

THE FRISCO EMPLOYEES' MAGAZINE

Vol. XII

OCTOBER, 1934

No. 10



"WHEN WINTER COMES"

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forgotten and summer joys unfold!*

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The FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

JOHN W. NOURSE, *General Passenger Agent*
In Charge
MARTHA C. MOORE, *Editor*

Vol. XII

OCTOBER, 1934

No. 10

GOVERNOR CENSURES ACCIDENTS

The Governor of Missouri, Guy B. Park, proclaimed September Highway Safety Month, due to the alarming report of 491 deaths and 4,577 injuries in seven months on state highways. And this report included only automobile mishaps which were reported in newspapers.

This is a daily average of a little more than two persons killed and 21 injured daily, and covers 4,242 accidents.

Governor Park called on all civic organizations to aid in making Missouri highways and streets safer. The governor's proclamation is quoted below:

"Whereas, the number of deaths and personal injuries from automobile accidents in this state are increasing, it is desirable that the attention of our citizens be directed to the alarming situation, in order that added efforts be made to promote safety on our highways.

"Wherefore, I, Guy B. Park, Governor of Missouri, do hereby proclaim the month of September, 1934, as highway safety month, and request that the proper officials give special consideration to the subject of the use of the streets and highways so that improper practices may be evolved and means for safety devised to put into effect. I request that all civic organizations lend their aid in this behalf and that all persons give consideration to the manner of using the streets and highways within the borders of this state.

"GUY B. PARK.
"Governor."

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THE FRISCO EMPLOYEES' MAGAZINE

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.

MEMBER



The KELLOGG GROUP
176 W. Adams St., Chicago, Ill.

New Frisco Freight Service A Real Selling Point for All

IT SHOULD not be necessary to attempt to describe the value and importance of service, its bearing on our solicitation activity or in maintaining a pleasant relationship with our patrons, although much could be said about a subject so vital as this to the measure of our accomplishments. Since service is the thing we have to sell, any improvement therein is consequently a matter of much interest to us all, because the better we make our product, the easier it is to attract new customers, to say nothing of maintaining satisfaction amongst those who are our regular patrons.

The purpose of this article, however, is not to present a thesis on the subject of service, but rather is intended simply to acquaint you with the inauguration by Frisco Lines on September 4th of a new freight service between Kansas City and St. Louis on the one hand, and Dallas and Ft. Worth on the other.

Southbound this new train leaves Kansas City at 9:00 a. m., arrives Afton 3:30 p. m., Tulsa 6:30 p. m., same day, arrives Dallas 7:45 a. m., Ft. Worth 9:15 a. m., next morning. From St. Louis, train No. 33's departure has been set back from 10:00 until 11:30 p. m., offering additional time for the receipt and forwarding of late loads from connections, and its running time shortened sufficiently to enable making connection at Afton, Okla., with the new train from Kansas City, thereby providing next afternoon arrival at Tulsa and early second morning at Dallas and Ft. Worth from St. Louis.

Northbound, the new train leaves Dallas at 6:45, Ft. Worth at 8:00 p. m., arrives Tulsa 9:00 a. m. and Kansas City 7:30 p. m. the next day. Connection for St. Louis has been provided by setting back train No. 38 from Tulsa from 5:30 a. m. until 12 noon, arriving St. Louis 3:00 p. m. next afternoon from Tulsa, or second afternoon from Dallas and Ft. Worth.

This gives us virtually a twenty-four hour schedule between Kansas

City, Dallas and Ft. Worth, a distance of nearly 600 miles. It advances twenty-four hours the delivery of freight in Ft. Worth and Dallas, which is received from connections at Kansas City early in the morning, because previously this business was held over at Kansas City until departure of our evening train which reaches these destinations early second morning. Likewise, it provides a twenty-four hour saving in time from St. Louis to Dallas and Ft. Worth, on any business received too late for forwarding in train No. 31, departing at 8:30 p. m., and thereby offers shippers whose traffic moves through the St. Louis gateway to Texas and other western destinations less risk of expensive delays through failure to make the earlier connection.

Employes Cooperate to Fullest Extent In Establishing Perfect Performance Records

lights on what this new service will mean to our shippers. There are many other ways in which our patrons will be benefited by reason of the additional service provided and the savings in time which will be offered.

