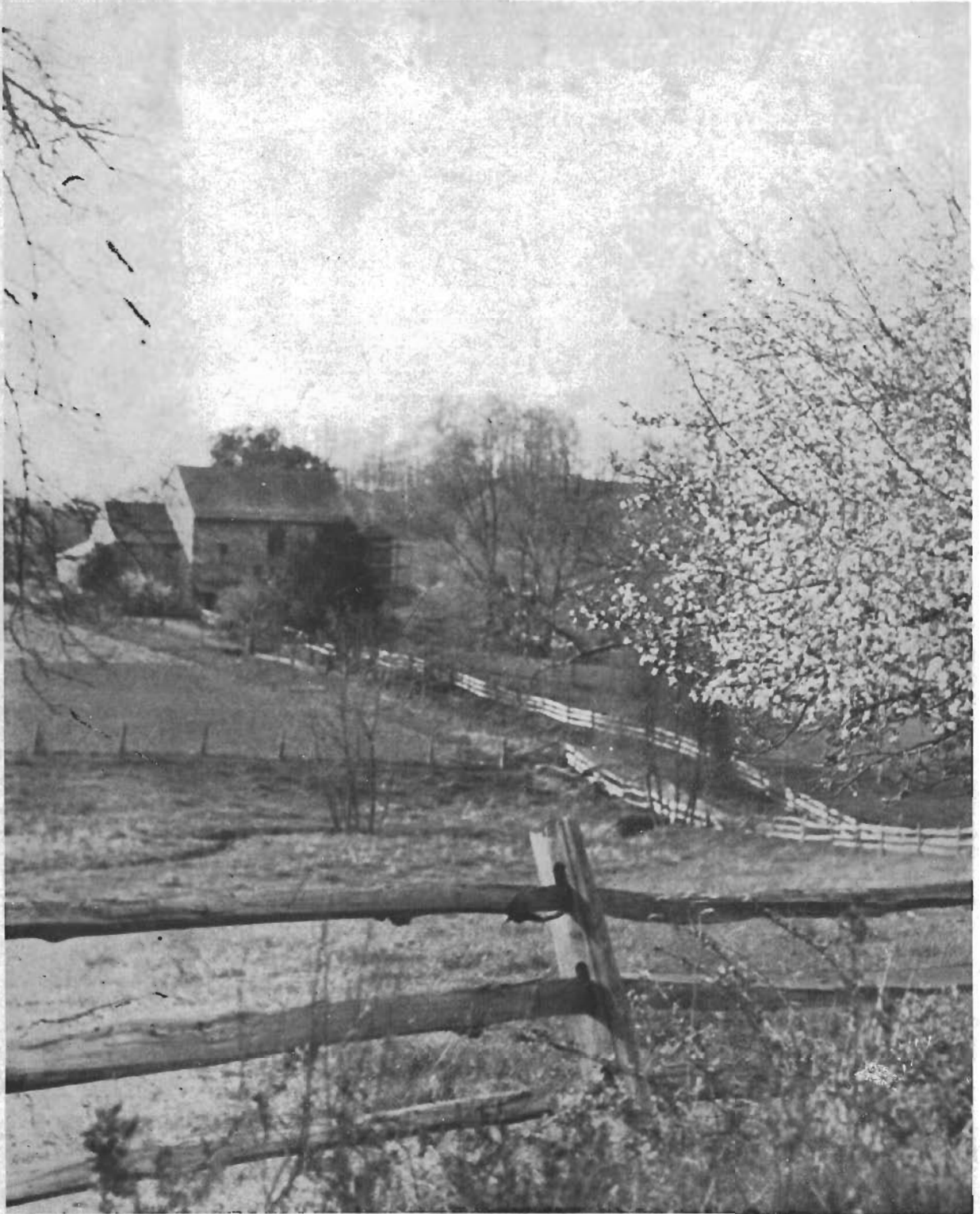


# *THE FRISCO EMPLOYEES' MAGAZINE*



**MAY  
1932**

**MAYTIME IN THE OZARKS**



**Vol. X  
No. V**

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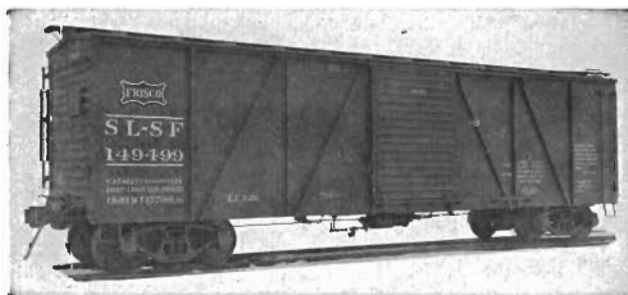
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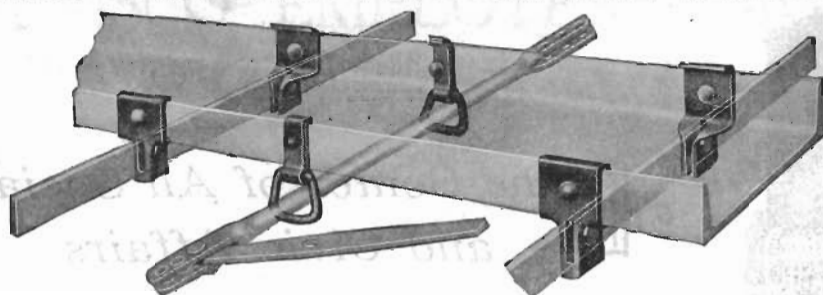
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# THE FRISCO EMPLOYES' MAGAZINE

ROOMS 737-738 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., *Editor*

MARTHA C. MOORE, *Associate Editor*

WM. McMILLAN, *Advertising Manager*

Vol. X

MAY, 1932

No. 5

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### THE FRISCO EMPLOYES' MAGAZINE

MEMBER

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees 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 ink.

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

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



The KELLOGG GROUP

# SPRINGFIELD LEADS IN EGG CANNING

**C**ANNED eggs!

You never heard of them? Then this story of an industry which has not yet reached its tenth birthday may prove interesting. Even at this time the produce houses which are canning them for consumption, talk of figures which run into millions.

Springfield, Mo., the center of the poultry industry of the Ozarks and one of the greatest shipping and receiving points in the country will send out to eastern and southeastern customers, approximately four and a half million pounds of canned eggs this year. These canned eggs will come from the Producers Produce Company and Armour & Company, both located in that city. The Producers Produce Company have an order of 1,500,000 pounds from Standard Brands, Inc., on which they are working at this time and Armour & Company, additional orders make the additional millions of pounds.

There is a spotlessly clean room set apart in each of these plants known as the egg-breaking room. In the Producers Produce Company's room, fifty girls work at high speed on some of the most modern of machinery. The egg-breaking season started on March 1 and will close on August 1.

But let us take you on a trip through the egg-breaking room, for it is an education to the average layman who knows now for the first time that eggs may be canned.

Tables are arranged conveniently and efficiently in the egg-breaking room, with wide aisle's between. Before each girl is a group of cups, and into each one she breaks three eggs. After filling the cups she smells each one to find if the eggs are perfectly fresh, and if she finds no odors or bad flavors, she dumps the eggs in each cup into a big thirty-pound can. This can when filled is taken to the front of the egg-breaking room and poured into a mixing machine where the whites and yolks are stirred and mixed into a creamy, fluffy yellow.

*Producers Co. and Armour  
Will Ship 4,500,000  
Pounds This Year*

Then the empty cans are placed on a scale, a lever is touched and the can is filled and automatically stops at thirty pounds. It is then taken off the scale, the top is placed on it and it is taken to the freezing room where the temperature is ten below zero and the eggs are frozen. Seventy-two hours are required to freeze the thirty-

Every single egg which goes in the egg-breaking room is given a rigid test for freshness and must be free from all bad flavors. The girls who smell these eggs after they are broken are constantly on the lookout for an egg that smells "musty" or an "onion-flavored" egg. The speed with which they can break and smell the eggs is surprising, and its importance is evident when it is known that one "musty" egg in a thirty-pound can will spoil the entire can.

Each girl in the egg-breaking room is capable of breaking thirty cases, or 900 dozen eggs straight in a single day and can separate about eighteen cases a day.

There are four processes of canning eggs. The first, when eggs are broken straight with whites and yolks mixed and canned together; second and third processes, the whites and yolks are separated and canned separately as plain whites and plain yolks, and fourth, the yolks are canned with sugar. To pack sugar yolks, a sugar solution is added so that the eggs will already be sweetened when ready for use. The yolks are then mixed thoroughly before being canned.

Big bakeries, cake and candy companies, companies making dressings, etc., are the largest consumers of canned and frozen eggs, and most of the shipments go east and southeast. Last year 116 cars of the canned frozen eggs were shipped on Frisco Lines from Springfield via refrigerator cars, and it is estimated that it will take approximately 250 cars to carry the canned eggs from Springfield to all points during the season of 1932.

Reports from the plant of the Producers Produce Company at Springfield show that they are running ahead of schedule and some new records have been made. The egg-breaking room has been open since February 29, and on one day a total of 1,062 cans or 31,862 pounds of eggs were broken and canned by the force

(Now turn to Page 17, please)



*The picture above shows the egg-breaking room of the Producers Produce Company at Springfield, Mo., where the eggs are broken, mixed and placed in thirty-pound cans ready for the cold storage room. The actual canning process is visible in the background.*

pound can of eggs. These cans are then placed in solid piles in storage.

And here is where the railroad proves indispensable in handling this commodity. Through the use of its refrigerator cars, the eggs may be kept at the temperature desired and the eggs may be shipped in perfect safety. A. L. Farnham, manager of the Producers Produce Company, highly praises this service, which not only can handle the production of this plant in volumes, but with no change in temperature from the time the cans leave the freezing room until they are delivered to the customer.

Canning eggs is the most ideal way known to preserve eggs. Fresh eggs can be broken, canned and frozen solid and when thawed out they are exactly the same quality as the day they were canned.



# GLAD "GOOD OLD DAYS" ARE GONE

THE so-called "good old days" are all right to reminisce about but that is about all they are good for, in the opinion of J. E. Bradley, bridge and building foreman of Ft. Smith, Ark., who with the exception of one break has been in the service of Frisco Lines since June 30, 1885. Mr. Bradley should know, for, excluding the seven years he was out of the Frisco employ, his service totals forty years in the maintenance of way department. He did qualify his statement a bit, however, by adding "except for the depression, I'd rather work under present conditions."

"Why, I even have a radio out on the job sometimes now," continued the hearty veteran, who is a live wire in thought and action despite his sixty-seven years. "Contrast this with the days when we had the weighty old hand cars with 24-inch cast wheels. We called them 'battleships' and 'battleships' they were. The cast-iron lever was about six feet long and when depressed came within a foot of the floor. The chief requisite for working on one," laughed Mr. Bradley, who is fond of a joke, "was a good limber back and a weak mind. At best you could get about 6 miles an hour out of them. It took a gang of eight or ten men to run one. Of course, that was allowing for 'sleds.'"

"What are 'sleds?'" Mr. Bradley smiled again. "Perhaps I should have called them deadbeats. 'Sleds' were the fellows who would go up and down with the lever but wouldn't push on it."

Mr. Bradley is glad also that the old Joe Heaver pile driver that was in use when he began as a boy of 20 is gone. Joe Heaver, he explained, was the name the men gave to the old type of pile driver that had no wheels. It had to be pried into place on the rails and had two uprights between which a weight, or hammer, slid up and down. The uprights were braced with guy wires. At the top of the uprights was a pulley through which went a cable attached to the 1,800-pound weight between them. By an arrangement of cables and pulleys the weight was pulled up by a team of horses or mules which walked from the rear of the machine and when it reached the top, it was released and allowed to fall upon the pile that was being driven.

"But even more primitive than the Joe Heaver method," related Mr. Bradley, "was the way I put in a bent on a bridge near Lancaster, Ark.,

## *J. E. Bradley, 67, B. & B. Foreman at Fort Smith, Ark., Contrasts Today With Olden Times on Frisco*



J. E. BRADLEY

in 1887. If I thought Believe-It-Or-Not Ripley knew bridges, I'd send him this one. We drove, or settled, all the piles in the bent with a 24-pound sledge." (A bent is comprised of several piles driven in a row at right angles to the rails on the bridge. A heavy timber is fastened horizontally across the tops of the piles and the weight of the bridge rests on it.)

Mr. Bradley has seen the pile driver evolve through various steps to reach its present mounted form in which it is easily moved and adjusted. "Probably the most important development," he said, "was the replacement of horse and mule power by a steam engine."

Despite the inconvenience and slowness of the old Joe Heavers, he confesses that a great deal was accomplished with them. One project he pointed out as an example in which a Joe Heaver was used exclusively was putting in false work across the Verdigris river near Tulsa. This work was done over a distance of about 156 feet.

Mr. Bradley says his career has been one that has witnessed progress on the system from the beginning

and he has been glad to see each forward step. It has been his privilege to see hand brakes give way for air brakes; the link and pin go for the automatic coupler; the wooden coaches replaced by steel ones and the small diamond stacked locomotives supplanted by the steel monsters of today.

When he began railroading, the Frisco had 900 miles of track and the terminal points were St. Louis, Ft. Smith, Red Fork, Okla., Ellsworth, Kan., Chadwick, Mo., and Bolivar, Mo. At that time there was no bridge across the Arkansas river at Van Buren and in those days, he frequently saw an entire train moved across the river by ferry. It didn't take a large ferry to do it, either, Mr. Bradley pointed out, because the trains usually consisted of two small wooden coaches. The locomotives were not transported as one brought the train up to one side of the river and another continued with it after it had been ferried across. There were two trains a day, one in the morning and one in the afternoon.

A steel bridge was completed at Van Buren the year after Mr. Bradley came to the Frisco and he helped lay the ties on it.

Mr. Bradley's work has always thrown him in close contact with improvements on the road. At an early date, his duties included replacing wooden spans on bridges with steel ones. He helped replace the wooden spans between Pierce City and Ft. Smith and between Pierce City and Tulsa. He also helped build the terminal at Monett when it was moved there from Pierce City and the terminal at Ft. Smith when the Chester and Talihina were no longer maintained as terminals except for local crews.

Mr. Bradley was born at Elizabethtown, Ark., March 5, 1865, and was reared in Jackson and Cass Counties, Missouri. His first work was on a farm in Lawrence County, Mo., and later he worked with a sawmill in Howell County, Mo. He entered the service of Frisco Lines as a water and tool boy with a gang working on a bridge between Ft. Smith and Red Fork, Okla., June 30, 1885, and after about six months he was doing carpentry work and about a year later was a full fledged carpenter. He remained in that capacity until 1896 when he became a pile driver engineer at Springfield. He was troubled with ill health, however, and

(Now turn to Page 17, please)

# FRISCO LINEMEN PLAY IMPORTANT ROLES

**S**UPPOSE you should pick up the telephone receiver at your desk in the Frisco office building in St. Louis and request the operator to connect you with a certain office in Springfield. At times she will tell you that they are having trouble on the line and she will get your call in a few moments.

You take up other work and within the space of a short time your call will come through.

Perhaps the details of your work kept you from wondering what was the matter with the line, and with the call completed you forgot the incident.

There are at this time thirty linemen located on Frisco Lines who play an important part in the telephone and telegraph communication of the Frisco system. To repair and get into shape again a broken line, is only one of their tasks. These men are subject to call day and night. If the snow and ice hang heavy on the trees and they are at home around their fireside, they don cap and muffler and brave the storm so that the telegraph system of a railroad will not be broken.

In attempting to locate the oldest lineman (not in age, but service) with Frisco Lines today, S. B. Musgrave, general foreman of the telegraph department at Springfield, Mo., gave the name of Roy Helms of Joplin, Mo., as the oldest man in point of seniority on the Frisco system in the capacity of lineman. Sometime later it was possible to interview Mr. Helms and since then, when the operator says that the line is temporarily out of order, the vision of a lineman on his motor car with his tools beside him speeding to the trouble comes to mind.

"If it wasn't for the trouble on the line, the linemen would be out of a job," Mr. Helms said.

"What do I mean by trouble?" he said in answer to an inquiry. "Well, I believe the most unusual incident that I have ever had happen to one of the lines under my supervision, happened not long ago. I got a call to

## Roy Helms, of Joplin, Tells of Strenuous Duties

go to a certain mile post where I found the circuit broken. I got on my motor car with my tools and upon arriving found that some species of sand crane, with an unusually long neck had flown low and had not seen the wires. As the bird passed through, its head went between two wires, and the impact of the body against the wires, threw it completely over the two,

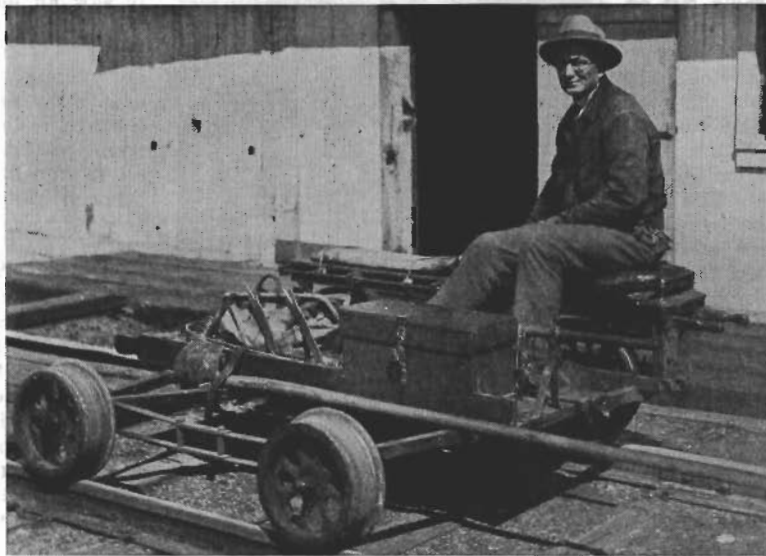
chiefs are located at relay offices, machines which indicate that there is trouble on the line and through these machines they can locate that trouble to the exact mile post. If the current has

been cut down due to a defect or broken wire, the machine registers the diminished current, and the wire chief knows, through turning another dial just where the trouble is.

But trouble with the wires and repairing them is not a lineman's only duty. They may be called upon to install new telephone instruments, switchboards, set poles, connect and

disconnect wires and telegraph instruments at stations opened and closed, and numerous other duties which keep their time fully occupied.

In talking with Mr. Musgrave in regard to the work of these men he said that they must be men of unusual qualifications. They must be capable construction and equipment men, they must be able to meet the public, and able to correspond intelligently in regard to their work. In other words they are a rare combination of outside line experts, and office men, and with a knowledge of electricity. Besides this they must be conscientious and they must be thoroughly "in tune" with their



*This is the way Roy Helms starts his day's work as a veteran lineman for the Frisco. He is shown on his motor car, ready to leave Joplin for some distant scene of line trouble.*

breaking its neck and allowing the wires to touch, causing the trouble. I removed the body and the circuit was all right again.

"Snakes have caused trouble, too, in climbing the poles and wrapping their bodies around the wires. Of course they are killed, but we must remove their body to get the wire clear again. Boys flying kites prove another hazard, as the strings get wrapped around the wires and pull them together.

"Of course these instances which I have mentioned above are easy to fix, but sometimes some little connection which cannot be seen will be broken and it takes some time to find it, but find it we must, and as speedily as possible."

For several years the Frisco has had installed at the points where its wire

work.

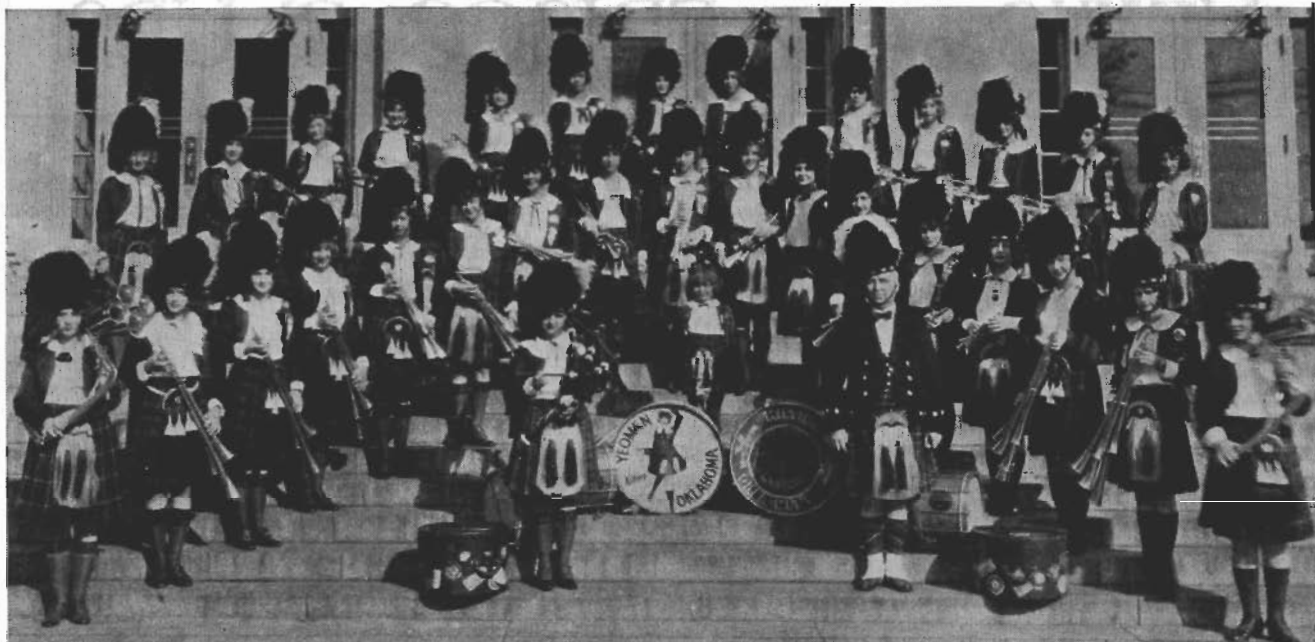
Although Mr. Helms has the privilege of calling on the section gang to help him set new poles along his territory, he often does the work himself.

Mr. Helms has been in the service of the telegraph department of Frisco Lines continuously since September 1, 1899. His first service was in the bridge and building department. Then he went on track work. He then served the Frisco doing concrete work and then served in a gang which was stringing wire from Thayer to Kansas City on July 6, 1899. He worked here but a short time, then went back on concrete work, and his continuous service in the telegraph department dates from September, 1899.

*(Now turn to Page 7, please)*



## Girls' Kilty Band, of Oklahoma City, Boosts "Murray for President"



Oklahoma City's famous Yeoman Kilty Band, which appears above, will accompany the "Murray for President" special train from Oklahoma City to Chicago, via Frisco Lines, for the Democratic National Convention, June 27.

The special will leave Oklahoma City on June 22 and proceed to Chicago over the Alton on June 23. This band of forty musicians is under the direction of Captain E. G. Fry and is said to be the only band of its kind in the United States. The girl musicians all live in Oklahoma City and the band's avowed intention is to boost Governor Wm. H. ("Alfalfa Bill") Murray as the next President of the United States.

## Linemen Play Important Roles

(Continued from Page 6)

He was located at Monett, Mo., for three and one-half months; on the Southwestern division for about three years in line work, and then came to Joplin. His territory at this time is between Peirce City and Neodesha, including Baxter, Joplin and Carl Junction and all branches surrounding this territory.

Mr. Helms travels to the scene of trouble on a motor car, and has been off duty only for two weeks at a time on leave, or vacation period. He has his own home in Joplin and seldom leaves it but for a few days a year spent in vacation rest. He is most conscientious in regard to his work and while there might be hours at a time when he could be absent without the knowledge of anyone, he is, and has always been, most particular in being on the job continuously. Several years ago he secured permission from the wire chief to drive to Neosho to a sunrise Easter service. He intended to be gone but about two hours. He had not been on his way more than twenty minutes when a bridge burned out and he was needed. The lineman from another part of the line was called and Mr. Helms reached

the scene about 3:00 o'clock in the afternoon although he was back in Joplin at 9:00 a. m. While he had permission to be gone, he has always regretted the incident.

If he has a hobby, other than rail-roading, it is "puttering" around the house as Mrs. Helms calls it. He has built his garage, remodeled his home and keeps it in perfect repair. He is also nursing a bed of roses and some other flowers which will make his home attractive in the summer months.

And although he has seniority to take any vacancy which may occur in a lineman's position on the Frisco system, he prefers Joplin, where he will no doubt continue to remain and serve loyally for many more years.

### WIN CASH PRIZES

Lerlene Johnson, age 11, and Owen Johnson, age 15, both of Freemont, Mo., were each the recipients of a \$2.50 gold piece for having presented the best essays on "The Benefits of the Frisco Railroad in Carter County", and for the longest list of words made up from the slogan, "Frisco Club Welcome."

## HISTORICAL HILL

A page from the history of Frisco Lines was brought to light some time ago when inquiry was made regarding the naming of Frisco Hill, located near De Soto, Mo.

It appears that in 1883 Chas. H. Beggs, Louis J. Berger, Robert E. Lee, David R. Davies, Arthur Young and Felix W. Young, all employees of the St. Louis and San Francisco Railway Company formed the Frisco Bicycle Club.

During that year they made a trip to De Soto, Mo., via the old Lemay Ferry Road. When they reached one of the hills south of the Meramec River, too steep to climb on the old high wheels, weighing over fifty pounds, they walked up and stopped at the top to rest. One of the club members suggested laying stones along the side of the road to form the word "FRISCO". The stones remained intact for several years and subsequently the St. Louis Cycling Club placed a marker there and that particular hill has since been known as Frisco Hill.

Customer: "Are those eggs strictly fresh?"

Grocer: "George, just feel if those eggs are cool enough to sell yet."

# NEWS of the FRISCO CLUBS

## St. Louis Girls' Club

Seventy-five members of the St. Louis Girls' Club and fifteen guests met in the Gold Room of the Jefferson Hotel at noon on March 30 for their monthly luncheon, with the program dedicated to F. W. Young, paymaster of Frisco Lines, who recently celebrated his fiftieth year of service.

There was a total of 178 years' combined service of the veterans who surrounded Mr. Young at the speakers' table. They were: L. O. Williams, secretary, 34 years; F. G. Jonah, chief engineer, 30 years; W. D. Bassett, secretary, pension board, 40 years; S. J. Fortune, general accountant's department, 34 years, and L. E. Martin, assistant to the president, 40 years.

Mrs. Louise Gibson, president of the club, had recovered from her recent injury and presided at the meeting.

Mary Lee Mitchell, of the Morse School of Expression, favored the audience with a reading, and it was most appropriate that Madeline Young, niece of F. W. Young, should be present and present a group of her vocal numbers. She was enthusiastically applauded and responded to several encores. Bob Anslyn's orchestra played during the meal.

Mrs. Young sat beside her husband at the speakers' table and acknowledged the introduction of the president by standing. Mr. Young reviewed his long and interesting career with a few brief but amusing incidents. When he made application to Alexander Douglas for a position, he asked him for a specimen of his handwriting. Mr. Young sat down and wrote: "Hearing there is a vacancy in your office I have come to fill it." He was fourteen years of age at the time and was hired as office boy on March 10, 1882. He recalled a number of the old timers, now pensioned and those with other companies throughout the entire country, with whom he has worked.

Mr. Bassett, Mr. Williams, Col. Jonah, Mr. Fortune and Mr. Martin were called upon in the order named and they all paid Mr. Young fitting compliments regarding his efficiency and his faithfulness.

Mrs. Gibson announced a new entertainment committee consisting of Marge Schope, Lydia Peterson and

Ella Ecklekamp, and the meeting was dismissed fifteen minutes early, so that members of the club might extend personal congratulations to Mr. Young.

## Jermyn, Tex.

A report from the recently formed Frisco Employees' Club of Jermyn (on the Frisco's Texas Lines) shows that an extensive and efficient organization has been completed there.

The officers of the club are F. J. Wieman, president, Jermyn; B. W. Bryan, vice-president, Jean, Tex.; and J. D. Montgomery, secretary-treasurer, Seymour, Tex. The club has adopted by-laws which provide annual appointment of committees on traffic tips, finance, programs and refreshments. The personnel of the committees is as follows: Traffic tips committee, G. W. Jessup, agent, Olney, chairman, F. E. Beck, C. M. Powell, Joe Smith, S. Box, J. D. Montgomery, W. M. Thrasher, George Dement, B. W. Bryan, Roma Hall, and J. S. Neves. Finance committee, S. Box, chairman, T. E. Bliss, A. H. Craig, W. C. Butler and J. L. Ray. Program committee, C. M. Powell, chairman, J. D. Montgomery, E. D. Moss, G. W. Jessup, and W. T. McWilliams. Refreshment committee, F. W. Brodie, chairman, L. Strickland, J. C. Burchell, Joe Smith, G. C. Bishop and L. C. Burch.

## Tulsa, Okla.

A report from the membership committee, made in the opening of the meeting of the Tulsa Frisco Employees' Club, held March 18, showed an excellent sale of membership cards. About 150 employees were in attendance.

F. J. Wilson, treasurer of the club, made a report on the financial condition of the club and an announcement on solicitation work showed that members were taking active interest.

A letter from the Mayo Furniture Company of Tulsa to Wm. Volker and Company, Kansas City, instructing shipments be made by rail instead of by truck was read to the meeting. The club then passed a resolution regarding bus and truck competition, and it was agreed that the club should write letters to be accompanied by the resolution to all congressmen representing that section of the country. It was also decided that the

letters should be written over the signatures of club officers and that as many members as possible should sign the letters.

