boilermaker, is the proud possessor of a new Chevrolet coupe. Claude has christened it "Jessica."

Chas. Goode, boilermaker, is not only the "champeen" fiddler of West Shops, but he recently invaded an Old Fiddlers' contest down in Christian county and carried off thirteen first awards.

Rock-a-bye Virgil in the tree top. When the wind blows Virgil will flop. When the bough breaks Virgil will fall.

Down will come Virgil, persimmons and all.

Virgil E. Endicott, distribution clerk, received painful scalp wounds and a severe shaking up when he fell from a tree during a recent persimmon hunting expedition. Mr. Endicott was giving a demonstration of plain and fancy persimmon tree climbing and had reached the small upper limbs, when the tree seemed to resent his activities.

A brief but snappy struggle ensued with the tree emerging victorious and Mr. Endicott, a poor second, being rudely precipitated from the limb and doing a perfect headstand on the ground below, where a reception committee of "dornicks" awaited him. We are happy to say the gentleman's injuries were not serious enough to cause him loss of time at work and, at this writing, he has almost completely recovered.

John P. Hurley, chief engineer power plant, is spending his vacation at Kerrville, Texas, hunting deer, turkey and other big game.

W. W. Shackelford, schedule supervisor, and Cecil Case, clerk M. & E. Shop, opened the quail season at Jericho Springs, Missouri. Firing five boxes of shells for a total of nine quail and five dry-shins, statistics show an average of ten and one-half shells per quail or rabbit, proving the boys were on the job, as is also demonstrated by the fact that their dog was too tired to get up for breakfast next morning. The feature of the day was Shack's hasty retreat from a bee tree. Cecil, not quite so spry, twice came in contact with the angry insects. However, his injuries were not considered serious.

MECHANICAL DEPARTMENT TULSA, OKLA.

HENRY PHILLIPS, Reporter

We are very glad to report at this time, that our good friend and brother, Chas. H. Howard, locomotive carpenter, is back on the job again. Mr. Howard has been in the Sherman Hospital for some time and at one time he was not expected to live. He arrived home from the Hospital November 10.

M. R. Brown, machinist helper, resigned his services with the company. He is going to Florida to live with his mother.

F. E. Maxwell, wheel press operator, has been off the job for some time. He is suffering with a bruised knee.

Lloyd Richison, blacksmith, is the proud father of a nine and one-half pound boy. Little Lloyd arrived November 5.

S. S. Wilder, coach carpenter, who has been in the St. Louis Hospital for some time has returned to work. Mr. Wilder is suffering with a twisted knee, caused by falling off a ladder.

James F. Howard, machinist apprentice, has just returned to work after

spending several days in the Sherman Hospital, where he underwent an operation for tonsillitis.

Wm. Bow, machinist, is in the Sherman Hospital suffering with stomach trouble. It has been reported that Bow is getting along very nicely and we hope he will continue to do so.

F. B. Phillips, blacksmith, has been off the job for some time account having smallpox. Tony is getting along nicely and is well on the way to recovery. We hope to have him back on the job before long.

V. I. Douglass, machinist, resigned from the service. Mrs. Douglass has been ill for some time and the doctor advised a change of climate for her. Vic is taking her to Denver, Colo. We sure did hate to see Vic go. Vic was always ready to do his part in anything that came along. He was a good ball player and did a lot to promote the Frisco Base Ball Team at Tulsa.

WEST SHOP MECHANICAL NEWS SPRINGFIELD

A. H. BISHOP and B. W. BALDRIDGE,
Reporters

Dave Dewar, bolt gang foreman, has returned to work, after having had his tonsils removed.

Mr. and Mrs. John McLaggon are the proud parents of a boy born October 12. The new arrival was named John Jr.

Mrs. Orin Pattenger and daughter, Lenus, visited in Ft. Scott.

Mr. and Mrs. Al Bishop recently visited with relatives in West Plains.

Mrs. O. T. Genung and children, have returned from a two week's visit in Denver, Salt Lake and Rawlins, New Mexico.

Gene Burkes, painter, has purchased a new home on College St.

Mr. Slusser, booster gang foreman, recently left the service.

Johnny Pullar will haul your hogs for you any Sunday, if you will agree to help him push the truck back to town.

Walter Broyles has been transferred to the night shift, and is operating the crank pin lathe.

Tom Kelley is operating the new wheel lathe and journal lathe on the night shift.

Earl Genung is our new booster gang foreman.

Bob Anderson is working day shift now in the cross head gang. He thinks he needs smoked glasses.

Frank Darden, machinist apprentice, was severely injured when a cable broke on the firing line.

Jim Bingham has returned to work after an illness.

Orval Thurman recently spent a week-end with home folks at Republic and Mt. Vernon.

Dr. Sewell of the Hospital Association gave a very interesting lecture on cold prevention at the meeting of Local No. 2, November 2. It was enjoyed by everybody.

A number of the boys were absent from work November 10 on account of the opening of the bird season.

First aid teams are being organized by the safety inspector. He is making arrangements with the hospital doctors to teach all men interested in this feature of accident prevention work. The following men have expressed a desire to join the class: C. Wills, R. E. Malin, F. Jones, A. Benterloff, J. Franks, W. H. Garrison, C. Betchel, C. Case, V. Anderson, E. Baker, R. Yates, W. Mills. Every one should know how to render first aid, as it is the interval between the accident and arrival of a doctor that is dangerous. First aid can be used everywhere, in home, on highway, and in shops. It is hoped the men will take interest in these classes and sign up.

Wade Baldrige spent a week-end in Kansas City recently.

Guy Eskridge, machine foreman, spent several days in K. C. the first of November.

Locals No. 1 and 2 put on a very enjoyable program the last week in October. The musical numbers were especially enjoyed.

Ira Cantrell, link gang, reports that there are lots of birds in Stone County around Crane, but are hard to get on account of the big rocks.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

James H. Simms, fireman, purchased a new Chevrolet coach.

William H. Owens is visiting in Memphis and Rogersville.

Clair Roach, car inspector, who underwent an operation at Frisco Hospital, St. Louis, recently, is getting along nicely, and will return to work in a short time.

E. F. Fuller and family visited L. A. Fuller in Kansas City and Mr. and Mrs. J. W. Vinson, in Springfield, a short time ago.

Chas. M. Fitzgerald was transferred to the car department at this point.

Grover Helms, cinder pit man, is on the sick list at present and confined to the Frisco hospital.

Cecil Junkins, son of general chairman Junkins, of Springfield, visited friends in Springfield recently.

Orville C. Fite, third class machinist, of Springfield, visited home folks at Newburg.

W. N. Davis, first class machinist, and Mrs. Davis, motored to St. Louis on business.

I. E. Fuller, locomotive inspector, motored to St. Louis a few days ago to visit Mr. and Mrs. C. T. Hale.

The season for quail is now upon us, and the game falls thick and fast before the onslaught of the sportsmen.

LOCAL No. 7—FT. SMITH, ARK.

L. W. CAVINESS, Reporter

The members of our local entertained the supervisors and officials at an open meeting and smoker at our last regular meeting, this being the first meeting of our local in our new quarters, National Guard Armory, 510 North B Street. It was decided to make it one of the most enjoyable meetings of the year and from all reports we succeeded. A committee composed of Bros. J. L. Eudy, D. W. Stanley, George C. Shields and W. L. Cordell were appointed to arrange a program and prepare a lunch which was very bountiful as well as delicious. After a short business meeting the lodge was turned over to the entertainment committee, who called on the visitors to make a few brief talks. Mr. J. D. Heyburn, master mechanic, said some very kind words to those present as to the interest shown in coming out to a gathering of this kind and finished his remarks by thanking the mechanical employes for the part they have played in making the record of over two months without an engine failure on the Central Division. Mr. W. W. Claypool, general foreman car department, expressed himself on being fortunate enough to be a fellow employe of a bunch of men that were showing the spirit that the employes on the Frisco were showing. Among other things he spoke on the contrast of the present and past relations between the workmen and the supervisors. Mr. J. H. Dyer, general foreman, followed with some of his witty remarks that made every one laugh heartily and feel that we were all a part of the game of making railroadng something more than eight hours work. Mr. A. D. Harcrow, assistant car foreman, and Mr. A. A. Wegman, roundhouse foreman

spoke very eloquently on the very interesting subject of "WHEN DO WE EAT" and on invitation to make the keynote speech, Mr. C. U. Patrick stated that Mr. Harcrow and Mr. Wegman spoke his sentiments exactly. A letter from Mr. S. T. Cantwell, superintendent, regretting his not being with us on account of being out on the line was read. Brother H. E. Burgess, division chairman, brought the program of speech making to a close with a few fitting remarks as to the conditions as he has found them over the division since his recent election. In part he spoke of the willingness being shown by all the members of our Association to help put over anything to make our railroad the outstanding business of its kind in the world. At this point Brother Eudy told us all to fall in line and proceed to the club room where the eats were waiting. After every one had helped themselves freely, cigars were lighted and returned to the main hall where an indoor ball game was played between the car department and the roundhouse employes with the supervisors and officials present on opposing sides, equally divided. All and all had a very enjoyable time and expressed themselves of taking the advantage of every "open night" that they hear of, whether invited or not and this is the way that Local No. 7 tries to make every one feel.

Brother W. N. Rind, machinist, is all smiles over the arrival of a fine boy. The youngster has been given the name of Richard Donald.

Brother Paul Scherry, machinist, has returned to work after several days absence account of sickness.

We are glad to report that the children of Brother Mike D. Hodges who have been seriously ill have recovered and that Brother Hodges is back on the job.

At the last meeting it was voted to change our meeting dates from the second and fourth Friday to the second and fourth Tuesday. Local No. 7 extends a hearty welcome to all visiting members.

LOCAL No. 19—MEMPHIS, TENN.

C. J. DAILEY, Reporter

The employes of Yale shops wish to extend sincere sympathy to their machine shop foreman, Mr. A. Z. Metzger, whose wife died on October 24, after a lingering illness.

R. W. Hansen, third class machinist, and wife spent the week-end at home, Willow Springs, Missouri.

Stanley Wood, machinist apprentice, formerly of Yale, met with an accident which resulted in his losing a finger off each hand.

Stewart Monroe, machinist helper, and wife announce the arrival of a seven and one-half pound baby boy, which was named, Muryal Wilson.

An effort made for the happiness of others lifts us above ourselves. A club known as the "Frisco Protective Association" has been formed at the Yale shops and any white employe is eligible for membership with the fee of one dollar. The object of this club is to show our sympathy for our fellow employe should a death occur in his family or anyone dependent on him for support. There are one hundred and six members and we have application for nineteen more. Upon the death of any member or his dependant, the sum of one hundred and six dollars is paid within twelve hours after the death. This club is well thought of and is appreciated by all members. We have a code of rules and will be glad to forward a copy to any Frisco employe with the hope that we can make it a system club. Write C. T. Stansbury, locomotive painter, who organized the club.

Peter possum wasn't up to any mean-

ness early Monday when he entered the chicken roost of W. W. Billings, tank man. He was only looking for a place to sleep, but the chickens didn't want him for a bedfellow. Billings and his wife caught Peter on the roost at 2 a. m. after a near riot. Peter was put under a tub and a weight was put on the tub. At dawn, possum had crawled from under the tub, and was found with the chickens again. Billings is holding the animal, full grown, and doesn't know what to do with it.

LOCAL No. 11—CHAFFEE, MO.

MRS. FRED DOHRMAN, Reporter

We all extend our sincere sympathy to Mr. and Mrs. Clyde Stephens in the death of Mrs. Stephens' father, November 3.

Mrs. J. M. Pryor, of St. Louis, visited her mother, Mrs. G. A. Reeves, recently.

The writer and two daughters, Alice and Mabel, and Mrs. W. F. Proffer and her daughter, Elene, visited and did some shopping in Memphis, Tenn., October 10.

Henry Schram, B. & B. mechanic, has taken a position at Wilson, Ark.

Mrs. G. A. Proffer, of Poplar Bluff, Mo., visited her daughter, Mrs. Leon Wilson, in Muskogee, Okla., recently.

F. W. Hargraves, of the B. & B. department, visited home folks recently.

W. H. Pryor and his water service gang, have completed a well at Wittenberg, Mo. They report plenty of water.

John Spradling has purchased a home on Cook avenue.

Mr. and Mrs. Ray Gramer are the proud parents of a fine young boy, Ray, Jr.

Leonard Jeffries, of the B. & B. department, was called home recently on account of sickness.

Mrs. Charles Ball, of Oran, Mo., visited Mrs. Mae Montgomery during a recent week-end.

Mrs. Lou Drissle visited in St. Louis recently.

Mrs. Otis Snider recently visited in St. Louis and did some Thanksgiving shopping there.

Am informed that W. D. Baker, who is in the Frisco hospital in St. Louis, is very ill with pneumonia.

CHAFFEE ROUNDHOUSE

JAS. E. STOUT, Reporter

Stationary Engineer, Joe Porter, recently sold his property in Oran, and is now a resident of Chaffee.

Did you see Lynas Perkins, of the blacksmith force, in that new Ford coupe? Any of us will gladly assist you in breaking that new car in, Perk.

Night roundhouse foreman Brinkman suffered very painful injury to his right knee recently, when getting out of his car after leaving work. He is now recuperating in the Frisco Hospital in St. Louis.

Business on River division has reached a new high peak. All engines have been out of white lead for some time. Besides we have several new engines on the division; also, understand, we have three brand new engineers, as former firemen, George Stone, Gus Wietheucher and Claud Daughtry have been to Springfield and successfully passed mechanical examination and other examinations at Chaffee, and are now full fledge "Hoggers."

Jesse King, cab carpenter, with the assistance of two car department carpenters, has almost all of the River division engines equipped with the new type curtains and awnings. Jesse says he will be glad when they are all on, as he even dreams of hood curtains, coal gate curtains, header blocks, etc.

Lost, strayed or stolen—the office cat. We dislike to say so, but foul play is suspected.

Frank Junkins, general chairman system committee, visited with us a few days ago.

Have you noticed how stoop-shouldered Pemberton, Mike, Lonesome and Glassteter are getting? Well, it is from carrying so much meat away from these shooting matches.

LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

F. J. Garner, roundhouse foreman John Bolding, machinist, and (Dick) Sullivan, boilermaker, attended a boxing match at Aberdeen recently.

G. H. Threllfall, night roundhouse foreman, is the proud father of twin girls. Will give you their names in next report.

Marshall Malone, car man, after having been off several weeks sick is back at work.

Dock Dees, carman, recently made a flying trip to Pensacola.

O. B. Holmquist, air man, was off recently with an infected hand.

Miss Janie Weber, of Memphis, is visiting her brother, R. F. Dees, pipe man.

Walter White, machinist, and wife, have returned from a two weeks' visit with his parents in Kansas.

WEST COACH AND PAINT SHOP SPRINGFIELD, MO.

FRANK SCHELLHARDT, Reporter

Congratulations were extended to Cecil McCormack, coach carpenter, when he was married last month to Dora Whitlock. The couple took an extended trip to Chicago and other eastern points.

When J. Simmons, carpenter, returned from a motor trip thru the Ozarks, he brought back a large tarantula which he is keeping for a pet.

We extend our sympathy to Charles Dailey, whose brother died at Columbus, Kansas, on October 25.

John Lahiff, drill pressman, visited relatives and friends in Tulsa and Oklahoma City last month.

Joe Lehar, carpenter apprentice, has been off for the past week due to a bad case of tonsillitis.

Sympathy is extended to Ralph Stockstill, truckman, whose father died last month.

Robt. Kellogg, carpenter apprentice, has been off for the past two weeks on account of a badly sprained wrist. Bob is considered one of the best amateur acrobats in the shops.

Charley Dailey is the newly elected president of Local No. 2 F. A. of M. C. and C. D. Employees. Charley is in charge of the paint stock room.

J. R. Hoover, piece work checker, left the Frisco service on November 1, and is now engaged in the building and loan business.

Bill Phillips, mill machine man, is taking quite a few hunting trips since cold weather. Bill always brings back a good bang.

LOCAL No. 1—SPRINGFIELD, MO.

JOHN O'BRIEN, Reporter

Mr. Ira Jones, who is employed in the brass house, has been off from duty, due to an infected thumb caused by running a piece of steel into it. However, the thumb is better and Mr. Jones has now returned to work.

An accident prevention rally was held at Pipkin Junior High School October 24. The meeting was sponsored by Locals one and two. The evening was a very entertaining one due to the talk of Uncle Bill Morrill, on Safe-

ty First, and a musical act by Mr. and Mrs. L. J. Gibbs. Mr. Gibbs is a boiler maker at the West Shops.

Miss Lena Smith, who for the past five years has been stenographer in the superintendent's office, tendered her resignation on November 2. Our very best efforts to induce "Our Lena" to let us in on her future plans failed however, her last few days in the office we noticed she was humming that old battle cry, "Here Comes the Bride."

We have repainted the "Welcome" sign on our door mat for Miss Emogen-Barlow, who filled the vacancy made by the resignation of Miss Smith.

Mr. H. G. Woods, shop clerk, attended the Tri-State Fair at Memphis. We ask you—do Iowa "Calves" stand well in Tenn.

They do say—L. J. Leysaht is about to garnishee the wages of the agent at the R. C. Plant—\$3.00 is a lot to lose on one tournament. Of course it might not be the captains fault.

Mr. Frank Gifford, R. C. plant laborer, who has been in the Hospital for sometime with a broken leg, received in a fall while walking through the yards is very much improved and we hope will be able to return to work soon.

Chas. Spencer—blacksmith, received a broken arm from a "Kick" of one of the shop mules. These beasts are just about as dangerous as those that have four legs. We trust Mr. Spencer will soon be able to return to work.

The Association held its regular semi-monthly meeting and same was well attended.

A supper dance was given Wednesday night, November 14 by Local No. 1 at Pythan Castle Ball. A large crowd attended.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

Grover Hall, switchman, and wife, recently made a trip to St. Louis and visited friends.

Fred Hingle, yard clerk, is breaking himself in to become a switchman.

Earnest E. Bateman, conductor, is sporting a new Essex coach.

H. H. Mulkey, hostler, has resumed duty after being off for some time.

C. A. Berry, roundhouse foreman, who has been the caller for some time, has given his caller book to Charley Cline, who is now our regular caller.

S. G. Skaggs, formerly clerk at the roundhouse, recently paid us a visit from Yale. He said that he was doing nicely in his new surroundings.

We regret to announce the sudden death of Claude Jones' wife's mother, October 28. Burial was at Blankenship cemetery, October 30.