Obviously this additional service means additional operating expenses and it naturally follows that in order to assure its permanency, sufficient additional traffic must be attracted to make the venture a profitable one.

Whether or not this is accomplished depends primarily, of course, upon the effectiveness of our solicitation, backed up solidly with the full cooperation of those who are in any way responsible for the performance of these trains. Unless their on-time performance is maintained regularly

and unfailingly, complaints and dissatisfaction will be forthcoming, with results that may easily be imagined. With dependability of the service firmly established, there can be no question as to its ultimate success, for one successful trial will certainly be followed with another, and so on.

Considerable interest has already been shown, especially by employes along the route of these trains, indicating a most gratifying spirit of cooperation. So let us join individually in a united effort to keep these trains on time and in business, permanently and profitably.

WORKS BOTH WAYS

Employer—"Personal appearance is a helpful factor in business success."

Employee—"Yes, and business success is a helpful factor in personal appearance."

NEW FRISCO FREIGHT SERVICE

Effective September 4, 1934

SOUTHBOUND			NORTHBOUND		
9:00 A. M. (Tues.)	Lv.....Kansas City.....	Ar. 7:30 P. M. (Tues.)	7:30 P. M. (Tues.)	Lv.....St. Louis.....	Ar. 3:00 P. M. (Wed.)
11:30 P. M. (Mon.)	Lv.....St. Louis.....	Ar. 3:00 P. M. (Wed.)	3:00 P. M. (Tues.)	Ar.....Afton.....	Ar. 12:01 P. M. (Tues.)
3:30 P. M. (Tues.)	Ar.....Afton.....	Ar. 12:01 P. M. (Tues.)	6:30 P. M. (Tues.)	Ar.....Tulsa.....	Ar. 9:00 A. M. (Tues.)
6:30 P. M. (Tues.)	Ar.....Tulsa.....	Ar. 9:00 A. M. (Tues.)	3:45 A. M. (Wed.)	Ar.....Sherman.....	Lv. 1:00 A. M. (Tues.)
3:45 A. M. (Wed.)	Ar.....Sherman.....	Lv. 1:00 A. M. (Tues.)	7:45 A. M. (Wed.)	Ar.....Dallas.....	Lv. 6:45 P. M. (Mon.)
7:45 A. M. (Wed.)	Ar.....Dallas.....	Lv. 6:45 P. M. (Mon.)	9:15 A. M. (Wed.)	Ar.....Ft. Worth.....	Lv. 8:00 P. M. (Mon.)
9:15 A. M. (Wed.)	Ar.....Ft. Worth.....	Lv. 8:00 P. M. (Mon.)			

The 8:00 p. m. departure from Ft. Worth is predicated upon connection with Texas & Pacific train arriving at 6:00 p. m., carrying perishable and other freight from California. As a consequence, shippers at Los Angeles, for instance, will have their freight delivered in Tulsa early on the fifth morning, in Kansas City the fifth evening, available for early sixth morning market or diversions to the north and east, and in St. Louis on the sixth afternoon ready for early seventh morning market or forwarding by connections to principal eastern cities. Memphis will have sixth afternoon delivery, and Birmingham early seventh morning.

The new southbound train provides overnight service from Tulsa to Dallas and Ft. Worth, leaving Tulsa at 7:00 p. m., and the northbound train a similar service from Dallas and Ft. Worth to Tulsa, on approximately thirteen-hour schedules.

These are merely some of the high-

I Wish That I Were a Frisco Agent

By M. C. MOORE

MANY many times I have admired, yes, actually envied the local railroad agent in a small community. He is master of all he surveys.

He is the best known citizen in the town.

He represents the biggest industry in his community, the largest tax payer and one of the largest industries in the nation.

He is in constant touch with daily affairs and has advance information of coming events.

He is looked up to as a capable and efficient business man, and his advice is requested on matters of all kinds. He is known to be an expert on giving advice on crops, and whether it be cattle or tomatoes, he knows where the best markets are to be obtained.

The very activities of the town can be built around the Frisco station where he may be found.

And when it comes to activities outside his work, he can be and is, one of the leaders of his church.