The business section of the meeting adjourned at 8:55 p. m. and the remainder of the evening was given over to dancing to music furnished by the Tulsa Musical Rakeeters. During an intermission the dancers were entertained by little Misses Ellas Marie Riddle and Betty Jean Chappell, who gave several tap dance numbers. There was no charge for the dance, but each member brought a basket of food which was to be distributed among the needy. A number of employees from Sapulpa were visitors at the meeting.

## Clinton, Mo.

The meeting of the Clinton Frisco Employees' Club, held March 20, was attended by eleven members and was given over chiefly to solicitation.

Considerable new business was reported, and communications were read from J. R. Coulter, W. L. English, J. A. Moran, Mr. Shartell, C. H. Baltzell and W. L. Huggins, Jr. A resolution by the Monett Frisco Employees' Club, regarding bus and truck regulation, was read and indorsed by the meeting, and J. B. Brown, president of the club, was instructed to mail a petition signed by all local employees and business men to Congressmen Hawes, Patterson, Dickerson, and Johnson, requesting their aid in securing regulation. The next meeting was set for the third Sunday in April.

## Thayer, Mo.

Solicitation was the chief topic of discussion at the meeting of the Thayer Frisco Employees' Club, held in the Y. M. C. A. there, March 18.

A report covering the agents from Thayer to Jonesboro, and from Thayer to Willow Springs showed an increased number of routing orders. Talks were made in the meeting by E. L. Magers, William Marsh, F. E. Sanders, Walt Davidson and H. W. Watts. Mr. Sanders, who has a pick-up and delivery contract, gave several pointers on improving pick-up and delivery service. T. H. Edmundson, president of the club, announced that John Holland, division freight and passenger agent, would be in Thayer soon to solicit business from livestock shippers, and it was

agreed that a club member with a wide acquaintance among shippers should accompany him on his calls. It was announced that a better rate had been secured on iron ore out of Thayer.

Refreshments were served at the close of the business discussion. The next meeting was set for April 8.

### Sherman, Tex.

The Frisco Employes Club of Sherman, Texas, held their regular monthly business meeting on March 28th at the Chamber of Commerce at Sherman, Tex., at 7:30 p. m. The first and last part of the meeting was given over to a program of entertainment in honor of C. J. Stephenson, who was recently made vice-president and general manager of the Texas Lines. This program consisted mainly of musical numbers furnished by the Harmony Four of the St. John's Colored M. E. Church, and included a quartette of male voices. The arrangements for the musical numbers were made by the colored employes of Sherman. The welcoming address was made by Lewis Wright of the roundhouse, and the program was brought to a close with a talk by Sam Sims, pensioned roundhouse man.

Frank Thompson, secretary of the Chamber of Commerce, was present and addressed the meeting and signified the willingness of members of the Chamber of Commerce to aid the Frisco in any way. President C. V. Montgomery of the Frisco Club thanked Mr. Thompson and his co-workers for having arranged such a splendid meeting place for club members.

C. J. Stephenson, the honor guest, talked at length on the subject, "As an Individual, What Can I Do For the Betterment of My Community and My Employer". His talk was most inspiring and well received. Mr. Stephenson stressed the importance of submitting traffic tips and asked for the support of each employe on the Texas Lines in aiding the Frisco in its program for the revival of good business.

K. P. Guin, storekeeper, submitted a resolution for vote, asking the employes to help foster the idea of use of Sherman-made goods and products over and above that of outside industries and that upon every possible occasion, Frisco employes would purchase and use Sherman-made goods and products in preference to that brought in from the outside. The

resolution was adopted.

President Montgomery appointed the following standing committees: Finance, J. J. Bryan, (chairman) electrician; E. L. Sweet, fireman; T. A. Dickson, switchman; Max McLinsky, car department, and Donald Anderson, mechanical department.

Program: W. A. Morgan, (chairman) car department; W. T. Smith, switchman; Clyde Ford, mechanical department; H. L. McDuffie, stationary engineer and Mrs. Iva Sewell, stores department.

Refreshments: K. P. Guin, (chairman) storekeeper; G. V. Griswold, switchman; B. B. Walker, car department; Oscar Spraggins, roundhouse, and Miss Kathleen McCrary, agent's office.



Short talks were made by F. A. West, agent Celina, and J. W. Mes-sick, agent Dorchester. Messrs. Albert Chase and C. H. Dingman of Springfield and T. E. Bliss of Fort Worth were visitors and were properly introduced and welcomed.

President Montgomery thanked the following on behalf of the club: The Hall Furniture Company, for use of their Atwater Kent radio-talking machine; Clyde Lucas of the Southern Ice & Utilities Company for ice; Gay Griswold for milk, and Mr. Scott of the General Foods Corporation for Maxwell House coffee and tea served to the gathering.

W. A. Morgan moved the colored employes be given a vote of thanks for the fine program which was presented, following which refreshments were served and the meeting ended with an informal dance.

### Okmulgee, Okla.

Inclement weather on March 21st kept the greater number of the members of the Frisco Employes Club of Okmulgee, Okla., indoors, but there

were ten who braved the storm which raged outside and met at the passenger station to discuss various business matters.

It was decided that the kind of refreshments to be served at each meeting would be discussed before the event, and that each family would bring their own. For instance, if it is decided to hold a pie supper, all members will be informed and each family may bring a pie.

A motion was made and carried that a list be made of each employe and a notice of each meeting be mailed direct, so that each and every member would have proper notification.

Ways and means of raising money to finance the undertakings of the club were discussed, but a more lengthy discussion was planned for the meeting which was scheduled to be held on April 18th and Elester K. Rikard, president, urged that all those present notify other members of the club that their presence was greatly desired at the next meeting.

### Monett Vets Elect

Officers of the Monett, Mo., auxiliary to the Frisco Veteran Employes' Association were elected for the year of 1932 at a luncheon served at the home of Mrs. William Caffey, retiring president of the auxiliary, March 17.

The following were elected: Mrs. T. J. Dwyer, president; Mrs. Dan Guinney, vice-president; Mrs. A. M. Trimble, secretary, and Mrs. Tom Tucker, treasurer.

At the close of the business session, the afternoon was spent over cards and sewing enjoyed by the following members in attendance: Mesdames: Tom Tucker, W. W. Campbell, Ed. Hogan, A. T. Brown, Dan Guinney, A. M. Trimble, R. O. Davis, Richard Mills, David Marshall, C. H. Ring, T. J. Dwyer and William Caffey.

### Fort Worth, Texas

One hundred and twenty Frisco employes and their friends made up thirty tables at the bridge and Forty-two Tournament given by the Frisco Employes' Club of Fort Worth, Tex., at the Hotel Texas, evening of April 4. This was not a regular meeting of the club, but an experiment which turned out to be surprisingly successful and the club treasurer found that a nice little profit was cleared from the evening.

A high light of the evening's pro-

gram was the masterful manner with which R. L. Truitt, superintendent freight loss and damage claims auctioned off a large basket of fruit in a Chinese Auction, using the methods of an old time auctioneer with success.

Miss Leda Belle Durrett, secretary of the club was general chairman in charge of this affair and deserves credit for its success. Assisting her were Katherine Bales of the treasury department, Evelyn McQueen, PBX operator; Mary Bess Smith, vice-president's office; Mrs. Marguerite Cayce of the accounting department and Elmer H. Jordan and Harry A. Granger of the traffic department. Mr. Granger won a prize for being responsible for the greatest number of tables at the party, accounting for nine.

The following won prizes: Mrs. H. Guertler, Mrs. H. Bridgess, Miss M. Mathieu, Miss Ethel May Furnace, Miss Elizabeth Wilds, Miss Aro Jones and Mrs. R. C. Hearne. Messrs J. M. Freeman, James Grace, Jr., Carl E. Porter, R. E. Wasenberg, Harry Guertler and S. J. Vassey. In the Forty-two Tournament, Mr. and Mrs. J. H. Richards won prizes, and Mrs. Harry Granger won the door prize, a large box of candy which was decided by a lucky number drawing.

At the conclusion of the affair, Ben B. Lewis, president of the club made a short talk enlisting the aid of the visitors in advising their Frisco friends of prospective business.

### **Newburg, Mo.**

Due to an election at Newburg, Mo., on April 4, the day after the meeting of the Frisco Employees' Club of that city was called, there were but few members of the club in attendance. There were no special items of interest introduced at the meeting, but those who were present planned for larger meetings and suggested various ways of getting the members interested in future events planned for the club.

### **Sunnyland Club—K. C., Mo.**

The Ladies' Auxiliary to the Frisco Sunnyland Club of Kansas City met on April 5 in the Women's Benefit Association Club Rooms for a short business session and an afternoon of cards and bunco. Fifty-four members and guests were in attendance.

The meeting was conducted by Mrs. George Burns, president of the auxiliary. After a short business session, the afternoon was given over to bridge, bunco and pinochle. Prizes were won by Mesdames Brown, Drannon, Davis and Clark.

Hostesses for the afternoon were Mesdames T. Cassidy, F. Fenner, W. Tarpy, Wm. Austin and W. F. Kane.

### **Wichita, Kans.**

A meeting which combined the election of officers and a discussion of business affairs of the Frisco Employees' Club of Wichita, Kansas, was held April 14 in the freight office. Approximately 30 members were in attendance.

Jack Hobart, engineer on the Ellsworth Line reported a good number of cars from connections at Ellsworth as well as Burrton and Medora. He told of an experience of a friend of his who used a bus from St. Louis to Wichita because the fare was \$8.00 lower than by rail, which later proved he used the \$8.00 and more for meals and incidentals, which make it more expensive than by rail. This party was induced to use Frisco Lines as far as Memphis on his return trip.

H. A. Baker reported calling on an automobile tire dealer who said he divided his business with the railroads whose employees purchased his tires. Mr. Baker asked that those buying new tires or any other merchandise advise the merchant that they were Frisco employees.

H. A. Milliken, agent at Augusta, as well as two other employees from Augusta were present and reported business at that station holding up well.

H. E. Morris reported some new business moving in the vicinity of Valley Center and Burrton and asked that all employees continue to put their shoulder to the wheel in securing every pound of freight and every passenger for Frisco Lines.

There was an election of officers at the close of the business meeting and the following were elected; A. L. Franklin, storekeeper, president; Edw. J. Immele, chief clerk A. G. F. A., vice-president; Lota L. Williams, secretary A. G. F. A., secretary, and Murl Calvert, switchman, treasurer.

### **Ft. Smith, Ark.**

Fourteen members of the Frisco Employees' Club of Ft. Smith, Ark., met together on the night of April 4 and discussed matters pertaining to the securing of more freight and passenger business for Frisco Lines.

This meeting was the first to be held under the leadership of the new officers. The establishment of the new Standard Oil distributing plant at Ft. Smith, which represents an investment of \$35,000 and was designed to furnish supplies to the entire territory surrounding Ft. Smith, encouraged the members to a more intensive solicitation campaign.

Legislation of trucks and busses was discussed at length, and a resolution adopted which each employee was requested to copy and send to his

Congressman, asking for a favorable vote on the Couzens bill now before Congress. This resolution was sent out in conjunction with the local Ship-By-Rail Club, which organization requested every rail employee to give the resolution widespread publicity.

### **Colored Club, Birmingham, Ala.**

The Colored Frisco Employees' Club of Birmingham, Ala., held its first spring meeting on April 4, with an enthusiastic group of members present. Officers of the club were well pleased with the attendance and results obtained from the meeting.

The first meeting, officers of this club say, is only a stepping stone and opened the way to broadening their work in that territory, and they are anticipating larger attendance at their May 2 meeting. Members of this club are arranging, through committees, to have combined business and social events throughout the year, and to conduct an intensive campaign in the interest of more business for Frisco Lines.

### **Joplin, Mo.**

M. E. Walsh, agent at Miami, Okla., was the guest of honor at the April 7th meeting of the Frisco Employees' Club of Joplin, Mo., held in the Frisco Club Rooms.

It was a friendly, get-together meeting, and each employee discussed at length, ways and means of assisting the road in securing more business. Various tips and methods of procedure in securing business were discussed and interesting suggestions made by those in attendance.

Mr. Walsh, the guest of the evening made an interesting and "depression-lifting" talk which was enthusiastically received.

The Joplin Broadcasting Station (WMBH), was reported to have made inquiries regarding the renting of space in the Frisco building, and all were agreed that it would prove splendid advertising for Frisco Lines, and the Joplin Club, should they locate there.

The matter of inviting employees in the adjoining towns to join with the Joplin Club was discussed, and members expressed themselves as more than glad to include them in the membership of the Joplin Club. The secretary was instructed to address a letter to all agents in the surrounding district, inviting their membership and co-operation.

J. H. Douglas read a circular letter regarding a resolution in regard to trucks and busses, published by the Monett Club and W. H. Bevans suggested that the Joplin Club would do well to adopt the resolution, and that each member of the club send it to his Representatives or Congressmen.

## 1932—Important Conventions—1932

Below is a list of important conventions which will be held during 1932.

The traffic department will welcome any information that might be of assistance in securing travel to these meetings. Any communication in connection therewith, should be addressed to J. W. Nourse, general passenger agent, St. Louis, Mo.

American Water Works Assn.....	Memphis.....	May 2-6
American Gas Assn. (Natural Gas Dept.).....	Tulsa, Okla.....	May 9-11
Natural Gasoline Assn. of America.....	Tulsa, Okla.....	May 17-19
Southern Baptist Convention.....	St. Petersburg, Fla.....	May 13-17
General Assembly, Presby. Church.....	Denver, Colo.....	May 24-June 1
American Petroleum Institute (Div. of Refining, Marketing and Pro- duction).....	Tulsa, Okla.....	June 1-3
Rotary International.....	Seattle, Wash.....	June 20-24
United Confederate Veteran's Reunion.....	Richmond, Va.....	June
National Baptist Sunday School Conference (Colored).....	Chattanooga, ..... Minneapolis.....	June June
Co-Operative Club International.....	Minneapolis.....	June
Gen. Federation of Women's Clubs.....	Seattle, Wash.....	June 9-18
Republican National Convention.....	Chicago, Ill.....	June 14
American Institute of Banking.....	Los Angeles.....	June 6-11
Kiwanis International.....	Detroit, Mich.....	June 25-30
Democratic National Convention.....	Chicago, Ill.....	June 27
National Assn. Real Estate Boards.....	Cincinnati, O.....	June 27-30
M. O. V. P. E. R. (Grotto).....	Buffalo, N. Y.....	June 28-30
National Education Association.....	Atlantic City.....	June 25-July 1
Optimists International.....	San Francisco.....	July
Northern Baptist Convention.....	San Francisco.....	July 12-17
National Editorial Association.....	Los Angeles.....	July 18-20
Lions Clubs International.....	Los Angeles.....	July 19-22
Shrine (A. A. O. N. M. S.).....	San Francisco.....	July 26-28
B. P. O. E. (Elks) Grand Lodge.....	Birmingham.....	July 2nd Wk.
U. S. Junior Chamber of Commerce.....	Pasadena, Calif.....	Aug. 5-8
United Spanish War Veterans.....	Milwaukee, Wis.....	September
Veterans of Foreign Wars.....	Sacramento, Calif.....	Aug. 28-Sept. 2
National Baptist Convention (Colored) Inc.....	Cleveland, O.....	Sept. 7
American Association Traveling Passenger Agents.....	Memphis, Tenn.....	September
Associated Master Barbers of America.....	Tulsa, Okla.....	September
National Association Traveling Passenger Agents.....	Memphis, Tenn.....	September
I. O. O. F. Sovereign Lodge.....	Denver, Colo.....	Sept. 19-24
National Baptist Convention (Colored) Unincorporated.....	Houston.....	Sept. 7-13
American Legion.....	Portland, Ore.....	Sept. 12-15
National Federation Business and Professional Women's Clubs.....	Tulsa, Okla.....	October
International Petroleum Exposition.....	Tulsa, Okla.....	October
Master Barbers of America.....	Tulsa, Okla.....	October
Women's Foreign Missionary Soc. M. E. Church.....	Tulsa, Okla.....	October
American Bankers' Association.....	Los Angeles.....	Oct. 3-6
American Association of Railroad Ticket Agents.....	San Antonio, Tex.....	Oct. 12-14
United Daughters of Confederacy.....	Memphis, Tenn.....	November
American Petroleum Institute.....	Houston.....	Nov. 15-17
1933 MEETINGS		
Shrine Directors Association of North America.....	Cincinnati, O.....	Mar. 1-3

Employees were also urged to send personal letters to these men, asking for their support of the railroads in any important legislation. Mr. Douglas reported that he had addressed letters to Hon. Joe Manlove and Hon. Roscoe C. Patterson and had received a reply from one of them wherein he stated that he had been

receiving similar letters asking for relief, and mentioned a certain bill that would be voted on and that careful consideration would be given to it.

Members of the Frisco Employees' Club of Joplin, Mo., met on March 17 for the purpose of dedicating the new seats which were received and

installed in the club rooms at 10th and Main Streets. The program for the affair was arranged by J. E. Springer, division freight and passenger agent, who was assisted by Mrs. W. P. Carithers, president of the Ladies' Auxiliary.

Members of the club impersonated famous characters which had once passed through the Joplin station and who had occupied these seats. The first character was Mary Pickford, America's Sweetheart, represented by Mrs. John Ackerman. John L. Sullivan was represented by Sam R. Landrum, president of the club. Mrs. H. B. Wilson was attired to represent Madam Schumann Heink, and P. T. Barnum was represented by George Elliott, division claim agent. Lew Fields of the renowned Webber & Fields Minstrels was presented by Roger Fletcher and Hiram Scatterseed was ably presented by J. E. Springer. Carl Hobart took the part of the train newsboy.

Following the introduction of these famous people, once patrons of the Frisco and guests of Joplin, a short program of music and readings was presented. Virginia Crawford presented a vocal solo; Dudley Love gave a novelty feature; Marion Fountain a song and dance, and Ruth Hobard presented a reading.

There was a splendid attendance of members of Frisco families and their friends and all voted a pleasant evening. Plans were made for a Backwards party, to be presented April 21 at 7:30 p. m.

By actual count, 209 Frisco employes and their families made the trip from Joplin to Wichita, Kansas, on Sunday, March 20. Two coaches and one baggage car were provided in train 309 leaving Joplin at 7:30 a. m.

This affair was sponsored by the Frisco Employees' Club of Joplin in conjunction with the Ladies' Auxiliary and was one of the most pleasant outings or entertainments given by the club and one which will be remembered by all who attended.

The employes came from all branches of the service and from points surrounding Joplin as far as Augusta, Kansas. The wives of the employes had prepared a basket dinner and the table was spread in the baggage car.

Community singing followed the repast at noontime, and upon the arrival of the train in Wichita, the Wichita employes had arranged for automobiles to show the entire crowd over Wichita's beauty spots.

On their return, there was an abundance of food left and it was



gathered up and delivered to the Health & Welfare Association of Joplin for distribution to the poor and needy.

### Colored Club

#### St. Louis, Mo., Terminals

Nineteen members of the newly organized colored Frisco Employees' Club of the St. Louis Terminals met at the Tower Grove, Mo., club rooms on the night of April 8 to elect officers and make plans for the solicitation of freight and passenger business for the Frisco.

John Williams, of the Lindenwood, Mo., shops, was elected president; Thomas Henry, vice-president; W. Robinson, secretary and J. Rollins, treasurer. F. Mitchell, from Jefferson Yards, and T. McGuire, from Lindenwood, were placed on the Board of Governors. F. G. Cary, G. Triggs and H. McMichael made enthusiastic speeches to the members, urging them to do everything in their power to secure more passengers, L. C. L. shipments, and car loads for the Frisco.

Future meetings and socials were planned by the club, which will meet at least once a month.

#### Sapulpa, Okla.

A bridge party was the feature event of the month of March for members of the Frisco Employees Club of Sapulpa. A splendid crowd met in the Harvey House dining room on March 31 for the bridge, where Mrs. W. H. Sawyer acted as hostess, assisted by Mesdames J. W. Gillen, P. J. Clements and E. L. Gardner.

Both preceding and following the bridge games, the Oklahoma Cotton Pickers' orchestra furnished music. The dining room was decorated in yellow jonquils and orchid sweet peas, and the prizes for the high scores were wrapped in colored paper to harmonize.

C. E. Retzkaff, president of the Tulsa Club as well as several of that club's members attended the bridge. Guests were also present from Oklahoma City.

Mrs. Sawyer and her assistants were extended a vote of thanks for the success of the affair, which was due to their splendid and untiring efforts.

#### Afton, Okla.

All the members of the Frisco Employees' Club of Afton need to secure business is a tip, according to their report of business secured for the month of March. During that month they received 15 passenger tips and secured 13 passengers; received 16 tips on L. C. L. freight and secured 16; received 38 tips on car load business, and secured 12. Agent Shedlebar at Afton secured routing on

### LET'S HELP THEM

The trackmen of the second and third track division of the Eastern division are busily engaged in soliciting freight and passenger business for the Frisco, according to the report received covering the month of March.

The second track division report three passengers secured and prospects of receiving eighteen L. C. L. shipments. The third track division show 11 passengers received, 16 L. C. L. shipments and one car load of freight, with 44 L. C. L. prospective shipments and two prospective passengers.

thirty-five cars of hay, and is receiving four or five cars daily on this order. Yard clerk Freeman at that point has turned in some excellent tips on cattle shipments which enabled Agent Shedlebar to secure routing order on the entire lot.

The total revenue at this station increased \$3,000, March, 1932, over March, 1931, and Wm. Estes, president of the club, states that the larger per cent of this increase was due strictly to personal solicitation of all members of the club and that they have set the figures even higher for the month of April.

#### Jermyn, Texas

One hundred and seventy-seven Frisco men and their families, friends and merchants of Jermyn, Texas, attended the April 9 meeting of the Frisco Employees' Club of that city. The affair was the initial one for that club, and was a combined business and social meeting, held in the auditorium of the general office building at Jermyn. The Frisco employees' wives had decorated the hall, and it was most attractive.

F. J. Wieman, president, opened the meeting with a welcome address to all present, expressing his desire that they continue to support each meeting called. Mr. Wieman outlined the purpose of the club and urged all members to double their efforts in securing traffic tips through personal solicitation. Twenty-seven tips have already been turned in during the period, March 15 to April 9.

Following Mr. Wieman's introductory talk, a number of members, as well as all of the merchants who were present made short talks, and Mr. Wieman then requested club members to ask merchants in their towns if there was anything the Frisco Club might do for them to help solve their transportation problems and to advise them that each and every member stood ready at all times to do anything possible for them. A vote of thanks was given C. J. Stephenson,

vice-president and general manager of the Texas Lines for his interest in providing motor car service for employees, Seymour to Jermyn, who desired to attend the meeting.

At the close of the business meeting, the Jean String Band gave a concert, refreshments were served and the members and guests departed, feeling that the first meeting of the club had been a decided success. There seems to be a fine club spirit and Mr. Wieman feels sure that some good work is to be accomplished.

#### Tulsa, Okla.

Fifty members were in attendance at the April 15 meeting of the Frisco Employees' Club of Tulsa, Okla., held in the Public Service Building. As both the president and vice-president, C. E. Retzkaff and M. L. Guinney, respectively, were absent due to illness, W. O. Coy, secretary of the club, served as chairman.

In order to accommodate the guests of the evening who had several other engagements, O. L. Young, superintendent of terminals, called upon Captain Blevins of the Tulsa Police and he in turn introduced four of his subordinates who furnished several vocal selections. They were accompanied by the accordion, and their numbers were well received.

At the March meeting of this club it was recommended that the members go on record with the United States Senators from Oklahoma and the Representative to Congress from this district, with reference to the adjustment of busses and trucks, insofar as making proper rates for them was concerned. This was done and a copy of the letter, together with resolutions passed, were furnished Senators T. P. Gore and Elmer Thomas and Congressman Disney.

#### Thayer, Mo.

The Frisco Employees' Club of Thayer, Mo., had an unusually large attendance of members at their April 14th meeting, held in the Y. M. C. A. assembly room. A fuel meeting had been held at Thayer on that day, and those attending met with the Frisco club members.

President T. H. Edmundson expressed his pleasure over the report of the secretary, that the Thayer Club members had been responsible for 448 routing orders, part of which came from the agents of neighboring towns.

Interesting talks on solicitation were made by the following Frisco men: E. L. Magers, B. G. Gamble, S. J. Frazier, Robert Collett, C. B. Callahan, C. A. Berry, D. L. Forsythe, D. B. Reed and R. C. McWilliams.



# A PAGE OF PRAISE *from* FRISCO FRIENDS

*From S. L. Householder, secretary, service bureau, Kansas State Teachers' College, Pittsburg, Kan., to W. G. Wolfe, general agent, Pittsburg, Kan.*

"I wish to take this opportunity to say a word of appreciation for the splendid service rendered in connection with our Football Special over the Frisco to Wichita last Friday. We had first-class equipment, very courteous treatment on the part of your crew and your schedule of running time was very satisfactory indeed.

"The fact that you stopped your train on the South Broadway crossing to take on passengers in the morning and let them off at night was a very decided accommodation to our group living near the College. We also appreciated very much your courtesy in making several stops on the return trip to let off students who wished to spend the week-end at home.

"I trust we may have the opportunity to run other specials with you in the future."

*From H. L. Stearns, Sugar Beet Products Company, Saginaw, Mich., to J. E. Henderson, general agent, Frisco Lines, Detroit, Mich.*

"The barrel of sugar beet boiler treatment shipped by us November 27 to Fort Smith, Ark., routed New York Central and Frisco, was delivered December 3. It was just 96 hours in transit. That is a mighty good record for about 950 miles."

*From Daffin Mercantile Company, Marianna, Fla., to W. H. Crow, general agent, Pensacola, Fla.*

"We are enclosing a copy of a telegram received from Whitewater Flour Mills, Whitewater, Kan., in reply to a wire we sent them regarding delay to a bill of lading.

"I thought you would like to read the telegram as it speaks well for your service.

"The car mentioned left Whitewater via freight and the bill of lading left Whitewater via air mail and the car arrived in Pensacola a day earlier than the air mail letter."

*The telegram addressed to the Daffin Mercantile Company follows:*

"Your car left Whitewater Monday morning and we mailed bill of lading via air mail direct to your bank same day STOP We can't hope to beat three days freight service to Pensacola even with air mail STOP Wiring release on car this morning."

*From Mrs. Minnie D. Gray, Cleveland, Ohio, to W. M. Estus, president, Frisco Employees' Club, Afton, Okla.:*

"I want to take this opportunity to thank you for your very kind attention shown me in the way of arranging my travel eastward so thoroughly that at every point I was taken care of in a most splendid way."

*From Bert Brim Chevrolet Company, Walnut Grove, Mo., to O. K. Neihardt, Frisco Lines, Walnut, Grove:*

"We are writing you to express our appreciation for the prompt service which we have received through your railroad.

"Yesterday morning a car which had been in a wreck came to our garage. To repair this car we needed a new frame and some other parts. At 11:00 o'clock we sent a telegram to Kansas City for the repairs and at 10:00 o'clock this morning the parts were delivered at our place of business.

"Service of this kind is of real value and we want to thank you for it."

*From O. W. Hayes, vice-president, J. W. Madden Co., Department Store, Denison, Texas, to B. B. Walker, chairman shops crafts organization, Sherman, Texas:*

"I am taking this opportunity to tell you how much I enjoyed my visit with you on the train from St. Louis to Denison.

"As you work for the Frisco, I must tell you how I feel toward the Texas Special and Bluebonnet. I think those two trains have the most courteous and efficient employes of any trains I have ridden. Their dining car service is excellent and their food is the best."

*From A. V. Shuler, the Shuler Company, Oklahoma City, to the Pomona Pump Company, Pomona, Calif.:*

"We are in receipt of Mr. Kern's letter of the 16th, advising us that you did not receive our order for column pipe couplings until after the car had left.

"We received this car this morning and have the pump delivered to the Coca Cola Bottling Works plant. We believe this is a record for freight shipments. Mr. Johns received this order at 11:00 o'clock Thursday, the 11th, and we had the pump de-

livered at 11:00 o'clock Friday, the 19th, or exactly eight days from the time we received the order we had the pump delivered. This is almost as fast as some orders we have handled by express, but would surely hate to have to pay express on this carload of pumps.

"We take this opportunity to thank the Frisco and Union Pacific railroads for the fast delivery of this carload of pumps. We believe that the railroads made this a special shipment."

*From Ed McDonald, secretary to W. H. Murray, governor of Oklahoma, to R. L. Cole, passenger agent, St. Louis:*

"The courtesies extended to Governor Murray recently by officials of your system were very highly appreciated.

"Accept our kindest personal regards and best wishes for your continued success."

*From B. H. Greer, of 1639 Summit Street, Kansas City, Mo., to J. A. Moran, superintendent, Frisco Lines, Springfield, Mo.*

"On the night of March 10, 1932, I was a passenger on your train No. 10 from Springfield to St. Louis. Conductor Wm. Daugherty was in charge of the train and I want to make it plain I have never seen so much kindness shown to passengers as Conductor Daugherty showed his passengers, and I have traveled on many trains. I had never met Mr. Daugherty before, but want to say you have a real conductor in him."

*From James A. Ward, III, vice-president, Ward Furniture Manufacturing Company, Fort Smith, Ark., to S. S. Butler, general traffic manager, St. Louis, Mo.*

"I wish to take this opportunity to thank you for the very wonderful way in which your railroad took care of me coming down from St. Louis last Wednesday night, March 23, 1932.

"I never in my life had a nicer trip and I only wish I could express in the words I would like to, just how much I appreciate your co-operation. Please tell your assistant and your station man how much I thank them for the way they took care of me. The whole trip was made without a single hitch and I certainly think the world of the Frisco Railway for this wonderful service."