Mrs. Rodney Wilcox, wife of storekeeper, recently made a visit to Memphis.

Mrs. F. M. Peebles and her sons, Frank and Charley, recently made a trip to Blytheville and Jonesboro.

J. A. Beck, yardmaster, is still on the sick list.

On October 26, we held our regular meeting of the Frisco Association of Metal Crafts and Car Department Employees. All of the officers were re-elected for another year. I. W. Hill, is president and F. M. Peebles, secretary.

H. E. Eckenberg, third class car repairer recently was called to St. Francis, Kans., on account of the death of his sister.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Born to Mr. and Mrs. Eugene Allen, October 17, a baby girl, whom they have named Jean Marie. Mr. Allen is a machinist.

C. P. Clark, sheet metal worker, is enjoying a visit from his brother, J. A. Clark, of Sapulpa, Oklahoma.

Harold, the small son of O. T. Smith, electrician, underwent an operation for removal of his tonsils recently. He is recovering nicely.

William Phillips, general foreman, is sporting a new Nash sedan.

George Whitley, water service man, and family, were called to Oklahoma City on account of the serious illness of Mrs. Whitley's mother, J. S. Hoplins.

The recent rains in this vicinity, breaking a long drought, not only brought joy to the wheat farmers, but it also brought the duck hunters out in force; Charles Ethington, timekeeper, seems to be the champion of the shop forces, but he keeps mum as to the number bagged.

Bob Orendreff, boilermaker, was off on the sick list for a few days, but is now back on the job.

B. G. Adams, electrician and wife, have returned from a short trip to St. Louis and Chicago.

The immense new mill and elevator of the Pillsbury Milling Company, of Minneapolis, located at Enid recently, is now in full operation, making a high grade flour from Oklahoma wheat. This industry is served by Frisco lines.

Local number 8 staged their annual Hallowe'en dance in their hall Monday evening, November 29. The hall was very beautifully decorated with Hallowe'en colors. There was a large attendance of the shop men, their families and friends. Everyone came masked and vied with each other in having the most original and quaint costume. Prizes for the best costumes went to Mrs. William Phillips, wife of the general foreman, for the best ladies' costume, and to Mrs. R. D. Richards, machinist, for the best men's costume. A flash-light picture of the crowd was taken by the Earl Studio.

Mrs. Talmage Bently, wife of car inspector, gave her little daughter, Theresa, a party Saturday afternoon, November 3, in honor of her fifth birthday. A number of games and contests were enjoyed. The following children were present: Jessie Claudine Bond, Wilma Jean Richards, Lavana White, Graceous Orendoff, Bobby Orendoff, Norma Jeanette Scott, Bobby Patterson, V. J. Pinnix, Jean Allen Sinds, Helen Jonow, Margie Vessel, Wayne Bently and Theresa Bently.

H. H. Fuller, stationary engineer, and Mrs. Fuller, together with their son, Martin, made a business trip to Oklahoma City October 27. Mr. Fuller drove to Norman in the afternoon to take in the football game between the Kansas Aggies and Oklahoma University, also visited his son who is enrolled at the Oklahoma University.

MECHANICAL DEPARTMENT SHERMAN, TEXAS

JOE J. BRYAN, Reporter

The Frisco Social Club held a meeting on November 26 which was well attended. A nice program was given and Mr. and Mrs. W. G. Hall were introduced. Refreshments were served and everybody had an enjoyable evening.

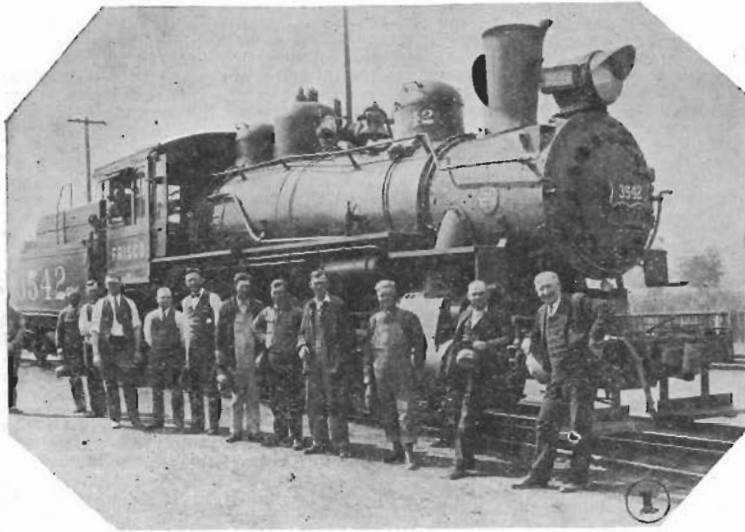
Mrs. J. M. Talbesh, wife of roundhouse machinist spent a week-end in Houston recently.

Dale Crabtree finishes his time this month as a machinist apprentice. We wish you good luck Dale.

The Frisco Social Club will be in full bloom again Christmas as a dance is being planned. Date to be announced later.

The petition for the regulation of buses and trucks was signed 100 per cent by the shop employes here.

Oklahoma City, Springfield and Mon



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- 1. Yard Office Force, Oklahoma City. 6.
 - 2. Stores Department Force, Oklahoma City. 7.
 - 3. Car Department Force, Oklahoma City. 8.
 - 4. Roundhouse Force, Oklahoma City. 9.
 - 5. Office Force of Superintendent of the Reclamation Plant, Springfield, Mo. 10.
-

Monett Friscoans Face the Camera



6. Air Room Force, Reclamation Plant, Springfield, Mo.
7. Yard Office Force, Monett, Mo.
8. Stores Department Force, Monett, Mo.
9. Office Force, Master Mechanic's Office, Monett, Mo.
10. Roundhouse Force, Monett, Mo.



FRISCO Family News

EASTERN DIVISION

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Lillian Brooks and Pearl Hutton spent several days recently in Pensacola, going through the historical forts San Carlos, Barrancas and Pickens, visiting the fisheries and docks, and were granted the special privilege of going through the ship, West Maximus loaded with resin, lumber, pine, oil and cotton for Hamburg, Germany. They saw interesting preparations being made for the big storm which luckily did not strike the city. They also enjoyed an instructive trip to the naval station.

Lillian Yates of the machine bureau spent her vacation at home, the past month.

Cora Wolkins of the same department spent a part of her vacation undergoing an operation to remove her tonsils.

Florence Lyons of the Per Diem Department had her tonsils removed during the second week of November, and though she is improving now, she suffered several hemorrhages.

Good eats were enjoyed by Alleén and Marjorie Renshaw, Myrtle Cochran, Eva Warren, Zella Shawley, Amy and Mamie Bradley, Maud Bell, Theda Pyland, Margaret Butler, Helen Hawkins, and the hostess Mrs. Henry A. Nelson (nee Louise Lawson), formerly of the office, at a spread at her home on North Grant Street, on the evening of November sixteenth.

Roseltha Perry of this office assisted in the Passion Play at the Shrine Mosque this week, presented by the Freiburg players. Miss Perry acted in the band of angels. Local talent was called on for the chorus and some minor parts. Many from this office have enjoyed the wonderful scenes of this play, even though unable to understand the spoken parts, which were in German.

Myrtle Vane of the record department, with her mother Mrs. C. A. Vane, is visiting her brother in Chicago.

Mrs. Edith Middleton has moved into her recently completed new home on Oak Grove Lane and now spends her evenings making hooked rugs, curtains, etc., to add to the beauty of the furnishings. The office wishes her much happiness in her new surroundings.

Mildred Prophet is our bride, for this month's news. She left the service on October twenty-fourth, and is now living in Tulsa. A pretty shower was given for Mildred by Helen Murray of South Pickwick, at which many beautiful and useful gifts were presented to the bride.

More than one famous person got their start with the Frisco. Now we add to the list of poets Miss Nell Child-ester, who began her working career in this office, later studying in an art school in Chicago, and now living in Kansas City. Her first book of poems was recently published under the pen

name of "Sharon K.", the poems having been originally published in various newspapers in Springfield, Chicago and Miami, Fla.

H. W. Johnson, car accountant, spent a week in the east recently, attending a meeting at Montreal, Que., of the A. R. A. committee of which he is a member, returning on business via New York City and Philadelphia.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Emil Strothkamp has resigned from Frisco service to accept a position at Clayton, Mo.

Roy Murray resigned from his position in this office October 27.

Charles Stewart resigned October 31. Helen McHale spent several days of her vacation visiting friends in Kansas City, Mo.

John C. Starkey, auditor, passenger accounts and several employes of this office attended the funeral of L. H. Butts in Wright City, Mo., on Sunday, October 14. Mr. Butts was formerly employed in this office.

Beatrice O'Reilly stayed at home on her vacation and enjoyed a nice rest.

Estelle Hilton spent November 2 and 3 in Chicago.

Eleanor Huske, comptometer operator, resigned from her position in this office to become the bride of Aloysius Kersting.

Leola Hughes and Helen McHale are the first employes of this department to make the trip to Pensacola, Fla., on our new line.

We have two new office boys, Robert Fall and Hyman Schneider.

Hugh E. Cleveland, former train auditor, has been awarded a position in this department.

TRANSPORTATION DEPARTMENT NEWBURG, MO.

LILLIAN M. SICKLES, Reporter

Still enjoying fine weather in this vicinity, November 10 was rather a lonesome day in Newburg. When inquiring where everybody was, was informed that they had sallied forth to bring home their allotted number of quail.

W. E. Counts, roadmaster, and family spent a couple of days recently visiting relatives at Cabool, Mo.

B. E. Lutzenberger, Salem branch brakeman, left November 11 for Amory, Miss., to work on the new line from Amory to Magnolia.

W. B. Hazen, Rolla sub brakeman, is confined to the Frisco St. Louis hospital. Sorry to learn of his illness and trust he will have a speedy recovery.

Miss Maud Snyder, roadmaster's clerk, spent her vacation in New York.

O. A. Smith and Dan Bay recently returned from Amory where they went to protect work on the new line. They stated the Rolla sub looked good to them.

J. Daugherty, roadmaster, third track division, is sporting a new Ford Sedan.

Roy Gardner, brakeman, was recent-

ly called to Oklahoma City account sickness in his family.

J. Hanrahan, roadmaster's clerk at St. Louis, and his mother spent a recent week-end at their home in Lebanon.

H. N. Moore, Earl Boatman and Leroy Umlauf, brakemen, recently cut off St. Louis extra board, have gone to Chaffee to protect extra work.

Lillian Sickles spent a recent week-end visiting her parents at Willow Springs. Her sister, Mary, accompanied her home for a short visit.

J. W. Davis, station helper, was called to St. Louis recently on account of the serious illness of his daughter, Mrs. Homer Peck.

R. H. Baker, switchman, has been off for a couple of weeks account sickness. Frank A. Moore is protecting the extra work.

Work is progressing nicely on the new station at Rolla, Mo.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. Reed, Reporter

J. A. Woodson, formerly foreman of the north side tool shop, now on pension roll, paid us a visit October 18. Store forces were glad to visit with Mr. Woodson, he having many friends in the store department. Mr. Woodson is looking fine and from his conversation he is enjoying life very much. Come again—Mr. Woodson, will be glad to see you.

T. E. Alsop, checker, was injured October 21 when the car in which he was riding struck the tank of an engine pulling No. 12 passenger train. The accident occurred at railroad crossing at Division and Boulevard, just a few minutes after the train had left the Springfield station headed for St. Louis. Mr. Alsop was confined to his bed at the Frisco hospital here for some time, but was removed to his home a few days ago where he is convalescing. Trust that he will be able to return to his duties in a short time.

Edgar Morgan, supply car helper, while working over the bins in supply car near Hardy, Arkansas, on October 23, met with an accident caused by the train giving a sudden jerk. The jar threw Edgar against the bins cutting a hole in his head, which necessitated the doctor taking five stitches.

General store forces regret to learn of the death of J. R. Mulroy, former store-keeper of the Frisco railroad here, as he was quite well and favorably known by several veteran employes of the store department. Mr. Mulroy passed away at his home in Chicago, October 7. He was an employe of the Pullman Company's offices in Chicago.

W. T. Sloan's parents, Mr. and Mrs. Isaac A. Sloan celebrated their sixty-eighth wedding anniversary, November 4, at Dixon, Mo.

We are glad to see Henry Nelson, checker, back on the "job." Henry was absent several days account of having the flu.

O. D. McConnell, trucker, was called to Greenfield, Mo., November 15, account of the death of his grandfather, Mr. F. C. Meyers. Our sincere sym-

pathy is extended to the bereaved. Harry Edwards, trucker, was called to Dunnwig, Mo., recently, account of the death of his uncle, Mr. Fred Hughes, traveling foreman, who was killed in an explosion in a compression room of an oil company in Oklahoma. We regretted to hear of this fatal accident.

Due to the fact that Chas. Barnhart had the misfortune of mashing a toe, he was forced to be absent from the store room one day recently.

S. H. Gaston, general foreman and John Walker, stock man, motored to Ava, Mo., with expectation of bringing home sufficient quail for a promised "quail dinner," but on their return, empty handed, their only excuse was that it rained all day and the woods all over that part of the country were like small rivers.

Mrs. F. M. Bishop, and daughter, Frances Marion, have returned to their home after a month's visit in New York City. Mr. Bishop, stock man, met his wife and daughter in St. Louis on their return from New York, and while there visited Mrs. Bishop's brother, H. E. Martin. Mr. Bishop also visited the Magnus Brass Company while in St. Louis, and reported a fine plant and a wonderful trip.

Chas. Hoaglin, trucker, attended the funeral of his wife's grandfather, Leon Popejoy, at Buffalo, Mo., October 27.

Mr. and Mrs. O. F. Kemm, were called to St. Louis November 3, to be at the bedside of the latter's mother, Mrs. Kate Baldrige, who underwent an operation in a St. Louis hospital recently. Mr. Kemm reported that his mother-in-law was getting along nicely.

Pinis Steward, trucker, is absent from work suffering from a sprained ankle.

J. M. Saddler, checker, was called home, November 16, account of the sickness of his small son, Herschel.

Jack Gannon, stock man, and J. G. Akridge, general foreman, west store, report a dandy hunting trip November 11.

Velma Martin, stenographer, lumber yard office, visited in Kansas City, Mo., recently.

L. B. Pechmer, general lumber foreman, and Mrs. Pechner, have returned to Springfield and report a very interesting and enjoyable trip. Mr. and Mrs. Pechner visited relatives in California.

**MONETT LOCOMOTIVE DEPT.
MONETT, MO.**

MARGUERITE FROSSARD, Reporter

A vocational training class organized and sponsored by the State Board of Education for the benefit of corporation employes, is being met with enthusiasm by our shop employes at Monett. The class consists entirely of railroad men from the locomotive and car departments, and is being conducted two nights a week, taught by Mr. Frank Beyer. The instruction given includes mechanical drawing, blue print reading and shop arithmetic, and "Prof." Beyer avers that his pupils display a marked degree of ambitious zeal.

Our sympathy goes to V. E. Davis, boilermaker, who recently suffered the loss of his only daughter. She was a fine young woman of sterling character, and is truly mourned by a host of friends at her home in Springdale, Ark.

The only worth while topic of conversation these days (among those in the know) is hunting. First it was ducks—and every morning at the break of day the nearby ponds were stealthily advanced upon, sometimes to the disastrous surprise of the feathered game encamped thereon. Since November 10, the interest has swerved to quail. However, there is one of our foremen, a very zealous sportsman, who has a

marked preference for blackbirds, and demonstrates unusual skill in bringing them down.

Engineer E. M. Tomia, passed away on October 27. His death was due to heart trouble and a complication of diseases. Up until a couple of months prior to his death Mr. Tomia was in robust health and seldom missed a trip on his pool on the Kansas division. His unexpected death is sincerely regretted by many friends and railroad associates.

Boyd Horner, machinist, and Mrs. Horner, are the proud and happy parents of their first-born, a baby girl, which came to them on October 29. Bonita Jean is the name chosen for the thriving youngster.

TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

C. H. Williamson, telephone engineer, and his assistants, J. R. Moore and E. D. McGuire, are installing a new, modern switchboard at Ft. Scott. This will require several weeks, and when completed, the Ft. Scott office will be one of the most up-to-date on the system.

W. Gracey, operator at Paola, has been on a leave of absence for several months on account of sickness, and is still confined to his home there. We are sorry to report his condition is still unimproved.

J. J. Stow, chief lineman, and W. E. Wall, foreman, and his gang, are transferring telephones to the superintendent's new offices in Ft. Scott. The offices are now located in the building formerly occupied by Fred Harvey.

M. H. Wood, division lineman, Olathe, spent November 11, in St. Joseph, Mo., visiting his daughter.

W. B. Holland, manager and wire chief, Sapulpa, is back on the job again after having spent two weeks in Houston, Texas. During this time he went through the Houston Clinic and was released with their OK.

Operator Glen Martin returned to Sapulpa November 15, after two weeks' absence. Mrs. Martin, who has been ill for some time, is reported to be improving rapidly.

D. M. Pickel, operator, is the champion quail hunter of the Springfield telegraph office. He has made frequent trips to his ranch in Webster County since the season opened and it is claimed that he always gets the limit.

Louis Hagerman has resumed duty in the telegraph office after having done a few weeks extra work in the general manager's office.

B. P. Schneider, operator, "S" office, says that he has been staying pretty close to home for several days on account of his two children being quarantined with a mild attack of scarlet fever and chicken pox.

F. M. Barry, chief operator, entertained his father, Mr. F. D. Barry, from Benton, Ind., a few days this month.

F. C. Schmidt, operator, has returned from Billings where he spent a few days visiting relatives.

W. E. Barrett, chief lineman; W. F. Donahue, C. V. Russell, and H. L. Barksdale, foremen, attended an accident prevention meeting of the Western Union Telegraph Company, at Dallas, Texas, November 9.

P. W. Mead, lineman, relieved C. C. Baker, division lineman, at Enid during the last half of October.

Tom Wilson and T. A. Hubble, linemen in Donahue's gang, are on leave of absence.

Fred Baldrige, lineman, attended the funeral of his brother-in-law at Sapulpa, November 12.

Russell's gang completed estimate from Hugo to Arkansas state line, November 7, and have commenced work

on estimate from state line to Hope, Ark.

H. E. Millen, assistant foreman, returned to Russell's gang November 1. He had been relieved during his absence by A. R. Speegle.

Fay Coble, groundman, is the proud father of twin girls, born November 5.

Miss Alice Mae Mills resumed work in this office, November 12, after a



"If you want to get ahead"

MODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the uneducated man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who realize this the quickest are the first to secure promotion. There is always room at the top for men of ability and special training.