He is a member of the Lions, Rotary or Kiwanis Club, the Chamber of Commerce, and other clubs welcome him as a member and he is looked up to as the contact man between the members of his community and the outside world.

What a chance he has to make friends, and what a host of friends he has! He doesn't walk along the street for a block without meeting friends and neighbors. It's either Jim or John or Mrs. Webster—and he knows that Jim has a new team of horses; that John is expecting his strawberry crop to be the best he has ever grown. He knows that Mrs. Webster has sickness in the home and he converses with each on the subject nearest to the heart.

Talk about a King! He is monarch of all he surveys.

But let us go a little further. In former years when there was little competition from other transportation agencies—in the days before the bus and truck and airplane, the agent was not concerned to a large extent with **ACTIVELY SOLICITING** the business houses. When there were shipments to move **THE SHIPPER CONTACTED THE AGENT.**

Today the situation is exactly reversed. The agent who spends the greater number of hours in active

solicitation is the agent who is showing the increase in revenue at his station. Which brings about the point that he, and he alone, is one of the most important contact men on the railroad. To the agent in a small or medium sized community is intrusted the policies of the railroad. To him is intrusted the making of friends for the railroad and the keeping of them.

Did you think of his job as such a big one? And do you wonder that I said I admired and actually envied him?

As I travel over the railroad in the interest of my work, contacting every class of employe, the first person I visit in a town is the agent. There are few questions that I can ask him about my assignment that he cannot tell me. Should I wish to go through some plant in town, I find he is a good friend of the manager. More and more I realize what an important person he is and I am therefore surprised at times to find at a few stations, agents with long years of service to their credit who have apparently permitted themselves to become discouraged over some fancied or perhaps real grievance and instead of getting it ironed out immediately, have permitted it to become a sword in the flesh. Instead of taking full command of the situation, which is rightfully theirs to take, these agents have not been keeping abreast of the times, but have fallen into a rut. In some communities they are simply drifting!

There is this to say for them. It takes fortitude and patience and a "dogged" determination to keep from getting in a rut and to keep from being discouraged sometimes. But suppose every agent on the Frisco let these periods of despondency get the best of him—what then?

There are many stations on the railroad, located in great wheat, grain and cattle territory. I'm talking now about the smaller stations—feeders for the main line. Many of them have been closed. Business didn't justify keeping them open. I wonder if a little extra effort, a little more display of "dogged" determination to bid good-bye to things that were lost and start new traffic would have kept them open!

Here's a case which is interesting. Up until a few years ago all the cattle

shipped from a community went over Frisco rails to market. Along came the trucks, hauling for cheaper rates, sometimes beating the train to market, and in all cases backing up to the farm for loading. The first year the revenue at this Frisco station decreased. The next year was even worse and today the agent says: "This used to be a big cattle country, but the trucks have taken all the business away." Perhaps he has brooded over the situation and in some cases his seeming helplessness in the face of such competition has gotten the best of him.

Not long ago the Sailing Day plan was put into effect. Store door delivery was established in Frisco territory over an area of 500 miles. Packing houses began to discount prices for cattle bruised in shipment by truck. All these things should have had the effect of helping the agent to pick up his old enthusiasm and go out after the business.

But the agent who broods over the injustice of the situation goes down in defeat. Cooperative shipping organizations and Sailing Days will help him to get back a good portion of the business, **BUT IT WILL BE NECESSARY FOR HIM TO PERSONALLY KNOW HIS RURAL SHIPPERS, HIS FARMERS, AS WELL AS HIS BUSINESS MEN IN A MORE INTIMATE WAY.**

There is a certain community on Frisco Lines, its population numbering over 4000 persons. It is within easy trucking distance of a large city and a big stock market. **HOWEVER, LITTLE LIVESTOCK IS MOVING BY TRUCK.** Upon inquiry we find that the agent in that town **IS TAKING AN INTEREST IN THE LIVESTOCK SHIPMENTS,** so much so that there is not a farmer within a radius of many miles of his station, whom he does not know, **AND CATTLE ARE DRIVEN AS FAR AS 50 MILES TO THE FRISCO STATION FOR LOADING AND SHIPMENT BY RAIL.** This agent knows his rural shippers. But he didn't get the business from the livestock men by contacting a few within walking distance of his station. There were many evenings after work when he

got in his car and drove to the farmer to make the contact. And he appraised the shipper of the Sailing Day plan, the rates and the service offered by rail.