## MAKES LAST RUN

The alarm clock and the caller will go unheeded from now on, as far as Charles E. Barnard, veteran Frisco Southern division engineer is concerned, for he made his last run, arriving at Birmingham on 105 the morning of March 27. He was met at the station by more than 100 of his friends and co-workers who came to see him dismount from his engine for the last time, for on that date he was retired from active service, having reached the age of 70 years.

His service record totals approximately 45 years and according to an interview with him he fired the first Frisco (KCM&B it was then) engine out of Birmingham with a load of pig iron. The train consisted of twelve cars.

Mr. Barnard will remember his last trip into Birmingham, March 27, for he piloted his engine and train safely through a hail storm, one of the worst he had ever experienced.

He says he is glad that his railroad career is over, for he is going to devote the balance of his days to traveling, fishing and "just visitin' with old buddies". Although he is 70 years of age, he is young in spirit and mind, and he is anticipating his retirement with the enthusiasm of a young boy.

## TULSA KEEPS PENNANT

For the ninth consecutive month, Tulsa, Okla., leads the Group One stations that compete each month for the least error freight handling pennant of their classification. The group includes the larger stations. There were a total of nine errors made at this station in handling 19,489 shipments.

Among the Group Two stations, Oklahoma City is in first place with a perfect record for the third consecutive month, having handled a total of 8,822 shipments without an error.

In Group Three, Joplin holds first place with a perfect record in handling 2,453 shipments.

Total errors for the system show an increase of 81 errors, March compared to February, 1932, or an increase of 32%. A campaign for closer co-operation is being urged and it is hoped by all concerned that the April statement will disclose a decided decrease.

## Self Control

She—Before we were married you called me an angel.

He—I know it.

"But now you don't call me anything."

"That shows my self-control."

## Old St. Louis "Rock House" Will Be Preserved



Ancient structure on St. Louis river front, built in 1768 as a Tavern by Ferdinand Bissonet, master craftsman and builder, and named "The Rock House". Picture courtesy of Missouri Magazine, March, 1932, issue.

**P**UBLIC sentiment and the craftsmanship of the builder who lived more than a century and a half ago, combined to save the old Saint Louis "Rock House", when the old building was doomed to be demolished a few weeks ago. It is located at the levee and Chestnut Street.

Constructed of native limestone rock more than 164 years ago, the old structure which, according to tradition, served as St. Louis' first school, jail, and fur storage house, was recently condemned. It overlooks the levee and stands in the shadows of the city's skyscrapers as a survival of a by-gone romantic age.

According to the best available records, the old Rock House was originally built by Ferdinand Bissonet, who is considered St. Louis' first master builder, in 1768 when St. Louis was a mere fur trading post on the fringe of a vast and unexplored new country. Jean Baptiste Trudeau, the city's first school teacher purchased the building from Bissonet in 1804 and converted it into a school house. Later the building was purchased by Manuel Liza who outfitted the Lewis and Clark Expedition which blazed the trail into the northwest. At one stage of its existence the building was used as a storehouse for furs, and later as a place for "billeting" prisoners in accordance with the customs

of the time of keeping prisoners in private homes.

During the halcyon days of the river, the structure was familiarly known from Minneapolis to New Orleans as one of the best taverns on the Mississippi, a mecca for rivermen and travelers, of bon vivants and conviviais and still later for roustabouts. Tradition has it that Mark Twain was a frequent visitor at the establishment during its heyday as was Eugene Field, the children's poet. During recent years the structure has been operated as a restaurant.

The endless march of time however, had begun to take its toll. Weaknesses developed in the timbers and joints and the city, after a thorough investigation, condemned the structure as unsafe. The Terminal Railroad Association, present owners of the building decided to raze it to prevent a possible collapse. Public sentiment however, intervened and many requests to conserve the building, because of its great historical value, were received.

An investigation was ordered and it revealed that so soundly did its original builder construct the house that it would be more costly to raze it than to reinforce its beams. Accordingly orders were issued to rehabilitate and strengthen the old building and to continue it as a landmark of a romantic age.

"Not many fellows can do this," said the magician as he turned his Ford into a lamp post.

Many an accident has occurred because the man at the wheel refused to release his clutch.

## SAVING PER DIEM

It isn't what you earn, but what you save, someone has aptly remarked. This holds true in the records being made on Frisco Lines in saving per diem. Cases come to the attention of Frisco officials each and every day in which the prompt handling of cars has saved money for Frisco Lines. A few of these are quoted below:

Missouri Pacific car 83686 containing roofing and other similar material, consigned to the Pocahontas Hardware Company, Pocahontas, Ark., arrived in that city on train 868 at 8:10 a. m., February 4. The car was unloaded and the empty car released and moved home to the Missouri Pacific at Hoxie, Ark., at 7:00 p. m. the same day without incurring per diem.

LUX car 1189, containing oil for Pocahontas Water Works, arrived in Pocahontas, Ark., at 8:35 a. m., February 6, and was made empty and moved out on train 869 at 4:50 p. m. the same date on return movement.

FGEX 36109 arrived at Pocahontas, Ark., train 876, at 8:05 a. m., February 8, and was made empty and moved out in train 875 at 2:32 p. m. the same date.

On February 20th, Extra 4119 arrived at Okmulgee, Okla., at 3:15 a. m. with the following cars consigned to the Phillips Petroleum Company at Okmulgee. The cars, MK&T Nos. 66157, 66164 and 66122 contained empty drums. All these cars were placed at the Phillips unloading dock around 5:00 a. m. the date of receipt and were made empty by the Phillips Petroleum Company at 5:00 p. m. the same afternoon and the cars were pulled from their loading dock at 6:00 p. m. and lined up and moved out of Okmulgee at 6:25 p. m., February 20.

## GOOD FUEL RECORD

C. K. Sims, assistant superintendent of Frisco Lines at Ft. Scott, Kansas, believes that, considering the number of cars handled and the work done at the various points, the crew on train 145-146 (Afton-Columbus turn around local), made an exceptionally fine fuel performance record on April 14.

The crew, Conductor McCann, Engineer Spafford and Fireman Mitchell, handled a total of 95 loads, 55 empties, 7,857 tons for the round trip, were on duty 9 hours 35 minutes, burned 1,851 gallons of oil with engine 1271, earning total of 149,000 gross ton miles, making a fuel performance of 12.6 gallons of oil per 1,000 gross ton miles or the equivalent of 148 pounds of coal per 1,000 GTM, which was a fine performance on a local train.

## Beasley Brothers Retire After Joint Service of 90 Years

IT WAS just a coincidence that the Beasley brothers, engineers out of Enid, Okla., were retired within several months of each other. P. J. Beasley was pensioned in February, due to reaching the age limit, and his brother, T. M. Beasley, is to be retired, due to disability.

They both reside in Enid, Okla., and their combined service will total approximately 90 years. The Frisco's pension board has allowed P. J. Beasley credit for fifty years and one month's service, and has not acted as yet upon the record of T. M. Beasley.

There are many interesting features about the career of this veteran Frisco engineer, P. J. Beasley. Perhaps the most unusual is that he has been on the Enid-Vernon run continuously for thirty-two years, and he says he can run his motor car over the rails, and whistle correctly at every crossing with his eyes shut. Another interesting item is that after the first three years of his service with the Frisco, he has not missed a pay day. He has never had a serious accident in his half a century's service, has never been in jail, and the smallest check he ever drew was for 90 cents and was received when he was serving as a fireman.

When a representative called at the home of P. J. Beasley to secure an interview, he had to be called away from his garden plot and from his chicken pens. He stepped down from his motor car in February and has led anything but a life of leisure since that time. This veteran engineer refuses to grow old. He is in full health and vigor, and upon his retirement his family presented him with a big five-passenger car which he drives wherever he desires and from which he derives a great deal of pleasure.

Mr. Beasley was at the throttle of the first train over the Frisco line from Enid to Vernon, Texas, in 1902. The train consisted of four coaches pulled by a small eight-wheel engine.

He describes the reception which the little engine and train received as a most enthusiastic one. "It seemed to me," he said, "that the whole countryside had come down to each of the stations through which we ran to welcome the train. In fact, the people were dotted here and there along the right-of-way and waved as the train passed. It was the first train many of them had ever seen. The little stations were not elaborate affairs, nor was the equipment anything to compare with that of 1932. But it was the best we had then, and we made time and hauled many, many passengers.

"Those were the days when Oklahoma was 'Indian Territory' and there were plenty of Indians mixed in with the reception committees. As we went along on that first train, we could see from the engine cab groups of Indians ahead, and as we drew near, they would turn the heads of their ponies and take off to the woods like wild animals. They were very picturesque in their blankets and feathered hats.

"Most of the station platforms, instead of being brick or cement, were just dirt. And since I was on that one run thirty-two years, I saw those same little stations made over, and platforms of brick and cement installed. I have seen the woods and prairies cleared, and where wild game once roved, there are today fields of wheat, well-kept farm houses, chicken farms and white-faced beef cattle.

"In the early days of railroading we engineers didn't have any divisions, but ran pretty nearly over the entire system, and in those days I met more trains by smoke and headlight than by orders.

"I think one of the most wonderful improvements of the present day of railroading is the automatic block signals, but I do not mean to minimize the wonderful equipment which we have today, either, the powerful engines and the commodious coaches and Pullmans."

## THE "RED PEPPERS"

Murray Hill, station porter at Muskogee, Okla., has organized an orchestra composed of six young colored boys. They have named the orchestra The Frisco "Red Peppers" and it is Hill's intention to offer their services to the Frisco Employees'

Clubs around Muskogee, Okla., where he resides. They have filled a number of engagements so far and have played once for the Muskogee Club.

Hill's address is 10 Kalamazoo Street, Muskogee, Okla., and he would be pleased to receive requests for his orchestra to entertain groups of Frisco folks.

## MERITORIOUS SERVICE

### RIVER DIVISION

March 4—J. S. Lloyd, conductor, volunteered services to repair broken train line SF-94459, avoiding necessity of sending a man to repair. Five merits.

March 5—J. S. Lloyd, conductor, for action in assisting in extinguishing fire discovered in empty car, Frisco 126139 at Poplar Bluff. Five merits.

March 17—C. Coker, conductor; B. McCammon and A. W. Waldron, brakemen; W. Boyce, engineer, and Gus Weithuechter, fireman for assisting one of the Frisco's patrons in pulling truck out of mud hole in which it had stalled. All men commended.

March 18—W. A. Crass and A. M. Townsend, brakemen, for assisting fireman 2/835 October 5 in firing engine 4006 through Turrell to Yale, when he experienced stoker trouble, avoiding delay to train. Commended.

### EASTERN DIVISION

March 4—Ed. Stubblefield, brakeman, discovered broken arch bar on car UTLX 59092 in train extra 1503. Commended.

March 17—R. E. Abbott, operator, Pacific, arriving at St. Clair on No. 5 while off duty, noticed block at east end of St. Clair at caution, returned to office and notified the operator and when signal maintainer was called, inspection showed broken rail. Fifteen merits.

### CENTRAL DIVISION

February 23—G. C. Foust, conductor, and R. R. Wilson, brakeman, discovered broken arch bar on car SF 53087, and set it out of their train No. 732 at Butterfield, Mo. This broken arch bar could have caused a very serious accident had the discovery not been made. Their records were credited with five merit marks for this service.

### NORTHERN DIVISION

March 7—Tom Holland, engineer, while his train (No. 309) was being held at Cherryvale for No. 177 which was late, backed his engine to the tank and took water, oiled engine around thoroughly, filled pin grease cups and screwed them down, filled the lubricator and inspected engine thoroughly, which avoided considerable delay at Neodesha where this work was done by regular employees, resulting in train going to Wichita on time. Commended.

### Satisfying Her Conscience

She—Stop!

He—I won't.

She (with a sigh of relief)—All right; I've done my duty!

## Rail Earnings Are at Rate of 1.08%

Class I railroads of the United States for the first two months of 1932 had a net railway operating income of \$33,739,170, which was at the annual rate of return of 1.08 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In the first two months of 1931, their net railway operating income was \$62,054,969 or 1.98 per cent on their property investment.

**P**ROPERTY investment is the value of road and equipment as shown by the books of the railroads, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid.

This compilation as to earnings for the first two months of 1932 is based on reports from 167 Class I railroads, representing a total of 242,157 miles. Gross operating revenues for the first two months of 1932 totaled \$542,586,806, compared with \$702,711,738 for the same period in 1931, or a decrease of 22.3 per cent. Operating expenses for the first two months of 1932 amounted to \$440,621,008, compared with \$566,256,466 for the same period one year ago, or a decrease of 22.2 per cent.

Class I railroads in the first two months of 1932 paid \$49,081,521 in taxes, compared with \$53,552,166 for the same period in 1931, a decrease of 8.3 per cent. For the month of February alone, the tax bill of the Class I railroads amounted to \$24,668,715, a decrease of \$1,959,622 under February the previous year.

Seventy-six Class I railroads operated at a loss in the first two months of 1932, of which twenty-four were in the Eastern, fifteen in the Southern, and thirty-seven in the Western District.

Class I railroads for the month of February had a net railway operating income of \$22,042,614, which, for that month, was at the annual rate of return of 1.35 per cent on their property investment. In February, 1931, their net railway operating income was \$27,714,532 or 1.69 per cent.

Gross operating revenues for the month of February amounted to \$267,272,286, compared with \$336,726,909 in February, 1931, a decrease of 20.6 per cent. Operating expenses in February totaled \$211,109,274 compared with \$272,142,372 in the same

month in 1931, a decrease of 22.4 per cent.

In the Southern District—Class I railroads for the first two months of 1932 had a net railway operating income of \$3,477,630, which was at the annual rate of return of 0.65 per cent on their property investment. For the same period in 1931, their net railway operating income amounted to \$6,458,817, which was at the annual rate of return of 1.20 per cent. Gross operating revenues of the Class I railroads in the Southern District for the first two months in 1932 amounted to \$69,479,733, a decrease of 24.7 per cent under the same period in 1931, while operating expenses totaled \$58,195,809, a decrease of 24.1 per cent.

Class I railroads in the Southern District for the month of February had a net railway operating income of \$2,736,202, compared with \$3,083,744 in February, 1931.

In the Western District—Class I railroads for the first two months in 1932 had a net railway operating income of \$1,453,463, which was at the annual rate of return of 0.13 per cent on their property investment. For the same two months in 1931, the railroads in that district had a net railway operating income of \$19,802,471, which was at the annual rate of return of 1.73 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District for the first two months this year amounted to \$190,038,028, a decrease of 25.2 per cent under the same period in 1931, while operating expenses totaled \$160,986,454, a decrease of 20.9 per cent compared with the same period in 1931.

For the month of February alone, the net railway operating income of the Class I railroads in the Western District amounted to \$2,317,123. The net railway operating income of the same roads in February, 1931, totaled \$8,488,303.

### CLASS I RAILROADS—UNITED STATES

	Month of February 1931	1932	2 Months Ended Feb. 29 1931	1932
Gross operating revenues.....	\$267,272,286	\$336,726,909	\$542,586,806	\$702,711,738
Operating expenses.....	211,109,274	272,142,372	440,621,008	566,256,466
Taxes.....	24,668,715	26,628,337	49,081,521	53,552,166
Net railway operating income.....	22,042,614	27,714,532	33,739,170	62,054,969
Operating ratio—per cent.....	78.99	80.82	81.21	80.58
Rate of return on property investment.....	1.35%	1.69%	1.08%	1.98%

## Fishy Days Are Here Again!



Twenty-four bass and one Jack Salmon are held by these three happy employes and one former employe of the Frisco at Thayer, Mo.

They are, reading from left to right: Roy Sigler, fireman; J. W. Mitchell, express agent; Homer Johnson, brakeman, and S. W. Wooldridge, now superintendent City Water & Ice Company at Thayer, and formerly in the water service department of the Frisco. This catch was made at The Narrows, on Eleven Points River, 22 miles east of Thayer on March 20.

## GLAD "OLD DAYS" ARE GONE

(Continued from Page 5)

about 1900 gave up this work to become a pumper at Billings, Mo., for six months. His next position was foreman of a system pile driver crew, but his health failed again and in 1905 he was forced to take a leave of absence. Unable to return at the end of his leave he remained out of service until 1912 and during the interim he engaged in farming and ran a store. Upon his return to service, he became a bridge inspector in the Red River division which was later abolished. In November, 1916, he went to the Central division as a pile driver engineer and also worked in a gang there for a while. Later he became bridge and building foreman and that is his present position.

Mr. Bradley married Miss Cora Bryant of Seneca, Mo., in 1891. They have two sons and two daughters and live at 504 South Sixteenth street in Ft. Smith.

### How to Get a Rest

Doctor (to wealthy patient): "Yes, you're all run down. I suggest that you lay off golf for a while, return to business, and get a good rest at your office."

## SPRINGFIELD LEADS

(Continued from Page 4)

of 50 girls employed. From March 19 to 25, inclusive, this plant canned 176,649 pounds of eggs, thus establishing a new plant record. This was an average of 29,450 pounds daily for an eight-hour day.

A large egg canning plant of Armour & Company is located in Kansas City, but their plant in Springfield, together with the Producers Produce Company are the only canners of eggs in Springfield.

## COMPLETE BRIDGE WORK

Completion of a rebuilding project on thirty bridges, and the reinforcing and strengthening of wooden and concrete structures on the Frisco's Southern division, between Springfield and Memphis was announced the latter part of March. This work was started in June, 1931.

Strengthening of the bridges, replacing the wooden structures with concrete and steel, supplying steel girders, etc., made possible the operation of heavier power over this division, and incidentally supplied work for many men from June, 1931, until March, 1932.

## GOOD BERRY PROSPECTS

The outlook for the Ozark strawberry crop is exceedingly bright at this time, with prospective car load shipments from 30 Frisco stations of 1,061 cars, according to a report from the agricultural department. The first movement of 30 cars of berries from the Frisco's Ozark region started April 20 from Mansfield, Ark., and the entire movement of 1,061 cars will be handled during the months of April and May.

Among the heavier shipping points are: Sarcoxie, Mo., 150 cars; Monett, Mo., 130 cars; Springdale, Ark., 125 cars and Wentworth, Mo., 60 cars. Butterfield and Purdy, Mo., will each have 50 cars, and the smallest number estimated at the remaining 23 stations, in car load lots, is eight cars.

## BOARD MEETS MARCH 17-18

System board members of the Frisco Association of Metal Crafts and Car Department employes met for a two-day session in the general offices at Springfield, Mo., on March 17 and 18, to discuss the business affairs of the organization.

The first day the members were in conference with H. E. Burgess, general chairman, when they discussed needed adjustments and ways of improving the effectiveness of the organization, and the second day they met with J. W. Surles, superintendent of motive power, where a general discussion took place, embodying new plans which have been found serviceable.

The out-of-town guests were entertained by Local No. 2 on Wednesday night March 16 at the Pythian Castle Hall, where more than 150 members and visitors were furnished an evening's entertainment.

Mr. Burgess, in an address on the second day said: "We want Frisco officials to know that we are with them and willing to co-operate with them in any worthwhile movement they introduce."

Members from out-of-town included the following: George C. Shields, Ft. Smith, Ark.; Edward J. Ring, Kansas City, Kans.; John S. White, Tulsa, Okla.; J. M. Sheeley, Chaffee, Mo.; Otto Kettmann, Memphis, Tenn.; B. B. Walker, Sherman, Tex.; J. L. Hendricks, Birmingham, Ala., and T. L. Bentley, Enid, Okla.

### The Last Smoke

"I'd like to be cremated, but I'm sure my wife wouldn't like it."

"Why so?"

"She's always complaining about my leaving my ashes around."



## AGENCY CHANGES

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

Paul L. Moore, Latour, Mo., March 14; Harvey R. Willis, Brownington, Mo., March 16; William C. Judkins, Welling, Okla., March 22; Mrs. Mattie M. Nesbitt, Indianola, Okla., March 23; George R. Knight, Arbyrd, Mo., March 24 (R. A. Bradley acting agent since March 1); James G. Brewington, Gideon, Mo., March 28; William L. Piercy, Elkins, Ark., March 30; Henry W. Nichols, Bengal, Okla., March 31; Fred C. Werner, city ticket agent, Kansas City, Mo., March 31; Robert E. Holman, assistant city ticket agent, Tulsa, Okla., April 1; William H. Thomson, Weaubleau, Mo., April 5; Harbin M. Hammers, Park Hill, Okla., April 5; Norbert A. Spaulding, Fagus, Mo., April 4; Clyde B. Blevins, St. Paul, Ark., April 6; Doral H. Leek, Phillipsburg, Mo., April 6; George E. Mills, Chaonia, Mo., April 8; Henry W. Bunselmeyer, Stanton, Mo., April 8; Wayne L. Osborn, Lamont, Okla., April 11.

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

Otto N. Watts, Festus, Mo., March 25; Julius A. Robinson, Poplar Bluff, Mo., March 29; Floyd K. McDaniel, Carl Junction, Mo., April 1; Charles A. Plunkett, Gerster, Mo., April 4; James H. Livingston, Norwood, Mo., April 7; John R. Marlowe, Johnsons, Ark., April 8; Edgar Jackson, St. Paul, Ark., March 11.

### A 56-YEAR-OLD TICKET

Merritt S. Hurst, first trick operator at Lamar, Mo., tower, owns a ticket which he treasures. It is, he believes, the oldest ticket now extant, and was issued over what was originally the same line as the old KCFS&M. It was evidently an excursion ticket to the Kansas City Exposition of 1875 and the part which he holds is the return coupon.

It is issued over what was then known as the Missouri River, Fort Scott and Gulf Railroad and instead of being stamped, it is endorsed with ink, "September 16, '75," by the then agent at Hillsdale, Kan.

The ticket was purchased by Jewell Officer of Hillsdale, Kan., (now deceased) and used by him, but the return portion, through an oversight, was not taken up.

The hired man rises to remark that he hain't got much use for a woman that cuts a punkin' pie into six pieces.

## Frisco Employes' Hospital Association

**Receipts and Disbursements after December 31, 1931, through March 31, 1932.**

Balance brought forward from December 31, 1931.....\$ 6,417.25

### RECEIPTS:

From assessments on members.....	\$46,797.02		
" interest on daily balances in bank.....	10.81		
" interest on securities in Treasury.....	5,177.50		
" donation by St. L.-S. F. Ry. Co.....	162.51		
" sundry accounts collectible.....	1,390.23	53,537.87	
" proceeds sale of \$5,000 Chesapeake & Ohio Ry. Co. 4½% Equipment Trust Gold Certificates of 1929, due May 1, 1932, sold Feb. 1, 1932, @ 98%.....	\$4,943.75		
accrued int. 3 months.....	56.25	5,000.00	5,000.00
			<b>\$64,955.12</b>

### DISBURSEMENTS:

For payrolls.....	\$26,747.74		
" professional, ordinary and emergency services.....	13,060.22		
" labor, material and supplies.....	5,111.32		
" drugs.....	7,394.22		
" provisions.....	5,294.88		
" light, water, ice, gas, fuel and telephones.....	2,271.75		
" all other expenses.....	1,497.67	\$61,377.80	

Balance March 31, 1932, P. M., at:  
First National Bank, St. Louis, Mo.....\* 3,577.32

**\$64,955.12**

\*Subject to \$334.35 of pay-drafts and vouchers outstanding at close of business March 31, 1932.  
St. Louis, Mo., April 5, 1932.

L. O. WILLIAMS,  
Assistant Treasurer.

## FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

### THE ASSOCIATION OWNS:

	Par Value
Chicago, Milwaukee and St. Paul Railway Equipment Trust 5½% Certificates, Series C (mature April 1, 1932).....	\$ 2,000.00
Chicago, Rock Island and Pacific Railway Co. 5% Equipmt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4½% Equipmt. Trust Cfts., Series V (mature Aug. 1, 1932).....	9,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. one year 5% Secured Notes (mature Aug. 1, 1932).....	3,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
The Edison Electric Illuminating Company of Boston two-year 4% Coupon Gold Notes (mature Nov. 1, 1932).....	5,000.00
Central Gas & Electric Co. Three-year 5½% Gold Notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rys. Equipmt. Trust 5% Bonds, Series K (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Certificates, Series A (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co. Equipmt. Trust 4½% Certificates, Series B (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co. 4½% Equipment Trust Certificates, Series O (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4½% Equipment Trust Certificates, Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Seaboard Air Line Railway Co. First Lien Equipment Trust 4½% Gold Certificates, Series BB (mature Nov. 1, 1933).....	6,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6% Certificates, Series A (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (mature March 1, 1934).....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (mature March 1, 1934).....	35,000.00
Chesapeake and Ohio Railway Company 4½% Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4½% Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5% Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1938)....	2,000.00

(Continued on Page 19)



## WIN SCHOOL HONORS

The honor of being named valedictorian of his class at the Joplin, Mo., High School was awarded Leroy Patterson, the 17-year-old son of Mr. and Mrs. Jess F. Wilson. Mr. Wilson is an inspector for the Frisco Lines of that city. The 1932 Senior Class of the Joplin High School was the largest class in the history of the school, with 274 graduates.



L. PATTERSON

Mr. Patterson also served as athletic editor of the "Joplino", the school year book, and has been a member of the track team for the past two years. He is also a member of the Honor Society, membership in which is based on scholarship, leadership, service and character. He is a member of the quill and Scroll, the L. C. F. Literary Society and the Student Council.

## THE SAFEST PLACE

Which is the safer, to walk on the right of way of a railroad, or beside the highway?

C. B. Glenn, superintendent of City Schools of Birmingham, Ala., compliments Frisco engineers by saying when these two means are the only ones available, he would by far rather have the children walk down the right of way, because of the care and interest in a non-accident record practiced by all Frisco and Birmingham Southern engineers on the Southern division.

The comment was brought about when E. A. Teed, superintendent of terminals at Birmingham, took the matter up with Mr. Glenn. School children who attend two colored schools at East Thomas have a habit of walking down the Frisco and Birmingham Southern Railroad tracks. At times some of them hop cars as they are passing.

The matter was taken up with the two negro principals of the schools and the matter of hopping trains was prohibited, but Mr. Glenn writes: "Apparently they are 'between the Devil and the deep sea'. They must either take the chance of being run over by one of your trains, or the greater chance of being knocked off the highway by speeding automobiles. Perhaps after all it's a compliment to your careful engineers that they prefer the railroad."

## A. J. McDowell Retires May First

IN 1902 a member of the Missouri Bar Association who had practiced at Marshfield, Mo., for nine years, found himself broken in health and moved to a farm in Webster County to recuperate. While there he read the standard works on various phases of agriculture and made a particular study of dairying. In 1904 this man interested three of his neighbors in a new project: commercial dairying. They began by shipping cream to the nearest market which was Kansas City, Mo., and in this way commercial dairying in the Ozarks began.

It continued to grow until today a yearly average of more than 2,000 carloads of dairy products move over Frisco Lines alone from this territory and the Frisco has more dairy industry in its southwest territory than any other railroad. The Ozarks have the most highly developed dairy section of any place in the southern United States.

The man who began commercial dairying in the Ozarks is known to almost all Frisco employees. He is A. J. McDowell, Frisco dairy agent since April 1, 1911, who retired May 1 upon reaching the age limit of 70 years.

When he first came to the Frisco, a survey of the dairy situation showed that considerable quantities of butter were handled by express, but none from the Ozark section by freight. In the fall of 1911, on his recommendation, a pickup refrigerator car was put in service to pick up butter from the then few creameries in the Ozarks and take it to the southeastern markets, and finally the tonnage increased to where it was necessary to operate five such cars a week. This grew to the present total of 2,000 carloads of dairy products a year shipped from the Ozarks via Frisco Lines.

Mr. McDowell was also instrumental in the growth of the dairy cow. Part of Mr. McDowell's work was to select good dairy cattle in the old

dairy sections (largely in Wisconsin), for farmers along the Frisco. About 6,000 head were selected, and today there are thousands of good dairy cattle in the Ozark section where he has spent so much time, and hundreds of car loads are shipped to other sections not so highly developed.

There have been few meetings of dairymen held in the Frisco's Ozark sections in the past years which Mr. McDowell has not attended and addressed, giving those present the benefits of his years of study. He capably discussed, at such meetings, essentials of successful dairying, including feeding, care of young stock, the growing of legumes and other feed crops, the development of good pastures and all other features necessary to success. He is considered an authority, and his audiences have derived great benefit from his years of experience, as told to them at such gatherings.

It would be strange indeed if Mr. McDowell did not follow the dairy industry in the days of his retirement. He has, true to form, purchased a 200-acre farm just six miles northeast of Strafford, Mo., near the Greene-Webster County line, and there he plans to have a herd of Holsteins which will bring fame to his farm and to the Ozarks.

Both Mr. and Mrs. McDowell are looking forward eagerly to taking up their residence at this country home. They will be able to see their son, Walter L. McDowell, at any time they wish, for he is a successful garage operator at Strafford, and Mr. McDowell says that if farm life proves monotonous he will trade places for a week with his son.

His many friends throughout the Ozark section regret his retirement, and although his active service is over, the doctrines he preached which brought success to the farmers who heeded him, will not be forgotten.

## FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

(Continued from Page 18)

U. S. First Liberty Loan (Converted) 4 1/2 % Bonds (mature June 15, 1947).....	15,000.00
St. Louis-San Francisco Railway Company Prior Lien 4 % Bonds, Series A (mature July 1, 1950).....	19,000.00
St. Louis-San Francisco Railway Company Prior Lien Mortgage 5 % Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5 % Gold Debenture Bonds (mature Feb. 1, 1965).....	10,000.00
St. Louis-San Francisco Railway Company Consol. Mtge. 4 1/2 % Gold Bonds, Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4 % Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4 1/2 % Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co., Refunding and Improvement Mortgage 4 1/2 % Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close March 31, 1932).....	\$296,000.00
St. Louis, Mo., April 2, 1932.	