It is universally recognized today that the best home-study courses for railroad men are those offered by the International Correspondence Schools. The big reason is that these courses are practical.

The instructors are men who have had long experience in both the practical and theoretical branches of railway work—men who have occupied important positions in the railway world and who have spent many years in gaining their knowledge of the business.

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| <input type="checkbox"/> Roundhouse Machinist | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Gas Engineer |
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| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> High School Subjects |
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| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Car Inspector |
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| <input type="checkbox"/> Painter | <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> Business Correspondence |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Personnel Management |
| <input type="checkbox"/> Civil Engineer | |
| <input type="checkbox"/> Bridge Building | |
| <input type="checkbox"/> Concrete Work | |
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month's absence account sickness, three weeks of this time being spent in the St. John's hospital here. She was relieved by Miss Alpha Cordz, formerly employed in mechanical department.

F. L. & D. CLAIM DEPARTMENT

CHARLENE WILLARD, Reporter

Mrs. Floyd Bell, and little daughter, Betty Boyd, visited at the home of Mr. and Mrs. J. L. McCormack during the latter part of October. Mr. Floyd Bell was formerly director of publicity for the Frisco and a former editor of the Frisco Magazine. At the present time he is located at Sarasota, Fla., and has charge of the publicity for the Ringling Bros. Circus and other enterprises in the vicinity of Sarasota, Fla.

The employes of the freight claim department extend sincere sympathy to Mr. H. K. Hayes, transportation inspector, whose father, Mr. Frank W. Hayes, passed away at the Burge hospital on the morning of October 5. The late Mr. Frank W. Hayes, had been a resident of Mountain Grove, Mo., since the year 1833.

Gertrude Whitaker, dictaphone operator, has purchased a pretty home on East Madison Street with "plenty of back yard space for a flower garden" as she expresses it.

More congratulations are in order! On October 16th, that famous bird with the long bill left a nine-pound and nine-ounce baby boy at the home of Mr. and Mrs. J. E. Head. The little railroader has been named James Robert.

Pensacola, our new gulf port, was recently visited by Mrs. Imo Johnson, file clerk, Miss Minnie Bossert, dictaphone operator, Mrs. Carrie Livingston, file clerk, and F. L. Pursley, chief clerk, and Mrs. Pursley.

The Sunnyland Team of the Frisco Railway Men's Bowling League, is in a triple tie for first place with the Oil Fields Special and the St. Louisan, each having won twenty games and lost thirteen. J. E. Head, claim investigator, and captain of the Sunnyland Team, holds the league record of 235 pins for ten frames and 615 for thirty

frames. These scores were made on October 11, 1928.

Marjorie Risser, file clerk, enjoyed a week-end visit to Tulsa during the latter part of November. She was the guest of her brother, and family, in that city.

W. Shumate, carload disposition clerk, recently purchased a new single-barrel twenty-gauge shotgun and since that time has been enjoying pigeon pies every morning for breakfast. However, the other morning he went quail hunting and came back with a bag of walnuts.

Mamie Gurley, file clerk, and Alma Fielden, of the OS&D department, spent Sunday, November 11, in St. Louis. They made a trip to Shaw's Gardens and saw a wonderful exhibition of chrysanthemums.

Hattie Hindman, file clerk, and a number of girls from the transportation department, spent the week-end, November 30, in Kansas City seeing all the good shows.

The west end of the claim department has been turned into a regular conservatory with row after row of potted plants lined against the windows. We are indebted to Mrs. Hannah Dickerson, of the OS&D department, and Mrs. Carrie Livingston, file clerk, for beautifying an otherwise drab-appearing railroad office with its rows of desks and dictaphones.

SOUTH TRAIN YARDS
SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Louis Bunch, car inspector, on second shift, took a couple of days off and went duck hunting down near Willow Springs.

Car Inspector D. B. Barclay, was off to attend the funeral of his little niece. Interment was at Pleasant Ridge cemetery.

Car Inspector Sam Hays, was off a couple of days on account of the sickness of his wife.

Carl Dashney, car oiler, is off for a few days, visiting relatives in St. Louis.

Ben Dinny is filling Dashney's place while he is off.

Mrs. J. L. Brandon, after a brief visit in Springfield, has returned to Colorado.

Springfield won the pennant for fewest errors during October, this being the third successive month.

AURORA—GREENFIELD, MO.
BRANCH

B. P. RAMEY, Reporter

E. B. Miller, conductor, Greenfield Branch, who recently took a leave of absence for vacation purposes, was compelled to change same to an indefinite sick leave. Mr. Miller took suddenly ill while attending a world series game in St. Louis. Glad to report that he is up and about.

George Thrall, brakeman, Greenfield Branch, recently had his tonsils removed at the Frisco hospital in St. Louis. He was relieved by Guy R. Moulder, of Ft. Scott, Kans.

Edwin Delaney, brakeman, Northern Division, is protecting Mr. Thralls position as brakeman, while Mr. Thrall is protecting Mr. Miller's position as conductor.

J. Freeman Wilson, ticket cashier, and wife, will spend Thanksgiving with their son, Teddy, in St. Louis.

Frank McMurray, section foreman, Northern Division, has been placed on the Pension Roll, after having served with the company for 36 years.

Dallas Stocton, of Golden City, Mo., was the successful applicant for the vacancy left by Mr. McMurray's re-

Piles Cured

Without Surgery

THE old theory that piles could be healed only by surgery has been wholly disproved. This treacherous affliction which slowly but surely undermines the health of its victims can be healed—totally and successfully—without recourse to surgical aid.



Hundreds of Railroad Men Cured

In our list of over 14,000 cures effected here (including people from every section of the United States, Canada and foreign countries) are the names of hundreds of railroad men, railroad officials and members of their families. Possibly some of these are well known to you.

Absolute Relief or No Pay.

No matter how long you have been troubled—No matter how distressing your case may be—No matter how many treatments you have had without avail, if your case has not been neglected so long as to be incurable, we can promise you absolute relief or no pay—ONE YEAR TO PAY—We are glad to make special terms with easy payments to railroad men and members of their families. Take a whole year to pay if you wish.

If you or any of your relatives or friends are interested, we will gladly mail you our free book, "Piles Cured Without Surgery", and our reference list of cured patients. This book fully describes the McCleary methods of diagnosis and treatment, and tells you exactly what is offered here at a very nominal cost. Write for it today.

THE McCLEARY SANITARIUM
163 Elms Blvd., EXCELSIOR SPRINGS, MO.

Starts Hens Laying

Here's a New Way to Get Eggs in Winter. Costs Nothing to Try

A letter from Miss Dama Wright, Vancouver, Wash., has a real idea for chicken raisers who are not getting plenty of eggs. She says:

"Late in October, our fifteen hens were not laying at all. I started giving them Don Sung, and for ten days they still didn't lay. But on the eleventh day they laid thirteen eggs, and it is wonderful what Don Sung has done for our egg basket."

Don Sung, the Chinese egg laying tablets which Miss Wright used, are opening the eyes of chicken raisers all over America. The tablets can be obtained from the Burrell-Dugger Co., 434 Postal Station Bldg., Indianapolis, Ind. Poultry raisers whose hens are not laying well should send 50 cents for a trial package (or \$1 for the extra large size, holding three times as much). Don Sung is positively guaranteed to do the work or money promptly refunded, so it costs nothing to try. Right now is the time to start giving Don Sung to your hens, so you will have a good supply of fresh eggs all winter.

tirement. Glad to have you with us "Dallas."

J. I. Woodfill, agent, this station, attained the age limit with the company the 15th. His successor has not as yet been named.

The lead and zinc mines here have taken another spurt and quite a few strikes have been made which have yielded paying ore. A large mill is being moved from Webb City here and

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being erected. Looks like they really mean business this time.

Fred Reynolds, express messenger on the Greenfield Branch, is high hating everyone now. Reason: He has a new "Whippet" car.

OFFICE OF SUPERINTENDENT OF TERMINALS—SPRINGFIELD, MO.

NORMAN HINDS, Reporter

The marriage of Miss Mildred Smith to Gene Monger on November 13th, was of interest to the local employes. Mr. Monger is a brakeman working out of Springfield on the Southern Division. The Terminal employes wish the young couple the best of success in their new life.

Joe Westfall and Carl Monroe recently inaugurated the hunting season by returning home empty handed. Better luck next time, boys.

J. W. McQuinn, who has been seriously ill at his home the last two months, is slowly improving and much hope is felt for his recovery.

Glenn Crain, and father, J. R. Crain, spent a few days recently hunting in the vicinity of Sparta, Mo.

Quite a great deal of interest was taken in the recent national election by the Terminal Employes. Some of the staunch Smith supporters, including L. P. Lavelle, Roscoe Huffman, Francis and Ralph Mangan, secured a brown derby and had themselves photographed wearing it.

Ralph Rimbey was off duty several days recently due to a slight injury, but is now able to perform his duties.

J. P. Banks is soon to move his family to his new home which is rapidly nearing completion. Mr. Banks is to be congratulated on his residence.

J. G. Richardson, formerly a brakeman on the Eastern Division, has transferred to yard service, and is now a switchman at Springfield.

L. V. Carner was off duty several days recently due to illness of his wife.

Norman Kruse, day caller, has traded to a night shift that he may be able to enjoy himself during the hunting season.

The first annual city amateur golf championship of Springfield, in competition between players of the three local golf clubs, was won by Norman Hinds, yard clerk, north yards Springfield.

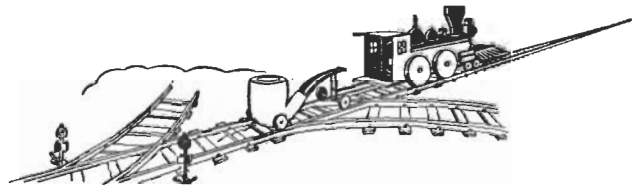
**AGRICULTURE AND REFRIGERATION DEPARTMENT
SPRINGFIELD, MO.**

EPPEA DELK, Reporter

The big event was our season's Ham-burger fry on November 10th, at Sequoia Park. Those present were Messrs. and Mesdames W. L. English, R. E. Bagent, C. T. Rogers, Giles Walker, J. M. Thomas and their families, Mrs. Elizabeth Temple, Misses Mary Burrell, Marie Kidd, Goldie Cross, Luna Wilder, Messrs. Weddell and Ford and the writer. Everyone seemed to enjoy a good appetite and owing to the marvelous cooks, and the patient fire builders, all seemed well satisfied. We are very sorry that Mr. and Mrs. McDowell, Mr. and Mrs. D. E. Eicher, and Mr. and Mrs. Glenn Jones, and families, could not be present, but promise another similar affair soon.

Mr. K. C. Underwood, superintendent of transportation, for the Merchants Dispatch, at Rochester, N. Y., was here on a short visit recently. The East has certainly proved to be most agreeable with Mr. Underwood. He was formerly in this department and everyone was glad to see him again.

R. E. Bagent, C. T. Rogers and Giles Walker have been spending a few days of their vacations opening the quail



You won't switch from this Merry Xmas smoke!

RAILROADERS, the very best present you can give pipe smokers this Christmas is Edgeworth — a real smooth smoke that will keep them right on the main line to pipe-contentment.

On sale everywhere, including Commissary Stores and camps, depots and stations. There are two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both are offered in various size packages ranging from small

handy pocket tins to handsome one-pound humidors to suit the needs of every smoker.

Offer to Railroad Men

If your dealer will not supply you, send us 75c for each 8-oz. tin, \$1.50 for each 16-oz. tin, or \$1.65 for each glass pound humidior of Ready-Rubbed to be shipped; also a list of the names and addresses of those you wish to remember this Christmas, with your personal greeting card for each friend, and we will gladly help you distribute these attractive Edgeworth Christmas packages, to men who appreciate a real good smoke. Address, Larus & Brother Co., 27 S. 21st St., Richmond, Va.



On your radio—tune in on WRVA, Richmond, Va. — the Edgeworth Station. Wave length 270 meters. Frequency 1110 Kilocycles.—Special Feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock, Eastern Standard Time.

season, and have been very successful.

Some people have all the luck; one might know that Joe Weddell would have a lucky number and draw a big fat turkey for his Thanksgiving dinner.

Mrs. Elizabeth Temple was one of the first occupants in the handsome new Ambassador Apartments.

While the "Passion Play" was being shown in Springfield, three little boys about ten or eleven seemed very interested, and one of them, a newsboy, seemed to be most interested and happened to know most of the scenes. One of the little fellows suggested they had better go home and he said, "No, I'm not going now, I'm going to stay until it's over. My mother doesn't know where I am but when I get home I'll tell her and even if it is late she won't care because she's a Baptist and Jesus is too."

**SIGNAL DEPARTMENT
SPRINGFIELD, MO.**

MATILDA C. HOFFMAN, Reporter

Mrs. Uhr and little daughters, Mary Francis and Kathleen, are spending the winter in Phoenix, Ariz.

Barry Barron, assistant engineer, and Mrs. Barron, are visiting the former's parents in Loudenville, Ohio.

Harold Cushman, draftsman, spent last week-end with his parents at Neosho.

Mrs. Frank Zitzman, wife of maintainer, and son, Billy, of Williford, Ark., are visiting in Memphis.

Mrs. C. I. Garton, wife of assistant inspector, is visiting her brother and family at Rogers, Ark.

L. L. Owen, signal maintainer, Vinita, with Mrs. Owen, and little son, Paul Calvin, recently visited with their brother, L. E. Owen, office engineer, and family, in Springfield.

Mrs. Elmer Henry, and son, Francis, wife and son of signal maintainer at Conway, are visiting in Springfield.

New installation of automatic block signals between Tulsa and Red Fork have been completed and was placed in service 5:00 P. M., Wednesday, November 14.

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

C. G. LAMONT, Reporter

Heretofore the happenings of the freight accounting department have not been reported in the Frisco Magazine, and since I have been requested to see that the department is represented, would like to beg your indulgence while I impart the "sidelights" as best I can.

Now that all baseball and political questions are settled, let's argue for that which benefits us all, Frisco Service. Let's sell it.

Misses Helen Auman and May Carney spent their vacation in Cuba and reported a delightful time.

Mr. Ashworth, assistant auditor freight accounts, is back on the job after an illness. Glad to see him back.

Met Walter Lewedag breakfasting down town. Seemed strange for Lewedag to do that and I found out he was "Papa" again. This time a son. Congratulations, Walter.

Elizabeth Doyle and Catherine Curran made bad bets on election. Now Mr. Stoehr is smoking good cigars. Incidentally Mr. Stoehr is all smiles as he states he put his ticket across.

Ira McLean, of the recheck bureau, is back after having his tonsils removed at the Frisco hospital.

Several members of the B. A. R. E., in the accounting department, attended the Hallowe'en entertainment of the lodge at Decatur, Ill., and report a wonderful time.

For the latest styles in men's clothes, see Ralph Anlyn, the 12th floor fashion plate. Information cheerfully given.

By the time this issue of the Magazine is out, Young Bill Duesing, of the mail desk, will have become a married man. Good luck Bill, nothing like getting an early start.

Must be an epidemic in that part of the office. Sylvia Rachota, of the correspondence bureau, also resigned to become the bride of John Gaffney, a former Frisco employe. Our sincere good wishes go with Sylvia.

For the benefit of employes who might have a passenger or freight tip to hand in, might say the contract girls in the freight accounting department are: Corinne Uhlenhaut, Katherine Martin, Dorothy Schick and Lilly Kulage. Mr. Rychlicki and myself will accept them from the men.

E. Boulware, of the interline department, and wife, welcomed a new little daughter to their home November 10.

Santa Claus came early for Roy Trudell, leaving his Christmas present Saturday, November 10. Roy received a phone call at noon. He left the office in a hurry, but who wouldn't for a baby boy? Congratulations to you and yours, Roy.

Charles Aber likes "Variety." Look upon his green shirt to know.

Les Norton disputes that he is a "new man," claiming new only as a clerk.

Coakley was missing one morning soon after election, exchanging his brown derby.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

One of our east yard clerks asked for a lay-off recently in order to visit with relatives in Joplin, but had the sad experience of reaching the station just in time to see the train markers disappearing in the distance. We would advise him to brush-up on the time card.

J. P. Vannice, ice clerk, was called to Bolivar by the serious illness of his father who passed away November 9. Our sympathy is extended Mr. Vannice in his bereavement.

H. H. Horn, state secretary, and P. M. Montgomery, international railway secretary, both of St. Louis, were in Monett, November 9, in the interest of the Railroad Y. M. C. A.

L. C. Gelling, division lineman, left November 15, for St. Louis, to enter the employes hospital at that place.

E. R. Haymes, operator, was called to St. Louis, account illness of his sister. He has returned and reports his sister as much improved.

Mr. and Mrs. Clarence H. Heying have a new daughter who arrived October 24. She has been given the name of Ida Ellene.

M. R. Johnson and his B&B gang, are in Monett making repairs to bridges, turntable, cinder loading run-way, drop pits and office buildings. The work will require about thirty days.

H. B. Wilson, H. W. Hale, and F. E. Brannaman, were in Monett and held a joint Book of Rules meeting Thursday night, November 8, at Y. M. C. A., which was well attended.

Another evidence of the charm of the Ozarks—most of the employes who went to the Columbus Sub to work have returned to Monett and resumed work on their former positions.

C. R. Gillette, switchman, has gone to Memphis to work in the yards.

Miss Ethel Livesay was off duty on account of the death of her grandmother which occurred at Oklahoma City. Funeral services were held at Monett November 8. Miss Livesay is extended our sympathy.

The Miller-Probst Construction Company, have just finished the paving of Sixth, Seventh, and Eighth Streets, Monett. Over forty cars of material were used in this work and every car moved on the Frisco, which materially increased our freight revenue for the month of October.

Mrs. Richard Mills, and three daughters, were St. Louis visitors this month.

A car of show cattle from the Lawson stock ranch was shipped to Kansas City Friday, to be entered in the Royal Livestock Show.

The Monett vocational agricultural pupils, accompanied by their instructor, left Sunday evening, November 18, for Kansas City to attend the American Royal Livestock Show. There were 32 from Monett and were joined by the class of twelve and their instructor at Pierce City. This movement was protected by an extra coach

on train 310. There was quite a lively competition for this business as bus and truck companies bid lower than the railroad was able to carry them but, thanks to the boys, they unanimously voted to take the railroad and enjoy the comfort and pleasure of travel via the Frisco. Credit is due Conductor W. W. Campbell and Fireman W. T. Wilson for helping secure this movement.