And in another town there is an agent with the same number of years service, in a livestock territory, who has not had a car of livestock out for several years.

The first agent has evidently realized that he is the railroad's contact at his town, in his community. He is not vested with any more power or credit than the second agent, but the first man has realized the power of solicitation, of making contacts and of intimately knowing his shippers, while the second has evidently sunk for the time being, under the load.

It is true, the livestock business might NEVER be recaptured at the second station, but it is just as true, that nine chances to one the second agent has not closely and intimately and consistently contacted the shippers in his territory. At many stations the livestock men have indicated that they would like to revive the interest and make their community a livestock center. The agent should lead the enthusiasm and plans.

Another agent checks all cars that come to his station from a distance to find if the Frisco got the long haul.

Perhaps you have noticed in the Frisco Magazine, a list of foreign cars handled so speedily that no per diem was paid by Frisco Lines. This meant quick handling on the part of the agent, and cooperation between the agent and the shipper. These reports are splendid ones and will be carried as often as they come to the Magazine Department from J. H. Doggrell, superintendent of transportation.

It is also most gratifying to note the interest taken by the agents in their cooperation with the law regarding truck violations on the highways. Their work along this line has been most productive.

And still another example. An agent at one of the Frisco's smaller stations learned that a school project was being considered and incidentally the school board had decided to move the material by truck. Instead of giving up to the situation, HE MET WITH THE SCHOOL BOARD. His sales talk included references to the importance of the railroad to the town; the tremendous amount of school taxes paid by the Frisco, and the excellent service offered. In the end the school board changed the routing from truck to Frisco. This agent might have reported the routing already settled, but he made no concession to failure.

Each community presents its own problems but there are some fundamental rules which can be followed for all employes. The new times have made many changes in our daily life, and, incidentally, the transportation agencies are undergoing conditions that threaten their very existence. Competition of all kinds has taken from one and given to another. It therefore behooves each employe of the railroad to be alert and active.

The employe movement on Frisco Lines has assumed great proportions. Loyal employes devote hours an evening to the solicitation of business. They feel that the "contact" among their friends is the important thing, the fundamental basis of all solicitation. But they can only devote their outside time to the solicitation of business, whereas the agent has the day to make contacts, renew them and strengthen them.

But the agent says, you haven't been to my station. I haven't any help, have to do all the work around the station, file train loads of tariffs. When I go out, somebody calls to give me some business. When I'm in, I should be out soliciting. We don't have the Sailing Day plan here. We don't have adequate train service. Our rates are out of line with truck service!

When an agent says these things, I wonder if along with the real work, he is not spending too much time brooding over the various problems that confront him? I wonder just what he has done, constructively, to remedy the situation. Who hasn't problems now days? The higher up the ladder you go, the greater proportions they assume. But I wonder if he is harboring a sense of injustice at the organization that is responsible for his very existence?

I also wonder if the agent has overlooked this fine bit of constructive work. There are hundreds of contracts with truck men in connection with the pick up and store-door delivery program. Have these agents worked closely with these men, asking them, when they make delivery of a truck load of goods from the Frisco station to the store, to contact the boss and insure future shipments? The contract truck driver can tell the merchant that this service gives a home town man employment. More of them will keep him busy, and each one reacts to aid a big industry which pays thousands of dollars in taxes in a county, or a total of \$3,365,354 in its nine-state territory.

Let's say, for the sake of the agent, and with a firm conviction of the truth of the statement, that much of the old business has gone to the

"how-wows". If we can't get it back, let's not hang on to how good it "used to be", but make new business that will prove as profitable. The agent will have to start interesting the folks in his community in new endeavors. Starting a livestock shipping point, changing crops, planting fruit trees and acres of berries. And when the fruit is ready to ship there is not much doubt but what the shipper will remember the advice, and time and patience given him by the Frisco agent. Continual contact with shippers and patrons will keep "Frisco Service" alive, but it will take a double dose of one's personality, a lot of time and effort and enthusiasm, and a little, yes, quite a little study of the needs and resources of the people of a community.