L. O. WILLIAMS,  
Assistant Treasurer.

## Section Men Discuss Track Problems at Bolivar Meeting

**T**HAT ninety-five per cent of the troubles of every employe to do what he should do, if he gives his work the proper attention, is the result of lack of proper interest in his work, was the keynote of the meeting which D. E. Gelwix, division engineer, held with the section foremen at the passenger station at Bolivar, Mo., on March 23. Following instructions, checking up on work done, and seeing that the work is done right in the first place, were matters stressed in the meeting.

A number of subjects, close to the heart of the section men were brought up at this gathering, one of the most important being a discussion of the importance of tightening bolts. Mr. Gelwix said that the progress with bolt tightening on Frisco Lines was showing a very noticeable improvement and instructed all section foremen to keep devoting considerable time to this work. He also said that the most important bolt in the track is the loose one, and the better job done when working on a bolt, the less work it will take in the long run to keep that bolt absolutely tight.

A foreman is only responsible for the things that are given him to work with, Mr. Gelwix said, and could not be condemned if a section needed 400 ties to the mile to take out all the bad ties, and only 200 were allowed. The criticism is due for the work neglected by the foreman when he is supplied with all materials with which to do the work and do it well.

The subject of accident prevention was touched upon and Mr. Gelwix reported too many motor car accidents, and stated that a personal injury was a liability that could not be balanced by other things. He complimented the men of the Fifth Track division for their record made of only two slight injuries in over two years.

Foremen were urged to obey the rule relative to calling, "I have closed and locked the switch", when throwing switches. This rule is not being obeyed in all instances, he said, and strict adherence to it will prevent serious accidents or perhaps some embarrassment for a foreman suspected of mishandling a switch.

The importance of the semi-annual examination of switches in which bolts are removed and switches are otherwise taken to pieces, was stressed. Foremen were asked to watch switches, particularly for missing cotter keys, and for conditions which might permit someone without tools to easily dismember a switch.

A good foreman will train his men to look for defects in the track while

the car is moving over the section.

At the close of Mr. Gelwix's talk, the foremen were urged to ask questions about any phase of their work, and below are some of the questions and their answers, the answers supplied by Mr. Gelwix:

**Question:** What causes ties to break off under the rail?

**Answer:** Improper tamping is the primary cause. Excessive spiking, mechanical wear and heavy adzing may contribute to this trouble, but uneven tamping is very largely responsible.

**Question:** To what extent are section foremen responsible for the care and inspection of bridges?

**Answer:** It is just as much a section foreman's duty to know that the bridges on his section are in safe and serviceable condition as it is his duty to know that his switches are safe, or that any other part or portion of the track is in proper condition for schedule speeds. The fact that section gangs do little or nothing toward repairing or rebuilding bridges, does not relieve them from inspecting bridges frequently. This responsibility applies to all types of structures, timber, concrete and steel. In addition to this, frequent inspection and examination, section foremen can and should do many things that will assist in the economic maintenance of the structure. Approaches to bridges should be given special care, water barrels should be kept filled, vines not be allowed to grow on masonry, steel kept clean of cinders and other dirt, etc.

**Question:** What is the distance from the bend in a stock rail to point of switch?

**Answer:** Eleven inches.

**Question:** What can be accomplished by programming track work?

**Answer:** Any job that is carried on to a definite, well-thought-out plan will be handled to much better advantage than if the plans are made on the spur of the moment. If a foreman will plan a season's work in advance, deciding how much time he will devote each week to certain classes of work, and then, insofar as conditions permit, will stay with that plan or make up for time lost when something unforeseen shows up, he will find he has increased his efficiency very materially.

**Question:** Is it possible to program section work with a gang of only two or three men?

**Answer:** Yes, and the smaller

the gang the more important it is that we have a definite plan to which we are working, because the less we have to do with, the more we should accomplish with the little we have.

**Question:** What is the effect of deep ditches close to the track?

**Answer:** The effect cannot help but be bad, regardless of drainage conditions. Two things contribute to stability of track, good foundation and effective drainage. When it becomes necessary, in working out effective drainage, to dig a deep ditch close up to the end of the ties, we are detracting from the size and stability of our foundation and probably weakening the track more by thus damaging the foundation, than in helping to improve the drainage. Drainage of water pockets should be accomplished by some means other than deep ditches close up to the end of the ties. If possible, the necessary waterway should be secured by widening the ditch rather than by deepening it.

**Question:** When must derails be locked?

**Answer:** At all times when cars are not being moved in or out of the track on which derail is located. This applies not only when cars are setting on track thus equipped with derail, but also when track holds no cars.

**Question:** What is the proper way to tamp ties over soft spots or "squeezes"?

**Answer:** Ties should be tamped the same throughout their full length. First, because we need the full eight feet of bearing, and more, to support the loads on the weak and soft material in the roadbed, and by reason of having this full eight feet of support instead of four or five feet, track will hold up longer between times when it must be surfaced or spotted. Second, because tamping only in the vicinity of the rails places the tie on two hard pinnacles, which act the same as if the tie were set up on two posts, as soon as one post becomes a trifle lower than the other, the tie will tend to move toward the lower post and cause track to go out of line. These two pinnacles of material that are harder than the material on either side of them, also increases the depth and tightness of the trough that is formed in the roadbed and between the rails, thus further aggravating the trouble and increasing the size of the water pocket.

## Oswald Sends a Valentine

OSWALD was a real boy. And mothers, particularly, know what is meant by "a real boy." He's sometimes boisterous, always mischievous, figgity, exploring—any mother can add a few more descriptive words and paint the picture of any growing boy. And mothers realize, too, that those same qualities, blended together with patience, supervision and comradeship develop a splendid man.

Mother and Dad and Grandmother sat in the living room. It was just a fireside group, but they were all interested in Oswald—interested in his views of life and play, and each had a definite part in moulding the little characteristics which even then were manifesting themselves.

On the radio bench sat Oswald. There was a mischievous twinkle in his eye, and a sly little smile on his lips. "Boys Will Be Boys," as Irving Cobb once titled one of his stories, was never more true. Oswald was about ready to explain just why he had sent that comic Valentine to his teacher.

Oh, yes, the family had found it out because Oswald had, to his great regret, placed the Valentine in one of mother's envelopes which had her return address on the back.

"Now, Oswald," said mother, "will you tell me why you sent the Valentine to Miss Smith?"

"I don't know. You see, I didn't think she'd find out who it was that sent it. I forgot about your envelope having your name on it—until that night.

"Well all the kids at school were daring each other to send her a funny Valentine. I called 'em all scardy-cats and they said, 'I'll bet you're afraid to send her one,' and well, how would you like for 'em to call me a scardy-cat? I said I wasn't, and so I took that penny that I was goin' to get candy with and 'bought that one. It was just kinda funny, makin' fun of a school teacher and I brought it home. I got one of mother's envelopes and put it in and sealed it up. Then I put a stamp on it and put it in Dad's pocket."

"I'll bet you didn't sleep much that night, did you Oswald," said grandmother. "Didn't your conscience bother you?"

"What's conscience?" asked Oswald.

"Why, didn't you lay awake that night and wish you hadn't sent it? Weren't you sorry?"

"Well, not at first, but the day before the teacher was good to me and let me do all the nice things around the room, like getting her some water



*One glance at the photograph above is assurance that the young gentleman appearing in it is "a real boy." The picture inspired the fanciful story which appears on this page of an incident in a real boy's life. Oswald Rainey, Jr., son of Mr. and Mrs. Oswald Rainey of Tulsa, is the boy who appears in the photograph and while the real Oswald probably never had an experience like the one related in the story, he certainly typifies the livewire sort of boy about whom the story is written.*

for a vase of flowers and I kinda felt sorry, but I wasn't scared, not till I remembered that mother's name was on the back of the envelope.

"I guess I thought about that, way in the night after I put the envelope in Dad's pocket and so I slipped downstairs and—then I was scared because I couldn't find it."

Dad gave mother a sly wink. Mother and Dad knew lots more than Oswald thought they did.

*This story of a livewire young boy and a comic Valentine, was written by the Twilight Lady for the February issue of the Frisco Employees Magazine. Due to an over-abundance of material for that particular month, the Valentine story did not appear.*

*During the last few minutes of "Makeup" on this month's Magazine, the Editor pondered over the advisability of printing a Valentine story in the May issue and decided in favor of it.*

*Please look upon this story, not as a Valentine Day's contribution, but as a story of a boyish prank which finally came out all right.*

"Then what did you do?" asked Dad.

"Well, I couldn't do much. You had mailed it and I couldn't get it back and so I just went to school and I felt kinda funny and I could just see her looking at me all day. It was kinda uncomfortable, and I was sure glad when school was over. All the kids asked me if I sent it and I told 'em I did and they asked me all about it, and teacher received lots of them, but we never did see her open up that one. I thought she was saving it and would ask me to stay in that night to talk to me.

"And she did, and I got kinda scared then. I was kinda sorry I did it. So after school she came up to my desk and she said 'Oswald, I want you to tell your mother for me that I received her message and that I understand.' I didn't know what she had been talking to mother about, but I knew that I'd catch it from Dad or Mother and so I went home. An' that's all I know about it. She didn't say anything about the Valentine, and gee I'd like to have her get a nice one I'm sorry now I sent that one."

"Now, Oswald," said Dad, "we have a surprise for you." And Dad reached in his pocket and pulled out the same envelope that Oswald thought the teacher had received.

Oswald's eyes grew big as saucers. "Gee, Dad, where did you get it?"

"Right out of my pocket, where you put it. But I suspected that something was wrong so I opened it. I'm ashamed of you, son. Here's one to take its place. That message between your mother and Miss Smith was that you would call there tonight with this nice Valentine. Now, get on your coat and cap and take it over."

"Oh, gee, Dad—oh, gee"—Oswald said as he scampered off for his coat.

"Before you go, do you promise you'll never do this again? We've saved you from an embarrassing situation and probably punishment, but we won't always be able to do it Oswald. You must think next time before you act," said Dad.

"I'll never do it again, or anything else that isn't right," said Oswald as he scampered out to deliver the Valentine.

### The Retort Courteous

Judge: "How far were you from this spot when these cars collided?"

Witness: "Twenty-two feet and nine inches."

Judge: "How do you know it was exactly that distance?"

Witness: "Because I measured it, thinking some fool might ask me the distance."

# The Pension Roll

**JOHN CHARLES DUBUQUE**, engineer, Southwestern division, was retired February 29, having reached the age limit. He was born February 11, 1862, at St. Louis, Mo., and attended school there. After working as fireman, engineer and brakeman on other roads, he entered the employ of Frisco Lines December 18, 1883, as fireman between Dixon and Pacific. He was promoted on the Central division and was in passenger service on runs between Springfield and Sapulpa and Tulsa as engineer for the last 29 years and 10 months of his service. His first wife was Addie Steward whom he married at Springfield November 17, 1886. His second wife was Lulu B. Ferguson. Mr. DuBuque had three children, one of whom is living. He lives at Springfield, Mo. Continuous service of 42 years and 4 months entitles him to a pension allowance of \$103.35, effective from March 1.

**PRESTON JOHN BEASLEY**, engineer, Western division, was retired February 29, having reached the age limit. He was born February 10, 1862, at Steelville, Mo., and attended school there. He entered the employ of Frisco Lines in 1882 as a fence builder at St. James, Mo., and also worked in the roundhouses at Pacific and St. Louis.



P. J. BEASLEY

Later he served as a brakeman between St. Louis and Newburg and engine watchman at Neodesha, Kan. After engaging in construction work, he fired for about eight years and served as an engineer from 1893 until retirement. He married Mary M. Carrol September 25, 1887, at Pierce City, Mo., and to them were born five children, all of whom are living. Mrs. Beasley died May 16, 1905. Mr. Beasley lives at Enid, Okla. Continuous service of 50 years and 1 month entitles him to a pension allowance of \$108 a month effective from March 1.

*Ten Frisco Lines veteran employees, with combined service of 373 years and 9 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held March 17, 1932, at the St. Louis general office.*

**HENRY AMBROSE FOWLER**, colored train porter, Northern division, was retired February 29, having reached the age limit. He was born February 22, 1862, at Cole Camp, Mo., and attended school in Sedalia, Mo.



H. A. FOWLER

After working on the Missouri Pacific as a train porter, he entered the service of Frisco Lines in the same capacity, November 20, 1890, on the Northern division. He was promoted from train porter to flagman in 1894 and served in that capacity for a time. He married Eulah McCullough at Springfield in 1896 and to them were born five children, all of whom are living. He lives in Kansas City. Continuous service of 42 years and 3 months entitles him to a pension allowance of \$43.75 a month, effective from March 1.

**ANDREW HARRY TRUAX**, section foreman, Central division, was retired February 29, having reached the age limit. He was born February 2, 1862, at West Baden, Ind., and attended school in Orange County, Ind. He entered the employ of Frisco Lines as a section laborer at Butterfield, Mo., November 17, 1892, and was promoted to foreman May 28, 1901, at Southwest City, Mo. He was transferred to Grove, Okla., July 1, 1903. He also served at Lowell, Ark., and Washburn, Mo.



A. H. TRUAX

He married Delina Brandenburg, in Indiana, November 20, 1882, who died June 4, 1904, at Grove, Okla. His second marriage was to Emily Lawson, June 30, 1914, at Bentonville, Ark. Mr. Truax had seven children, all of whom are living. He lives at Washburn, Mo. Continuous service of 39 years and 3 months entitles him to a pension allowance of \$39.20 a month effective from March 1.

**TOM HALL**, roadmaster, Northern division, was retired February 29, having reached the age limit. He was born at Lebanon, Mo., February 22, 1862, and attended school in Greene County, Mo. He entered the employ of Frisco Lines cleaning up around the shops at Springfield in 1876. He was later promoted to foreman in the Springfield yard.



TOM HALL

He was transferred to Lockwood, Mo., and from Lockwood to Kenoma. He also worked at Greenfield, Mo., and Fort Scott, Kan. He was promoted to yard foreman there, and then to roadmaster on the Ash Grove sub-division. He married Mary C. Giboney at Springfield, December 21, 1884, and to them were born four children, one of whom is dead. A son, John Hall is employed by Frisco Lines as a fireman. Mr. and Mrs. Hall live at Fort Scott. Continuous service of 38 years and 7 months entitles him to a pension allowance of \$83.15, effective from March 1.

**JOHN ALEXANDER STEWART**, agent, Marked Tree, was retired February 29, having reached the age limit. He was born February 25, 1862, at Cincinnati, Ohio, and attended school there. After teaching and other work, he entered the employ of Frisco Lines in October, 1883, in the track department at Mammoth Spring, Ark. After being out of service, he entered again as night freight and ticket clerk at Thayer, Mo.,

February 17, 1904, and later became a clerk at Jonesboro, Ark. He served as relief agent at Thayer and Turrell, Ark., before becoming agent at Marked Tree. He married Ellen Birchett August 5, 1886, in Oregon County, Mo., and to them were born five children, all of whom are living. Mrs. and Mrs. Stewart live at Marked Tree. Continuous service of 28 years entitles him to a pension allowance of \$36.25 a month, effective from March 1.

FRANK LIPSKIE, stowman, Seventh Street Station, St. Louis, was retired February 29, having reached the age limit. He was born February 6, 1862, at Dirshau, Germany, and was educated there. He entered the service of Frisco Lines April 1, 1904, as a freight handler at Seventh Street Station and served as trucker and stowman. He married Barbara Kaminski at St. Louis September 10, 1888, and to them were born four children, all of whom are living. Mrs. Lipskie is dead. Mr. Lipskie lives in St. Louis. Continuous service of 23 years and 3 months entitles him to a pension allowance of \$22.30 a month, effective from March 1.

JOHN WRIGHT BAKER, yard engineer, Southwestern division, was retired February 29, having reached the age limit. He was born February 1, 1862, at Lincoln, Ind., and was educated there. After working for other roads for a time, he entered the employ of Frisco Lines in 1903, as a yard engineer at Kansas City. In June, 1907, he was transferred to Francis, Okla., as a switch engineer, and held that position until January, 1931, after which he did several kinds of work until retirement. He married Lulu Bland April 20, 1890, at Kansas City and to them were born two daughters, both of whom are living. Mr. and Mrs. Baker live at Francis, Okla. Continuous service of 28 years and 5 months entitles him to a pension allowance of \$48 a month, effective from March 1.

SIMEON PLAS WALKER, car inspector, Monett, was retired October 6, 1931, because of total disability. He was born December 3, 1864, at Carlisle, Ill., and attended school in Beaucoup, Ill. His first work was news agent on the Denver and Rio Grande Railroad. He entered the employ of Frisco Lines as a coach cleaner at Monett, June 10, 1890. He worked in several capacities and was a car inspector at retirement. He married Clara May Newman April

20, 1891, at Mt. Vernon, Mo., and to them were born five children, all of whom are living. Mrs. Walker died June 13, 1928. He lives at Monett. Continuous service of 42 years and 3 months entitles him to a pension allowance of \$55.35 a month, effective from March 1.

JOHN HENRY McPETERS, night roundhouse foreman, Fort Scott, was retired November 12, 1931, because of total disability. He was born January 19, 1867, in Wayne County, Kentucky, and was educated at Nevada, Missouri. After farming for a time, he entered the service of Frisco Lines with a steel gang, laying track at Fulton, Kan., June 8, 1892. He then served successively as worker in the roundhouse at Fort Scott, locomotive wiper, hostler, Brown hoist operator, and night roundhouse foreman. He married Ada Ford January 12, 1888, at Eldorado Springs, Mo., and to them were born four children, all of whom are living. Mr. and Mrs. McPeters live at Fort Scott. Continuous service of 39 years and 4 months entitles him to a pension allowance of \$94.20 a month, effective from January 1, 1932.



J. H. McPETERS

## In Memoriam

### MARTIN STRIEBINGER

MARTIN STRIEBINGER, pensioned dyer, died in the hospital at Springfield, Mo., on March 20th. He was born April 12, 1854, at Newhoven, Germany. He entered Frisco service in October, 1900, as upholsterer at the North Shops, Springfield, transferring later to the West Shops in the same capacity, and also worked as dyer until December 20, 1920, when he was forced to retire due to total disability. He leaves a widow, Virginia I. Striebinger. His pension allowance was \$20.00 a month and during his lifetime he was paid a total of \$2,520.00.

### CHARLES WESLEY CARTER

CHARLES WESLEY CARTER, pensioned master painter, died at his home at Bois d'Arc, Mo., March 20. He was born near Lebanon, Mo., January 21, 1874, and began his work with the Frisco on March 6, 1893, as a laborer. Entering the paint depart-

ment May 13, 1893, he worked his way through the car, locomotive and B&B departments at Springfield, and was made paint foreman July 9, 1909, and master painter April 16, 1914. His pension allowance was \$79.40 a month and during his lifetime he received a total of \$4,641.85.

### WINFIELD SCOTTY GLASBY

WINFIELD SCOTTY GLASBY, pensioned tool room man, died at his home at Sapulpa, Okla., March 30. He was born near Meramec Iron Works, Mo., in 1855, and entered Frisco service July, 1878, as a laborer at Knotwell, Mo. He later worked as concrete mixer, machinist helper and tool room man. He was pensioned on October 31, 1925, due to his having reached the age limit and his pension allowance was \$42.70 a month. During his lifetime he was paid a total of \$3,279.30.

### OSCAR BELTON WILLIS

OSCAR BELTON WILLIS, pensioned engineer, Central division, died at his home at Ft. Smith, Ark., on March 21. He was born May 10, 1875, at Spartanburg, S. C., and entered Frisco service December 25, 1901, as a fireman out of Paris, Tex., being promoted to engineer, August 27, 1906, in which capacity he served continuously until January 30, 1926, when he was retired due to permanent disability. His pension allowance was \$31.80 a month and during his lifetime he had received a total of \$2,315.00.

### CHARLES ELRA STEVENS

CHARLES ELRA STEVENS, pensioned section foreman, died at his home in Lenexa, Kans., March 24. He was born at Mercer, Ohio, June 15, 1872, and entered Frisco service in the early nineties as a section laborer at Lenexa, Kans., and was promoted to section foreman there July 1, 1897. He was pensioned February 13, 1931, and his pension allowance was \$23.35 a month. During his lifetime he was paid a total of \$256.85.

### EDWARD WILLIAM FRASH

EDWARD WILLIAM FRASH, pensioned engineer, Southern division, died at his home at Birmingham, Ala., March 23. He was retired from active service on November 22, 1928, due to total disability. He was born February 10, 1864, at Philadelphia, Pa., and educated in the schools there. He began his service with Frisco Lines in 1901 as an engineer, in which capacity he remained for a continuous period of 27 years and 7 months. His pension allowance was \$62.70 a month and during his lifetime he was paid a total of \$2,618.90.





# The TWILIGHT HOUR

*A Page Just for Children*



## Frisco Children Enter Letters About Pets for Contest

(Submitted by Juanita Brown, daughter of Frisco employe, Hugo, Okla.)

Dear Twilight Lady:

I am a girl, 11 years of age. I am in the sixth grade. I have gray eyes. My pet is a dog. He does all kinds of tricks. When he wants something to eat he always stands up. When he hears a bit of noise he goes to barking. When we play baseball and the ball rolls past us he gets it in his mouth and brings it to me. They all call him our backstop.

You can send letters to neighbors. He barks and the people get the letter. When anyone gets hurt he howls and runs to pretend to tell you. He always wants to play, run and jump.

We go to the river on Sunday and we take him with us. He can swim like a human being but when he comes to a little pool he can cross and don't want to, he always howls. We carry him across.

Well, I will describe him. His name is Snowflakes. He has curly hair. He is white. Well, I have told about my dog.

Yours truly,

JUANITA BROWN.

(Submitted by Marguerite Carnes, Marion, Ark., daughter of section foreman.)

The pet I have is a dog. She is an English Setter. She is brown and white with a white tail. She is a good dog, but she has one bad failure, that is to eat eggs. She catches rabbits, birds and she plays with turtles.

She knows two tricks. One is to jump through a hoop and the other is to get sugar off her nose. I have had her since a little puppy. I had an English Bull dog before this one and he chased trains, cars, motor cars and got killed that way. The dog that I have now name is Queen and she is gentle as a kitten. She barks at all strangers and at night she fights all dogs that come here. She chases all cows out of the yard and is a good dog. I am going to tell of her night adventure with a bob cat that came here when Daddy killed our calf.

That day Daddy killed our calf and hung up the meat. He sold some of

Letters from little Frisco boys and girls are coming in rapidly in response to the offer to pay \$1.00 each for the three best pet stories submitted to The Twilight Lady. A few of them are printed herewith which WILL HAVE AN EXCELLENT CHANCE to win one of the \$1.00 bills offered in the contest. If you haven't sent in your letter yet, do so today. Address it to The Twilight Lady, 737 Frisco Building, St. Louis, Mo. The contest will end with the June issue. Prize winners will be announced in the July issue.

the meat to a neighbor and that night a bob cat came and tried to climb the screen. Queen bounded around and expected the cat or dog to run, but it dug its claws into Queen's nose and made her howl. Then the bob cat ran around into the back yard and was smelling around where Daddy had killed the calf. Queen began to bark and then Daddy got up and went out in the yard and sicked her on the bob cat. He took a lantern and a pole and went out in the yard.

Queen began to bark and jump at the bob cat and he was greyish-white and Daddy ran after him, telling Queen to "sick-em" and Queen ran the bob cat off and he didn't come back any more.

Yours truly,

MARGUERITE CARNES.

(Submitted by I. V. Brown, son of Frisco employe of Hugo, Okla.)

Dear Twilight Lady:

I am now taking the pleasure of writing to you. I am very fond of pets. I have a pet cat which is a maltese and is very pretty. We have had him about a year. When the cat goes out in the yard the dogs chase him and he comes to the door and scratches on the screen and we open the door and he comes in and lays under the stove. Then when he gets tired and sleepy he goes out and gets exercise. He runs up telephone poles and trees and has much fun.

In the spring my friends and I get out in the yard and play for hours with him. My cat's name is Bluebell.

Well, now that I have told you about my cat I will close. Hoping to hear from you soon and hope my letter wins the prize of one dollar, \$1.00.

Sincerely yours,  
I. V. BROWN.

(Submitted by Clara Bernard, nine-year-old daughter of Eddie Bernard, rate clerk, traffic department, St. Louis, Mo.)

Four years ago my Daddy was trying to be an automobile repairman and was under our car on his back with both hands busy, when something walked under the car and licked Daddy right in the face. Daddy fumed and sputtered and yelled, "Get out", but this little puppy didn't know what that meant, so he stayed right there. Daddy crawled out from under the car and was going to chase the puppy away, but this little puppy looked so cute and lonesome, so he changed his mind and called Mother and me. We went out to see what Daddy wanted, and there he had the puppy drinking water out of a bucket big enough to make a house for such a small dog.

Mother laughed when she saw what Daddy had and asked what he was going to do with it. Daddy replied, "I always had a dog when I was a little kid and my children ought to have one, too".

Mother tried to call the puppy, but could not make him understand. Then she said, "Come here you fuzzy little rascal", and the puppy understood that. You see he was awfully fuzzy looking at that time. When Daddy saw how Fuzzy answered he said, "That's your pup", so we called him Fuzzy ever since.

My little sister Helen, who is only three years old, and my little brother, Eddie, who is only five, can ride on Fuzzy's back, so you see he is a big dog now. Of course, he is not big enough to carry me because I am nine years old and pretty heavy.

Daddy says Fuzzy is not a valuable dog as he is not pedigreed, but we wouldn't trade Fuzzy for all the other dogs in the world.

Some day I will send you a picture of my pet, Fuzzy, so you can see what a fine dog he is.

CLARA BERNARD.



## Interesting Pictures of Frisco Children



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⑬

1—Elbert Charles, son of E. C. Hunt, Springfield, Mo. 2—Son of F. H. McKinley, Oklahoma City. 3—Mike, son of Harry Boyd, Hugo, Okla. 4—June and Jack, children of Elmer Swope, Elk Ranch, Ark. 5—Leroy Wood, son of L. A. Fuller, Oklahoma City. 6—Raymond Clifton, son of A. C. Lawhon, Kansas City. 7—Joyce, daughter of C. B. Kuykendall, Ravia, Okla. 8—Billy, son of P. W. Landers, Memphis, Tenn. 9—Carol Lee, niece of James C. Cushman, Neosho, Mo. 10—Barbara Jean, daughter of W. L. Creel, Pensacola, Fla. 11—Jimmy, son of Carl Sherman, West Tulsa, Okla. 12—Deloris Dodd, granddaughter of P. O. Dodd, Ft. Smith, Ark. 13—Katherine Delores, daughter of Paul W. Lowery, Springfield, Mo.



# Homemakers' Page



## Tempting Recipes for Sea Food Dishes

**D**R. McCOLLUM, an eminent scientist, calls attention to the fact that the body is composed of 35 elements, 10 of which are the mineral salts and 6 the important vitamins. The conscientious homemaker is making every effort to see that her family's diet contains all elements necessary for well being.

Fish in the family's meals once or twice each week is such an inexpensive way of serving the body building materials. The much needed mineral salts and vitamins are there in abundance. It was because of the presence of certain of these salts that people once inclined to speak of fish as "brain food". Mark Twain once made a remark to a young man who asked how much fish he should eat to become really intelligent. "I would recommend," said the humorist, "that you eat a whale, not a large whale, mind you, just a medium sized whale."

Iodine, the much talked of element so necessary in small amounts for the normal functioning of the thyroid gland in the prevention of goiter, is present in most fish, but especially the salt water fish. Then in addition there is the copper and iron, both of which have been in the limelight for a year or two in the prevention and cure of anemia. These two elements are especially abundant in shell fish such as oysters. Salmon is especially important because of its inexpensive combination of vitamins—those preventing and curing pellagra and the one preventing rickets.

It was once thought that cod liver oil or sunshine were the only source of this latter vitamin, but within the past year prosaic salmon has come into its own.

There is no better way of contributing to individual and community well being than through being sure fish is considered in the food budget.

### Creamed Seafood

1½ tsp. butter  
2 tsp. flour  
½ tsp. salt  
Pepper  
1 cup boiling water

1 cup evaporated milk  
½ can lobster (1 full cup boned)  
Mashed potatoes  
Cheese

Prepare a white sauce of the butter, flour, salt, pepper, boiling water and

evaporated milk. Add lobster and pour into shells. Garnish with mashed potatoes and sprinkle with grated cheese. Brown in a hot oven. Yield: 6 servings.



### Codfish Balls

1 cup shredded codfish  
3 cups diced raw potatoes  
1 pt. boiling water

1 tsp. butter  
Pepper  
3 tsp evaporated milk

Cook codfish and potatoes in boiling water until potatoes are tender. Drain. Mash, add butter, pepper and milk and beat mixture thoroughly. Chill, then shape into balls and roll in crumbs and undiluted evaporated milk. Fry in deep hot fat (390° F.). Yield: 6 servings.

### Scalloped Oysters

2 tsp. butter  
1 tsp. flour  
½ tsp. salt  
Dash pepper  
½ cup liquid drained from oysters

½ cup evaporated milk  
1 qt. oysters  
1 cup buttered crumbs

Heat oysters in own liquor in double boiler until edges begin to ruffle. Drain. Prepare a white sauce of butter, flour, salt, pepper, liquid drained from oysters and milk. Arrange layers of bread crumbs and oysters in a buttered shallow baking pan. Add white sauce. Cover with crumbs and bake in a slow oven (300° F.) 15 minutes. Yield: 6 servings.

### Salmon Loaf

1 lb. can salmon  
1 tsp lemon juice  
Cayenne  
1 tsp. salt  
2 eggs  
2/3 cup chopped celery

1½ cups bread crumbs  
½ tsp. baking powder  
½ cup evaporated milk  
½ cup liquid drained from salmon

Remove skin and bones from salmon and flake with a fork. Add remaining ingredients and shape into a loaf. Bake in an oiled baking dish in a moderate oven (350° F.) until brown and firm. Serve with Tomato Cream Sauce or lemon.