The Frisco Veterans at Monett were entertained by the Women's Auxiliary with a covered dish dinner Wednesday night, November 14, at the home of Mr. and Mrs. John Dwyer. The veterans all declare it was no place for any one on a "diet." The affair was heartily enjoyed by the twenty-eight guests. The Auxiliary was organized last spring and since that time many social functions have been given in honor of the "veterans."

MONETT YARD

FRANK L. KYLER, Reporter

Due to the slackness of extra work, the yard engineers extra board has been abolished. This placed fireman Chas. Turner back on an afternoon trick and displaced fireman W. E. Lowe, who bumped in on a turn in passenger on the Central Division.

J. E. Kissell and O. A. Boss, switchmen in the local yard, who have been working at Enid, have returned from that place and have gone to Memphis where they are working temporarily.

Hunting season opened with a loud bang on November 10th, and Dave Marshall laid off to celebrate. He and Melvin Lane, as well as other mighty nimrods, are threatening to completely exterminate the erstwhile quail.

E. R. Haymes, first trick telegrapher, was called to Springfield recently by the serious illness of a sister, who underwent a surgical operation in a Springfield hospital. Mr. Haymes has since returned and reports his sister as on the road to recovery.

The recent cold snap caused the boys to dig out the sheep lined overcoats and crawl into them. S. F. Jolley and G. D. Shreeve had worn theirs out so they came out with new ones. Nothing like a good old fuzzy bear skin coat when the ducks start south.

A tramp invaded the east lead switch shanty, recently, and made off with a sheep skin coat belonging to Switchman O. U. Vermillion. When the loss was discovered, the fact was made known to special officer Ralph Stewart, who called Springfield and had the tramp taken off a freight train, with the coat in his possession. The aforesaid tramp is now a guest of Barry county at the county jail, where he will remain for sixty days.

Turkeys and geese are being shipped in anticipation of Thanksgiving and Christmas which will both be here and gone before we realize it.

Mr. and Mrs. Frank Kyler, and baby, visited in Joplin recently.

AUDITOR OF DISBURSEMENTS OFFICE—ST. LOUIS, MO.

LILLIAN RITTER, Reporter

W. R. Belt and E. H. Evans are planning a pleasant hunting trip to Cuba.

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Satisfaction Guaranteed or Money Refunded \$2.00—Worth \$2,000.00

Manufactured and Sold By

JOHN SYNNOTT, Druggist

13 South Main Street
FORT SCOTT, KANSAS

Mo., over the week-end. We expect them to bring us back a few bears and truly hope we shall have no cause for disappointment.

We extend to Catherine Gilbane our deepest sympathy in the sad loss of her father who died very suddenly Wednesday, November 14.

We congratulate our office boys on their recent advancement to positions in the bill and voucher department. There is a brighter future in store, and we wish them success.

Dolyne Scott will spend Thanksgiving and a few days with friends in Chattanooga, Tennessee.

Dorothy Berryman left Saturday, November 17, for Palestine, Texas, to spend a week with her family.

**BRIDGE AND BUILDING DEPT.
EASTERN DIVISION**

ARTHUR BUNCH, Reporter

Mr. Fred Watts and gang recently repewed the roof on the depot at Alenton, Missouri.

Mr. Johnson and gang have been doing general repair work on bridges and buildings at Monett, Missouri.

Mr. Carter and gang have finished rebuilding a thirty-four panel bridge at Walnut Grove and are now repairing bridges at Geister, Missouri.

Mr. Cunningham and gang recently built some new culverts at Gerster.

Mr. Brown and gang are repairing bridges at Clinton, Missouri.

Mr. William Burdett died Sunday, November 11, from injuries sustained November 6, while doing construction work at the west shops. Mr. Burdett worked under Mr. F. J. Ketchum, steel bridge gang foreman. He is survived by his wife, mother, a brother, and two nephews, of Tulsa, Oklahoma.

Barney Henderson has been off several days with a mashed foot received while working on a bridge.

Tom Moore who was working for Mr. Baron recently bumped into Mr. Johnson's gang.

The quail must have suffered Saturday, November 10, opening of the season, when Geo. Gott got his limit. Geo. says he also shot at a rabbit but didn't see anything of it after he shot.

**OFFICE GENERAL MANAGER
SPRINGFIELD, MO.**

ORVILLE COBLE, Reporter

Miss Frances Danley, daughter of Grover S. Danley, and a student in high school here, sang in the chorus of the Passion Play presented at the Shrine Mosque, November 12-18.

H. L. Adkins, formerly file clerk in this office, visited with us Armistice day. Adkins is now with the Frates' interests in Tulsa.

KANSAS UTILITIES CO.

"The Gas and Electric Store"

FRIGIDAIRE'S WASHERS
GAS RANGES

Ft. Scott, Kans.

Out of the night comes dawn,
Out of sympathy comes service.

Mrs. C. L. Forster, Funeral Home

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KANSAS CITY, MO.

Benton 0336

The Tie that Binds



A Savings Account at "Commerce" is the "Tie That Binds" in the lives of many Frisco workers, as well as thousands of others in different lines of endeavor.

Build up a Savings Account here, where the Frisco Railroad itself banks, and be prepared to take advantage of opportunities that present themselves.

**The National Bank of Commerce
and
Federal Commerce Trust Company**

BROADWAY



OLIVE to PINE



Louis Hagerman of the telegraph office, was temporarily employed as office boy the first part of November.

During the continued illness of R. H. Powell, contract clerk, C. H. Bothwell has been assigned the position of contract clerk; G. S. Danley succeeds Bothwell as maintenance clerk; V. C. Williams succeeds Danley as general clerk; Miss Olive Bernet succeeds Williams; and Miss Ann McClernon returns as file clerk-typist, succeeding Miss Bernet.

G. S. Danley has a new Nash. Miss Ruth Dunbar, daughter of Z. M. Dunbar, chief transportation clerk, entertained the student assembly of Jarrett Junior High School with several vocal solos November 14. Miss Dunbar is now a sophomore in the senior high school.

NEWBURG, MO., YARDS

MACK J. COTHAM, Reporter

A rare coincident occurred on November 6, when first 32, conductor J. J. Hans was called at Springfield at 3:00 P. M., and extra 3 with conductor R. J. Ketchum was called at St. Louis at 3:00 P. M. Both trains arrived in Newburg at 9:00 P. M. Both tied up at 9:15 P. M. Both conductors were on duty the same length of time and both entered the yard office with the way-bills at the same time.

Noel Turner who has been working as extra brakeman, has returned to his former job as caller.

Earl Carter, airman, whose new Pontiac car was stolen, has recently located it at Stroud, Oklahoma.

Roy H. Baker, switchman, left here November 5 to enter the Frisco hospital at Springfield for treatment.

Newburg can again boast of a town newspaper, although this is the first to be printed for the past eight years. The name of the paper is "The Newburg Monitor", and is published and edited by Greene Simpson and Parry Watkins.

Frank Moore, bill clerk, has given up his rights as clerk and is now working as an extra switchman.

Homer DeBerry, station agent, whose Chevrolet roadster was stolen on October 19, located it at St. Louis three

weeks later. It seems as though three new tires were too tempting for someone.

James W. Finley, former operator at Jerome, has bid in second truck here, which was made vacant by Claude Leek, who has moved to Springfield.

We extend our regrets and heartfelt sympathy to O. N. Watts and family in their recent bereavement in the loss of the former's mother.

**GENERAL STOREKEEPER'S
OFFICE—SPRINGFIELD**

STELLA COMEGYS, Reporter

Miss Pearl Fain spent October 21 in Tulsa, Oklahoma, visiting her sister, Miss Olive Fain, who was formerly municipal court clerk of this city, but who now holds a position with the Independent Oil & Gas Company of Tulsa.

Word was received here by friends of Mr. and Mrs. E. G. Davidson, announcing the birth of a son, William Emmerson. Mrs. Davidson was before her marriage Miss Henrietta Truman, private secretary to A. W. Blume.

Miss Effie Ott, spent a few days of her vacation visiting friends in Kansas City.

Tom Crabb, who was formerly file clerk in this office and is now with the signal department of the Frisco, was a visitor here.

Belton Hembree came back to work October 29, after several days absence account of being ill.

Our first snow came November 3. Although it didn't stay with us long there was enough to tell what it was.

Miss Ruth Uselton, is improving and hope she will soon be back to work. Ruth has been absent several days account having her tonsils removed.

Eugene Henderson spent a few days visiting his cousin in St. Louis.

**OFFICE SUPT. TRANSPORTATION
SPRINGFIELD, MO.**

EULA STRATTON, Reporter

Well, the election is over and we all had lots of fun paying off our bets. Frankie Rhodes, our little office girl,

was sure a good sport and came to work a whole week without wearing cosmetics. Now, wasn't that brave?

Seems as though these vacations never end—Louise Boren, Vinnie Hindman and Edith Widmeyer are still enjoying them. My, but August seems a long time ago!

Helen Dryden spent a week visiting friends in Memphis and Little Rock and reports a KEEN time.

We had two marriages sprung on us at the same time, but we managed to survive. Grace Wall writes back from California that she is now Mrs. Solomon, and Tom Feehan, Mr. Doggrell's secretary, took unto himself a dainty little blonde, which proves, I believe, that gentlemen prefer them.

We were all very proud of Cora Pitts, merchandise clerk, when she managed so well one of the leading parts in the "Kiwanis Jollies" given at the Shrine Mosque, November 9. Miss Pitts is quite an artist in her line.

It is indeed interesting to note what the average office girl does with her out-of-office hours. For mere curiosity checked up on the typing bureau girls, this office, and found that Joan Brady is taking French lessons, Eula Stratton is learning to play golf, Edith Widmeyer is studying the technic of radios, Betty Laker and Freda Fielden are stressing the study of personality, Carmen Bowman is learning to drive an automobile, Savina Felin, Anna Sheehan, Frances Gustin, Nell Breckenridge and Frankie Rhodes are doing heavy gymnastic work and the chief typist, Hallie Welch, is excelling in the art of making hooked rugs, which proves that the modern working girl is very energetic.

WESTERN DIVISION

**TRANSPORTATION DEPARTMENT
ENID, OKLAHOMA**

CAMPBELL & HICKS, Reporters

We are still having vacations on the Western division and the late ones seem to be as popular as the early ones.

Miss Ada Dillon, chief clerk's stenographer, spent two weeks visiting relatives and friends in Sweet Springs, Sedalia and Kansas City, Mo.

Mrs. E. T. Bond, wife of assistant division engineer, just returned from a three week's visit with friends in Ohio. On the return trip Mrs. Bond stopped off in Springfield, Ill., to become acquainted with E. T. Bond, III, who arrived a few months ago.

Floyd H. Wright, maintenance clerk, went to Springfield on the Fourth, in the place of W. Peyton, to attend a meeting of the clerk's system board. He expects to take his family to Wichita to spend Thanksgiving, being under the impression that the turkeys are bigger there. And while we are on the subject, Floyd has blossomed into quite a cartoonist, his specialty being the safety first idea, and every time he sends a letter to the section men on this subject he always sends one of his cartoons along. They're really very good.

John Reynolds, yard clerk, just returned from a long visit to Canada. Jack and his mother were called there on account of the serious illness of Mrs. Reynold's mother, who is in very feeble health.

Mr. John Reed, conductor, has been on the sick list for the past few days, but is feeling much better at this writing.

Mr. C. W. Kennedy, conductor, has gone to the hospital in St. Louis for a much needed rest.

Mr. Geo. M. Snyder, trucker, is back at work again after being away for several days. George says he thinks he had a touch of the flu.

Miss Clara Schomaker, stenographer in the division engineer's office, is looking forward to a visit she expects to pay Wichita in the near future. Clara attended a family reunion in Perry, November 11, and reports a great time.

A very enthusiastic section men's meeting was held at Pawnee, November 11, and there will be another one held at Arkansas City, November 18, where they expect just as good a crowd. A great deal of interest is manifested in these gatherings.

Miss Mable Cunningham, stenographer in the division accountant's office, is laying off for two weeks.

CENTRAL DIVISION

**MECHANICAL DEPARTMENT
FT. SMITH, ARK.**

IRENE WOESTMAN, Reporter

There are a number of the Central Division enginemen who have gone to the Columbus sub for service, between Amory and Pensacola. Among those down there are Messrs. I. D. Burrus, B. M. Finley, R. C. Rayburn, Wm. V. Bush, H. H. Mathews, Frank Kirchgraber, F. H. Davis, J. M. Dlemer, R. W. Murdick, W. G. Reynolds, G. W. Irby, E. H. Bishop, J. E. O'Neil, M. Lawlis, C. H. Keesee, C. A. Moore, H. H. Biard, R. H. Moore and W. B. Stewart, and we are wondering how they like it and how they are getting along.

SAVINGS

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Authorized
Capital



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JANUARY
AND JULY
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"Safety First Savings"

**7%
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CASH INVESTMENT — \$300
and up in multiples of \$100. Dividends payable in cash or credited to account semi-annually.

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Deposits \$50 and up monthly.

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MONTHLY THRIFT—Irregular deposits of \$1 to \$50 monthly. When \$300 is accumulated you may convert same into **CASH INVESTMENT**, earning a higher dividend.

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Mall coupon for information (F)

Name

Address

Mr. Frank Reed, road foreman of equipment on the Arthur and A. & A. sub-divisions, has also been transferred to the Columbus sub. While we dislike very much to see Mr. Reed leave our division, we wish him the best of luck on his new position.

Mr. and Mrs. J. D. Heyburn have returned from an enjoyable vacation spent at Hot Springs National Park.

The stork left a baby girl at the home of Mr. and Mrs. Joe Taylor, and we wish to congratulate the proud parents. Mr. Taylor is a fireman out of Fort Smith.

Mr. and Mrs. Ed McKenna and son Eugene, spent several days during the past month with the homefolks in Springfield.

The mechanical department employes of this division are quite elated over the fact of again winning the loving cup for the best record in accident prevention in the third quarter of 1928, and there is not any doubt but what we are all going to continue our efforts and endeavor to keep the cup here for the last quarter also.

It was with deep regret that we learned of the serious injuries sustained by Mr. E. G. Sperry, division accountant, and we trust that he will experience a speedy recovery.

Having once worked in the mechanical department, Miss Grayce Heyburn seems to have a special liking for it, as she got as close to us as possible by accepting the position as stenographer in the store department, which position became vacant upon the resignation of Miss Kathryn McMahon, who is now Mrs. Donald Brassill. We are mighty glad to have you as our neighbor, Grayce, and hope you will like it down here.

**For
grimy
hands—
Lava
Soap**



Old Timers—here's the soap you need on the job. Cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot-box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60, and even hard or cold water can't kill it. Millions use it. "Good old Lava," they call it. Gets hands clean! Not just "surface-clean" but clean 'way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves—because it's made from the finest of vegetable oils. All druggists and grocers sell it.

**Have you tried Lava Soap?
If not, send this coupon and get
a full size cake FREE.**

Procter & Gamble (Dept. C 1228)
Cincinnati, Ohio.

I want to try the soap which removes all the dirt and grease from the hands. Send me a free cake of Lava.

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City

State

**OFFICE OF SUPERINTENDENT
ENGINEERING DEPARTMENT
FT. SMITH, ARK.**

PAULINE SMREKER, Reporter

A. B. Carlock, brother of E. E. Carlock, timekeeper, who is agent at Gravois, Missouri, spent several days recently in Ft. Smith as the guest of his brother.

Mrs. E. L. Collette and son Elmon Jr., motored to Little Rock to attend the football game between Ft. Smith and Little Rock High Schools.

Mrs. Chas. A. Eason and daughter, Elena Annette, are visiting Mr. Eason's mother in Messler, Mo.

Everybody joins in wishing E. G. Sperry a speedy recovery.

Miss Grayce Heyburn was awarded the position of stenographer-clerk in division storekeeper's office.

Everybody seemed to enjoy the Hal-lowe'en party. When do we have another, Mr. Caviness?

Joe Monroe, chairman, has been confined to his home the past week account of illness.

N. K. Waters, stenographer-clerk, was called to Alton, Ill., last week account the death of his brother. We extend to Mr. Waters our sincere sympathy.

Mr. Herbert Hoover is our President-elect and Mr. John Trotter won the box of candy. That's where my money goes.

Mrs. Harold Yerby spent several days in Fayetteville where she attended the home-coming game between University of Arkansas and Texas A. and M.

**ACCOUNTING DEPARTMENT
FT. SMITH, ARK.**

C. P. HENSLEY, Reporter

Miss Flora Bollinger, former stenographer in this office is back in Ft. Smith recuperating from a siege of typhoid fever. We are glad to have Fodie back in our fair city and we hope that this will prove to her that Ft. Smith is not such a bad place after all.

Mr. H. A. Likins spent the week-end of November 3 in Springfield, Mo., visiting friends.

Mr. E. G. Sperry, division accountant, is in the St. Louis Hospital recovering from a dislocated hip and shoulder due to derailment of motor car near Rudy, Arkansas, Thursday, November 1. Mr. Sperry and Mr. Carter, water service foreman, was taking inventory of bridge material when the motor car on which they were riding derailed. Although Mr. Sperry's injuries were pretty serious it is reported that he will recover in good shape. Mr. Carter escaped with only a few bruises.

Mrs. H. A. Likins, wife of shop accountant in this office, has had her tonsils removed and although her voice is still a little weak the operation was a success.

Before relining your brakes it is suggested that you consult Mr. Russ who has specialized in such work, and feels sure he can give you some advice.

Mr. C. W. Skates, traveling accountant relieved Mr. Sperry during the closeout period. Mr. Skates' service was greatly appreciated by all members of this department.

Mr. O. W. Russ was assigned to the position of general clerk in this office and although the position is temporary we are hoping that it will be permanent.

Cleaning Car Floors

Rapidly-Thoroughly-At a New Low Cost Level

For a number of years this company has made a series of cleaners of graduated strengths.

Recent tests with Dearborn Cleaner No. 4 on car floors in bad condition have shown surprising results. This report of a single floor tells the typical story of what it will do.

"This car had grease and tar, the tar being hard and about 1/16 inch thick above the surface of the floor.

"We first steamed the tar spots and removed the surface tar with a scraper, then applied the solution on grease spots and, in addition, applied the Cleaner full strength to the tar spots, allowing same to stand on them for about fifteen minutes. Then scrubbed them with the steel brushes and floor brushes, after which rinsed the car with hot water and scrubbed the whole floor and rinsed with clear water.

Cost, for material and labor was.....\$0.675"

Compare this method and these costs with your own. Consultation and inquiry invited.