I still think the agent in a small community is a little King! He need make no concessions. Life goes to the most fit and if one plan fails, then another must work. I think that an employe in such an advantageous position should exercise his power to the fullest extent. Don't you?

MERITORIOUS SERVICE

SOUTHWESTERN

August 19—F. Owens, section foreman, Jones, Okla., and Ernest Eidson, section laborer, Jones, Okla., discovered brake beam dragging on train 431, Jones, August 19, and promptly reported it to the train crew with result that the beam was removed. The record of each man was credited with five merit marks.

August 17—Cecil Moore, B&B carpenter, Sasakwa, Okla., discovered bridge E-531.7 on fire and immediately notified Foreman W. A. Lantz, with the result that fire was extinguished without a great deal of damage. The record of Mr. Moore was credited with ten merit marks.

September 10—C. N. Ellison, agent-telegrapher, Wetumka, Okla., noticed brake beam down on M-K-T 13472 in Extra 4147 north as they passed his station. He flagged train and brake beam was removed. His record was credited with five merit marks by C. T. Mason, superintendent.

UNIQUE VISITORS

Employes at the West Shops, Springfield, Mo., have been interested in the species of water birds which recently made the big pond at the shops their headquarters.

They resemble the big white stork, and it is thought that they migrated from some drouth area. Since the recent rains, most of them have taken wing.

The Better Housing Program Explained

FOR several years past, homes all over America have been steadily going down hill. Many property owners have been unable to pay for normal upkeep and repairs. A far greater number have delayed the larger improvements which mean better housing and better living.

You, yourself, are the best judge of whether your home would be more desirable with a new coat of paint, a new roof, additional plumbing, lighting fixtures or heating equipment. You know what would improve the appearance, rentability and efficiency of your own business property.

Now is the time to make those improvements. The National Housing Act was designed to help you improve your property and increase its value and usefulness. Through one of the simplest and most reasonable systems of financing ever devised, the Act makes it possible for you to make delayed repairs and provide better surroundings for your family.

If you have cash for property improvements, cash payment is, of course, the best method. The favorable time is now. If it seems more convenient to pay for such work out of your regular income, now is the prudent time to borrow—either directly from your bank, building and loan association or other institution cooperating with the Federal Housing Administration, or through your contractor or building supply dealer.

HERE'S WHAT YOU MAY BE ASKING

1. Who may apply? Any property owner, individual, partnership or corporation, with a regular income from salary, commissions, business or other assured source. It is not necessary to be a depositor in the financial institution consulted.

2. To whom do I apply? To any National Bank, State Bank or Trust Company, Savings Bank, Industrial Bank, Building and Loan Association or Finance Company approved by the Federal Housing Administration; or to a contractor or building supply dealer.

3. Do I borrow money from the government? No.

4. How much may I apply for? From \$100 to \$2,000 depending on your income, for improvements on any one property. A like amount in connection with not more than five

properties (\$2,000 maximum on each). Approval by the Federal Housing Administration, Washington, D. C., must be secured by the lender in advance for loans on more than five properties.

5. How long may notes run? For any number of months from one to three years. (Notes extending from 37 months to five years may be submitted to the Federal Housing Administration by financial institutions for special consideration.)

6. What security is required? Only that you have an adequate regular income and a good credit record in your community.

7. What assurance need I give?

(a) That you own the property. (Lessees under "repairing leases" may qualify under special circumstances which the local lending institutions can explain.)

(b) That the annual income of the signers of the note is at least five times the annual payments on the note.

(c) That your mortgage, if any, is in good standing, and that there are no past due taxes, interest or liens against your property.

(d) That you will use the proceeds solely for property improvement.

8. What signatures are required? Signature of the property owner; and (except in special cases) if the owner is an individual and is married, also signature of wife or husband. No other co-signers or endorsers are required.

9. What is the cost of this credit? The financial institution may not collect as interest and/or discount and/or fee of any kind, a total charge in excess of an amount equivalent to \$5 per \$100 of the original face amount of a one year note, deductible in advance.