### Tomato Cream Sauce

1 pt. tomatoes  
¼ bay leaf  
1 sprig thyme  
1 slice onion  
1 stalk celery

½ tsp. soda  
½ tsp. salt  
½ tsp. paprika  
1 cup Thin White Sauce

Add the seasoning to the tomatoes and simmer 15 minutes. Rub through a sieve, add soda and pour slowly into white sauce.

### Spanish Rice

½ cup rice  
2 cups boiling water  
½ tsp. salt  
2 cups chopped cooked meat  
2 green peppers  
1 onion, chopped

1 tbsp. margarine  
1 pint tomatoes  
½ tsp. pepper  
1½ tsp. salt  
1 cup grated cheese  
1 cup oiled crumbs

Boil rice in boiling water to which is added the salt. Scald the peppers and fry with onion in the margarine. Next add tomatoes and seasoning and heat to boiling point. Place the mixture in an oiled baking dish in layers with the meat and drained rice. Cover with grated cheese and top with the crumbs. Bake in a moderate oven (375° F.) until crumbs are brown and cheese is melted.

### Vegetable Loaf

1 cup cooked peas  
1 cup cooked beans  
1 cup cooked rice  
2 eggs, beaten  
Salt  
Pepper

Paprika  
Celery Salt  
2 tsp. melted margarine  
1½ cups hot white sauce

Put the hot peas and beans through the food chopper and add all other ingredients except the sauce. Shape into a loaf, adding more cooked rice if necessary. Bake in a moderate oven for forty-five minutes. Pour hot white sauce around the loaf when baked. The seasonings will depend upon the amount in the vegetables. This dish may also be baked in any croquette shape for individual servings.

### Creamed Mushrooms

1 pound mushrooms  
5 tablespoons margarine  
½ teaspoon salt

Few grains pepper  
1½ tablespoons flour  
½ cup cream

Clean mushrooms, remove caps, and cut both caps and stems in very thin slices. Next melt the margarine and add the sliced mushrooms. Cook three minutes and add the salt and pepper. Dredge with flour and pour over the cream. Cook five minutes more, stirring constantly.

## Springtime Fashions for the Juniors

**S**PRING and summer coming—all the children's last summer's dresses much too short for this year! Mothers all over the Frisco system have begun to plan the dainty, cool, little frocks that will be needed for the warmer months, which will soon be here.

There are lovely combination colors in prints and materials of all kinds, and with the price of yard goods down in keeping with everything else, the problem isn't one of excessive cost, but one of finding time to fashion the clothes.

But for Juniors, at least, there are straight lines and as many as two little frocks may be made in a day, and if mother will only set aside two days a week for sewing, the problem will soon be solved.

Many mothers will find that for the first time their daughters will require a little evening or dancing frock. The one pictured on this page, No. 7412, is of simple design and lends itself well to the young and slender figure of the girl in her teens. Select crepe, chiffon or any material of one's choosing. Combine it with lace, and the frock will indeed be one of charm. The dress has fitted lines



and is cut with modified flare in the skirt sections. A bertha, shaped in a deep point over the front and with a shorter point in the back, trims the waist and outlines the V neck line. This style is designed in four sizes: 11, 13, 15 and 17 years. Size 13 will require  $4\frac{1}{4}$  yards of 35-inch material. The sash of ribbon requires  $2\frac{1}{4}$  yards.

And then there must be a street dress in the Junior wardrobe, which will also serve as a traveling dress or for cooler, rainy days, which always come in early spring. This style may be made up in light-weight woolens or flat crepe. It is most attractive with collar and cuffs of contrasting material or with two shades of one material in combination. Black and white, or brown and white, or brown and rust, blue and gray, may be combined. Plaid or checked may be used with a plain fabric.

This style is designed in four sizes, 8, 10, 12 and 14 years, and an eight-year-old size will require  $2\frac{3}{4}$  yards of 35-inch material if made with the sleeves in wrist length, and  $2\frac{1}{4}$  yards with sleeves in short length. For the collar, cuffs and belt in contrasting materials,  $\frac{1}{2}$  yard of 35-inch material will be required. To trim with braid, binding or piping, five yards is required. When the days become too warm for such a frock, it may be put away for the early fall, and thus serve a dual purpose.

And while mother is planning for the Junior, she must not forget the little tots, six months to four years of age. No doubt, she will find to her dismay that last summer's dresses are worn out, too short, or

perhaps faded and far from fresh looking.

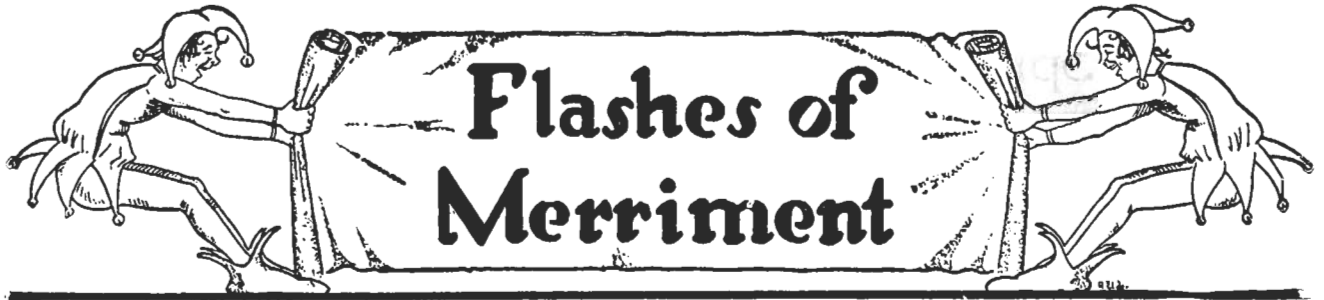
No. 7164 depicts a dainty model that will be easy to develop and easy to launder, and the latter means much to the busy housewife of today. Groups of plaits form a wide panel on front and back. The sleeve, a flare cap, is comfortable and attractive, as is also the low round neck.

This little style may be made up in dimity, linen, voile, China silk or shantung, and crepe de chine is also acceptable. For a more durable model, use white linen with piping in a soft color or batiste in maize, light blue or orchid with white is attractive.

This style comes in five sizes, 6 months, 1, 2, 3 and 4 years. To make the dress in a two-year-old size will require but  $1\frac{1}{2}$  yards of 29-inch material. To finish with bias binding or piping as shown in the print, or with lace edging will require  $1\frac{1}{2}$  yards,  $1\frac{1}{2}$  inch wide.

Any of these three patterns may be ordered from the Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y., and with each order send fifteen cents in stamps or coin, your name and address, and the pattern will be mailed you immediately.



**Ho—Hum!**

Then there was the Scotch victim of the unemployment situation. He couldn't find a job during his vacation.

**PROBABLY**

"Is there any truth in the report that Angus Mac Tavish bought the filling station?"

"Well, I don't know for sure, but the 'free air' sign has been taken down."

**TACT—PLUS!**

A customer sat down to a table in a smart restaurant and tied his napkin around his neck. The manager called a boy and said to him:

"Try to make him understand as tactfully as possible, that that's not done."

Boy (seriously to customer): "Shave or hair cut, sir?"

**Soap-Suds**

He: "May I hold your Palmolive?"

She: "Not on your Life Buoy!"

He: "Then I'm out of Lux?"

She: "Yes, Ivory formed."

**NOT FAIR**

"I've decided not to do any more school work."

"Why?"

"It's not fair. We children do all the work and the teachers get paid for it."

**A HARSH DIET**

"Where are you going to eat?"

"Let's eat up the street."

"No, thanks, I don't like asphalt."

**Necessity**

"Rastus, I'm sorry to hear that you have buried your wife."

"Yes suh, boss, I just had to, she was daid."

**YER RIGHT!**

"Furniture men see many pitiful sights."

"Yes, no doubt they could tell some moving tales."

**THAT'S RIGHT**

Some people are like blotters—soak up everything, but get it all backwards!

**ALMOST THAR!**

Hiram walked four miles over the mountain to call on his lady fair. For a time they sat silent on the sofa in the parlor, but soon the spell of the evening had its effect and Hiram sidled closer to her and patted her hand.

"Mary," he began, "you know I got a clearing over thar and some hawgs an' a team an' wagon an' some cows an' I calculate on building a house this fall, an'"—just then he was interrupted by Mary's mother in the kitchen:

"Mary, is that young man thar yit?"

"No, ma, but he's gittin' thar."

**Another Patient**

"Here's another patient for you doctor, a victim of congestion."

"Congestion of the lungs?"

"No, of the traffic."

**OH, MY!**

"Are you the man who went around this course in 76?"

"Of course not, I was born in '98."

**WE WONDER**

Wonder why they put so many holes in Swiss cheese, when its limburger that really needs the ventilation.

**Daring**

A man who doesn't care what anyone thinks can settle down with a package of Luckies and a box of sweets to enjoy the Old Gold radio program.

**AN OPPORTUNITY**

Guide: "On our right we have the palatial home of Mr. Gould."

Old Lady: "John Jay Gould?"

Guide: "No, Arthur Gould. And on the left is the residence of Mr. Vanderbilt?"

Old Lady: "Cornelius Vanderbilt?"

Guide: "No, Reginald Vanderbilt. And in front of us is the First Church of Christ. (Turning to old lady.) Now's your chance."

**HE KNEW HER**

"Darling, I saw the sweetest little hat today."

"Put it on and let me see how you look in it."

**NUMBER ELEVENS**

"You know I remember once it was the eleventh day of the eleventh month and I lived in a house with number eleven on the door and I backed the eleventh horse in a race."

"The horse won, of course?"

"No, sir, the beastly thing came in eleventh."

**Never Eat It**

"Pat do you like lettuce?"

"No sor, Oi don't," replied Pat, "and what's more Oi'm glad Oi don't, for av Oi did Oi'd eat it and Oi hate the stuff!"

**MAYBE**

"Is it true that mosquitoes weep?"

"It's possible, I've seen a moth ball."

**WELL KNOWN**

"Some men thirst after fame, some after money, some after love."

"I know something all thirst after."

"What's that?"

"Salt herring."

**Different**

"Your Otto had a fight with my Jack."

"Oh, well, boys will be boys."

"I'm glad you take it like that. I'll get the ambulance to bring your Otto home."

**REVENGE**

Judge: "It seems I have seen your face before."

Defendant: "You have your Honor, I gave your son saxophone lessons for two years."

Judge: "Ninety-nine years!"

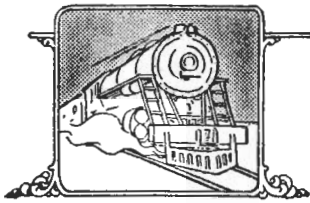
**TRICKS**

A man was buying a suitcase, but none of those shown pleased him.

"When I buy a bag," he declared, "I want to see some cowhide in it."

"Oi," said the merchant, "you should want tricks. Am I a magician yet?"





# The FRISCO MECHANIC

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



## JOPLIN, MISSOURI

R. C. FLETCHER, Reporter

H. E. Burgess, general chairman of the system committee of the shop crafts, was here for a visit on the 7th of April. He reports everything "looking up" on the system. We enjoy his visits very much.

M. L. Crawford, acting assistant master mechanic in the place of Mr. Brandt, was here on business on the 9th of April.

Bert Hubbard, son of D. A. Hubbard, machinist, is home again, having been dismissed from Freeman hospital where he underwent an operation for appendicitis.

We have not as yet learned the names of all the Frisco family graduates for this spring. But we do have word of one of the Frisco sons. Not only is he honored by graduating from Joplin High School but he graduated with the highest honors of the class of 274 graduates. This year's class is the largest in the history of Joplin High and to be valedictorian of this class is certainly a high honor. This honor goes to Leroy Patterson, 17-year-old son of Mr. and Mrs. Jess F. Wilson, inspector at Sixth street. Three years ago when he graduated from Junior High School he finished second highest in rank. Miss Imogene Ruhl finished first. As graduated of Senior High the order is reversed, Leroy finished first and Miss Ruhl finished second. Leroy's average for the three years in High School was 96.1%. Besides being an ace in scholarship Leroy is active in other branches of the school.

## LOCAL No. 5—St. LOUIS, MO.

E. R. McNABB and F. C. HENN,  
Reporters

A. F. (Shorty) Schaefer is married. Miss Bessie Byington is the lucky girl. General Foreman W. J. Ficke is driving a new 1932 Plymouth sedan.

Mary Neal Garner was the name given to the 8-pound girl that arrived at the home of Mr. and Mrs. Neal Garner on April 1.

Harry Trott, night watchman at Lindenwood shops and yards, has been confined to the Frisco hospital for eight weeks with a bad case of blood poisoning. He is somewhat improved but is still quite sick.

Leon Amos, formerly drill press operator, now an apprentice, is sick but will soon be back at work.

A. J. Schratz's father-in-law, who was seriously injured in an automobile accident the latter part of March, is not much improved at this writing.

Al Perkins has moved to a small farm in the suburbs.

Mr. and Mrs. E. H. Myrick of Colorado Springs, visited Mr. and Mrs. Carl Myrick the first part of this month.

Mrs. W. H. Jamison and children visited her parents at Picher, Okla., since the last writing.

Mr. and Mrs. Virgil Leigh entertained with an old time dance March 29.

J. B. Daniels, president of the Frisco Employees' Club, states that the club has over three hundred members. Come on, Local No. 5, let's make our support 100%.

Hoot Gibson had his tonsils removed the first of this month.

Foreman Gibbons is the owner of a Packard sedan.

Frank Henson and Dick Thompson entertained with dances at their homes recently.

(Flat River) Barton traded his radio to Joe Baron for his Nash car.

## LINDENWOOD CAR DEPARTMENT

D. F. TOBIAS, Reporter

February and March were added to the pages of history without a personal injury in the car department at St. Louis. We were not so fortunate in April, however. Silas Dean had to face the boss and tell him why he permitted some foreign particle to enter his eye and cause him to lose considerable time.

Ye scribe has pleasant memories of a visit with home folks at Willow Springs March 19.

H. E. Montgomery, extra car inspector, visited a daughter in Carbondale, Ill., during the second week of April.

Our sympathies are extended Car Repairer C. R. Sloan and his brother, R. Sloan, who lost their mother in Springfield, March 26. The funeral party passed through St. Louis on the 28th, en route to Marengo, Ind., where interment was made.

Our steno, Carl E. Keiser, is bemoaning a life of bachelorhood while his wife visits home folks in Springfield at this writing. "I'll starve if that can opener breaks," he says.

Justus C. Miller worked extra in place of Geo. Schmidt, car inspector, April 14.

L. G. Gaskill is filling the vacancy of T. S. Smith account sickness. Tom's condition is reported slowly improving. C. W. Turner, who for some time had been working extra in the roundhouse, is now working Gaskill's number on air brake work.

## RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Mrs. David Craig has gone to Yuma, Ariz., to be with a sister who is seriously ill at this writing.

George Thompson, who has been convalescing at his home at 644 West Calhoun street for some months, has been sent to the Frisco hospital at St. Louis for treatment.

Malcomb Doran has rented his residence in the city and moved to a suburban acreage southwest of Springfield, where he is preparing to farm the coming season.

Charles Spencer suffered a broken right arm this month when he was thrown from a load of hay, which upset with him while being conveyed to its destination. We hope the injury heals fast and that he will soon be able to try it again in a safer way.

Charley Elkins informs us he was unfortunate in not being able to get out of the way of a bread truck, when driving on East Mill street, one morning lately, resulting in a collision in which his automobile was damaged very badly.

James Newkirk informs us that the stork, that mysterious bird, visited his home last month and left a handsome young lady, which has been named Leota Marie. According to all previous records she will vote the Democratic ticket in 1933.

Mrs. Sarah Stiles, grandmother of J. E. Kellogg, died last month from ef-

fects of burns she received when her clothing was accidentally ignited when she came in contact with a stove. Our sympathy is extended to the family and other relatives.

"Uncle" Frank Molitor, laborer, who has been retired the past seven years, after thirty-three years of service with the Frisco, died at his home at 642 West Calhoun street in April. He was a grand old man and well liked by his fellow workmen, and we wish to extend our sympathy to the bereaved.

Loren E. Elliott, who was a few years ago one of our obliging clerks at the south store, paid us a short visit this month. He informs us he has been in Chicago, Ill., and around the Great Lakes the past three years, since severing his connections with the Frisco. He has taken up civil engineering and has been in the employ of Henry L. Doherty & Co., for which firm he is now working in the Springfield territory. Come again, Loren.

Virgil Brown, son of Theodore Brown, has been keeping in good shape for the coming baseball season. He has been a member of the Cardinal baseball school, and has been making a very fine showing so far, by his left-handed twirling. He has been pitching baseball during the past several years in school, and being a young man of clean habits, keeps himself in good trim winter and summer. We wish for, and predict, a successful career for him in the baseball profession.

It appears that the destiny of fate has our brother Homer Ritchie marked on its schedule quite often. This time he is nursing a broken right arm, which he received from being too friendly, and shaking hands with a ship mule named Henry Ford. It seems that Homer had been on unfriendly terms with this particular mule for some time, and on the morning that he received the broken arm, Mr. Mule was not feeling the best in the world, so proceeded to go through the performance known as "kicking," with disastrous results to Mr. Ritchie. We hope that his recovery will be speedy, and that peace will reign between them henceforth.

## BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Bud Peck is back in the Springfield terminal now after being on the road for over a year.

Roy Hill and gang have been repairing bridges at Willard, Mo., and vicinity recently.

Fred Watts, B&B carpenter, of the St. Louis terminal was successful applicant for first class carpenter in Roy Hill's gang.

Ebb Nease and gang are repairing bridges at Harrisonville, Mo., and vicinity.

Annual bridge inspection on the Eastern division has just been completed by J. A. Moran, D. E. Gelwix and assistants.

General repairing on bridges and buildings in Monett and vicinity is being done by Charles Wallace and gang.

Jim Jones and gang have been rather busy recently repairing bridges in the Springfield terminal.

General repairing on buildings in St. Louis and vicinity is being done by W. I. Foster and gang.

**LOCAL No. 17—TULSA, OKLA.****H. C. PRICE, Reporter**

M. L. Guinney, chief clerk to master mechanic, and wife spent Easter in Ardmore, Okla., visiting relatives.

W. F. (Tony) Phillips, blacksmith, is driving a new Chevrolet coupe.

D. B. Phillips, machinist, has returned to work after being in St. Louis hospital.

Chas. (Scotty) Glasby, retired wreck-er crew man, died at his home latter part of March. Mr. Glasby had been on the pension list for the past six years.

We wish to extend our sympathy to Mr. G. I. Alexander, boiler foreman, and family, and to G. A. Williams, boilermaker, and family in their hour of bereavement. Mr. Alexander's mother passed away in Knoxville, Tenn., and Mr. Williams' father passed away in Oklahoma City.

Engineer P. F. Geraghty is taking a 60-day leave of absence, vacationing.

The Frisco baseball team has been out for practice several times this season and we have prospects of organizing a good team.

Harry Stewart, machinist, is wearing a big smile. Reason, a 9-pound baby girl. Congratulations, Mr. and Mrs. Stewart.

**COACH YARD—KANSAS CITY, MO.****J. J. SULLIVAN, Reporter**

Warren Ottley won a black eye and a silver medal in the recent A. A. U. boxing tournament for the Missouri Valley. There were one hundred entries from Kansas and Missouri. Warren easily won his elimination fights but lost in a hard fight for the welter-weight championship.

The many friends of Jimmy Quinn, formerly employed as upholsterer in this yard, but who was laid off many months ago, will be glad to learn that he was fortunate in securing a good position at the Turkey Creek pumping station, adjoining the coach yard.

The spring breezes evidently were a little too cool for Bert Carpenter, as he has traded his roadster in on a Ford coach.

We welcome Coach Painter Lon Van-Winkle to our coach yard force, he having transferred here from Springfield coach shop.

T. E. Box, wife and daughter motored to Springfield, March 20, where they spent a delightful week-end visiting relatives. Tom must have carried a horse shoe with him on this trip as he arrived home just a few hours before the big snow began.

**NORTH SPRINGFIELD BACK SHOP****ALEX WATT and GORDON YOWELL, Reporters**

George L. Whitlock, machinist, and wife were called to Wellington, Kan., March 7 on account of the illness and death of Mrs. Whitlock's mother, Mrs. C. J. Garner, age 81 years.

Arthur Roberts, son of Austin Roberts, machinist, plans to leave May 1 on a two months' trip to Germany.

James Van Hook, veteran watchman of the north shop, was retired May 1 on account of having reached the age limit. "Jim" has a record of forty-five years of continuous service and has made many friends who wish him happiness in his retirement.

Lawrence Henslee, machinist, informs us that his new hen house recently completed, is gradually filling up with chickens.

Edwin Ragain, machinist, and wife have a new daughter, named Mary Frances. She weighs eight pounds.

John Goodrich, machinist apprentice, is back on the job after losing two weeks with the "flu."

"Jim" Burrell, blacksmith, and his

small son, Herschel, went fishing the last of March on Sac river. He reported a nice catch of fish.

We are glad to see Charley Painter, blacksmith helper, back with us again after having been absent a long time due to illness.

The north shops extends sympathy to Al G. Ball, stationary engineer, in the death of his father, James Ball.

Mrs. Mary Zable, 80, died April 12 at her home, 529 W. Scott street, where she had lived for the past sixty years since coming to Springfield. Mrs. Zable was born in Freistadt, Germany, coming to America when a small girl. She married Mr. Zable sixty-five years ago in Memphis, Tenn. She is survived by her aged husband, five daughters and one son. One of the daughters is the wife of Mr. Fred Shanks, lead man in the north tin shop.

James Strader was called to Dixon, Ohio, April 1 by the death of a brother-in-law, Will Taggart.

H. C. (Slim) Baker, well known pipe fitter of the north car yards, who is in the M. W. A. sanitarium at Denver, Colo., is reported improving slowly but will be about a year before he can be released.

T. J. (Speedy) Roberts' wife had the misfortune to be kicked by a Ford which she was trying to crank. Her arm was broken.

Jasper Odell, of the upholstering department, is on the sick list. He has not worked any since February and is suffering from both stomach trouble and rheumatism.

**LOCAL No. 1—SPRINGFIELD, MO.****J. F. WASSON, Reporter**

Local No. 1 was entertained by the Ladies Auxiliary with a nice program at their regular meeting on February 4, 1932.

John Magers has moved to the farm. Charles Mikesell was the lucky one to sell him a Ford truck.

Homer Ritchey had the misfortune of breaking his right wrist. We wish him a speedy recovery.

Local No. 1 extends sympathy to the following: Mrs. Earnest Jackson in the death of her mother; Henry Potter in the death of his brother; Al Ball in the death of his father.

Oscar Linder, a former employe of reclamation plant, has moved to the farm.

Mr. and Mrs. Fred Stevens are the proud parents of a 7½-pound baby boy, born April 14, 1932. Mr. Stevens is a son of Taylor Stevens of the south storeroom.

**NORTH SIDE SIDELIGHTS****EMERY HAGUEWOOD, Reporter**

Mrs. Ernest Jackson is mourning the loss of her mother whose death occurred April 12 at the family home at Purdy, Mo. The roundhouse force extend their sympathy.

Mrs. James White also has the sympathy of the roundhouse force in the death of her father which occurred during the past month. Mr. White is one of our coal chute operators.

Orville Fite, machinist, took advantage of a recent layoff to visit in Del Rio, Texas, and also in old Mexico. While at Del Rio he went through the great broadcasting station XER and was entertained by the Lonesome Cowboy, who sang some numbers of his request. He reports a great trip and a good time.

Mr. and Mrs. John Derrick have returned from a visit of several days among relatives at Hardy, Ark. They report a good time.

Ernest Jackson, boilermaker, has moved on an acreage tract near the city limits, will try farming in a small way this coming season.

Edward Rouse, machinist, is another of our roundhouse family to move to

the country, having moved on his farm several miles east of the city, which he purchased several months ago.

Orville Bennett, electrician, has returned to work following an absence of several weeks made necessary by an appendicitis operation. He says he is feeling fine.

Mrs. Ellery Boles is at present confined in a hospital at Savannah, Mo., where she is undergoing surgical treatment. Latest reports are that she is doing nicely. Mr. Boles is a machinist on the day shift.

Jesse Newton, sheet metal worker, is viewing the Ozark scenery from a brand new Pontiac sedan which he purchased some time ago.

Charles Dummit, grease cup man, is also driving a brand new car, having selected a Plymouth coupe.

William Pinkerton, cellar packer, is making extensive repairs to his house at 222 Summit avenue. When completed he will have practically a new five-room bungalow.

**MECHANICAL DEPARTMENT  
OKLAHOMA CITY, OKLA.****FRANCIS N. JONES, Reporter**

The Frisco baseball team, under the management of J. K. Kerce, is gradually rounding into shape and expect to be ready to go on the opening date. Manager Kerce expects to have a much faster team than last year.

Mr. and Mrs. T. T. Chubb visited in Springfield the latter part of March.

Mr. and Mrs. W. P. Cargill visited relatives in Shamrock, Okla., last month.

Carl Ward, machinist, passed around the cigars, the occasion being the birth of a daughter. The baby has been named Patricia.

Allen Groff of Sapulpa, a former employe at this point, visited here last month.

Francis Jones visited friends in Bristol the latter part of March.

W. P. Myers visited his father and mother in Sapulpa one day in March, the occasion being his father's birthday. The elder Mr. Myers was master mechanic on the Southwestern division for a number of years.

Larry Burnett is working the roundhouse electrician job, filling O. J. Miller's vacancy.

Bill Jones nearly lost his famous Model T a couple of weeks ago when three young men tried to lift him off of Walker street with a Chevrolet. Made quite a dent in the back end of Bill's Ford, but he has it all straightened and painted and says it is just as good as ever.

**SOUTH TRAIN YARDS  
SPRINGFIELD, MO.****JESSE L. BRANDON, Reporter**

D. W. (Red) Barclay, lead inspector, was taken sick very suddenly. As soon as Drs. Bunch and Sweeney arrived, which was very soon, they gave him a thorough examination and thought at first they would have to operate, but later decided they could get by without operating. As a great deal of his trouble was nervousness, they requested he must be very quiet and not have any company and all medicine must be given as directed.

Samuel Hays is second trick lead inspector while D. W. Barclay is off sick and Carl Dashney, extra man, is working Mr. Hays' job.

Walter Pittman, stevedore on out-bound platform, who has been off for some time with an injured back, is better at this writing.

Isiah Garrett, third trick lead inspector, and Clarence Clark went fishing at Caydes Mills and caught one fish that weighed thirty pounds.

Wallace Hay, chief delivery clerk, is back on the job after being off about



a week having some dental work done. Bert Sprague worked in the absence of Mr. Hay.

Walter George, coach repair man, who has been off sick for a long time is no better at this writing.

The writer made a trip to St. Petersburg, Fla., recently. Saw a lot of oranges and grapefruit, also many beautiful parks and lots of flowers.

R. H. Yelvington, coach repairman, while painting in the kitchen of business car 1925, got the back of his hand burned and was off six days.

James Corn, who was flagging at Boonville street crossing, got bumped and now is working on the section gang again.

D. W. Barclay went to the hospital recently for an operation.

#### LOCAL No. 7—FT. SMITH, ARK.

H. W. CLAYPOOL, Reporter

Want to take this opportunity to congratulate Mr. and Mrs. Bill Risner on the birth of a fine 9-pound daughter whom they have named Wilma Pauline.

The "flu" seems to have stopped here for good as several of the boys are off at this writing. B. G. Worden, J. R. White and L. R. West have just returned from attacks.

Very sorry to learn that Wm. "Happy" Herzog, engineer, is confined in the St. Louis hospital. Certainly hope that he is back on the job soon.

Court cases seem to take up a great deal of time, as Mr. M. L. Crawford, Mr. J. H. Dyer, B. G. Worden, J. R. White, O. C. Meeks and O. E. Oliver have been attending court at Van Buren, Ark. On another case E. Hoopak was summoned for two days at the same place. Mr. W. W. Claypool and Lon Hope took a long journey down to Washington, Ark., to be witnesses just a few days later.

Very sorry to learn of the death of Mrs. J. H. Martin at Springfield. She is the wife of Conductor Martin of the Southern division and sister to Mrs. Ed McKinney, wife of roundhouse clerk.

Mr. McKinney was working in Mr. Lon Hope's job when he was called to Springfield. Mr. Paine Johnston filled this vacancy.

Enjoyed a visit from Brother Burgess on April 4, when he attended our meeting and talked over the System Board Conference.

Mr. M. L. Crawford, our master mechanic, spent several days with us lately, as he is still maintaining his home here.

Mr. Thompson, traveling electrician, has spent two days looking over things here.

Mr. A. C. Sweet, machinist, who was recently called back to work has broken the news that he has a new arrival at his home in Marshfield, Mo. Congratulations, Al!

Want to take this opportunity to welcome L. R. West back to the first shift after spending several months on the second one.

The "Gang" would like to know what size truck hit our drill press operator, or was it a ladder, Mike?

#### LOCAL No. 19—MEMPHIS, TENN.

P. W. LANDERS, Reporter

M. L. Schick and wife recently attended an Eastern Star convention at Nashville, Tenn., making the trip by auto.

The infant son of Mr. and Mrs. Floyd Huff is ill at this time with whooping cough.

H. E. Moore, night machinist, has been on the sick list for the last three weeks. We wish him a speedy recovery.

Urban Billings, boiler maker, had some bad luck a few days ago, when

his Jersey cow was electrocuted by a fallen live wire.