Dearborn Chemical Company

299 Broadway, New York
Frisco Building, St. Louis

310 S. Michigan Ave., Chicago
Offices in All Principal Cities



Cleaner No. 4

NORTHERN DIVISION

**OFFICE DIVISION ACCOUNTANT
FORT SCOTT, KANS.**

DOROTHY WORKING, Reporter

Messrs. L. W. Pipkin, W. D. Jones, Phill Briggs and G. B. Jennings spent the first few days of the month checking inventory.

Mrs. L. W. Pipkin, wife of division accountant, visited relatives and friends at Sapulpa, Oklahoma, for a few days.

Miss Katherine Jennings, daughter of completion report clerk, G. B. Jennings, is spending the winter in Orlando, Florida, visiting her sister, Mrs. H. N. Sommers.

Mrs. W. D. Jones, wife of our shop accountant, spent a few days visiting

relatives and friends in St. Louis and Springfield, Mo.

Mr. H. A. Mitchell, general clerk, has been appointed captain of Battery E, 161st Field Artillery, Kansas National Guards. We are all proud of Harold and his recent promotion.

By the time this news reaches our readers we hope to be all settled in our new office which everyone is extremely proud of.

XMas time will be here and gone before another issue of the magazine comes out, so each one of us wish every one of you "A Merry Xmas and a Happy New Year".

ITEMS FROM WICHITA, KANS.

HELEN SHEEHAN, Reporter

The Ford Motor Company has expressed itself as being well pleased with Frisco service and is routing its

Utah and Idaho business out of Kansas City via Wichita, connecting with the Union Pacific at Ellsworth.

Mike Watson, flagman at Waterman street, has been seriously ill for the past several weeks, but we are very glad to report that he is much improved.

Joe Driver, of Fort Scott, is acting as night yard clerk during the absence of Rule Lester, who is off on account of illness in his family.

R. H. Grimes, yardmaster, spent several days last week in Kansas City.

E. R. Johnston, switchman, reports a successful chicken hunt in Western Kansas.

Anthony Haberthel, delivery clerk, and James Ansbro, truckman, were off duty a few days recently on account of sickness but have returned to work.

Repairs have been made to the freight house in Wichita, which add quite a lot to its appearance.

Claude McGee, night yardmaster, was off duty several days early in November.

Frank Lamb, brakeman, was away early in November.

H. B. Sigler, conductor, has been off two round trips, soliciting business for the company.

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

Mr. J. M. Flanigan, superintendent terminals, spent several mornings the early part of November duck hunting on Lake Tapawingo.

Mr. A. J. Finn has been appointed

roadmaster at Kansas City vice Mr. R. K. Stoneberger, who has been assigned to other duties. We welcome Mr. Finn to Kansas City and also wish to take this opportunity to wish "Stonie" the best of luck in any new job he may undertake. However, possibly the welcome to Mr. Finn is somewhat out of line at this time, as he arrived on the sixteenth and the next day the flood struck us and I believe he was pretty well intimidated.

Mr. F. W. Rockhold, yardmaster at 19th Street, was called to Los Angeles recently account serious illness of his son, who I understand passed away after Mr. Rockhold arrived there. Mr. J. C. Hanna worked the job at 19th Street in the absence of Mr. Rockhold.

From April 16 up to and including November 7 this year there was picked up at Kansas City 36 wet refrigerators for use as butter cars at the freight house to which was not necessary to add any ice. There was a saving made of 162,000 pounds of ice by reason of watching for these wet refrigerators and applying them on butter schedules.

Berkeley Benneson, timekeeper, is pretty much of a radio bug. He is working on a television set now. When you get it finished let us know, Berkeley, and we'll all come out and look it over.

Mr. A. B. Yeager is the new day yardmaster at 19th Street, Charlie Wilson going to Packingtown.

Mr. R. K. Stoneberger attended a meeting of roadmasters in Mr. Sisson's office November 8.

Mr. F. E. Morgan assistant to superintendent terminals, is planning on spending a few days hunting around the old home town of Bolivar just as soon as the roads get hard enough to travel over.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Harry Gininty, employed in the mill, has been off some time account of sickness but is able to be back at work at this writing.

Geo. Kent, assistant roundhouse foreman, tried to run over a five ton truck some time ago and the repair bill set George back some \$200.00. He says after this he is going to give trucks all the road they want.

We all thought that general foreman Knox would show up with an elephant as a mascot after the election, but instead of an elephant, he came down to the shops with a baby Texas coach whip snake. The warm friendship formerly existing between Mr. Knox and "Pat" Disselhoff, engine inspector, has about reached the breaking point since this snake came on the job.

Jas. Bruce, boiler maker foreman, was called to Shreveport, La., some time ago account the serious illness of his daughter who is reported as being well on the road to recovery at this writing.

Mrs. John Siebolt, wife of boiler-maker Siebolt, received severe injuries when their car turned over some time ago while the family was returning from a walnut hunt. She is reported much improved.

Chester G. Pelsnor, stationary engineer, has been off for some time account illness.

We are glad to report the condition of Chas. Johnson, machinist, who has been off for some time on account of an injury to his hand, as being very satisfactory.

Ray Dodd, sheet metal worker, went on a duck hunt some time ago and returned with the limit, which makes him the champion so far this year.

Claude Gowers, blacksmith, was able to leave the hospital where he has been

Asthma All Gone. Found Quick Relief

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Folks who have "tried everything" for asthma or bronchial trouble, may profit by following the example of Mrs. R. H. Wilson, 41 Hancock St., New Bern, N. C. She writes:

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confined account of a very painful injury received some time ago.

James John, blacksmith, who was injured at the same time Gowers was, is able to resume his duties.

Joseph Plourd, supply man, spent some time down in the wilds of Oklahoma some time ago on a hunting trip.

Roy Salsman, machinist, went on a rabbit hunting trip around Springfield some time ago and reports that if he had hit all the rabbits he shot at, it would have required a six ton truck to haul them back to town.

Arthur Thompson, who recently finished his time in Springfield, is working as extra machinist at this point.

Wm. A. Bullard, machinist, has again bumped back on a day job.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

W. W. Lewallen, formerly employed as car clerk at North Yard, bid in the position as assistant timekeeper in this office, which position was formerly held by Wm. Edwards, who has been assigned the position as timekeeper. Lew says the only objection he has to working upstairs is, that he has to shave at least once a week any way.

Conrad Blevins was assigned the position as car clerk at north yard.

Harry Hines, extra clerk from Mr. Worman's office, was with us awhile the first of November assisting the timekeeper until the position was regularly assigned.

R. E. Breedlove, chief clerk, made a flying trip to Memphis November 10, account of serious illness of his father.

Thanksgiving was very quietly observed by the most of us, no cases of too much turkey reported, which no doubt was on account of the prohibitive price of the bird this year in this particular section. Ye scribe dined very sumptuously on shin bones and turnip greens.

During the heavy rains and high water as a result, the latter part of last month, we experienced some of the difficulties usually experienced by the people on the River division. For a period of about two days we were unable to get any trains either out or in over our lines and the other roads were about as hard hit as we were.

John Forrester who for some twenty years was employed as master mechanic on this division, but who is now employed as traveling inspector out of Mr. Worman's office, will retire from active service the first of the year on

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account of having reached the age limit. Uncle John, as he is known by a host of friends, has the best wishes of all of us for an enjoyable rest after having served this company in a very able and loyal manner for the last quarter century.

We made a very remarkable record in accident prevention in the car department at Kansas City during the month of October, being able to go through the entire month without any personal injuries sustained by any of the car department employes. W. A. Hutton, car foreman and his assistants, are to be complimented upon the record made. Mr. Berry, master mechanic, wrote Mr. Hutton the following letter commending him upon the showing made:

"Your letter of November 3, in reference to going through the month of October without any personal injuries in the car department at Kansas City. This is certainly a fine record considering the number of men you have under your supervision and while I have known for some time that you were deeply interested in the accident prevention work and know that you have personally followed this up from time to time, it is indeed very gratifying to know that you have gone for thirty days without any accidents and if all the supervision over the entire railroad would take the same keen interest in following up the things that cause personal injuries, it would not be long before the Frisco Railroad would be in first place in the accident prevention work. I know the work could not have been accomplished without your making this special effort, also think your men deserve a great deal of credit and would be glad for you to express my appreciation to them."

B. H. Sinks, traveling air brake foreman from Memphis, spent several days with us the latter part of last month checking up the air brake situation at Kansas City and other points on this division. It may be possible however, that the fact the Gay Paree company was showing in Kansas City the week B was here had something to do with his visit as much as anything else.

Colvin T. Grafues, formerly employed as car inspector Rosedale yards and who has been off for some time account illness, has sufficiently recovered so as to be able to do light work and has been assigned as car oller at the 12th Street freight house.

Jas. S. Brown, car inspector, 19th Street yards, who has been off duty for some time account illness is reported as doing very nicely at this time. We all hope Jim will be able to return to work very soon.

Quite a number of different wagers were won and lost as a result of the recent election and some of the boys have not yet been able to just exactly figure out the reason for Governor Smith not being elected, but it is our opinion, he just did not get enough votes.

This being the last issue before Christmas, we, as well as the entire office force wish to express our best wishes to all Frisco employes and patrons for a very happy and joyful Christmas and a bright and prosperous New Year.

SOUTHWESTERN DIVISION

FREIGHT AND PASSENGER DEPARTMENT—OKLAHOMA CITY

VICTORIA WALKER, Reporter

On my vacation I spent my time visiting in Sioux City, Iowa and Chicago. While in Chicago I called at the Frisco

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office and met all the folks, and through the efforts of Mr. Riggs and Shea I secured a Gray Line bus pass and saw many of the principal points of interest. Did I enjoy it—Yes, and thanks to Mr. Riggs and Shea, as I did not call at the office again to tell them how I enjoyed the tour.

A special car was provided for several members of the Chamber of Commerce on September 30 to celebrate the opening of our Oklahoma City to Florida line. The Oklahoma City people are very enthused over having direct connection into Western Texas territory. We anticipate quite an increase in our freight and passenger business.

Mr. J. D. Rogers and family returned October 5 from Shreveport, La., where Helen was placed in the hospital for an operation. Helen improved very rapidly and was able to return with her parents.

Mr. and Mrs. R. O. Hopkins recently returned from Medicine Park where one week of his vacation was spent. Mr. Hopkins reported great luck duck hunting.

Mrs. A. W. Harrison spent a few days this month visiting at Ft. Worth, Texas.

R. O. Hopkins was out two days this month suffering from a severe attack of neuritis in his right arm and shoulder. Glad to report he is back on the job and that his neuritis has almost vanished.

J. W. Bell, Jr., of Ft. Smith spent week end of Nov. 3 visiting his brother, M. W. Bell, rate clerk.

40th AND 43rd TRACK DIVISION SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

The work of installing block signals from Tulsa to Bristow is now in progress and it is expected they will be in operation about December 15. The Western Union Telegraph Company is replacing its poles ahead of the block signals with 40-foot treated poles.

A 405-foot spur track has just been constructed to serve the Vaughan Lumber Company at Dawson.

William R. Nealy has been appointed foreman on West Tulsa section G-29½.

D. C. Lyons, foreman at Tulsa, spent a two-week vacation visiting in Kansas. Jim Reed relieved Lyons while he was away.

Jim Healy, former roadmaster on the Cherokee sub, recently was a visitor at the local offices. We always are glad to have Jim drop in and see us.

John Green, foreman at Catale, has returned from the Frisco Hospital at St. Louis, where he underwent an operation.

Charles Rudd has charge of the Wyandotte section temporarily.

A 800-foot spur track has been constructed to serve the Mid-Continent Refining Company at West Tulsa.

TRANSPORTATION AND MECHANICAL DEPARTMENTS AFTON, OKLA.

LUTIE D. DAVIS, Reporter

Mr. and Mrs. Clarence A. Ward were called to San Antonio, Texas, recently by the death of Mrs. Ward's sister, Mrs. George Lee Taylor. Mr. Ward is yard clerk.

Mrs. Phil Conboy and son, Bobby, wife and son of Engineer Conboy, spent a day in Tulsa recently with relatives and friends.

Mrs. O. L. Cunningham and son Jack, of Sapulpa, have returned to their home after a week's visit here with her sister, Mrs. H. J. Allison and at the home of J. W. Cunningham, second truck yard clerk.

Mrs. R. C. Meador, wife of switch foreman and her daughter, Mrs. John Pierce returned recently from St. Louis Mo., where they were guests of Mrs. Meador's aunt, Mrs. J. R. Boggs.

Mrs. Harry L. Freeman and nephew, J. E. Shelton, returned from Sapulpa recently where they visited their sister and mother Mrs. Willie Shelton.

H. R. Foley, general roundhouse foreman, went to Kansas City, Mo., Sunday night where he met Mrs. Foley, who has been spending the summer months in Los Angeles, California.

Hugh Rust, of Emporia, Kansas, is making a brief visit with his parents, Mr. and Mrs. H. E. Rust. Mr. Rust is the local agent here.

Fred Drewell, yard clerk, of Okmulgee, spent the week end here with his parents, Mr. and Mrs. F. G. Drewell and his sisters, Mrs. James Y. Victor and Mrs. A. R. Peebles.

John Comstock, of Sapulpa, foreman of the water service, and his men are

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This column extends its sympathy to Walter J. Mann, employee of the car department, in the loss of his daughter, Mrs. George Lee Taylor, whose death occurred at San Antonio, Texas, recently, following an illness of more than two years' duration.

Harry T. Morehouse, second trick operator, is spending several days in Missouri, visiting his mother, and taking advantage of the opening of the quail season.

Mr. and Mrs. P. M. Moore, returned to their home in Kansas City, Mo., after a few days visit with Mr. and Mrs. H. Truman. Mr. Truman is an employee of the car department.

Mr. John Eckley, night roundhouse foreman, and Mrs. Eckley, attended the funeral services of Mrs. Eckley's uncle, Mr. Homer Funkhouse, in Yale, Oklahoma, recently.

**ACCOUNTING DEPARTMENT
SAPULPA, OKLA.**

V. L. THOMAS, Reporter

Mr. E. H. Gillis, of Sand Springs, Oklahoma, was a visitor in the office during the month of October. Mr. Gillis, who was a former clerk in this office, is now connected with the Sand Springs Railway Co.

Messrs. R. E. Pipkin and V. L. Thomas, of the accounting department, accompanied by S. M. Cunningham and Sam Arterburn, of the engineering department, took a special inventory of the new 110-pound rail and miscellaneous track material on the Cherokee Sub-Division recently. Five days were required to make the check; however, the inventory party was very fortunate in having ideal weather during the entire period.

We have been very busy in the office recently, due to the fact that several of the employes were out on the line taking annual inventory around the latter part of October. The inventory parties consisted of the following:

Broe Mitchell and W. A. Schubert, working from Oklahoma City to Sapulpa.

Frank Russell and Sam Arterburn, from Oklahoma City to the Texas state line.

M. T. Burr and R. W. Keen, from Sapulpa to Francis.

A. Lewis and Jack Davis, from Francis to Texas state line.

W. T. Trisler and V. L. Thomas, from Monett to Tulsa.

Walter Marsh and William (Peanuts) Wilke, from East Tulsa to Sapulpa.

Geo. Eastin and O. S. Momyan checked the Oklahoma City Yards.

Messrs. W. J. Lane, W. C. Henke, Garland Leak, W. H. Smart, and R. E. Pipkin, checked the bridge material on the entire division.

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Pensacola, Florida

The outcome of the recent presidential election was met with approval by practically all of the accounting department force. The odds here were about seven to one in favor of the winner.

After a summer of idleness, members of the Frisco Employees' Club of Sapulpa, were called together for a meeting November 2, by Quinn Baker, president of the club. Matters of importance were discussed and it was also decided to promote a bridge party and dance, which will be given Monday night, November 26, at the Elks Club, Sapulpa, Oklahoma.

Mr. and Mrs. L. A. Wright spent a four day vacation during the latter part of October at Spavinaw. Leonard says there was plenty of fish, squirrel and duck.

Miss Ella Thrasher, stenographer for division engineer, spent the week-end of November 17, as the guest of Maurine Mahan at her home in Morris.

Mrs. L. A. Wright spent the week-end of November 3, visiting friends in Okmulgee.

WEST TULSA STORES DEPT.

OTIS R. RULE, Reporter

Mrs. D. L. Irby, returned home from the St. John's hospital at Tulsa, November 4, where she underwent an operation. At present Mrs. Irby is able to be up and is enjoying life again.

L. C. (Dad) Akin, storehelper, was absent from duty November 3 and 5, supervising the remodeling of his home.

With a sigh of relief the entire office force relaxed after two weeks of strenuous work completing the annual inventory.

John Harris, storehelper, was unable to report for work November 13, account illness. D. L. Irby protected his shift at the counter.

The stores department joins with the mechanical department office force in extending congratulations to Mr. and Mrs. Victor L. Ginn, who were recently united in marriage. Mrs. Ginn was formerly Miss Ina Jenkins, comptometer operator in the master mechanics office. Mr. Ginn is a first-class machinist in West Tulsa shops.

Miss Margaret Gardner, daughter of Mr. and Mrs. S. R. Gardner, and Edwin Mishler, son of Mr. and Mrs. Thos. Mishler, accompanied Woodlawn School

Harmonica Band of Sapulpa to Muskogee, Okla., October 26, where they were in concert before the state teachers meeting held at that point. This band has a membership of sixty musicians and is reputed to be the best in the state of Oklahoma.

TULSA FREIGHT OFFICE

MARY C. JENKINS, Reporter

Ralph Morris, bill clerk, and wife, entertained with a Halloween party October 29, at their home, 10 North Utica. Autumn leaves, pumpkin lanterns and goblin decorations were used. Mrs. C. W. Anderson assisted Mrs. Morris in serving refreshments.

Goldie Workman, tonnage clerk, spent her vacation at Abilene, Texas, visiting her sister, Mrs. H. E. Preston. Miss Edith Mathews, of the Tulsa Trust Company, accompanied Miss Workman to Fort Worth, where they visited with Mr. and Mrs. C. D. Howard, superintendent of bridge building for the Frisco, and wife.

Marley Sloan, check clerk, has reported for duty after a fifteen days' leave of absence, which he spent in Nebraska and Kansas City, Missouri.

Fred Bash, warehouse foreman, has reported back for work, having spent a week in the hospital at St. Louis. Mr. Bash says he is feeling "fit as a fiddle" and is 100 per cent for the St. Louis hospital staff.

Thanksgiving turkey stuffings and paying off election bets are the main topics of conversation and sports in the freight office these days.