For example: If you need \$285 for housing improvements, you might sign a note for \$300 payable in 12 equal monthly installments. In this case the note would not bear interest, because the maximum charge permitted (\$15) would be included in the face of the note.

If you borrow a larger amount, or if you repay in equal monthly installments extending beyond one year—from 13 months to 3 years—the total

"For those who live in houses, those who repair and construct houses, and those who invest in houses . . ."

FRANKLIN D. ROOSEVELT

charge permitted would be at a proportionate rate.

10. Do I pay any other charge? No.

11. How does this cost compare? Compared with ordinary 60 or 90 day bank loans, it is higher. Compared with the same type of loans payable in monthly installments, it is much lower than heretofore available. The reduced cost is made possible because of the Government credit insurance to the financial institution.

This type of loan makes it possible for you to spread the payments over a long period. You do not have to keep money on deposit with the institution making the loan. You do not have to give a mortgage. You need not have friends or others sign your note, and you reap the benefits of the improvements now.

12. How do I pay the note? By making regular, equal, monthly payments (seasonal payments for farmers and others with seasonal income) until the note is paid in full.

13. May the owner of any kind of property apply? Applications will be considered for credit to improve one-family, two-family, or other residences; apartment buildings, stores, office buildings, factories, warehouses, farm buildings.

14. Must I use specified building material? No, you are investing your own money (even though borrowed) in Better Housing. There will be no restrictions on your rights as an owner to use such materials and employ such methods of construction as you may desire—provided they meet the approval of the lending agency.

15. May I borrow to buy housing equipment? Yes, if the equipment is an integral part of the improved building. Furniture, refrigerators, stoves, etc., are movables (unless built in) and are not permitted under terms of your loan.

16. Where do I make payments?

(Now turn to Page 10, please)

THE LAST RUN

(A Short, Short Story)

BILL RYAN, a Frisco engineer with forty years' service to his credit, was on his last run. Bill had walked into the "super's" office at Chaffee, fully expecting to be handed his retirement papers and to be put on full time pension.

He had been through forty years of railroading without a single mishap—forty years without missing a day. And what was more, he had the best record of any man on the road, and was proud of it.

As he walked into the office, his "super" said: "Bill, one more run before you quit. I want you to take two cars of dynamite to Caruthersville and hold your train for six hours, in case of an emergency. It's dangerous," he added, "but it's mighty important."

Caruthersville! Bill knew that place, and he didn't like it. Caruthersville was located on a little bottle neck of a peninsula that stuck out in the old Mississippi as if to defy the rights of that mighty body of water. And now it was flood waters. The river level was eight feet above the streets of Caruthersville, within two feet of the top of the great levee which was the only protection for Caruthersville and the farm land of that entire section of Southeast Missouri. The same condition existed on the other side of the river, and the same menace was held over the farmers of Tennessee. Bill remembered many attempts to blast one levee or the other, made by some person who wanted to protect his property from the ravages of an uncontrolled river. Were the levee blasted, the break would permit the water to spread for several miles in a few hours, and, while it would give safety to property owners on one side, it would completely wipe out the other side.

Sand bags were of no avail against the current that roared around Caruthersville. Engineers had started blasting up sections of highway and throwing large slabs of concrete into the weak points of the levee, in the hope of holding back the river.

Bill hadn't wanted that run, but he was a loyal railroader of the old school. He took it and made up his mind he would hold his train the six hours required, in case of an emergency. If the levee did break, Bill would have to bring the entire population left in Caruthersville out to safety. It would be a very fitting last

run for an engineer with forty years' perfect record.

And so he took the two cars of dynamite at Chaffee—picked up two empty box cars at Hayti and pulled into Caruthersville on the dot. He was now on the derailing track waiting his six hours and watching a switch engine build a train of cotton, in an effort to get all the cotton out of a great compress warehouse located

ABOUT THE STORY

A suggestion was made to the reporters of the Frisco Magazine, a short time ago, that they try their hand at writing short short stories.

Here is the first one, submitted by J. J. Appling, machinist at Hayti, Mo. There is one point which might be well to explain to those not familiar with the shipment of explosives. The most strict rules and regulations for packing of this commodity are in force. Dynamite will not explode through jar or concussion, but will wreak havoc when it comes in contact with fire! This will explain the plot which "Bill" cooked up to save the day—but then, read the story!