Johnnie Halley, E. Kummerle and O. A. Craft, recently spent the night in Lapanta, Ark., on a fishing trip.

The baby girl of W. C. Shoppe, machinist, has been ill with a severe cold. S. M. Ferguson, back shop foreman, reports his little daughter recovering from measles.

Marion Chapman is back at work after several weeks in the St. Louis hospital.

W. J. Bell has been on the sick list for the past ten days.

W. K. Fuzzell, local secretary, has been limping the last few days, due to a sprained ankle.

The Local wishes to express its sympathy to one of its faithful members, D. P. Henley, account death of his father.

Mrs. O. S. Marshall, wife of inspector in the train yard, is ill at this writing.

#### LOCAL No. 24—AMORY, MISS.

RAYMOND F. DEES, Reporter

Machinist F. F. Woolf lost his brother by accidental death on March 18. We extend our sympathy to Mr. Woolf and family.

Storeroom counterman, J. C. Allen, and wife have our deepest sympathy in the loss of Mrs. Allen's father who died March 22.

Born to H. H. Johnson and wife, a fine baby girl on Easter Sunday. Congratulations.

Walter Dixon, water service man, had the misfortune to fracture two ribs in a fall. Hope to see him back on the job soon.

Locomotive Inspector O. B. Holmquist has recovered his bull pup which had been stolen for a month.

J. V. Adams has returned to work after an illness of several days.

Mrs. R. F. Dees, wife of pipefitter, had as week-end guests Mrs. Scott Williamson, Mrs. T. Markham and O. Sullivan of New Albany, Miss.

Rich Wilson, laborer, has returned to work after being off due to a severe cold.

#### WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

James Stephens lost several days recently due to illness.

George (Dobber) Hollman of the B&B paint gang was quite ill for several days the first half of April.

Seems like old times to see George Mutz back on the truck at the B&B yard.

Charles Robinson has been setting the base for new motor and pump to be used at the Billings pump station. The new equipment is to operate automatically.

Wm. Phillips continues to improve slowly, but his progress is very encouraging.

Mr. and Mrs. C. S. Pawkett of St. Louis, visited Mr. and Mrs. James Stephens recently. Mr. Pawkett is conductor on the River division.

John Sumner and James Stephens have been doing repair work at Dixon, Lebanon and Swedeborg lately.

W. C. Losey and Henry Potter have been doing routine work at the south side and north shops.

Earl Getchell is doing routine work on the High Line and at the West shops.

Mack Pressley and Arthur Buck have been shifted "hither and yon" helping out at various places.

Sympathy of the department is extended Henry Potter in the loss of two brothers lately, one died in Colorado during March, and the other, Lee Potter, died at Strafford, April 3.

Mrs. Pat Magee, Miss Opha Jackson, Mrs. Johnson Brooks and Mrs. Claude

Hereford attended the call to conference of the Girl Scout leaders at Des Moines, Iowa, April 20 to 22. They represented the Springfield council in the Covered Wagon region.

#### LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

Julius Robbe, machinist, who has been off several days on account of illness is able to be back at work again.

H. H. Stapp, stationary engineer, has purchased a Chevrolet car.

C. C. Anchors, boilermaker, sustained a painful injury recently. A bone was broken in his shoulder, which will necessitate his absence from work for some time to come. We hope he will recover as soon as possible.

W. A. Hairsine, blacksmith of the car department, splurged himself to the extent of buying a Chevrolet car.

Several men of the shop have been off from work account illness due to attacks of influenza. T. B. Posey, Willie Doubleman, Paul Robbe and L. D. Criswell were victims, including the writer, who was off ten days with an attack of the "flu." Am glad to report that all are well and back at work again with the exception of Willie Doubleman, and we hope he will be back with us soon.

C. A. Anderson, machinist, was summoned to serve on the jury in court this week. M. G. Duncan is filling the vacancy.

L. C. Askew, machinist, was suddenly stricken with acute appendicitis recently. He was immediately rushed to St. Vincent's hospital where the necessary operation was performed. The latest report is that he is improving rapidly and will be back with us again in a short while.

At the last meeting of Local No. 18 we were honored with the presence of B. G. Gamble, master mechanic, and C. P. Clark, general car foreman, in addition to all our local supervision of both the car department and roundhouse. Mr. Gamble and Mr. Clark each gave an interesting talk, stressing the vital importance of the saving of material. Following the meeting ice cream and cigars were served. We adjourned with a better bond of mutual understanding with the supervision.

Spring undoubtedly must be here. C. A. Gateley, blacksmith, has gotten out his straw hat and is wearing it again.

C. J. Kennedy, pipefitter, has been absent account of illness the past few days. We hope he will be able to be back with us soon.

W. O. "Kid" Lee, machinist, is displaying a new set of false teeth. He got them just in time, as the soup season is about over.

#### MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

We were all wondering why E. Banks, switchman, was all smiles after he and Mrs. Banks made a flying trip to Tulsa, Okla. It was to see the new baby girl born to Ed Banks, Jr., and wife, Eddie now being a grandfather.

Riley Frey, third class machinist, and wife are now on a vacation to points in California.

J. D. Reeves, roadmaster, had his office moved here from Willow Springs.

Herbert Davidson, son of Walt Davidson, section foreman, is now on a visit here. Herbert is attending college at Batesville.

Mrs. P. O. Freeman, wife of engineer, was in St. Louis on a visit.

Colleen Gibbons, daughter of Joe Gibbons, switchman, of Springfield, is now home on a visit.

E. E. Bateman, conductor, who was injured some time ago, is now able to be out again.

David Thomas, conductor, who has been in the hospital at St. Louis, is back home again.

### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Shopmen extend their sympathy to the bereaved family of Mrs. Fred Flagg, who died of apoplexy March 17. Funeral services were held at the local Baptist church and burial was made in the Rolla cemetery.

Mr. Ralph Hance is the proud father of a boy, born March 6.

The residence of Mr. Wm. Davis was completely demolished by fire on March 17.

Sympathy and consolation are hereby extended to Mr. and Mrs. Charles Johnston and family in the loss by death of Mr. Johnston's father and mother.

Uncle Marion Tankersley and this writer attended the Democratic state convention at St. Louis last month. Both were delegates from Phelps County.

Another baby boy! This time to Mr. and Mrs. George Wilson. He arrived March 21.

Mr. and Mrs. Wm. Murrell are also rejoicing. A bouncing baby boilermaker arrived at their home March 24.

Miss Content Wise of Springfield, was a Newburg visitor between trains.

Mrs. H. W. Fuller was a recent St. Louis shopper.

Mr. and Mrs. E. F. Fuller and son, Ronald, visited Mr. and Mrs. J. W. Vinson of Springfield recently. While there they attended the State Teachers College Players production, "Sun-Up," in which Ed Fuller, Jr., had the leading male role.

### LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. and Mrs. Tom King, accompanied by Mrs. Elmo Sistrunk and daughter, La Nell, visited friends in Sherman, Texas, during the Easter holidays. Mrs. Sistrunk's mother came back with them for a visit.

Herbert Foley, who is attending Wooster College, Wooster, Ohio, spent the Easter vacation with his parents, Mr. and Mrs. W. J. Foley.

Earl William Young, blacksmith, and son spent several days in Springfield and vicinity during the layoff the last of March, but report they had no luck fishing.

Jack Foley, who is a senior in Enid High School, suffered an attack of appendicitis while attending classes. He was rushed to the Baptist hospital where an operation was performed and at present is recovering nicely.

Karl Recknagel, clerk in the general foreman's office, has the sympathy of the shop forces in the recent death of his father-in-law, Judge Foglesong.

Frank Holman, machinist, is sporting a new Chevrolet.

Frank Harkey, of the boiler gang, visited home folks during the layoff. He also purchased a "Lizzie" and drove back.

On March 15, a group of Frisco women known as the "Stitch and Chat-ter Club," entertained their husbands with six tables of bridge, at a party at the home of Mr. and Mrs. H. H. Fuller. Green decorations were used in the rooms and the color carried out in the luncheon served at the close of the evening. Those present were, Mr. and Mrs. C. C. Baker, Mr. and Mrs. Wilbur Ayers, Mr. and Mrs. Burleigh Adams, Mr. and Mrs. Elmo Sistrunk, Mr. and Mrs. Mike Wagner, Mr. and Mrs. W. N. Patterson, Mr. and Mrs. Roy Richards, Mr. and Mrs. R. B. Burner, Mrs. Claude Bond, Miss Betty Baker, Mr. and Mrs. Tom King, Mr. and Mrs. John Poling, and Mr. and Mrs. H. H. Fuller.

### MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

With the coming of spring came the general clean-up of the Frisco round-house and surrounding premises, and all of the men have noted with appreciation the improved working conditions.

We are glad to note that so many of our number who have been on the sick list are able to be back at work again. Earl Hicks has returned from the Frisco hospital, St. Louis, and although he has not returned to his job, we hope to see him with us soon. Tony Berrocca, John Bigelow and John Stermola have reported again for work, and we hope to see all who are absent account sickness or injury back in the near future.

The stork has brought another small member to the Frisco family. Mr. and Mrs. Arthur Disselhoff are the proud parents of a new baby girl, born a few weeks ago.

Although the weather contradicts the fact, we know that spring is sure enough here for Slim Kirschner has the baseball fever again. We go right along with Slim in wishing the Kansas City baseball club all success this year.

The Sunnyland Club held a dance and card party on Tuesday, April 19, at the Pla-Mor Ballroom at Thirty-second and Main streets and all who attended enjoyed themselves thoroughly. Keep your eyes on the bulletin board for announcements of Sunnyland events, and watch the club grow.

John Purtle and Clarence Smallwood have returned from a fishing trip in southern Missouri, and the stories they have been telling about that trip since their return would do for the "Believe It or Not" page.

We are all glad to know that the daughter of Mr. and Mrs. Carlos Davis, who has been an invalid for some time, is now greatly improved. At the present time Mr. and Mrs. Davis and their daughter are visiting friends and relatives at Galveston, Texas, and Tulsa, Okla.

A large party was held at the home of Tom Davis recently. About fifty persons were present and an excellent orchestra furnished music for square dancing throughout the evening. At a late hour refreshments of sandwiches and coffee were served, and everyone enjoyed themselves immensely.

Ralph Fyffe, who has been off for some months with an injured ankle, is getting along nicely. We all certainly hope it will not be long before Ralph will be able to be back with us again.

Tommy Lyle, who is at the present time filling vacancy of Ted Cavanaugh, the alemite man, is trying to "swap" his brand new 1917 model Overland for a dog. We are wondering if he will have to pay any difference in cash.

Bill Kessinger, stationary engineer, is now back at his old post and we are glad to have him with us once more.

### B. & B. REPORT—SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

Martin Hughes is moving his family from southern Oklahoma back to Vinita.

Mrs. J. V. Maggi, who has been visiting Mr. and Mrs. E. F. Maggi, has returned to her home at Rogers, Ark.

Henry Hadwin has been visiting his mother who lives at Shreveport, La.

Mrs. E. F. Maggi has returned home after spending a week visiting relatives at Rogers, Ark.

C. M. Swope, W. T. Wideman and Marion Thompson have been transferred from the B&B department to flagging crossings.

Lee Peppers is taking treatments at Sherman hospital for blood poisoning.

O. V. Smith is giving the coal chute at West Tulsa a new coat of paint.

W. E. Fountain is doing general repair work on the Chickasha sub.

Virgil Leak is repairing bridges on the Sulphur branch.

W. A. Lantz is doing general repair work in the vicinity of Okmulgee.

E. F. Maggi is repairing water tanks and stock pens at Mill Creek.

### LOCAL No. 33—HAYTI, MO.

E. B. WHITENER, Reporter

Richard Hayes, extra car inspector, is at Blytheville, Ark., on a box packing job at this writing.

F. C. Larson, roundhouse foreman, is enlarging his poultry house and scratch pens at this writing.

Theon Strack, machinist, has been cut off for some time.

M. W. Rhodes, machinist, is also cut off at this place but is still being carried on extra board.

J. M. Smith, pump man here, has been bumped and says he will go to Kansas City.

H. A. Slentz, motor car maintainer, is spending most of his time at this place now.

Ralph Leonard, motor car maintainer, is also spending most of his time here repairing motor cars.

R. D. Saunders, car inspector, spent one day in Blytheville recently.

Shirley Gremer, extra man, has moved from this place to Chaffee, to work extra in the shop there.

### KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

Spring is here now in Kansas City. The rip track is the scene of lots of cleaning up and painting.

Claude Belz is now working in Carl Sternisia's place. Carl has returned to St. Louis hospital for an operation. We hope he recovers soon.

William Lines wants to take this time to thank his fellow workmen and friends in helping his sister recover from a recent operation. Mr. and Mrs. Charles Hines, Olie Comstock and Walter Spencer all submitted to blood tests. Walter Spencer was the only one whose blood could be taken. Mrs. Marie Burris is getting along fine now and was moved from the hospital to her aunt's home, on April 14.

John McKee's son, Richard, left about three weeks ago for Portland, Ore., for his vacation. Hope he has a good time.

Sorry to report that we have had our second and third accidents within four days apart. Carman J. L. Burton was injured April 7 and was sent to St. Mary's hospital. He is getting along fine. Hope to see him at work soon. Joe Ensen was injured April 11. Joe is our piecework checker. Hope he returns soon.

We are sorry to hear that Charles Hines' sister-in-law, Mrs. Frank Hines, died recently. Mr. Frank Hines was formerly a coach repair man in the coach yards.

John Munson's daughter has fully recovered from an operation and from reports she is back in school again.

We understand that Bert Purinton is grandfather again.

Elmer Oman, our big game hunter, has turned fisherman. His recent catch totaled forty fish and two water-dogs.

Orval Sawtell recently laid off three days to visit his farm. Orval sure does look like a farmer.

William Buck, air brake man, has returned to work to help Ralph Green get the work out.

Mrs. Clyde Williams is planning a trip to St. Louis, Mo., to visit her daughter. We hope Mrs. Williams enjoys this trip. She will go to Springfield and then to St. Louis which will make a trip of about 500 miles.



# Frisco Family News

## EASTERN DIVISION

### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. B. M. Shaller and son, Robert, wife and son of signal maintainer at Marion, Ark., have been on an extended trip to Cincinnati, O.

R. W. Troth, draftsman, accompanied by his mother and father recently motored to Kansas City and Valley Falls, Kans., for a visit with relatives.

W. M. Nash, maintainer at Olathe, who is off duty account illness, is being relieved by Kenneth Rhinehart, helper at Tulsa. Mr. Rhinehart is being relieved by Jack Stewart.

Mr. H. Barron, assistant engineer and Mrs. Barron spent Easter with Mrs. Barron's father and other relatives at Jasper, Ala.

Roy Testerman, our former draftsman, is enjoying the recreations of the farm.

### OVERCHARGE CLAIM—REVISING DEPARTMENT ST. LOUIS, MO.

J. H. KOEHLER, Reporter

Eventually, why not now? So decided Mr. McCormick, and on April 21 he took unto himself a bride, one Thelma West. Congratulations, Elmer. No doubt about it, the Irish holdouts have weakened. Now Joseph Kelly has given someone a brand new sparkler. Looks like the depression is receiving a jolt.

Which reminds us that the ranks of the bachelors are rapidly thinning. Only a few more left. We have Cecil Zvorak, Bob Bröckelmeyer, the eminent Buck Rohlfing and Joe Koehler. From present indications these "Four Horsemen" will remain firm for some time to come.

The office lost one of its familiar figures in the transfer of Paul Strauss to the agents accounts department. You're welcome back any time!

John Ronne, formerly with the Kansas City office, is back on duty after a month's leave due to illness.

Carl Aittama is also on the job again after several days at the hospital. Jake has nothing but praise for the fine treatment received.

Fred Sontag, in spirit with Mr. Hoover's recent request, invested in a new Frigidaire. Drop in any time you're down Luxemburg way.

Nobody tardy in March, a proud record. One contributing factor, we understand, is that new pair of roller skates Gertie Bayer is using.

Additional duties have been assigned to Bert Scollay's desk, but with a stout heart the old shiek has accepted them with a smile.

We hope at this writing that Clari-bel Robinson has fully recovered from injuries received in an auto accident.

Marle Devine, formerly of Spring-

field, has been "subbing" for her.

We understand Joe Manion recently purchased a right-handed glove for 10 cents, but only after an argument with the dime store girl. She insisted he buy a pair, but the sign read "10c each" so Joe won out.

Remember that old unsolved query, "Who frow dat poak chop?" It's still a mystery.

### OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

V. C. Williams spent a week in the hospital here to allow his heart to recuperate from a "flu" exhaustion. We are glad to report he is now back on the job.

Uncle Charlie Baltzell is in the St. Louis hospital. A wire from Dr. Woolsey states he is greatly improved.

Z. B. Claypool has transferred from the position of assistant accident prevention director to insurance inspector, under G. L. Ball.

J. B. Hilton, after an absence of several years spent working in St. Louis, has rejoined our staff.

Miss Olive Bernet has been displaced as typist, because of the depression, and is now protecting the extra board.

J. M. Connelly was called for jury service but was released without hearing a case.

While his wife was visiting in Chicago, Orville Coble dissipated by playing chess. He must have lost for he has been unusually reticent since.

A recent Metropolitan Insurance Company bulletin says: "The country is full of fresh air. Get out and get it." Not a few railway employees have received the same advice in a less welcome form.

### CLINTON AND OSCEOLA SUB

MRS. A. W. LIFEE, Reporter

Mr. and Mrs. W. S. Knapp spent Easter with their daughter, Mrs. L. Dooley, and family at Emporia, Kan.

Fred Long is enjoying a trip to Springfield and other points.

Mr. Wells, engineer, has retired from service due to disability. We wish him a very long and enjoyable vacation.

Our deepest sympathy is extended to Oscar Blumbost and family in the recent death of his brother-in-law, W. J. Hallsey of Kansas City. At one time Mr. Hallsey was an engineer on the Hi-line but at the time of his death he was with the Burlington.

We are glad to report C. O. Claiborne, agent, is much better. Mr. Claiborne has been in the hospital several weeks with an infected eye.

Mrs. Chas. Yeager and son are moving to Clinton from Springfield. Mr. Yeager has been here several months serving as hostler.

C. M. Shaw, engineer, and family spent a Sunday in Springfield helping celebrate his mother's 87th birthday. Mrs. Shaw is quite active for her age.

Mr. and Mrs. Frank Wilson attended the dedication of a bronze tablet to the memory of the Civil War Veterans of the State of Missouri, Saturday,

April 9. Mrs. Wilson, wife of Engineer Wilson, on the K. C. C. & S., sang at this dedication.

### MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

F. W. Lampton, representative of the Hunt-Spiller Company, put in a smiling, pleasant appearance one day recently.

Suffering from a painful attack of sciatic rheumatism, Engineer J. W. Ruggles has been unable to work for several weeks, and is at present receiving treatment at the St. Louis hospital.

An official visit to Monett for the purpose of supervising a welding job on the 1309, was made by J. C. Kitzmiller, of the Oxweld Service Company, on April 14. He was accompanied by Mrs. Kitzmiller, who spent the day with Mrs. L. C. Loveless.

The inherent mulish tendencies of a certain make of car, provoked by the operation of cranking, are responsible for a badly sprained right arm which is being tenderly nursed by R. D. Mustain, welder.

Lewis Crawford, student at Notre Dame College, spent the Easter vacation with his parents, Mr. and Mrs. M. L. Crawford.

What was developing into an extremely good record has finally been broken—just as all good things inevitably meet their Waterloo! But anyhow, we can look back upon a period of several months in which the employees of this department sustained no personal injuries—until, unfortunately, W. G. Warren missed connections with a rod he was handling, resulting in a bruised foot.

### OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

It's May-time when all nature is a song of poetry; if it were not for such words as DEPRESSION, COMPRESSSION and IMPRESSION I might give you all "an Ode to Prosperity" but being as it is, with Depression having reached bottom, and dropped anchor (to quote Will Rogers) and with the Compressing of our Transportation Force into smaller quarters and the Impression I'd make as a Frisco Correspondent, just won't attempt it.

As this goes to press understand some eighty clerks of the car accounting department are to be our nearest neighbors—moving from first floor of general office building into our department—second floor. They're a peppy bunch and here's hoping they add material for news items of interest.

Edith Widmeyer, our first extra typist, prospered by Eula Stratton and Joanna Brady's ill fate of "curing the flu" and so brightened the office about most of first half of April.

Elbert Hunt, one of the recently "reduced force"—this department, secured employment almost immediately with the Roger Primm Insurance Agency

and is doing nicely, enjoying the work almost as much as "railroading."

Freda Fielden, former typist, is employed with the Springfield Gas and Electric Co., but still calls herself a Friscoette. Kate Toon is visiting her sister in St. Louis and writes she is having a gay time. And that's all until the merry month of June.

#### DIVISION AND STORE ACCOUNTANT OFFICE—SPRINGFIELD, MO.

MARY NEWTON, Reporter

The office is beginning to look more like old times. Messrs. Bob Langston, Walter Hudson and Harry Likens have moved in from St. Louis.

Harry Likens displaced H. H. McGarvey, who in turn bumped Lote Pipkin, Lote going to Birmingham.

We miss Ranny McDonough's smiles. Ranny left March 31, account being "out."

Miss Helen Roberts was called to Kansas City, March 5, account sudden death of an uncle.

The girls of the accounting and stores departments gave a luncheon at the Ontra April 5 for Miss Nellie Clifton, who left the service the first of the month. Nellie has gone to her home in Joplin.

The accounting department extends sympathy to William Powell, file clerk, whose father died in Texas, April 14.

#### GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

HELEN ALDRICH, Reporter

There has been considerable illness among our office force and their families the past month. Guy Tummons was absent account of a severe cold but is back again.

Paul Lowery had an attack of the flu and was off several days. However, he is feeling fine again.

Paul Gaylor's son, Joe, has been seriously ill of flu and pneumonia. We are glad to know he is improving and hope he will soon be entirely well.

John Charles, son of Emmett Mayabb has had a seige with the croup but is much better now.

We are sorry to lose Charles "Butch" Gustin who has left the office account of reduction of force. We will all miss Butch and his ready wit.

The store department extends sympathy to William Powell of the accounting department whose father died April 15.

John Robert Gibson, son of Harry Gibson, is slowly regaining his health. It is hoped that he will soon be able to go for long drives in the spring sunshine.

#### DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

While "listening in" over the radio recently from the station at Hopkinsville, Ky., the writer heard "That Grey Haired Daddy of Mine" played and sung. Those who know Mr. Jimmy Long of the dispatcher's office, know that he is the author of that song and because we know the author, the song was enjoyed all the more. This song has proved quite popular and is new on the market.

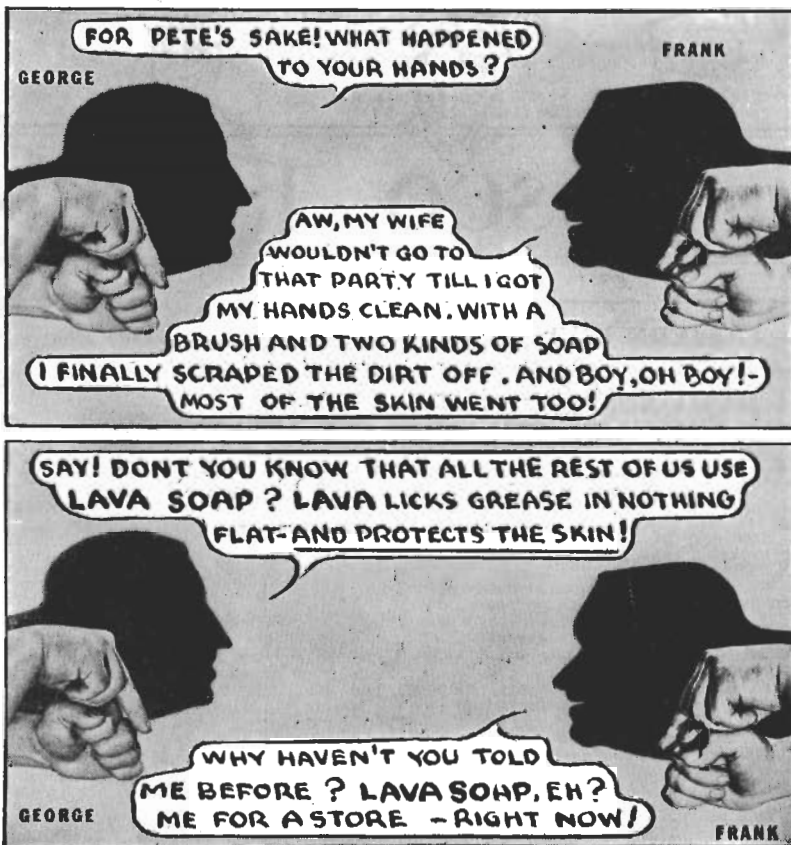
Mr. and Mrs. Paul C. Brandon have bought property at 1127 N. Clay and moved into their new home the first of the month.

Everybody has the "garden spirit" and all who have an available space have made use of it. Some have gone into the chicken business and are enjoying it immensely.

Mrs. L. H. McGuire and sons spent a few days in St. Louis recently.

Mr. and Mrs. Hart Howard and Mrs.

## LAVA SHADOW PICTURES



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Miller drove down "66" to Arlington, Mo., the 10th of April. At Arlington, the Frisco crosses the Gasconade and the country in that section of Missouri is very pretty, Hart tells us. Mrs. Howard will be remembered as Miss Stella Comegys, formerly of the general storekeeper's office.

"Tige" Berst is still in charge of the supply cars as E. A. Thomas is still having trouble with his eyes, resulting from an infection. We hope that Mr. Thomas will soon be able to go back to work.

Mr. Claude Clemens has had the privilege or hardship, as you may call it, of moving twice in one week's time, but he thinks now that he is permanently located.

Mr. and Mrs. Paul C. Brandon and daughter, Ann Elizabeth, spent Sunday the 17th at Osceola, Mo., visiting Paul's mother and brother.

The writer quite suddenly decided on the morning of the 9th to spend Sunday with her sister, Miss Olive Fain, at Bartlesville, Okla., and left on No. 3. A pleasant trip was enjoyed, long to be remembered.

Sincere sympathy is extended to William Powell of the accounting de-

partment in the recent death of his father, on April 15.

### F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

DAZEL LEWIS, Reporter

We are glad to report that F. L. Pursley, who has been in the Employees' hospital at St. Louis for several weeks, is now on the road to recovery and expects to return home soon.

Gertrude Whitaker took a day off recently to plant flowers, however, the weather turned out to be very rainy and she spent her time exploring the attic. Gertrude was relieved by Cleo Pearce, one of our first extras.

Messrs. G. C. Roop and C. E. Martin have been making frequent trips to the dead freight house to assist Supervisor Smith.

R. D. (Tony) Gilbert has made a vegetable garden and, according to Louie Bangert, when planting the Irish potatoes, he turned the eyes down so they could not see the light of the moon.

### OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Word comes from Anna Kiefer, who is on leave of absence, that she has spent a part of her leave visiting in southern Texas, going down to Mexico City for a short time. We hope that such a wonderful trip has completely restored her to good health.

Bobby Gene Shawley, who was so severely burned about a year ago when playing around a fire with other children, has at least secured admission to the hospital in St. Louis, where he will receive special treatment for his leg which was disabled by the burns. Zella, his sister, and his grandmother will accompany him to St. Louis, and he will enter the hospital April 19. The operation to straighten the leg is a delicate one, but it is hoped that his recovery therefrom will be speedy and that he will again be able to walk in a short time.

M. A. Walker's recovery from the flu was not as soon as expected, the flu developing into bronchial pneumonia and keeping him away from duty until the second week in April. However, he is now completely recovered and has again resumed his duties on line.

Catherine Lyons also took the flu and, together with Florence who took sick during March, has been off duty several weeks.

Death visited our ranks again this past month, suddenly claiming Helen Fisher's father, Mr. H. Marr.

Cuma Melton enjoyed a short visit with her sister in Chariton, Iowa, the past month.

### MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Ye worthy scribe is hard put for news items this month. All activities are at a stand-still. Even Dan Cupid seems to have fallen into a stupor and is undismayed by the fact that this is leap-year. But so long as we are well, why not be happy, whether anyone gets married or not.

The demands of business out on the line are exacting great toll in time from F. G. Baker lately. Fear he will have a hard time discerning the glass top on his desk, if he doesn't hurry back to the office.

It seems good to see the beaming face of Wesley Shane around the building once more. For the past several months "Bill" has been working in the telegraph office at St. Louis; but, due to certain changes in the telegraph

department, he recently transferred back to Springfield.

We are sorry to report that Rufus Clark is off sick at this writing. We miss the aroma from that famous Missouri pipe and hope Rufus is soon back in the office weaving the same old dream-inspiring wreathes of smoke.

Jimmy Burns has been substituting in the office recently. Hope business soon picks up so Jimmy can be with us every day.

### OFFICE OF MASTER MECHANIC SPRINGFIELD, MO.

ZETA M. SIMPSON, Reporter

Mrs. Carl Keiser and Junior, of St. Louis, arrived here April 16 for a two weeks' visit with relatives.

The further reduction in force resulted in Nora Nichols being cut off March 23.

We note Mrs. A. C. Swineford was the winner of a prize for the best prosperity song. Then, her friends say, she refused to go and claim it.

Yours truly spent April 10 at Newburg, visiting friends, and we want to assure you that our experience in climbing those hills convinced us they are as steep as they look.

### MILL ST. PASSENGER STATION SPRINGFIELD, MO.

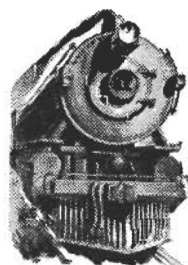
W. S. WOOD, Reporter

Jack Dempsey passed through Springfield on the afternoon of April 2, and stopped at the station to inquire how he might reach his old friend, Uncle Charlie Baltzell. Clay Dillard took the ex-champion to Mr. Baltzell's home, where he enjoyed a thirty-minute talk and visit with him.