George H. Jones, switching clerk, and wife, have just returned from a trip to Hannibal, Mo. Mr. Jones reports the weather quite chilly up that way.

W. A. Bryan, rate clerk, wife and daughter, Irene, and J. T. Banks, accompanied their mother to her home in Memphis, Tenn.

MECHANICAL DEPARTMENT
WEST TULSA

L. A. MACK and J. N. PAISLEY,
Reporters

Miss Ina Jenkins, our comptometer operator, and Victor L. Ginn, machinist apprentice, were quietly married recently when Vic completed his appren-

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Miss Myrtle McConnell, distribution clerk, has returned from her vacation and says she had a fine time.

R. W. Harper, chief clerk to master mechanic, has a new electric radio. If loss of sleep don't ruin his genial disposition everything will be all right.

M. A. Sullivan, engineer, who has been in Morningside hospital undergoing an operation for appendicitis, is now recovering at his home in Tulsa.

Engineer Hugh Eddins is off duty on leave of absence, due to illness.

John Woolsey, engineer, who has been away from duty due to illness, has returned to work.

Mrs. H. R. Cole, wife of machinist H. R. Cole, is visiting her parents in Jacoby, Louisiana.

J. J. Rheuark, fireman, who has been absent due to illness, has returned to work.

J. M. Cheek, engineer, has been permanently placed on the main line hostling job at West Tulsa.

B. H. Dickerson, fireman, West Tulsa, is in St. Louis hospital and would be glad to have his friends call, or write to him there.

C. S. Hangar, fireman, is off duty at the present time, due to the illness of his mother.

Mrs. P. J. Clements, wife of Engineer P. J. Clements, who has recently been ill, is reported improved.

OFFICE OF GENERAL AGENT OKMULGEE, OKLA.

THELMA I. COBB, Reporter

E. Lester and V. W. Rikard, cashier and rate clerk at this station, and their families, visited their parents at Chandler, Sunday, November 11.

H. T. Wood, chief clerk, and family, visited the Tulsa Petroleum Congress Sunday, October 28.

F. C. Connell, traveling freight agent, made his usual rounds among our business men and patrons, November 9.

Ralph Bryant, traveling demurrage supervisor, made a check of this station a week or two ago. He reported everything in fine shape.

Hazel C. Jackson, bill clerk, together with a party of her friends, spent Armistice Day, Sunday, November 11, in the mountains between Haskell and Tulsa. They report a very enjoyable time.

Your correspondent made a trip to Kansas City, October 19, returning on the Meteor, Sunday evening, October 21, and enjoyed the pleasure of riding in the new sun parlor lounge car, which was admired by everybody on the trip.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Mr. and Mrs. Lynn C. Holloway are the happy parents of a new son which arrived November 12th, and to whom they have given the name of Perry I. The little fellow was named for his grandfather, who is car foreman at Hugo.

Mr. and Mrs. G. G. Harrison are enjoying a trip to California where they are visiting relatives and friends.

D. H. Duncan, messenger, received the sad news of the death of his grandmother at Beggs, Oklahoma. D. H. has our sympathy.

H. J. Dailey, yardmaster, is enjoying his vacation which he is spending at his old home in Creston, Iowa. Mr. Dailey will also visit points in Indiana and Nebraska while away.

We are glad to report F. E. Traylor, switchman, back on the job after an extended leave of absence account illness.

C. E. Lee, switchman, is visiting relatives at Cleveland, Oklahoma.

J. A. Gilbert, switchman, is on the sick list.

W. B. Springer, caller, made a business trip to Kansas City recently.

Clyde Crockett, and wife, visited friends and relatives at Afton recently.

S. A. Crawford, yardmaster, and family, are enjoying a visit with relatives from Springfield.

L. S. Kirkpatrick has been absent from his duties, account illness.

H. P. Grimes, switchman, has again returned to the hospital at Sherman. We sincerely hope Mr. Grimes will soon be back on the job.

EXECUTIVE GENERAL AGENT'S OFFICE, TULSA, OKLA.

R. M. McGLASSON, Reporter

The Frisco Ladies' and Men's Clubs are gaining more popularity in their increased activities from their meetings and luncheons. The Ladies' club of Tulsa held their luncheon at the Y. M. C. A. on 15th, and the Sapulpa Club is coming to Tulsa for a dance at the Elk's Club on the night of the 26th.

Business sure is good since making district headquarters for both freight and passenger here, the opportunity for increased activity here was surely presented.

Building activities continue on a large scale in Tulsa.

The Tulsa Jockey Club closed a successful meet last week, eight hundred horses were brought here for the fall meet making a total of sixteen hundred in and out, and were one hundred per cent Frisco.

The International Petroleum Exposition and Congress held the largest exposition in its history this fall and promises to be an annual event.

The Tulsa State Fair, under the management of Mr. John Kramer, was a big success.

Tulsa is headquarters for another eastern railroad, General Agent Mitchell, of the Erie, having moved from Oklahoma City recently.

The Wabash Railroad has increased its office space here and looks mighty fine in its new furnishings. General Agent Miller, of the Wabash, met with a serious accident while on his vacation, and is getting along fairly well.

Mr. O. L. Young was appointed Chairman of the Community Fund Drive for the Frisco; the employes are taking interest and responding generously.

TULSA DEPOT—TULSA, OKLA.

E. W. SHANNAHAN, Reporter

Mr. and Mrs. E. W. Shannahan have returned from Los Angeles where they visited their parents.

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tieship. We wish the happy couple worlds of good luck in their matrimonial venture.

Miss Ethel Stevens is filling the position of comptometer operator made vacant by the resignation of Miss Jenkins. We welcome Miss Stevens and hope she will enjoy her new work.

Well, folks, it has happened at last. Our genial secretary to master mechanic, Will Krafft, has finally moved Mrs. K. and the little K's to Tulsa. It has taken considerable urging by all of us to shake Bill loose from Springfield, Greene County, Missouri, but we have finally succeeded.

Arche B. Crume, timekeeper, who has been off due to illness for the past two months, returned to work November 1, looking fine.

O. R. Tucker, car clerk, made a flying trip to Ft. Smith over the weekend of November 17.

Mrs. A. L. West, wife of A. L. West, night depot ticket agent, spent a few days visiting in St. Louis recently.

Mr. J. E. Manning has returned to work after a week's vacation.

D. L. King is feeling OK after his trip to the St. Louis hospital. He had his tonsils removed.

Mr. P. Hailey, chief ticket seller, has planned to have Thanksgiving dinner with his sister in Fort Smith, Ark.

Mrs. J. G. Marsh, and young son, Jimmie, were enroute from their home in Los Angeles, California, to visit Mr. Marsh's mother who lives in Argyle, Texas, when Mrs. J. G. Marsh was taken from the train at San Antonio, Texas, with hemorrhages of lungs. She is in hospital and is resting as well as can be expected. Mr. J. G. Marsh, deceased, was city passenger agent Frisco railway, Wichita, Kansas. Mrs. Marsh is a sister to the writer.

Mr. J. A. Frye spent a very enjoyable visit with his brother who came from Stoutland, Mo., to Tulsa recently.

J. T. Banks, machine operator, was winner in the Hoover-Smith campaign, having won cigarettes from some of the girls.

Miss Nelle White, cash balance clerk, recently enjoyed a two day vacation with her sister in Ft. Worth, Texas.

Kenneth A. Bass, utility clerk, reports a fishing trip, but no fish. "Kenneth, we all told you to keep quiet or the fish wouldn't bite."

Herbert F. Allen, uncollected clerk, spent three days of his vacation in Thayer, Missouri.

Charlie Parker, our chief accountant, went to Wetunka, Oklahoma, the other day. Wetunka is Charlie's old home town.

**MECHANICAL DEPARTMENT
OKLAHOMA CITY, OKLA.**

C. H. VANDIVER, Reporter

William A. Ellison, fireman, now in the St. Louis hospital undergoing treatment. Latest report is that he is improving rapidly.

Fireman Bruce Davidson just returned from the hospital where he underwent an operation for tonsils.

We regret to mention that W. C. Allen, one of our oldest firemen out of Oklahoma City, is in very poor health at this time and is now confined in the State Sanitarium at Norman for treatment. We hope he will be able to return to work in the near future and also sure that Bill will be more than glad to see any of his many friends who have the opportunity to visit him while he is confined there.

The following firemen have been called back to the Oklahoma City extra board: Paul E. Little, D. P. Jones, Paul M. Allen, Loyd M. Bay, Bruce R. Davidson and L. B. Hale.

Engineer Brock has just returned to work after being off for some time account illness of his wife. We are

glad to report that Mrs. Brock is much better.

Engineer Garman, who has been out of service for some time, has been reinstated and is back on his regular run on the Chickasha-Sub. We are all glad to see Mr. Garman back.

Engineer Singleton was called to St. Louis recently account serious illness of his daughter who passed away while he was there. We all extend our heart-felt sympathy to Mr. Singleton and family.

James W. Taylor, yard engineer, was recently called to Headrick, Iowa, account of death of his father. Everyone extends sympathy to Mr. Taylor.

Engineer F. S. Ellis is now in Rochester, Minn., undergoing treatment in the Mayo hospital. We hope to see Mr. Ellis well and back on the job soon.

William P. Myers, locomotive inspector, now in the St. Louis hospital account of injured hand. Last report was Mr. Myers doing nicely and we hope that he will be with us again soon.

Dennis Howard, machinist, returned from St. Louis hospital recently where he underwent treatment for throat trouble.

R. H. Francis, road foreman of equipment, Dick Wheeland, fireman, and conductor Rosenberry, are spending their vacation in the Rocky Mountains bear hunting. Newspaper reports a heavy snow in that part of Colorado and we are sure this will be a great advantage to the bear hunters, as it will be much easier to track the big black bears to their dens. Look out for the bear stories when this trio returns.

The Ladies Auxilliary of the Shop Crafts are giving a Christmas benefit Masquerade Ball October 24. All reports indicate that this will be one of the most successful affairs of the season.

ZONE OFFICE—TULSA, OKLA.

NELLE WHITE, Reporter

The wonderful Petroleum Exposition held in Tulsa, October 20 to 29th, was a success in many ways. Interesting exhibits demonstrating the chief industry of this part of the country and the Frisco's big business factor were on display. Visitors from all parts of the world were present. The weather was favorable permitting regular attendance daily.

Kenneth Schoeneberg, son of zone auditor, has been critically ill with diphtheria. We are glad to report that Kenneth is much improved.

Miss Elizabeth Arenz, card clerk and typist, spent October 20 and 21 with home folks in St. Louis, Missouri. Elizabeth reported an enjoyable visit.



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**THE CENTRAL NATIONAL BANK
AND TRUST COMPANY
OF TULSA, OKLA.**

All who attended the Traffic club dance at the American Legion Hall on the 17th report having a very good time and that this affair was more than a success. We were pleased to have with us at this time, Mr. Stephenson of the president's office, Mr. C. T. Mason, division superintendent, and Mr. J. S. Jowers, division car foreman.

Ye Scribe is back on the job after undergoing operation in St. Louis hospital. It is said that he can now look you straight in the eye.

Francis R. Lynn, son of Ed. C. Lynn, locomotive inspector, has made application for apprentice machinist, and should be on the job soon.

Club car No. 1900, which now operates between Oklahoma City and Kansas City, and was recently overhauled in Springfield Shop, was on exhibition at the Oklahoma City North Yards October 15 and 16 for the benefit of the public. All who had the pleasure of seeing this car complimented it very highly.

**CITY TICKET OFFICE
TULSA, OKLA.**

PHIL F. ATKINSON, Reporter

Tulsa is back to normalcy again after the Petroleum Exposition, which proved to be the most successful one to date. The attendance this year was very good, in fact the out of town visitors numbered far more than in previous years. The Frisco Lines handled sixty-one cars of extra business. This business originated from nearly every state in the Union, which speaks very highly for Tulsa and its advertising power.

The Frisco Lines also secured the movement of the American Legion delegation from Tulsa. This party was handled by special train leaving Tulsa at 11:00 P. M., being handled Frisco to Dallas, thence M. K. & T. Lines. The delegation stopped over for a day in Dallas to get a glimpse of the Dallas Fair which was in progress at that time. On their return they all reported having a fine time and were very well pleased with Frisco Lines service.

The Convention of the United Spanish-American War Veterans also drew a party of eight persons from Tulsa. This party was handled in a special car on our regular train No. 10-105 to Jacksonville, thence F. E. C. to Miami and Key West.

The Frisco Lines at Tulsa also secured the movement of the Vagabond King Theatrical Company. The company numbered sixty-three people and were ticketed through from Tulsa to St. Joseph, Missouri, via Frisco Lines to Springfield, thence to Pittsburg, Kansas, and on to St. Joseph, making a stop of one day at Springfield and Pittsburg. This was a very good move and to our Assistant General Agent, Mr. Payne, goes the credit for arranging to ticket through from Tulsa to St. Joseph.

We also handled the Fire Fly Opera Company, from Tulsa, Oklahoma, to Holdenville, Oklahoma. The party numbered thirty-five people and handled on our train No. 505 November 4. This was a short move, but such moves are a great help in building up the local business.

The city ticket office force is pleased to announce that at this time things look very rosy for a nice increase in business for the month of November, as compared with November of last year. We are all working hard to put it over and the chances of reward seem very bright at present.

Mr. Payne is at present working on the movement of the American Petroleum Institute delegates to Chicago, Illinois. We are expecting this year, as in years past to operate a special train from Tulsa.

Mr. Elmer Intleman, stenographer-clerk in this office, visited friends and relatives in Oswego and Parsons, Kansas, over the week-end of November 3 and reports that the week-end didn't last long enough.

Mr. and Mrs. Phil Atkinson and daughter Betty have just returned from a short vacation with relatives in Homer and Shreveport, Louisiana. We had a fine time and personally I am strong for Louisiana, even if the state did go democratic in the last election.

**OFFICE OF SUPERINTENDENT
SAPULPA, OKLAHOMA**

JENNIE AITCHISON, Reporter

Mr. and Mrs. F. G. Tellegren have moved to Greenriver, Wyoming. Mr. Tellegren, who was transitman in the engineering department, accepted a position with the Union Pacific. We were sorry to see them leave and hope they like their new home.

Miss Irma Browne has left for Rochester, Minnesota, from there she will go to Los Angeles, California, also visit in Texas; she expects to be gone about two months.

Miss Ella Thrasher spent the week-end with Miss Maurine Mahan at her home in Morris.

Miss Lois Flanagan spent the week-end in Fort Worth and while there visited Mr. and Mrs. W. O. Moore and daughter Gene Marie. Mr. Moore was formerly chief clerk in this office and we were glad to hear from him, though sorry to hear he had been in the hospital. They are building a new home and from all reports it is a "dream."

We are looking forward to the social meeting of the Frisco Employees' Club to be held at the Elk's Club. This will be the first social meeting this fall and we expect to have a great time.

Misses Pierba Jean Justice and Maurine Mahan entertained at bridge last week.

Our chief clerk, Mr. Morgan, gave a very interesting address at the Rotary Club last Wednesday, his subject was "Armistice Day in France."

We are glad to see Frank Campbell, timekeeper, back at his old desk, after spending several weeks in the hospital at St. Louis.

SOUTHERN DIVISION

**FREIGHT TRAFFIC DEPARTMENT
MEMPHIS, TENN.**

KATE MASSIE, Reporter

Owing to the consolidation of departments as announced in the November magazine we have been undergoing many changes in the office arrangement. With the painters and carpenters (and ourselves) trying to work at the same time has been very trying and owing to the fact that there were no fights, we must have wonderful dispositions. Think we will be happy together.

J. L. Scales, rate clerk, spent a recent week-end in Blytheville.

Mrs. Hill Pegues, formerly one of our family, entertained with a bridge tea given at the Peabody Hotel on Saturday evening, November 10. Allie Maie Speight, Bertha Harris and Kate Massie, Frisco girls, were present.

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FIRST NATIONAL BANK OF BIRMINGHAM, ALA. FRISCO DEPOSITORY

Miss Lula Manley has our sympathy in the loss of her brother, who passed away at St. Joseph Hospital, Memphis, evening of November 15.

**LOCAL FREIGHT OFFICE
MEMPHIS, TENN.**

VIRGINIA GRIFFIN, Reporter

F. M. Packard, of the local office, Birmingham, made us a short visit recently.

J. F. Wright, rate clerk, spent October 22 and 23, in St. Louis, with relatives.

A. V. Garrett, OS&D clerk, was off from October 23 to November 3, account illness, Henry C. Landrum, extra clerk, working in his place.

T. E. Bryant has been assigned position of cashier's clerk, the job being effective October 25. We are very glad to have Tommie back with us.

Miss Elma Wright, comptometer operator, spent week-end of October 27, in Jonesboro on a house party given by Mr. and Mrs. Virgil Ballew, driving over with seven other girls and boys from Memphis.

Chester Tapley, key punch operator, doesn't have to walk now, he recently purchased a Chevrolet coupe.

Mrs. J. J. Spencer, wife of zone clerk, has returned from a visit with relatives in Marietta, Ga.

Leon Rohrbaugh, Gordon Robertson, and B. C. Scruggs attended a system board meeting in Springfield, November 4.

Chester Tapley spent week-end of November 3, with his mother in Jackson, Tenn.

Miss Alice Markham, daughter of H. A. Markham, per diem clerk, was operated on November 7, for appendicitis at the St. Joseph's hospital, and at present is doing nicely. We wish for

her a speedy recovery as she has been quite ill.

Miss Faye Barbee, stenographer in the zone, accompanied her mother to Jonesboro recently on business.

Glad to learn that Mrs. B. C. Scruggs, wife of assistant cashier, has recovered from a spell of flu.

T. E. Bryant spent Sunday, November 11, in West Plains, Mo., going there to see a brand new niece.

T. E. Bagwell, rate clerk, visited his home town November 11, Townley, Ala. His youngest sister was recently married so he just had to meet his new brother-in-law.

Clarence Maupin, bill clerk, was determined to put one over on us, slipped away from the office afternoon of November 13, and was married to Miss Thelma Bernice Sharp. They came to the office later, but it was after most of us had gone home so we haven't had the pleasure of meeting Mrs. Maupin.

BIRMINGHAM TERMINALS

MRS. NELLIE MCGOWEN, Reporter

Mrs. W. E. Burrus, wife of yardmaster, has returned from Toledo, Ohio, where she spent several days visiting relatives.

V. R. Leonard, switchman, who recently had his tonsils removed at the Frisco Hospital, St. Louis, is able to be at work again.

B. B. King, yard clerk, and wife, spent several days recently in Cincinnati.

J. C. Cunningham, section foreman, and wife have returned from a visit to Memphis.

J. J. Connolly, retired trainmaster, who has been confined to St. Vincent Hospital for several days, is improving and has returned to his home.

Mrs. W. R. Bennett, wife of chief joint inspector, is in a St. Louis Hospital where she went for treatment.

Miss Laura Greenough, stenographer in superintendent terminals' office, and Miss Eunice Hagerman of the accounting department, enjoyed a week-end visit to New Orleans recently.

G. L. Bennett, switchman, has returned from a visit with relatives at Selma, N. C.

Mrs. B. C. Andrews, wife of conductor, was called to Sheffield, Ala., recently account serious illness of a relative.

Jep Sivils, yard clerk, has resigned and will move to Selma, Ala.

R. E. Huie, record clerk, was called to Atlanta on October 31 account of the death of his mother, Mrs. J. H.

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Huie, which occurred at her home in Forest Park. Mrs. Huie was 85 years old at the time of her death. Our sympathy is extended to Mr. Huie and family in their sorrow.

C. J. Thompson, assistant to superintendent terminals, and J. H. Johnson, demurrage clerk, were week-end visitors to Memphis recently.

**OFFICE OF SUPERINTENDENT
TERMINALS**

MEMPHIS, TENN.

OTIS IMBODEN, Reporter

Mr. and Mrs. R. C. Gill, switchman and wife left recently for an extended trip through the West. They will visit their son-in-law, Dr. Patton, who is in charge of the Government hospital at Deming, N. M., and who will join them on a hunting trip through the Grand Canyon.

Mr. Otis Imboden, secretary, is the proud father of a fine boy, born October 24. Mrs. Imboden and Otis Jr., are both doing fine.

Mr. Sam Allen, trainmaster's clerk, recently spent a week in the hospital at Springfield where he underwent an operation for the removal of his tonsils. Operation was successful and Sam returned to work after a week's absence.

Mr. J. M. McKnight was recently called to Houston, Texas, account death of his brother. We all join in extending Mr. McKnight our deepest sympathy in his bereavement.

Mrs. H. C. Barnett, wife of our chief clerk, left November 16 for Sharon Springs, Kansas, for a visit with relatives in that section.

The Harahan Bridge at Memphis was opened to railroad traffic at 3:30 p. m. November 15, thus relieving the Frisco of the handling of some 75 trains per day of the Missouri Pacific, Rock Island and Cotton Belt. While this extra

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traffic kept our bridge pretty busy, every effort was made to handle without delay and the Frisco has received many compliments on the manner in which they successfully performed this big job. The bridge was opened to light vehicle traffic the morning of November 16.

**OFFICE OF SUPERINTENDENT
SOUTHERN DIVISION**

MARY BUHLER, Reporter

Bertha Harris, general clerk, spent Sunday, October 21 visiting with relatives in Willow Springs, Mo.

S. L. Williams, formerly employed as timekeeper in this office, was a pleasant visitor recently.

Miss Billye Bennett has been assigned to the new stenographic position in this office.

Cliff DeGrande and Maurice Mousch spent a most pleasant day in Pensacola Sunday, November 11.

M. F. Shannahan, chief clerk, was called to San Antonio recently, account serious illness of his sister.

We are glad to report that Grayce Blaylock, stenographer, is rapidly improving and expects to be able to return to the office about December 1. Grayce underwent a major operation at the Baptist Hospital recently.

**TICKET OFFICE
JONESBORO, ARK.**

W. A. SANDERS, Acting Reporter

Clyde Rogers, extra operator, is filling in a 60-day vacancy on second trick Jonesboro.

Carl Yarbrough, first trick operator, has been granted a 60-day leave of absence account ill health.

W. A. Sanders, second trick operator, is working first while Yarbrough is off.

Mrs. Bertha Weaver, third trick operator, made a flying trip to Memphis lately to buy out the Main Street merchants preparing for winter.

D. L. Forsythe of Springfield paid us a visit recently, we are always glad to see Dee.

Most of the boys and their families attending the Tri-State Fair at Memphis reporting a big time.

It is with sorrow we learn of the death of Mrs. Yarbrough mother of first trick operator Carl Yarbrough. He has the sympathy of all his fellow-men.

Business has picked up on this Sub-division, all locals are running regularly and three engines are now working in Jonesboro Yard.

Cotton and seed are moving and all here are after the business.

**STORES DEPARTMENT
MEMPHIS**

HELEN GRIFFIN, Reporter

Mrs. C. C. Rogers, of Fort Smith, arrived October 26 for a visit with her daughter, Mrs. D. A. Riddle, wife of store foreman.

We extend our deepest sympathy to A. G. Metzger, shop foreman, in the loss of his wife October 24.

Miss Gladys Ann Irwin, stenographer car department, has enjoyed a long visit from her mother recently. Mrs. Irwin lives in Tennessee Ridge, Tenn.

Everett Nixon, store checker, has traded his Ford sedan for a later model coupe.

Miss Virginia Griffin, stenographer local freight office, was in to see us November 10.

D. A. Riddle and Everett Nixon spent week-end of November 3 in Jonesboro and Willow Springs.

We have just about decided the commotion among the ladies watching the Armistice Day parade was A. E. Gunn, clerk-car department. C. A. Riddle, car department store foreman, also took part in the parade.

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**TRAINMASTER'S OFFICE
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VIOLET GOLDSMITH, Reporter

Mr. C. N. Looney, conductor, is quite ill in St. Vincent's Hospital, Birmingham, but is getting along very nicely. Everyone is glad to see conductor H. D. York back at work after quite a serious illness.

Mrs. H. R. Wade is spending several weeks in St. Louis visiting friends.

Mr. R. E. Camp, car distributor, and family made a short visit in Birmingham.

We are glad to have Mr. Frank Reed on the Southern Division, as road foreman of equipment, Amory to Pensacola, Florida.

Mrs. Frank Anderson, of Thayer, visited Mrs. H. R. Wade for several days.

We have quite a number of deaths which we regret very much to have to report this month and extend our sympathy to the families of the following:

- Conductor B. B. Ballard, October 27.
- Brakeman T. C. Stanford, October 19.
- Engine Watchman Boulter, October 26.
- Warehouseman T. R. Guyton, October 15.
- Train Porter Will Taylor, November 13.
- Station Porter Harrison Gates, October 27.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Mrs. J. E. Springer, wife of assistant traffic manager, is visiting with their son in Houston, Texas.

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J. R. McGregor, division freight and passenger agent, spent two weeks' vacation visiting his old home in McMinnville, Tenn.

Fred D. Cross attended the Alabama-Georgia Tech football game in Atlanta the 17th.

Dan and Sam McDonough, sons of Traffic Manager D. F. McDonough, also spent the week-end in Atlanta for the the Alabama-Georgia Tech game.

D. E. McKeithen, traveling freight and passenger agent, of Atlanta, was a recent week-end visitor in Birmingham.

L. M. Cannon and wife, city ticket agent, are spending their two weeks' vacation visiting New York, taking the boat trip Jacksonville to New York.

John Connolly, terminal trainmaster, paid us a visit recently; we are happy to see him looking so well after several weeks in the hospital.

Frisco Employes Club gave a costume ball at the Birmingham Athletic Club October 30 with an attendance of between 250 and 300. There were many colorful costumes, the Hallowe'en idea being carried out. Miss Martha Moore, our associate editor, was the honor guest of the evening. Miss Moore made a short talk which was very much enjoyed. Little Mildred Hughes, daughter of T. J. Hughes clerk in mechanical department, gave a very lovely solo dance and Johnny Moore, director of Athletics of the Athletic Club, gave a clog-dance which was very much enjoyed. There were quite a number of visitors present, including

several shippers and out of town guests. Dancing was enjoyed to the strains of Eddie Greenwell's Orchestra until midnight.

DORA, ALABAMA

F. M. SCOTT, Reporter

They come and go. Harry Suggs bid in brakeman job on the Pensacola Lines. J. H. Roberson going into pool and W. V. Earl bidding in Sipsey Run. V. E. Morgan assigned to Townley Clerk job and Scott Thompson grabbing off the Dora Warehouse job. Those returning to berths at Dora from the main line are M. C. Munn, R. C. Manasco and Claude Patrick. We also got quite a little scramble of engineers on the Hole and Sipsey jobs. These included Geo. Ives, Joe Kendricks, Arthur Plunkett, Willie B. Lewis, and at time of writing Rube Smith and Shoup are the latest.

The Samoset mine of the Pratt Fuel Corporation has received twenty-five more Sanford Day mine cars.

Flim Myers, express messenger, bid in 925 and 926 run laying over at Carbon Hill. Ira Price, extra messenger, is protecting the Sipsey Run made vacant by Myers.

J. H. Mobley, section foreman on Dora Section, has moved his family from Nauvoo to Dora.

Beechy Martin, section foreman, has been loaned to the DeBardeleben Coal Corporation to make necessary repairs to their mine track to Hull mine.

The Empire mine of the DeBardeleben Coal Corporation has been recently equipped with Sanford Day automatic dump mine cars. This increased the output from that mine from 18 cars daily to 28 cars daily. This will probably be increased more with the installation of two more jiggs on the washer. Both of the DeBardeleben mines on the Empire branch at Sipsey and Empire are equipped with these mine cars.

OFFICE OF DIVISION ACCOUNTANT—MEMPHIS, TENN.

ILA COOK, Reporter

I suppose you have all seen little or big boys smoke their first cigar? This office had that privilege on November 7. As a result of the election W. J. Kelley had a perfectly good cigar which he did not have the heart to give away so he smoked his first cigar—all day long!

Mrs. A. E. Biggers has returned from a short visit with relatives in Springfield, Mo.

Miss Margaret Stewart has had as her guest her brother from Kansas City, Mo.

Lawrence Thompson has been assigned the position of general clerk in this office. Tennessee does not seem to agree with Mr. Thompson as he has had a severe case of tonsillitis since coming here.

Mrs. J. C. Connelly took advantage of the fact that Joe was taking inventory on the Pensacola Sub, and went

that far with him. She reports that Florida is a "beautiful country."

Mrs. G. W. Koontz, daughter, Ruth Ann, and son, Wilson, recently accompanied Mr. Koontz to Springfield for the week-end, where he attended a meeting.

Mr. and Mrs. J. M. Wilson, Jr., stopped over in Memphis for a short visit with Miss Ila Cook on November 2, while enroute from Sweet Water, Texas, to Woodriver, Illinois, where they intend to make their home. Mrs. Wilson will be remembered as Miss Eva Wray, stenographer to roadmaster at Chaffee, and also reporter for Frisco Magazine.

Our sincere sympathy is extended to O. N. Watts, whose mother died at Hayti, Mo., on November 1.

We are very glad to learn that E. G. Sperry is improving slowly after having a severe motor car accident.

A. E. Biggers has gone into the wholesale business. Almost any morning he can be seen carrying a bucket of molasses to work. It has not been discovered what he does with all of it, he never offers to divide.

Maurice Rousch spent the week-end of November 10, in Sunny Florida. Maurice reports there are lots of pretty girls in this land of sunshine. This is not very promising for all of these northern girls who are planning to go down to Pensacola.

We hope to see Miss Grace Blaylock of the transportation department on the job soon, after being off on account of illness for a month.

This will be the last issue of the magazine before Christmas, so the force of the division accountant's office wish the Frisco family a very merry Christmas and a Happy New Year.

RIVER DIVISION

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

RALPH STEPHENS, Reporter

We have been working to the tune of hammers and saws since our office is being remodeled and rearranged.

An additional Roadmaster was added to the River division November 12. H. G. Harmon, extra gang foreman, was appointed to this position.

Mrs. J. M. Wilson, who was formerly Miss Eva Wray, steno to roadmasters, was a visitor in our office recently.

The annual inventory came this year during the rainy season. T. J. Sweeney, division accountant, checked Chaffee sub, Ralph Stephens the Cape yards, and the remainder of the di-

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- Gahlenbeck Jewelry Co.....Pensacola, Fla.
- Halton, G. W.....Ft. Worth, Texas
- Mack Company.....Tulsa, Okla.
- Standard Jewelry Co.....Muskogee, Okla.

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vision was checked by the engineering department.

Have "you all" signed up for the busses to come under the same regulations as the railroads?

Mr. and Mrs. H. H. McGarvey recently motored to Cape Girardeau.

CAPE GIRARDEAU, MISSOURI

INEZ LAIL, Reporter

Well, the election is over and we're all glad of it. For those who supported Al Smith it didn't go so well, but for those who supported Herbert Hoover it was a howling success. Well, I'll have to admit I'm an Al Smith Democrat and I'm not feeling so good these days.

Alonzo Foreman, bill clerk, spent November 4 in Springfield attending a meeting of the system board of adjustment of the Brotherhood of Railway Clerks.

David Hawkins, report clerk, is sorta high-hatting us these days with his new Ford coupe.

Joe Schumer, spent a recent weekend at Crystal City, Mo., visiting his daughter, Mrs. R. A. Nichols.

The bridge across the Mississippi River at this point is proving quite a success. From September 12, the day it was put in operation, until November 1, collections totaled \$11,000.

Lester Jefford, of the Western Weighing & Inspection Bureau, has been in our office checking. We're always glad to see Jeff come here and always hate to see him go.

Bill Ruskamp, demurrage clerk, went to St. Louis a recent Sunday to see a show.

**AGENT'S OFFICE
BLYTHEVILLE, ARK.**

LORENA BOLLINGER, Reporter

L. E. Langley, section foreman, spent an enjoyable two weeks in Hot Springs, Arkansas; also visited his son, Floyd, in Fairland, Nebraska for two weeks. He reports a great time.

O. R. Cole has been added to the force as cotton clerk, and Ira Bohaning as miscellaneous clerk.

Thirteen attended the Frisco Employees' Club meeting held October 25. A petition for bus regulation was signed by those present.

Am glad to report that Mrs. A. Thackeray, wife of conductor, is recovering after several weeks of illness at a local hospital.

The writer and a party of friends attended the evening performance of "Rio Rita" November 19 at Memphis.

A. P. Matthews and G. H. Windsor spent Thursday in Blytheville.

Lloyd Scales of Memphis spent a recent Sunday in Blytheville.

Mrs. M. T. Moon, wife of cashier, has

gone to Fulton, Missouri, to visit her daughter, who is attending William Woods College there.

**MECHANICAL DEPARTMENT
CHAFFEE, MO.**

LEOTA FRIEND, Reporter

Fred Angel, office boy, was confined to Frisco hospital, St. Louis, October 20, 21 and 22.

Guy Ahlstead, car carpenter, was given sixty day leave of absence account ill health. Ahlstead returned to work November 12 and reports his condition much improved.

Sam Frissell, locomotive engineer, and a party of friends were out on a three day duck and quail hunt November 14, 15 and 16.

Mr. McKenna, our chief clerk, and wife attended a football game at Cape Girardeau, Springfield Teachers College versus Cape Girardeau Teachers College, October 19. Mr. McKenna says the game wasn't contested strongly, it being a complete walk-away for Springfield.

A. W. Brinkman, night roundhouse foreman was off duty November 13 and 14 due to illness.

Cliff Peacher, piecework checker, went to St. Louis Saturday night, November 17 and while there saw the "Singing Pool." Think Cliff gets hungry to hear the Mammy songs since he is originally from below the Mason and Dixon line.

Gus Weithuchter and Geo. Stone, firemen on the River division, passed final examination November 12 and were promoted to engineers.

Armon Peer and John Kay, machinists, recently purchased new radios. We haven't heard much discussion of the programs received since the election.

The small son of John Sheeley, ox-welder, had the misfortune to stick a rusty nail in the ball of his foot. His condition at this time is reported serious.

Motor car 2900, one of the most complete motor cars the writer has ever seen, has been assigned to superintendent Moran as branch line inspection car. The car is now in the Chaffee yards where it is receiving some minor repairs after which it will be taken to Cape Girardeau where a parking place has been provided for it.

Oliver Rigdon, machinist, was sent to Hayti for temporary service due to Joseph Pryor having been assigned to motor car work temporarily.

G. M. Cohoon, roundhouse clerk, seems to be taking to the water rather late in the season. Saturday evening, November 17, G. M. had noticed a number of ducks scattered around over his farm at the edge of town and Sunday morning he arose early and thought he would succeed in bringing in the

game. It seems that G. M. got too near the edge of the pond over which the ducks were flying and fell into it, making it necessary that he return home empty handed.

Glenna Fay Kay, stenographer-clerk, visited relatives in St. Louis the first of the month. She also informs us she succeeded in spending her savings, having done her Xmas shopping while there. Rather under the impression vacations don't agree with Glenna Fay as she was only home a few days when she was taken ill with severe case of tonsillitis, making it necessary that she be off duty six days. Miss Mary Elizabeth LaGrange, daughter of H. L. LaGrange assisted in the office during Miss Kay's absence.

Joe Urahahn, car carpenter, joined the ranks of the married men recently when he and Miss Mary Schmitte were united in the Holy Bonds of Matrimony at New Hamburg, October 16.

A new son put in his appearance at the home of Roy Grammar, car carpenter, recently. Mr. Grammar reports he intends to make a Frisco employe out of him.

J. R. Lynn, piecework checker, has been smoking Chancellors ever since the election. He and Mr. Fowler have been in an especially fine humor since November 6.

News just reached this office of the death of D. E. Baker, stenographer-

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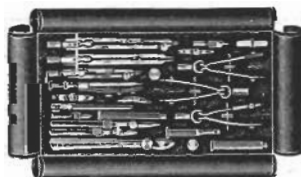
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clerk in the roadmaster's office, which occurred Saturday, November 17. Mr. Baker had been confined to the Frisco hospital, St. Louis, since November 3. Mr. Baker was Scout Master of Chaffee Boy Scouts and several of the boy scouts attended the funeral at Kennett, Missouri, November 19. Sympathy is extended to Mrs. Baker and small son.

**SUPERINTENDENT'S OFFICE
CHAFFEE, MO.**

ANNA GOLDEN, Reporter

W. L. Rammage and Tom Kain are back at their place of duty in the dispatcher's office after having spent several days in the hospital.

Donald D. Bucklin has joined the Chaffee force, taking the position as clerk to assistant superintendents.

Earl Fatchett has decided he will quit handling files for a while and bid in place with the freight house force.

Burl Thompson and family recently spent a week-end at St. Louis visiting with friends and relatives.