G. L. Arnold walked away with the sartorial honors this Easter without a struggle. He came to work decked out in a new suit, hat, shoes and tie. No one else in the office got beyond the necktie stage.

Fred Brooks, special officer at the sta-

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tion for the past three years, has been transferred to Oklahoma City. Fred has been very active and conscientious in the performance of his duties at Springfield, and takes with him our best wishes for success in his new field.

Ruel Wommack, at one time special agent for the Frisco and later secretary to the superintendent of terminals here, has been appointed assistant chief of the Springfield Police Department.

We have had a lot of experience with personal checks, but we believe a new record was set recently when a man we never saw before presented one for seven dollars and fifty cents, drawn on a non-existent bank and signed "Cat Fish Ole".

Pullman Porter "Hank" Mundy carries three pairs of spectacles. He uses one pair for reading, another for long distance work and the third to look for the other two.

## MONETT, MO.

LINZY LLOYD, Reporter

The force in the shop yards are busily engaged making necessary repairs on refrigerator cars preparatory to shipment of strawberries and we are expecting a bumper crop.

J. E. Shipley had a narrow escape while driving on highway 60 to his suburban home, Sunday, April 17, his car being side-swiped by another whose driver attempted to pass him did considerable damage to both cars. Fortunately no one was hurt.

Assistant Yard Master E. P. Hogan has been off duty for two days account of illness.

The entire switch crew on 10:20 p. m. job laid off Saturday night giving the extra board full charge.

Mrs. Frank L. Kyler and son, George Rainey, have moved to Springfield where they will make their home.

Dave Marshall, helper on the 8 a. m. middle lead, had the pleasure of working as yard master for one day in E. P. Hogan's absence.

Superintendent J. A. Moran and Assistant Superintendent G. E. Jury made a business trip to the Monett yards a few days ago.

Night Yard Master Earl B. Spain laid off two nights this week, being relieved by Switchman W. P. Fenton.

Mrs. H. L. Joyce and son, Jack, of Springdale, Ark., spent the week-end with Claim Agent H. L. Joyce at Monett.

## TELEGRAPH DEPARTMENT

TULSA—W. K. BAKER

H. J. Houghland to West Tulsa on bid. N. A. Collins re-instated; Houghland back to third, Francis, vice O. A. Cox to extra list. Mrs. Nesbitt to agency, Indianola, on bid.

Effective March 21, Bushyhead and Woodville changed from telegraph to non-telegraph stations with no change in agents.

Second White Oak abolished. M. A. Wilson to second Seneca, vice Easton. KB office Tulsa, abolished; N. A. Burch to first West Tulsa, vice C. J. Quinn to third, vice N. A. Collins.

Roadmaster's clerk, Francis, abolished. Mr. Wood is bumping Bob Leach, clerk in Mr. Rudd's office.

Gene Autry, extra operator, who has for some time been singing over the air from Chicago, was called home to Ravia

account the serious illness of his mother.

Telegraph messenger at Sapulpa abolished, John Dukes not bumping. CO office at Oklahoma City abolished, Hill to first "YD," vice Sloan to second, vice Oaks to extra board, bumping Bruce Hough at Vinlita ticket.

First trick Holdenville abolished. Swearingin to second "XY," Sapulpa, vice Mayberry, first trick, and the ticket cashier's job at Holdenville were combined. Mayberry to agency, Troy, vice Flisk.

C. B. Crocker, relay operator at St. Louis for the last eight years, was down on the Southwestern division looking for a place to bump. Think he will go to Chaffee to car distributor's job.

Third Henryetta abolished; C. W. Webster looking around.

W. K. Baker relieved W. H. Cashman one day recently account Mrs. Cashman having the misfortune of burning out a

few bearings in their car down about Cushing.

Easton from second Seneca to first Fairland tower, vice T. J. Lasater.

## MONETT—HELEN FELLOWS

Ho, hum. Spring is here, and we are feeling the urge to get out of doors, make gardens, go a-fishing, and indulge in all the other spring activities.

Third trick SP, Springfield, was bid in by R. Vandivort, from Weaubleau. While the job was on bulletin H. DeBerry worked at SP.

J. J. Norton, third trick Cuba, was off one day, being relieved by Leo Daugherty.

R. Wills worked second trick, Southeastern Junction on day, relieving W. M. Christopher.

W. J. Yandell, second trick Swedeborg, was off two days. Carl Musgrave re-

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lieved him.

W. W. Lemons, second trick Newburg, was off one day, being relieved by R. Wills.

V. R. Finley, agent, Stanton, was off one day. Leo Daugherty relieved him. Leo Daugherty worked second trick, Sullivan, two days, relieving E. H. Dyer.

R. Vandivort, third trick SP, Springfield, off sick. C. H. Reed relieved him one night, then was bumped by Carl Musgrave, who in turn was bumped by H. DeBerry.

We are still looking forward to that day when reduction and retrenchment will be things of the past and all fear of being bumped will be over.

## SOUTHWESTERN DIVISION

**TRAFFIC DEPARTMENT  
 TULSA, OKLA.**

MARGERY A. O'BRIEN, Reporter

We are having real summer weather in Tulsa and everyone is feeling fine, working hard and very optimistic about conditions.

We showed an increase in our freight earnings for the first seven days of April over the same period in March, reason enough to feel encouraged. We are hopeful that the entire month will show a nice increase and are working to that end.

The Tulsa Traffic Club held their annual banquet and dance at the Mayo hotel on the evening of March 29. Among out-of-town visitors we were glad to have W. S. Merchant, assistant general traffic manager.

J. B. Hilton, of the industrial department, addressed the real estate board at a luncheon held at the Mayo hotel March 20. Mr. Hilton spoke on the cotton industry as well as other industries in this locality and was very enthusiastic over Tulsa's prospects, complimenting the Chamber of Commerce upon its industrial survey which indicates what industries should thrive here, including a wholesale drug house, automobile accessories, furniture warehouses, etc.

Frisco Employees' Club held its regular meeting on Friday night, April 15. Meeting was followed by short entertainment furnished by members.

The Frisco Ladies' Club held its meeting Wednesday evening, April 20. There was a short business meeting, followed by bridge party and dancing. They sent out a number of invitations.

Mr. and Mrs. Rainey spent Easter Sunday with their folks in Springfield. Miss O'Brien spent Easter Sunday with her mother in St. Louis.

M. W. Connelly and family spent Easter with relatives in Memphis.

Charles Berry, son of R. W. Berry, soliciting freight and passenger agent, formerly in city ticket office, Tulsa, has returned to St. Louis and is working in the typing bureau.

We were glad to have Messrs. Butler, Merchant and Huggins as visitors to our office in the past week.

**OFFICE SUPT. TERMINALS  
 WEST TULSA, OKLA.**

MISS EDNA A. WOODEN, Reporter

Harold Offield, yard clerk, who was ill in the St. Louis hospital for several weeks, has returned to duty.

A. J. Hall, fireman, who was seriously ill for several weeks, has returned to duty.

Clyde R. Brigrance, switchman, who has been ill in the St. Louis hospital for some time, is still unable to return home. Wade W. Manning, switchman, is also in the hospital at that point. We hope they will both be able to return soon.

Mrs. M. L. York spent several days recently visiting relatives in St. Louis.

G. B. Brown, switchman, has returned from Columbus, Ind., where he was called account illness of relatives.

Mrs. Minnie Eagan and daughter, Miss Hazel, mother and sister of W. E. Eagan, have returned from Miami, Okla., where they spent several days visiting relatives.

We are sorry to report the death of little Effie Mae, four-months-old daughter of W. R. Stansill, engineer, at the home in Sapulpa, April 8. Our sympathy is extended to the bereaved parents.

Also it is with regret that we report the death of Fred Mullins, who was formerly with the engineering department on the Southwestern division, which occurred at Tulsa, April 9, after an illness of several months. Mr. Mullins left the service of the Frisco two years ago and was engineer in charge of construction of Boulder, Main, Boston, Cincinnati and Third streets viaducts for the city of Tulsa. He will be greatly missed by his many friends and we extend our sympathy to the family in their loss.

A. L. Dean, of the car service department of the ARA was a visitor in Tulsa recently.

**STORES DEPARTMENT  
 WEST TULSA, OKLA.**

ELIZABETH FINNEY, Reporter

It would appear that our wishes, as far as Daddy Akin are concerned, have been granted, for Daddy has returned from the hospital in St. Louis and is now on the job, looking young and healthy and in good condition, with the

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exception of a few aches, which, of course, we aren't able to detect from outward appearance.

With the reduction in force and the usual unpleasantnesses accompanying this "sald" depression, S. R. Gardner, our division storekeeper, has found time to move his family from Sapulpa to West Tulsa, where he is at home to friends at 2218 South Phoenix avenue.

Thomas H. Woolsey, store trucker at West Tulsa, informs us that he is now the proud "grandpap" to an attractive seven and one-half pound baby girl, born to his daughter, Anna Woolsey Stewart, at the Morningside hospital in Tulsa on Friday, April 8. The infant has been christened "Jewel Denzel." We are happy to report that Mrs. Stewart is getting along nicely. Our congratulations on the arrival of such a fine baby.

Glenn V. Stone, of the division storekeeper's office, Springfield, Mo., was a visitor Saturday, March 26. Mr. Stone formerly was chief clerk to the division storekeeper at West Tulsa—and his many friends at this point were indeed elated that he should pay us a visit, even though for so short a stay.

Claude O. Mitchell, store helper, enjoyed an outing in Mohawk Park, Tulsa, evening of April 14—he playing the role of chaperone to the senior class, West Tulsa High School.

Mrs. Claude O. Mitchell and daughter, Eloise, contemplate a trip to Afton, Okla., next week, for a visit with relatives.

Charlie Warren, store trucker at West Tulsa, advises us that he will be classified among the "Summer Bachelors" for the next few months—his wife, Mrs. Charlie Warren, leaving Sunday, April 10, to spend the summer with relatives at Seymour, Mo.

#### SUPERINTENDENT'S OFFICE SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Lois Flanagan, stenographer in this office, spent a recent week-end in Oklahoma City visiting friends.

Miss Ella Thrasher who has been working in Okmulgee as bill clerk, has returned to Sapulpa as stenographer for the division engineer.

Mr. and Mrs. J. A. Macmillan spent two weeks at Detont, Arkansas, visiting relatives.

Mrs. Lon Burd is enjoying a sixty days' leave of absence.

Mrs. Oma Hathaway, former assistant file clerk, was a recent visitor in the office.

M. E. West, general clerk, was called to Springfield on account of the death of his father, who had been quite ill for sometime.

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Several of the clerks attended the bridge-dance given by the ladies of the Tulsa Employees' Club, April 20.

#### RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Our deepest sympathy is extended to Sid Maxwell, fireman, account of the death of his father.

E. F. Smith, son-in-law of J. T. Hulehan, has returned to his position with the Sinclair Oil Company after an absence of about five months. Mr. Smith was seriously injured in an automobile accident.

Don Parr, switchman, has returned to work after an absence of a month, during which time Mr. Parr was in the Frisco Hospital at St. Louis for treatment.

Mr. and Mrs. Edgar Willer and son, Junior, spent Easter Sunday in Illinois as guests of Mrs. Willer's parents.

Cape Girardeau had one of the hottest city elections it has had in years and one of the commissioners elected was Edw. Willer, former agent for the Frisco at Senath and father of Edgar Willer, cashier at Cape.

Mr. and Mrs. J. F. Neal had as their guests over a recent week-end, Mr. and Mrs. Frank Neal of Memphis, Tenn.

Mr. and Mrs. Don Parr and the writer spent Sunday in Mounds, Ill., as guests of Mrs. Parr's sister, Mrs. F. J. Bandy.

Leo Lane is our new baggageman at Cape, having displaced Genest Morgan.

We want to offer our congratulations to Mr. and Mrs. Genest Morgan of Chaffee upon the arrival of a son at their home.

#### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Birl Thompson, file clerk, was called to St. Louis for a few days last month account death in his family.

Mrs. J. L. Mumma and little daughter are able to be out again after a rather severe attack of flu.

Mr. E. W. Smith and family have moved to Cape Girardeau after having resided in Chaffee for the past few years.

Misses Elizabeth Grieshaber and Ann Guethle recently spent the week-end in St. Louis shopping and enjoying some good shows.

Announcement has been received of the arrival of a daughter at the home of Mr. and Mrs. N. A. Spaulding. The young lady has been named Norma Clare. Mr. and Mrs. Spaulding lived in Chaffee while Mr. Spaulding was employed as car tracer in the trainmaster's office. He is at present agent at Fagus, Mo.

Maple Davidson was off for a few days during the first of the month account sickness.

Mr. Claude Crocker, of St. Louis, is now working as operator in the Chaffee office, having displaced Mr. Ben Grieshaber who will go to Perryville Junction. Mr. Crocker has moved into the Paul Krueger property on Parker Ave.

Mrs. Juanita Morgan, daughter of dispatcher Frank Morgan was a visitor in St. Louis last month.

Mr. and Mrs. Marion Gisi and two daughters motored to Ste. Genevieve, Sunday, April 17th, for a visit with relatives.

Jim Ferguson seems to be the busiest man around the office these days. He claims he is getting up at Sunrise and going out to his farm where he puts in a few hours' work before office hours. Haven't been able to learn just what Mr. Ferguson is specializing

## ENGLAND SENDS HER PRAISES TO AMERICA

### Britisher Calls American Firm "Benefactors to Human Race"

The Englishman is everywhere acknowledged to be a keen judge of fine tobacco. Little wonder, then, that the makers of Edgeworth Smoking Tobacco, right down in our own Richmond, Virginia, are proud of this tribute to their product from Mr. W. J. Russell of Newton College, Devon, England.

Newton College,  
Newton Abbot,  
Devon, England,  
Nov. 20, 1931.

Larus & Brother Company,  
Richmond, Virginia, U. S. A.

Gentlemen:

I have just purchased and begun to smoke some of your Edgeworth Plug Slice. How long it has been possible to obtain this delectable tobacco in this country I do not know, but I am so delighted at having discovered it that I want to record my appreciation of it and of the firm that produces it. I had not realized that a tobacco so superior to any other was obtainable. The discovery has pleased me so much that I am constrained to write to you, whom I regard as benefactors to all pipe-smoking members of the human race.

Please accept, gentlemen, my sincerest thanks.

Yours faithfully,

W. J. Russell.

Edgeworth has found its way into most of the countries of the world. It is nearer the truth to say that pipe smokers of foreign nations have "discovered" Edgeworth. They have found, too, that Edgeworth is always the same. To literally millions of men Edgeworth has been the happy ending to the quest for real smoking satisfaction. If you are not contented with your tobacco, try Edgeworth.

In his letter, Mr. Russell states that he, like many experienced pipe smokers who prefer to "rub up" their own tobacco, smokes Edgeworth Plug Slice. This is the form in which Edgeworth originally appeared, but it is also available as Edgeworth Ready-Rubbed, all ready for your pipe. Both Edgeworth Ready-Rubbed and Edgeworth Plug Slice come in all sizes from the 15-cent pocket package to the pound humidor tin.

If you have never smoked a pipe, and would like to know its joys and to "understand" the Edgeworth flavor, send your name and address to Larus & Brother Co., 108 S. 22d St., Richmond, Va., and they will send you a free trial packet of Edgeworth.

You are invited to tune in on the Edgeworth Radio Program every Thursday evening at eight o'clock, Eastern Daylight Time. The WJZ network of the National Broadcasting Co. See your local newspaper for time and nearest station.



in raising, but at any rate hope he has a good crop.

Mrs. O. N. Watts was a visitor in Hayti for a few days last month.

Miss Ethel Mae Robinson spent a few days in St. Louis recently visiting with friends.

## TEXAS LINES

OFFICE OF VP&GS  
FT. WORTH, TEXAS

MARY BESS SMITH, Reporter

The Bridge and Forty-two Tournament, held in the Longhorn room of the Texas hotel, evening of April 4, proved to be one of the most enjoyable and profitable entertainments the Frisco Employees' Club of Ft. Worth has sponsored. Miss Leda Belle Durrett, secretary, was chairman of the committee which arranged for the evening's entertainment, and they certainly deserve a lot of credit and thanks for their efforts.

I shouldn't be surprised if we don't have a "coming" young Prima Donna in our midst in the person of none other than our PBX operator, Miss Evelyn McQueen, who is taking an active part in choral work. Understand she is among a select few who have been chosen to entertain over the radio, weekly, representing the mixed chorus.

We are all certainly going to miss Miss Katherine Bales, formerly in our secretary-treasurer's office, who has one of the very nicest dispositions of anybody.

Frank Hord, of our auditor's office, we are sorry to report, has been limping around account the amputation of one of his toe nails, but he expects to be "hitting on all two" feet in first class condition in a short time.

Miss Pauline McMahan, who was out of the auditor's office a few days this month, is now back on the job and seems to have completely regained her health and usual good spirits.

Mrs. Marguerite Casey, stenographer in auditor's office, appeared one morning all "A-la-Jean Harlowe," and caused considerable favorable comment account the platinum blonde effect being decidedly becoming.

Mr. Jno. R. Ferguson, engine inspector, Ft. Worth, should certainly be proud of his young daughter, Sybil, who is making an excellent record at Baylor College, Belton. Miss Ferguson, besides being one of the outstanding honor students for the past two terms, is secretary to the dean. Hope by next issue of the magazine to have a picture of Miss Ferguson.

Mrs. W. S. Pollard, wife of our assistant claim agent, and who is visiting in

Berkley, Calif., is slowly but steadily improving from her accident last fall. However, she is still using crutches.

Know we will all be interested in knowing that Mrs. O. H. McCarty, who now lives in Los Angeles, and who some months ago sprained her ankle, is now able to get around with the aid of a crutch. She writes she is enjoying California very much.

Mrs. G. G. Beckley, wife of our claim agent, and granddaughter, Maude Esther, have returned from a visit with relatives in Houston.

Wonder if anybody has noticed that brand new tire cover Mr. W. S. Pollard, enthusiastic Frisco booster, has been using lately? "Travel and Ship Over Frisco Lines for Quick Service." Certainly an effective advertisement. Think it would be a fine idea if we would all use a similar means of advertising our typical Frisco service—"Fast schedules, On-time performance records and quicker handling at loading and delivery points—."

Sure sign of Spring: Jordan Ditcher started work at Sherman on March 8 and will finish to Menard on April 23. Weed burner started work on the GTW on April 4 and has completed the GTW, and will complete burning the Texas Lines by May 1. The Johnson grass is "whooping" it up right behind, and it looks now like we will have to start burning all over again.

Besides owning some mighty fine rabbits, Mr. "Bob" Evans, of the transportation department, owns the prize "Little Red Hen." This little red hen established a new world's record for laying eggs the other day. Think Mr. Evans is going to sell the rabbits and buy all little red hens.

Mrs. C. J. Stephenson, wife of our vice-president and general superintendent, and who has visited down here, arrived from Springfield April 17

and will be here permanently. From the glimpse we had of Mrs. Stephenson when she was down here before, we know we are certainly going to like her, and hope she will enjoy living in Texas.

## TRAFFIC DEPARTMENT FT. WORTH, TEXAS

CORYLYNE PLEDGE, Reporter

The beautiful Texas Bluebonnets have thrown a blanket of sky blue over every hillside and a more soul-stirring sight is not to be found.

Little Helen Jean Beal, 20-month-old daughter of our telegraph operator, made us a short sunshiny visit recently.

The Frisco Club Bridge Tournament, given at the Texas hotel recently, netted the club treasury a nice little sum, besides everybody who took part having a very enjoyable evening. We understand our next meeting will be a luncheon in the near future.

We have just unearthed a deep dark secret. We have a real live poet in our midst, and to prove it we are quoting the "Poem" that won a white gold diamond studded wrist watch for

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OKLAHOMA CITY, OKLA.

the poet who is none other than our TF&PA Harry Granger. Here tis:  
"I've smoked cedar, coffee and ratan.  
Corn silks, and cane from the old  
divan,  
But what a joy, and great relief,  
When I found I could smoke San  
Felice."

We are sorry to report Ben T. Scott on the sick list at this writing. Hope Mr. Scott will be fully recovered and back on the job soon.

Opening day of the baseball season—the second game of the season—our Cats were defeated by the Dallas Tigers. Not so good, but maybe they will "Hold that Tiger" from now on.

Frank Hubert's brother, Mr. W. G. Hubert, auditor for Gulf Production Company in South America, has just arrived via airplane for a visit with the home folks.

#### MECHANICAL AND STORES DEPT. FT. WORTH, TEXAS

J. D. WACEY, Reporter

Geo. W. Joyce, coach cleaner, is now a proud grandfather, a granddaughter having arrived in his family. The daughter was born to Mr. and Mrs. Walter Lawson since our last report. All are reported as doing splendidly.

E. K. Stokes, former car inspector at this point but now located at Denison, was a visitor here April 10.

JERRY RINGLESBY, President  
FRED STEINRAUF, Sec'y-Treas.  
**Missouri Ambulance Co., Inc.**  
VALENTINE 3186—VALENTINE 5746  
FRISCO SERVICE—PULMOTOR SERVICE  
DAY and NIGHT 819 East 31st Street  
SERVICE Kansas City, Mo.

J. D. Wacey, coach and locomotive carpenter, is confined to Harris hospital at the present writing, having had the misfortune of falling from a ladder while at work in the round-house.

#### NORTHERN DIVISION

#### MAINTENANCE OF WAY DEPT. FT. SCOTT, KANS.

BERNICE HEINBACH, Reporter

Pat Williams, section foreman on section C-8, Cherokee, Kan., was retired from service account having reached the age limit March 4, 1932.

Hugh Matlock was assigned to position of section foreman, section C-5, at Lenexa, Kan., on March 17.

March 22 Floyd Temple was assigned to position of section foreman, section B-2, Mount Vernon, Mo.

On March 16 the Aurora branch section was divided, making the headquarters of section B-1 at South Greenfield, and headquarters of section B-2 at Mount Vernon.

Chas. Chyrock was assigned to position of section foreman, section M-8, at Cherokee, Kan., April 5.

Tony J. Rauniker was assigned to temporary position of section foreman, section F-7, Smithfield, Mo., regular foreman H. J. Dierolf being off duty account of illness.

Ed Wagoner, water service repairman, was taken to the hospital at Ft. Scott, early morning of March 27, account of a severe attack of appendicitis. He has now been released from the hospital but will not return to work for several weeks.

Roadmaster B. H. Crosland's headquarters were changed from Pittsburg to Ft. Scott, effective April 8. The

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office of Roadmaster W. T. Trisler, 13th Track Division, was moved from Pittsburg to Joplin, same date.

Messrs. W. H. Bevans, superintendent, J. O. Armstrong, division engineer, R. D. Spafford and J. W. Waterbury, bridge inspectors, are now on their spring bridge inspection. Each roadmaster is accompanying the inspection party over his territory.

#### OFFICE OF SUPERINTENDENT FT. SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Account position of roadmasters' clerk at Neodesha having been abolished Miss Gladys Roth has displaced Miss Bernice Heinbach in the division engineer's office at Ft. Scott.

Yard Clerk Ed Humphries and wife have returned from a visit in Pittsburg, where they visited Mrs. Humphries' father, Charles Wyman.

Account demurrage clerk position at the freight office being abolished, E. H. Hamm bumped E. Y. Colner, yard clerk.

Mrs. C. L. Payne and family visited relatives and friends in Pittsburg. Mrs. D. A. Stevens and daughter, Wilman Jean, spent a recent Sunday in Pittsburg. Timekeeper Claude Reeder and wife visited relatives in Girard.

Mrs. Virginia Crews and daughter, Louise, and Miss Helen Roberts, of Springfield, Mo., were the week-end guests of Miss Blanche Bicknell.

Don Fenton has returned to Joplin after working several weeks as warehouse foreman in the absence of Herman Clark, who has returned to work. Ticket Cashier D. L. Johnston is able to be back on duty again, relieving

extra clerk, J. E. Herd, who has also returned to Joplin.

Mrs. Thelma Linn substituted one day for Rate Clerk F. H. Carson, who was called to Kansas City account death of his brother.

Ed Humphries bumped Sky Vennum on the 4:00 p. m. to midnight yard clerk job, Mr. Vennum in turn bumping on a similar position in Wichita.

W. I. Klipp and wife are enjoying a visit from their daughter, Mrs. Roy Bennett of Fall City, Neb., also from Mrs. Frederick Commons of Kansas City.

L. J. Timberlake substituted one day in the ticket office, working the second trick.

Reuel Lester stopped off in Ft. Scott for a short visit, en route to Joplin, where he bid in a temporary vacancy.

Erle Schumaker of Wichita, spent several days in Ft. Scott visiting his wife and daughter.

#### OFFICE OF SUPT. TERMINALS KANSAS CITY, MO.

TOM KEHOE, Reporter

Spring is the time of the year when we all like to buy new things and doll up a little but not all of us are as fortunate as R. R. Radford, yard clerk, who is sporting a new DeSota sedan which he purchased the latter part of February.

Among our more enthusiastic politicians is Rich O'Connor, car record clerk, who journeyed to St. Louis March 28 as a delegate from Kansas City to help put Jim Reed to the front for president.

Ray C. Batchelder, formerly revising clerk, this office, but now switching

clerk, local office, has our deepest sympathy on the loss of his sister, who died March 18.

Conductor Eddie Orr graduated from the ranks of "apprentice passenger conductor," when he made his first trip, March 21, on train 111, from Kansas City to Tulsa, returning on train 118, March 23. He was acting as conductor

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**OKMULGEE, OKLAHOMA**  
We appreciate your account.  
Capital and Surplus \$350,000.00

In place of E. A. Fisher during the latter's recent illness.

Mrs. Earl Snook, wife of section foreman, spent a short vacation during the early part of April, visiting relatives in Windsor, Ill.

L. J. Smith, switchman, was called to Tulsa, Okla., on March 23 account of the death of his father. On behalf of this office, wish to extend deepest sympathy.

A. C. Lawhon, switchman, was severely beaten and robbed by a negro bandit at 9:30 p. m. Saturday, April 3, while on his way home from work. The assault occurred a half block from his home.

Harry J. McNulty, crossing flagman, left April 8 for St. Louis hospital. We hope to see him recovered and back on the job in the near future.

We wish to extend our deepest sympathy to Engineer C. F. Veilbig, whose wife died Tuesday, March 22.

E. A. Fisher, passenger conductor, who died at 1:30 p. m., April 2, will be sadly missed by his many friends and associates on the Frisco. Mr. Fisher had been in the Frisco service 43 years.

Mrs. Richard O'Connor, wife of chief car record clerk, spent a pleasant visit with her son and family in Omaha, March 18.

M. L. Sollars, switchman, was called to Wichita, March 19, account death of his brother. We wish to extend our deepest sympathy.

J. E. Harris, assistant yardmaster, was off during the week of April 8, account serious illness.

J. P. Smith, switchman, was sent to St. Louis hospital April 11. We hope his sojourn may not be long and that he will return completely recovered.

#### OFFICE OF MASTER MECHANIC KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILEY,  
Reporters

#### "Are you Listening?"

Advance agents of Spring and of Prosperity—Mr. Berry wearing a straw hat and Mr. McCaffrey driving a new Essex.

While rigid economy is being practiced in the use of lead pencils everywhere, we think Messrs. Spangler and Grueninger tie for honors in this respect.

We regret very much losing Paul and Pauline in recent reduction and miss them greatly. The same reduction placed E. C. Henshaw, formerly of Ft. Scott, on ARA desk, this office. Mr. Henshaw is fast becoming acquainted with Kansas City and taking particular note of its traffic rules ere transporting his own "Merry Oldsmobile" to the city.

Mrs. A. J. Finn is visiting in Chaffee while "friend husband" is getting in a number of good games at ping-pong.

W. C. Abercrombie, president of the Sunnyland Club, is making arrangements for a club dance at the Pla-Mor night of April 19. This being the first social affair of the club this year, we are sure it will be well attended and will be put over in a big way.

Miss Orene Anderson, daughter of L. P. Anderson, is planning a visit to

Tulsa in the near future.

After looking in vain for a Pied Piper last month, Lee Taylor of the store department, resorted to a couple of rat traps and seems to have put the rats on the run.

J. W. Watkins and wife were called to Glen Elder, Kan., the 16th on account of serious illness of a relative. Mr. Watkins is transfer foreman at Rosedale.

Tillie was not sure she particularly cared for coffee until she recently won a pound of "AG" at a benefit bridge. A beautiful plant and etching, won the same week, was further evidence of her ability at bridge.

#### WICHITA, KAN.

LOTA L. WILLIAMS, Reporter

Sympathy of friends and acquaintances is extended to Murl C. Calvert, switchman, in the recent death of his brother at the latter's home in Coffeyville.

The recent illness and death of G. G. Moffitt, traffic manager of the Red Star Milling Company, was a great shock to his many friends and acquaintances. Mr. Moffitt was one of the best known and respected traffic men in Wichita and his sudden death is felt as a great loss to this community. Funeral services were held April 12, and fifty members of the Kansas City and Wichita Traffic Clubs attended in a body. Mr. Moffitt was a brother-in-law of R. H. Grimes, yardmaster here.

Since price of crude oil has been advanced to \$1.00 per barrel, there is considerable oil development on our Ellsworth line in vicinity of Lyons and Lorraine, with some talk of a refinery at either Lyons or Ellsworth if production continues. The Frisco is now handling crude oil in tank cars for two Wichita refineries from this field.

A. P. Haberthier, of the local warehouse, has returned from the hospital but will not be able to work for some time. It will be necessary for him to return to the hospital in about thirty days. His friends are wishing him a speedy recovery.