C. G. Roland was absent from duty for a few days last month, account sickness.

Miss Belle Kinne entertained with a pretty dinner-bridge party at her home in Poplar Bluff Saturday evening, November 8. The house was beautifully decorated with chrysanthemums, potted ferns and autumn leaves, a delightful three-course dinner was served, and four tables of bridge played during the evening. Miss Irene Rigdon won club prize and Miss Gertrude Stokely guest prize. The Chaffee club members motored over Saturday afternoon and returned Sunday morning after being served with a waffle breakfast by their hostess.

Mr. C. E. McDonough spent the first

week-end of the hunting season out in the field and reports having lots of good luck. Check contemplates going again real soon.

Mr. W. H. Brooke has returned from a two week's vacation which he spent at Hot Springs. Do not know that Mr. Brooke went in behalf of his health, but must say he was looking fine when he returned.

Gene Thompson was absent one day last month, account accompanying D. E. Baker to the hospital.

Mr. Coy Bynum, of the engineering force, spent a recent Sunday at home in Lilbourn.

With deep regret we announce the loss of a member of our force. D. E. Baker departed this life at the Frisco hospital, Saturday, November 17, after suffering about two weeks with pneumonia. Mr. Baker had been a member of the superintendent's force for about three years, having worked in trainmaster's office and assistant superintendent's office and at the time of his death was clerk in roadmaster's office. He was scoutmaster for the local chapter of Boy Scouts and did active work for that organization. Funeral services were held at his former home, Kennett, Mo. He is survived by a wife and one child, to whom we extend our deepest sympathy.

Eskell Russell, at Springfield. Eskell was steno in the master mechanic's office at this point before transferring to Mr. Worman's office.

Pat Stenger, son of F. L. Stenger, machine shop foreman, has gone to Springfield to learn the electricians trade.

Mrs. True W. Adams and little daughter, Ethel Davis, of Bonham, Texas, paid this office a visit the latter part of October. Mrs. Adams is a former employe of this department and we were very glad to see her.

W. H. Bimmerman, section stockman, underwent an operation at St. Vincent's Sanitarium recently. He has been removed to his home and is improving. We hope he will soon be able to return to work.

Bert Baldwin, extra man, is relieving Mr. Bimmerman and John McKinstry is working in Bert's place.

Hubert Glascock, section stockman, has moved to the farm lately and he says his live stock consists of one hen, two cats and a dog.

We had a very enjoyable evening October 26 when the Frisco Employes Club and the Shop Metal Crafts gave a joint entertainment. There were about 150 present. An interesting program was presented after which refreshments were served.

Mrs. P. L. Stenger, wife of machine shop foreman, has returned from a visit with her son in New Orleans, La.

Wanted—Someone to give Hubert Glascock information as to how many hams in a hog.

TEXAS LINES

STORES DEPARTMENT
SHERMAN, TEXAS

IVA SEWELL, Reporter

Mrs. E. H. Russell, wife of machinist, has returned from a visit with her son.

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**STORES & MECHANICAL DEPT.
FT. WORTH, TEX.**

C. W. BURRELL, Reporter

A. S. Metzger, machine shop foreman at Yale, Tenn., formerly general foreman at this point, recently spent a few days among friends at Fort Worth and Dallas. Our sympathy is extended to Mr. Metzger in the loss of his wife, at Memphis, Tenn., October 23.

E. K. Toombs, fireman, has been promoted and is now our main line hostler. Mr. Toombs has been on time with his passenger train every morning and hopes to maintain this record if possible.

J. H. Watson, switch engineer, has decided that he will have to continue running the switch engines now that Texas has gone Republican.

Texas Lines have been forced to borrow five firemen from the north end to take care of their increased business: Messrs: Flinn, Malone and Ellsberry from the Northern division, Mr. Trice from the Southwestern and Mr. Green from the Central division.

E. F. Tuck, general foreman, and Mrs. Tuck spent a Sunday recently near Granbury, Tex., gathering pecans. Mr. Tuck reports an enjoyable outing but says that anyone wishing to lay in their winter supply of pecans will find it easier physically and financially to buy them locally.

M. E. Hollibaugh, clerk to general foreman, and the writer narrowly escaped serious injury when Mr. Hollibaugh's car came near side-swiping a gravel truck. We both agree that if it had not been for a vacant lot which we turned into there might have been a collection for flowers taken up.

A. T. Todd, storekeeper, was confined at the Harris hospital a few days this month account of a tonsil operation.

B. Boydston, night roundhouse foreman, is driving a new Oldsmobile coupe.

**ACCOUNTING DEPARTMENT
FT. WORTH, TEX.**

JNO. M. FREEMAN, Reporter

About fifty members of the Frisco Employees' Club of Fort Worth and their families enjoyed a picnic supper together on Saturday night, September 29, at Forest Park. The ladies brought sandwiches, salads, cakes and all the trimmings that go to make up a fine supper, while the Club furnished soda water and ice cream.

In the lucky number drawing contest Mr. T. E. Bliss, division engineer, won a \$5.00 cash prize, Mr. G. G. Beckley, general claim agent, carried off second prize, a set of salt and pepper shakers, and the third prize of two months dues went to Mrs. T. E. Bliss. Better luck next time to the non-winners of prizes. Mr. W. O. Moore and Miss Leda Belle Durrett had charge of the arrangements.

Little Joe Tomlinson, statistician, is having some trouble with his golf. Joe says his shots are like a Texas tornado—they follow all the creeks and draws. On a nine hole match with Joe last week I spent the whole afternoon in the rough looking for his ball.

The accounting department welcomes a new member, Miss Emma Jane Hart, who takes the position of Mr. J. P. Lyles, resigned.

Mr. W. S. Hutchison, auditor, has been in the St. Louis Hospital for an operation. We understand he stood the operation nicely and we are glad he is back and feeling well.

**TRAFFIC DEPARTMENT
FT. WORTH, TEXAS**

CORYLYNE PLEDGE, Reporter

We are very glad to report Mr. Ben T. Scott, city ticket agent, back on the job and feeling fit once again after having been in the hospital for several weeks.

We all extend our sympathy to Mr. D. F. Koontz in the sad loss of his mother. He has our deep sympathy in this sad hour.

Vacations are over for this department and we are all digging in and making the "fur fly." We are also trying to be on our good behavior so that Santa will not overlook us.

We are very proud of our passenger department's commendable work in securing the International Petroleum Exposition movement. This surpassed anything they have done for quite a while as they won out over tremendous odds. Three cheers for our side! and keep up the good work, boys.

Thanksgiving was enjoyed by everybody except the turkeys, who seemed to have a very wistful eye.

We have had several very complimentary letters from shippers this month expressing their appreciation of our fast freight service. Three more cheers. That makes six all in a bunch.

The pecans are beginning to fall and everyone who can is taking to the woods, but they usually return with more of these beautiful fall leaves than pecans.

We are sorry to report the death of Mr. W. H. Davidson, Dallas district passenger agent, who died in the Harris Hospital here October 30. We extend our heartfelt sympathy to the bereaved family.

There was a young man from the city,
Who met what he thought was a kitty;

He gave it a pat,
Said, "Nice little cat!"
And they buried his clothes out of pity.

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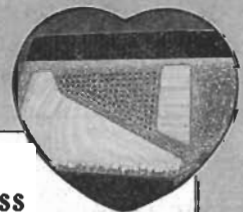


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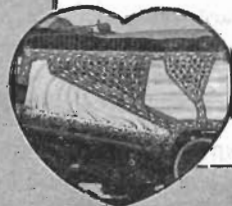
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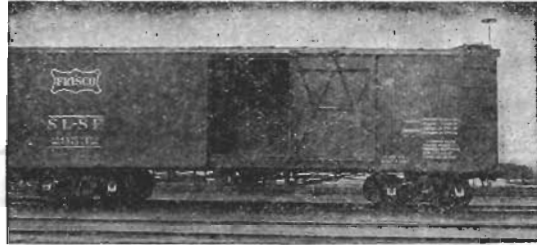
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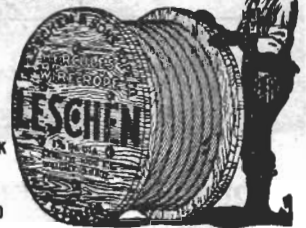
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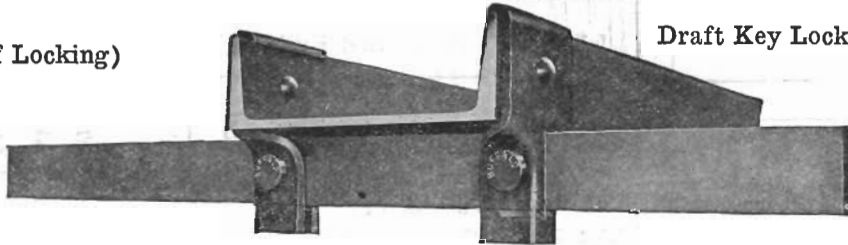
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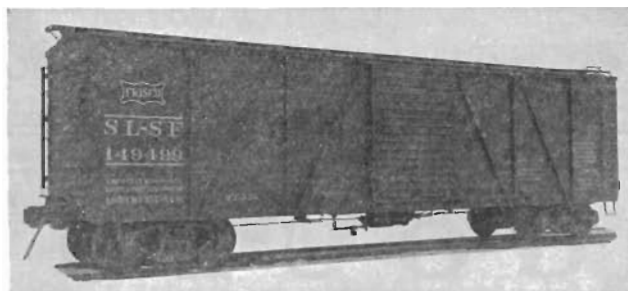
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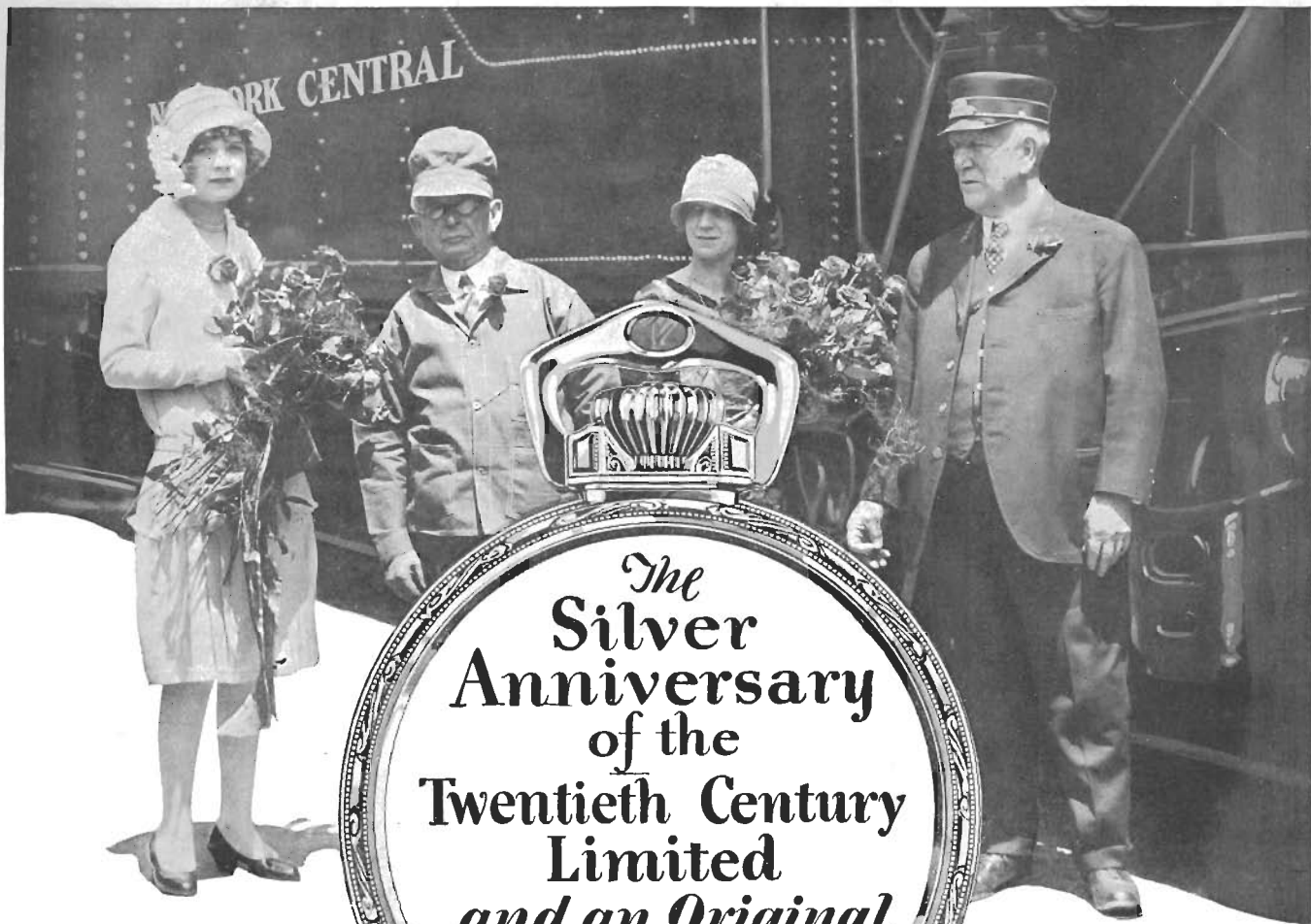
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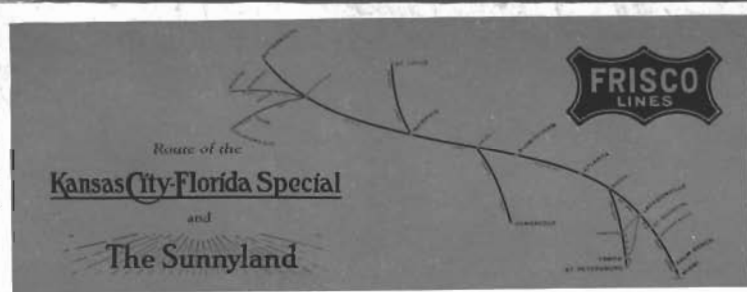
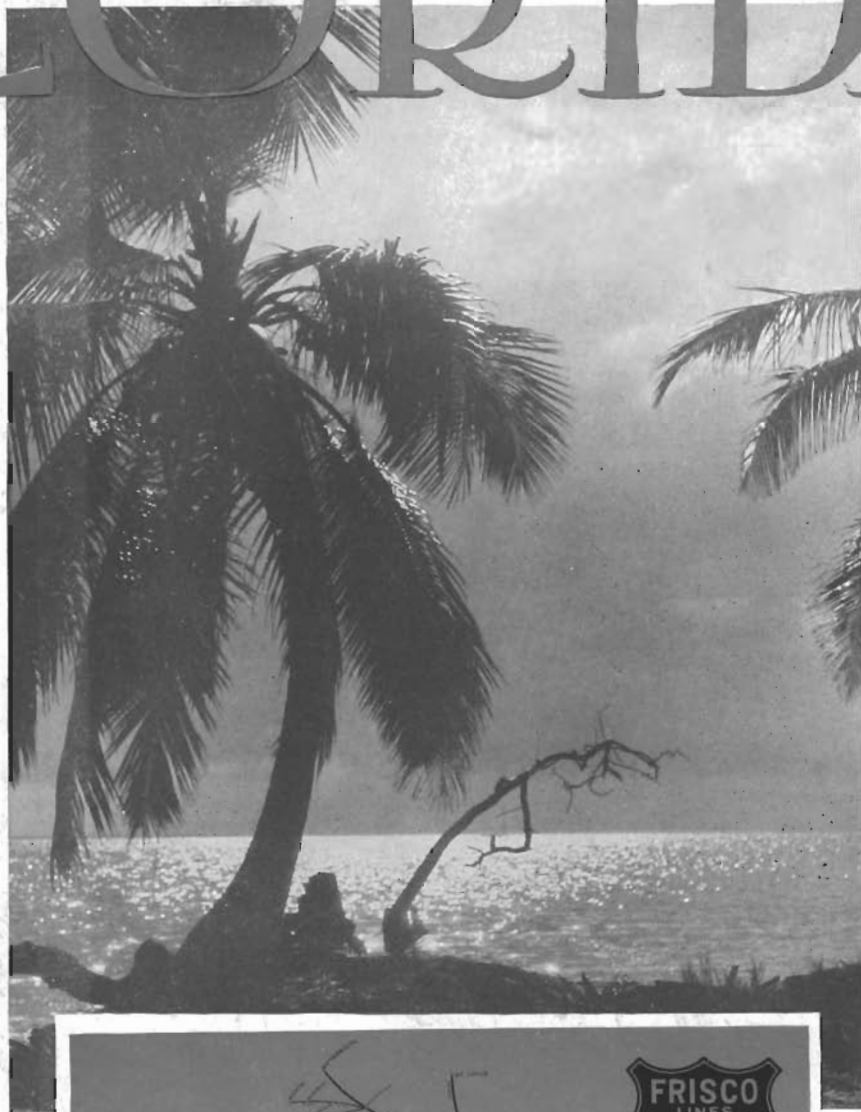
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Lv Kansas City	Frisco Lines	9:00 am
Ar Memphis	"	9:30 pm
Ar Pensacola	"	12:15 pm
Lv Birmingham	Southern Ry.	5:30 am
Ar Atlanta	"	6:00 am
Ar Tampa	S. A. L. Ry.	1:35 am
Ar St. Petersburg	"	5:40 am
Ar St. Petersburg	"	7:35 am

THROUGH SLEEPING CARS

—from St. Louis

Lv St. Louis	Frisco Lines	1:55 pm
Ar Memphis	"	9:20 pm
Ar Pensacola	"	12:15 pm
Ar Birmingham	"	5:30 am
Lv Birmingham	Southern Ry.	6:00 am
Ar Atlanta	"	11:35 am
Ar Tampa	S. A. L. Ry.	5:40 am
Ar St. Petersburg	"	7:55 am

SLEEPING CAR SERVICE

—from St. Louis

Lv St. Louis	Frisco Lines	11:25 pm
Ar Memphis	"	7:05 am
Ar Birmingham	"	3:20 pm
Lv Birmingham	Southern Ry.	3:40 pm
Ar Atlanta	"	8:40 pm
Ar Jacksonville	"	7:45 am
Ar W. Palm Beach	F. E. C. Ry.	4:45 pm
Ar Miami	"	6:50 pm

SLEEPING CAR SERVICE

Kansas City-Florida Special

Lv Kansas City	Frisco Lines	6:00 pm
Ar Memphis	"	3:00 am
Lv Birmingham	"	3:20 pm
Ar Birmingham	"	3:40 pm
Ar Atlanta	"	8:40 pm
Ar Jacksonville	"	7:45 am
Ar W. Palm Beach	Southern Ry.	4:45 pm
Ar Miami	"	6:50 pm

THROUGH SLEEPING CARS