We very much regret the necessity of abolishing the position here of soliciting freight and passenger agent held by H. L. Byerly. Mr. Byerly was an active Frisco booster and well liked by all and he will be greatly missed in this office.

The Underwood twins are confined at home with the measles. We trust that by the time this goes to print they will have entirely recovered.

Jess Kelsey, stationary fireman, is able to be back on the job after a recent illness.

Garden talks—cherry blossoms—each morning the miracle of fresh green on bare, brown trees and new shoots of grass from the dark earth—Spring! Time for picnics and outings. April 3 was more than a little windy, but several hopeful fishermen went out with baited hooks. We understand that the fish wouldn't bit for C. S. Underwood, general agent. The Albert Teal, Paul Bartlett and Eugene Freeze families drove to Rock Creek, near

Latham, on a fishing expedition, but results not learned. F. W. Archer is out fishing at this writing.

R. H. Grimes says it is a man-sized job to put out strawberry plants—he was still suffering from stiff, sore muscles the last time he was in the office, but when those 600 strawberry plants begin to bear fruit he will be well repaid for his labors.

H. E. Burgess, general chairman of shop crafts, visited the Wichita shops on April 5.

A few ripples in the tranquil routine of the office: Bill Baker, after many trials and tribulations, finally achieved the desired color effect on his car, and equipped with new brakes, he feels that the Dodge will be good for a few more miles. Ed Immele has restored his old pipe to active service, acconimizing on his cigar bills. As for myself, I'll take my picnics where Poison Ivy doesn't grow—I prefer to face the world with both eyes open!

#### OFFICE OF GENERAL AGENT KANSAS CITY, MO.

MARK CASSIDY, Reporter

Dave Todd certainly is a lucky fellow. He went looking for gas leaks with matches and nothing happened.

Harold and Ray Batchelder were off several days account of the death of their sister, Mrs. Beatrice Bennett, who died March 18. The office extends its sympathy to them.

Elmer Lindeman lost a bumper on March 23. And when he called upon the man, who took it off, to pay for the damage—oh, well—it wasn't payment that Elmer received.

Stewart Yockey bumped Frank Martin on March 24.

The horse-shoe pitching season was officially opened March 24. For a few days, Kramer and Cassidy were undisputed champions, but the opposition has stiffened since Jack Gabel moved up from the yards. We are now awaiting Andy Kranichfield to join us, and have a few match games. Incidentally, you local office pitchers, the boys in the mechanical department are willing to take you on at any time.

John Ronne was in to visit us on March 30. John was looking pretty well, and said that he felt better than he looked.

Ed Liley, checker in the warehouse, has been experiencing all the joys of being a proud father, since his wife presented him with a son on April 4. Congratulations, Ed!

We are sorry to report the death of Mrs. Hamilton, the mother of Eugene Hamilton, team track clerk, who died on April 1.

Chet Comb's position on the claim desk was abolished March 25, so he went to the yards and bumped Jack Gabel. But that didn't last long. He returned to the local office and again bumped Jack. He certainly follows Jack around like an evil omen. Chet is now reclaim clerk on the switch desk.

We now have an entirely new switch desk, Fitz having gone to the claim department, Walsh to 19th Street and Todd to the warehouse.

After an absence of many years, Ray

## CENTRAL BOARDING & SUPPLY COMPANY

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G. I. FITZGERALD, Vice-Pres. and Sec'y  
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JOS. M. O'DOWD, Supt., Springfield, Mo.

GUY KRESS, Supt., Springfield, Mo.  
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KANSAS CITY, MO.

Branch Offices  
ST. LOUIS, MO.  
SPRINGFIELD, MO.  
FT. WORTH, TEX.  
DALLAS, TEX.

Batchelder again works a daylight job at the local office, having bumped Fitzgerald on the switch desk.

Due to the sudden serious illness of the wife of Harry Bowers, rate clerk in commercial office, a call was made for volunteers to offer blood for transfusions. It is pleasing to note that several of the local office men were on hand at the hospital to offer their share toward the recovery of Mrs. Bowers. At present she is doing very nicely.

Ed Cunningham was called to Chicago due to the death of his mother. Joe Kramer moved around to the other side of the desk to protect Ed's position, and Ray Ruisinger took over Joe's job in the meantime.

## TRAFFIC DEPARTMENT KANSAS CITY, MO.

ROY E. MARING, Reporter

R. E. "Bob" Holman, of "Good Morning, Sir, How do you do, Sir," as well as golf fame, is no longer with us, having taken the position of assistant city ticket agent at Tulsa. We were all sorry to see him go. Our loss is Tulsa's gain. They had better look to their golf laurels, however, as friend "Bob" strokes a mighty stick. President "Lon" Chalfant of the Kansas City Passenger Agents is very blue these days account the loss of a good secretary.

We enjoyed the movement of a large delegation of the Parent Teachers' Association to their state convention at Pittsburg last week, there being approximately eighty from Kansas City and Topeka. Gov. "Alfalfa Bill" Murray again used our service to Oklahoma City.

The wife of our estimable rate clerk, Harry Bowers, is on the sick list, a blood transfusion having been necessary. We are glad to report that she is much improved.

R. A. Scott, formerly operator, this office, has taken the second trick tower position at Rosedale and the writer has assumed the position of b/1, diversion, and tracing clerk.

Interdepartmental co-operation is the essence of good business, so tell us about any prospective movements, either of freight or passenger. We can help ourselves, too, by purchasing the products of those that are favorable to the Frisco.

## CENTRAL DIVISION

### OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

EARL E. DODD, Reporter

While on bridge inspection recently Division Engineer E. L. Collette had the misfortune of being stung severely by a wasp. Mr. Collette says it was a case of the early bird getting the worm, which sounds rather strange to us but possibly he knows the answer.

P. O. Dodd, crossing watchman, North Eye street, Ft. Smith, is in the hospital suffering from an attack of flu. We know his many friends miss him and hope for a speedy recovery.

By the time this article is printed we hope the strawberry shipments will be in full swing. We are hoping we will get the full estimate of four hundred twenty-nine cars from the Central division.

Mr. and Mrs. A. T. Thorson went to Springfield April 16. They spent Sunday with Mr. Thorson's mother.

We are betting strongly on the Texas tomato movement again this year and think we will get it.

Les Cardwell has had a little trouble with switch lights being broken by

mischievous boys. Mr. Cardwell hopes they don't do it again, as he is lamp tender.

Mrs. H. E. Gabriel, wife of Assistant Superintendent Gabriel, left April 15 for Los Angeles and San Diego, Calif., to visit her daughter who resides there.

Mrs. Jennie Gabriel Young, daughter of Assistant Superintendent Gabriel, left April 15 for San Diego, Calif., to join her husband, Lieut. Young, U. S. Navy. She has been visiting with her parents for some time.

## SOUTHERN DIVISION

### BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Mrs. W. W. Lane, wife of engine foreman, was a recent visitor with relatives in Memphis.

The following employees from Birmingham Terminal have been confined to the St. Louis hospital recently: W. T. Harris, engineer; R. A. Dodgen, switchman; F. L. Powell, engineer, and I. B. Holmes, switchman.

H. W. Johnson, car accountant, of Springfield, was a recent visitor to the terminal.

Congratulations are extended to C. M. Gann, and Mrs. Gann, on the arrival of a baby girl March 25th. Mr. Gann is employed as a yard clerk.

Mrs. B. C. Andrews, wife of conductor, and son are visiting relatives in Sheffield, Ala.

W. A. McGlothlin, assistant yardmaster, has returned from St. Louis, where he was called account illness of his sister.

Ralph Williams, clerk in terminal accountant's office has been transferred to St. Louis. Mr. Williams was displaced by L. W. Pipkin of Springfield.

E. T. Boone, yard clerk, has joined the U. S. Army and left April 7th, for Panama.

O. M. Reeser, switchman, who has been quite ill for sometime with the flu, left today for St. Louis hospital. He was accompanied to St. Louis by J. H. Hennessey, switchman.

Ye reporter and daughter Mary were recent week-end visitors to Anniston, Ala.

J. B. McLane, extra yardmaster and family, are visiting relatives in Charleston, S. C.

W. A. Whaley, switchman, and wife are visiting their daughter in Chicago.

### BIRMINGHAM LOCAL FREIGHT OFFICE

CAMMIE ADKINS, Reporter

We were delighted to have our old friend Louie Antwine pay us a visit. He now is inspector for W. W. & I. B., and was for a number of years a member of our office. None of the usual ready smile or twinkle of the eye had been dimmed, although he had been away from us several months because of illness.

Mrs. N. C. Steedman, wife of cashier, has just returned from Hugo, Okla., after spending several days visiting her father.

Lucien Flynn recently spent the day with his mother and family at Sulligent, Ala. His mother, Mrs. N. A. Flynn was seriously ill for sometime, but has now entirely recovered.

Hulbert Green, formerly outbound bill clerk, whose job was abolished April 1st, has displaced Lucien Flynn on inbound revising desk.

Mrs. Hulbert Green, wife of rate-clerk, spent Easter week with relatives at Lineville, Ala.

L. T. Hatcher, belt switching-order clerk, and wife spent a recent week-end with Mr. Hatcher's mother and

family at Lawrenceburg, Tenn. They report a delightful motor trip, and were glad to have his mother return with them for a week's visit.

Miss Smith, our stenographer, who has been on the indisposed list for over a year, is now greatly improved. Although we missed her during her two sojourns in the St. Louis hospital, one would hardly recognize her now with all the excessive avoirdupois, for she is the picture of health. Some department store shall term the depression "passe", as orders for the new wardrobe arrive.

Judging from reports emanating from authentic channels as well as the sand-house, congratulations are in order for one Charlie Silliman (warehouse foreman). There was significance attached to all the Jewelleryman's "ice" of last summer. We extend to Charlie and the fair one our best wishes for a long, prosperous, happy journey along life's highway.

## AGENTS' OFFICE ALICEVILLE, ALA.

L. S. BROPHY, Reporter

General Agent Crow and Agricultural Agent Anderson spent Wednesday, March 30th, in Aliceville looking after company business.

L. S. Brophy returned to duty after having spent 17 days in company hospital at St. Louis.

W. D. Pouncy, operator working first trick, spent Easter with his family at Winfield.

We are glad to report business picking up. Our thru business is good from the AT&N Ry.

F. B. Downing, recently employed as agent, Boligee, made us a visit the night of March 25th.

The recent heavy frosts caused considerable damage to potatoes and other spring vegetables in southern Alabama, however damage in this immediate territory was very slight. We hope to have some 15 to 20 cars of potatoes to move the latter part of May or forepart of June.

## TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

Engineer C. E. Bernard is retired, having made his last run on train 105 into Birmingham March 27, Easter afternoon. We are all sorry to lose Uncle Charlie but feel that he has earned a vacation after many years of faithful service. We are happy to know he retired in perfect health and plans to enjoy himself.

W. P. Johnson, engine foreman, has recovered after several weeks' illness of pneumonia, and has now returned to work.

Walter Dixon, assistant water service

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foreman, is recovering from an accident suffered several weeks ago, and expects to resume work in a few days.

We are also glad that H. G. Dollahite, caller, has recovered from an appendicitis operation and expects to resume work in a few days.

Mr. A. R. Holmquist, clerk to round-house foreman, has now been off several days account sickness but at this time is reported doing nicely.

Mr. Ira Rouscher, clerk, visited relatives several days in St. Louis.

Mrs. C. M. Davis, wife of conductor, attended a State Parent-Teachers' Association meeting in Meridian, Miss.

Mrs. R. J. Sullivan, wife of boiler inspector, is visiting relatives in Springfield, Mo.

Mr. C. H. Baltzell, better known as "Uncle Charlie," was in Amory March 22 and made a talk on Safety First. The student body was very attentive and hope Uncle Charlie will make them another visit soon. Mr. Baltzell was introduced to the students by Mr. C. H. Goldsmith, trainmaster.

#### TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Little Miss Mary Jo Hastings acted as hostess for the Braxton Bragg

Chapter of Children of the Confederacy in the home of her mother, Mrs. H. F. Hastings, 1331 S. Willett. Spring decorations were used, and in the ice course following the program, small flags were used. Impromptu talks by visiting Confederate veterans followed.

Many friends of D. P. Edmundson (chief clerk in office of superintendent, Memphis, for a good many years), will regret to know of his untimely passing away this month. Mrs. Edmundson and family have our sincere sympathy.

Miss Allie Mai Speight was out of the office several days this month account illness. We are glad she is better now.

Mrs. Ford Miller, wife of city ticket agent, is convalescing after several weeks' illness.

Messrs. O. M. and M. J. Conley, of the Frisco family, paid us a very pleasant short visit recently while en route to Florida for some deep sea fishing.

#### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

J. A. Ladd, H. A. Markham, E. M. Grissom and J. A. Carrigan have been on the sick list recently.

Mrs. W. W. Humphrey and son, Paul, family of switch order clerk, attended a convention of Music Teachers of Tennessee, held in Nashville, Tenn., March 23 to 26. Paul took part as the announcer on a Creative Music Program and was a representative of Riverside School of Memphis.

H. C. Fryar, bill clerk, was called to Jonesboro March 26 and again on April 5 account illness of his wife. Glad to report that Mrs. Fryar has improved sufficiently to return to Memphis.

J. F. Wright, rate clerk, drove to Hot Springs, Ark., March 26 to spend Easter Sunday.

Sorry to hear of the illness of Miss Nellie Murray, cousin of D. E. Creeden, disposition clerk, it being necessary that she have an operation April 4. We wish for her a speedy recovery.

N. R. Walker, clerk, was off April 4 and 5 account the death of Mrs. Walker's brother in Williford, Ark. We sympathize with them in their loss.

E. W. Holcombe, now on pension, paid us a short visit recently. We were glad to see him and hope he will come again soon.

Effective April 7 position of cashier in this office was abolished. Gordon Robertson bumped G. R. Humphrey as station accountant and sorry to report that Ray has no place to bump.

We have a new name for B. C. Johnson, revising clerk, which is, "Mouse Tamer." A few days ago there were three or four around his desk and one decided to run up his pants leg.

S. L. Oliver spent week-end of April 9 in St. Louis.

Miss Faye Barbee of Jonesboro, spent

Sunday, April 10, here with her aunt, Mrs. Lella Lenihan, stenographer.

Messrs. A. P. Saugrain and R. L. Schoeneberg, traveling auditors, dropped in the morning of April 11 for a check of the station.

Sorry to report that L. W. Tankersley, OS&D clerk, is still unable to report for work due to illness.

H. Q. Flanigan, OS&D clerk, for the twenty-sixth year attended the opening ball game of the season, which was scheduled for April 12 this year.

#### ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS MEMPHIS, TENN.

CREATIE C. SICKLES, Reporter

Lineman Clugey was called to Little Rock on March 22, account serious illness of his mother. Lineman Mead worked in Mr. Clugey's place while he was away.

After being confined to his home for several days we are glad to see Mr. Callahan out again.

Mr. and Mrs. W. H. Owens of Newburg, spent several days visiting relatives in Memphis the first week in April.

Miss Dorothy Frazier spent April 8, 9 and 10, visiting home folks at Memphis. Miss Frazier is one of the teachers in the Willow Springs High School.

Ann McMillan Harrison arrived March 13 to stay at the Al Harrison home at Amory. The C. M. Scott family of Memphis, drove to Amory on Sunday, March 20, to see Miss Ann.

A. E. Davidson spent some two weeks in Memphis recently checking joint facility accounts.

We extend to Conductor Lynch's bereaved family our sincere sympathy in the loss of Mrs. Lynch, who passed away March 25, after a long illness.

Mrs. W. H. Pryor was quite sick the week of March 28, but has now recovered.

It is with sincere regret and sorrow we report the death of Mr. D. P. Edmondston on March 24. Mr. Edmondston was an employee of this company for a number of years and later was connected with the R. F. Carr Lumber Company. We extend our sympathy to the entire family.

Mrs. J. H. Cunningham and baby, Maureen Alys, returned to their home in Memphis after a three months' visit

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with relatives in Missouri.

Mrs. R. C. Barling is enjoying a visit with friends and relatives in Enid, Okla.

Many changes being made in the telegraph department. Effective April 17 the telegraph office at Memphis will be closed on Sundays and holidays. Operator in the uptown office was taken off recently and messenger service was discontinued in the Memphis relay office. Telegraphic service at several of the smaller stations has been discontinued for the present.

#### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

B. F. Thompson, soliciting freight and passenger agent, and family motored to Tuscaloosa, Ala., for the week-end recently.

R. F. Oxley, chief clerk, and family spent the week-end visiting with friends in Cullman, Ala.

W. W. Wade, rate clerk, reports a "large evening" while attending a dance at Dora, Ala., last week.

Roy Borders, operator, has bid in third trick freight yard junction; regret very much to lose him from this office.

Fred D. Cross, soliciting freight and passenger agent, visited the storm-stricken area around Bridgeport, Ala., last week-end.

Mr. and Mrs. U. U. Smith and three children of Montgomery, Ala., have returned to their home after spending a few days with their sister, the writer.

Sam McDonough, son of executive general agent, D. F. McDonough, has returned to the University of Alabama after a few days' slight illness.



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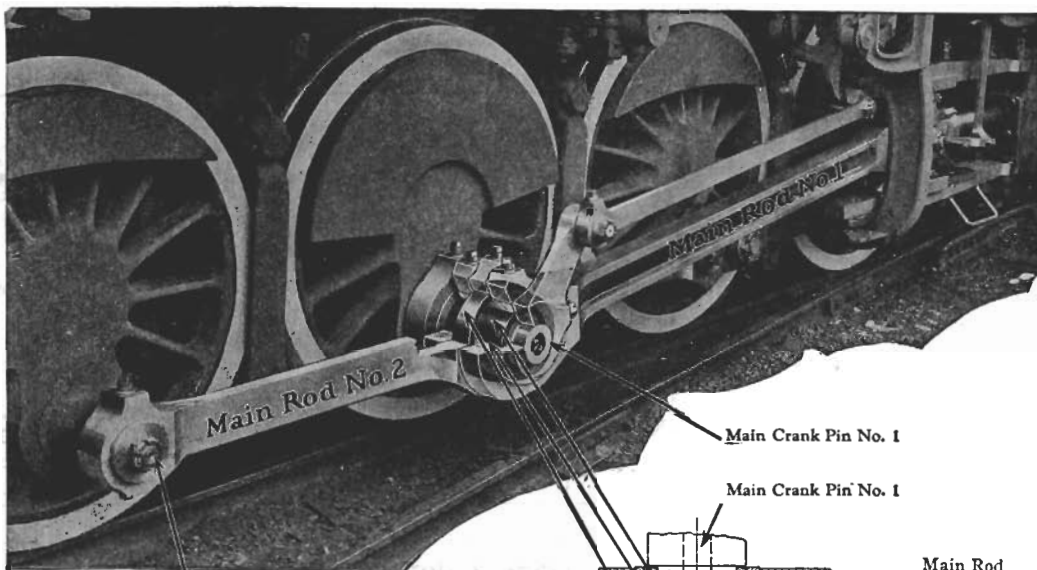
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Main Crank Pin No. 2

Bearing Between  
Main Rod No. 2 and  
Steel Bushing

Main Rod No. 2  
Steel Bushing Pressed  
into Fork of Main Rod

Main Crank Pin No. 1

Main Crank Pin No. 1

Main Rod  
No. 1

Floating Bushing  
Grease Cavity

FOR a good many years the power of the locomotive has been climbing up and up, until today it is not uncommon to find locomotives with 1,000 horsepower per axle. To distribute the tremendous thrust of the piston to the drivers has become an increasingly difficult problem.

Clearances and other design difficulties have strictly limited increasing the bearing areas so that unit bearing pressures have been climbing steadily. As a result, maintenance of rods and bushing has also steadily increased until today this maintenance has become a serious matter.

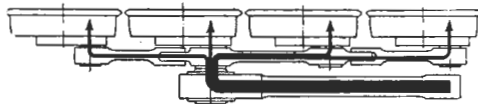
Designers have been well aware of this problem, and for a long time have sought ways and means of correcting it. Now, the Franklin Railway Supply Company has developed the Tandem Main Rod Drive which finally accomplishes the long desired object. The principle involved is simple, since it means that instead of the main pin transmitting all of the force, part of it is "by-passed" around the main pin to main crank pin No. 2 as shown in the above illustration. Thus, the Tandem Main Rod Drive distributes the piston thrust through two axles and four outside main crank pins.

In effect, there are two main rods, one behind the other, connected to two main pins. Compared with the ordinary rod drive, work of the main pin is reduced 25 to 50 per cent and that of the middle connection from 33 to 60 per cent, dependent on the number of wheels involved, because the thrust is distributed directly to two main pins.

The back end of main rod number 1 has a forked end into which the front end of main rod number 2 fits.

The connection between the main rods numbers 1 and 2 consists of a solid steel bushing. This bushing acts as a retainer for the floating bushing of main crank pin number 1 and a journal for the bearing of main rod number 2.

## Improved Locomotive Design Helps Keep Maintenance in Check



Old Type Rod Arrangement—8 Coupled



Tandem Main Rod Drive—8 Coupled

The thrust is transmitted directly to crank pin number 2 from main rod number 1 and not through main crank pin number 1. The main crank pin number 1 is hollow and serves as a grease cavity to supply lubrication for the floating bushing.

On an eight coupled engine, the Tandem Main Rod Drive transmits only 75 per cent of the piston thrust to main crank pin number 1, and 25 per cent to main crank pin number 2.

On a ten coupled engine, only 60 per cent of the piston thrust is distributed through main crank pin number 1, and 40 per cent through main crank pin number 2.

On a twelve coupled engine only 50 per cent of the piston thrust is transmitted to main crank pin number 1, and 50 per cent to main crank pin number 2.

Heretofore in ordinary rod construction, the main crank pin has been the means of transmitting the full thrust of the piston to all driving axles, resulting in high bearing pres-

ures. In the Tandem Main Rod Drive, this thrust is transmitted to the driving axles through two main crank pins, resulting in lower bearing pressures and reduced maintenance on all bearings.

When two driving axles are coupled up by means of the Tandem Main Rod Drive, it is obvious that slipping tendencies are materially reduced.

Accurate records have been kept of the performance of locomotives equipped with the Tandem Main Rod Drive and it is interesting to note the extent to which maintenance has been decreased.

With ordinary side rods, 2-10-2 type locomotives were averaging 30,300 miles between shoppings at a cost of \$.0176 per mile for rod maintenance.

With Tandem Main Rod Drive, similar 2-10-2 type locomotives, in exactly the same service, averaged 36,800 miles between shoppings and reduced rod maintenance to \$.00294 per locomotive mile.

That the Tandem Main Rod Drive reduces maintenance costs to a fraction of what it was formerly has been demonstrated on railroads all over the country.

If maintenance is to be kept within bounds, the high power of modern locomotives requires special methods of transmission. The Tandem Main Rod Drive is the one outstanding method to date which has been developed to fulfill this purpose.

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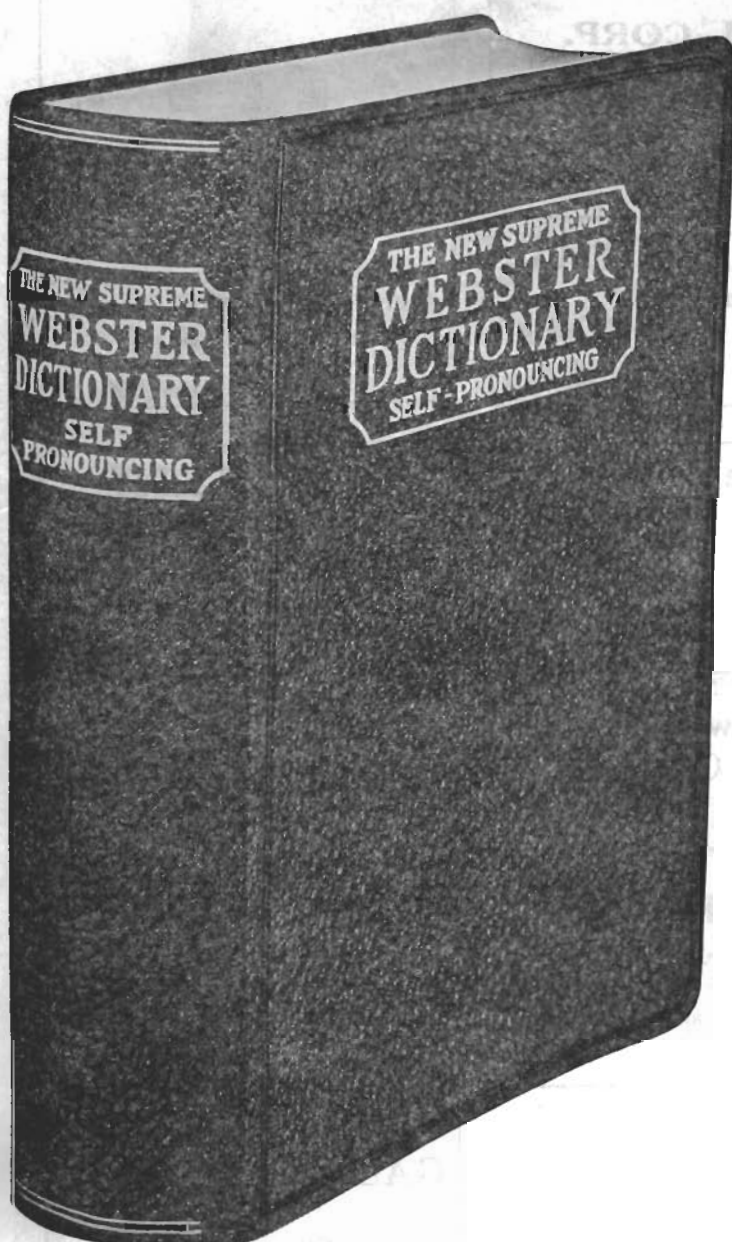
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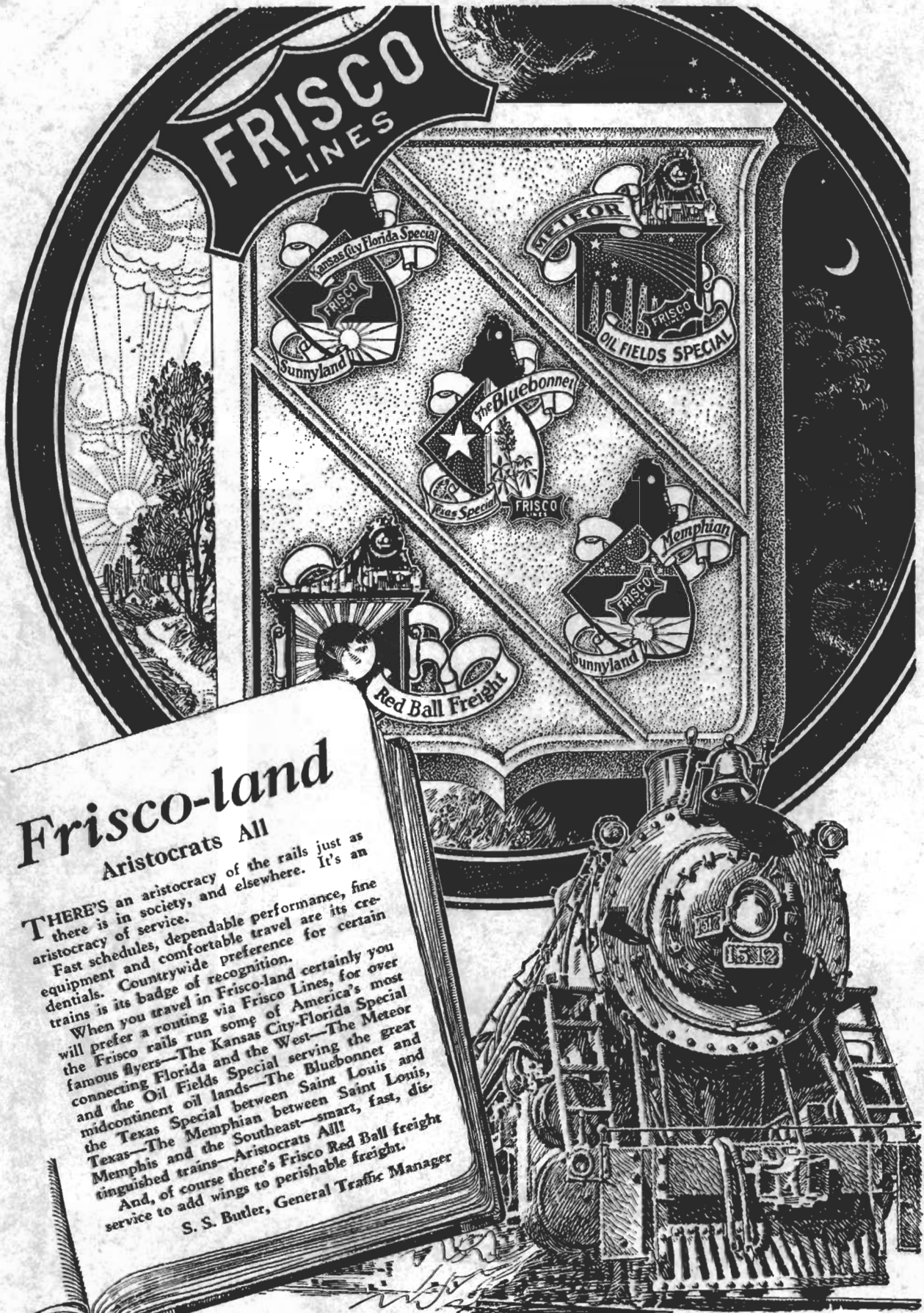
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S. S. Butler, General Traffic Manager