Any employe may submit one of these short short stories. This one is purely fictitious and they may either be true or untrue. No story should contain more than 1,000 words, as it is impossible to devote more than one page in the Magazine a month to this feature.

All copy should be typewritten and double spaced, and should reach the Magazine Department, 835 Frisco Building, before the 18th of the month.

Who will be the next to submit a short short story?

in Caruthersville. Bill estimated that there was over a million dollars worth of cotton in that warehouse.

Then he heard a sound behind him, and, turning, saw a tall, roughly clad man in overalls climb into his cab.

"See here," said Bill, "you are not allowed here. What do you—"

Bill's conversation was abruptly halted, as he looked straight into the muzzle of a revolver, aimed at his heart.

Submitted by J. J. Appling, Machinist, of Hayti, Mo.

"Shut up," came the rough command. "Get back in that seat and back her up fast."

"We're on the derail," Bill said, and stopped suddenly when he felt the gun pressed against his ribs, and he looked into a pair of wild, insane eyes.

"Sure, sure, I know it, and you got two cars of dynamite on the back and it derails right at the foot of the levee, a little fire added, and it'll blow the levee," and the man let forth a peal of insane laughter. "Back her up!"

The man was mad, completely. He meant to break the levee and he could do it unless Bill could stop him. Bill caught his breath. The man stood in the middle of the cab, glaring impatiently at him.

Bill turned to his throttle, opening it slowly at first, then with a steady pull, he opened it wide. The train moved faster and faster, straight back for the levee. Bill glanced around. The man was standing in the middle of the cab, swinging his revolver and sending out peals of insane laughter.

Then Bill acted. With his left hand still on the throttle, he slowly dropped his right hand to the air control—most effective of all brakes. Very seldom will an engineer use more than two or three notches on the control to stop his train. The effect of full air is never used except in the most dangerous emergencies—but now!

Bill braced himself. With one motion of his left hand he closed the throttle. The same moment he jerked the air wide open with his right hand. The maniac never knew what hit him. He was hurled headlong into the coal chute, his head striking the bottom of the car with such force that the impact could be heard above the scream of air and the roar of the wheels. Bill reflected grimly that he would be lucky to get off with a fractured skull.

Then Bill turned once more to his throttle and slowly moved the train back to the head of the derailing track for two more hours of active service—then to retire with a perfect record.

AGENCY CHANGES

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

Julius A. Robinson, Portageville, Mo., August 25; Victoria E. Wall, Eagle City, Okla., August 25; Charles A. Park, Hunter, Okla., August 28; June P. Sheets, Salt Fork, Okla., August 28; George A. Scholl, Decker-ville, Ark., August 28; Claude E. Hall, Gilmore, Ark., August 28; Percy E. Newell, Keighley, Kans., August 31; Marvin C. Baker, Deckerville, Ark., August 31; Forest C. Pepple, Burdette, Ark., September 1; Earl H. McClure, Dato, Ark., September 1; James M. Johnson, Pascola, Mo., September 1; James E. Wimberley, Yarbrow, Ark., September 1; Frank R. Schutt, Memphis-Peabody Hotel Ticket Office, September 4; Benedict J. Grieshaber, Luxora, Ark., September 4.

Jesse W. Asbill, Weir City, Kans., September 4; John W. Hutchins, La-Cygne, Kans., September 5; Arthur L. Nettles, Gilmore, Ark., September 7; Emil H. Hempler, Cameron, Okla., September 7; Mrs. Gertrude G. Hodnett, St. Paul, Ark., September 10; Floyd M. Carlock, Datto, Ark., September 10; James O'Connell, Haverhill, Kans., September 13; Harry S. Miller, Strauss, Kans., September 14; Mrs. Florence Bates, Fulton, Kans., September 17.

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

Franklin C. Morris, Exeter, Mo., August 29; Glen L. Henson, Exeter, Mo., September 1; Carl T. Harvel, Springdale, Ark., September 3; Franklin C. Morris, Springdale, Ark., September 10; Clarence D. Blagg, Naylor, Mo., September 17.

Morrisville, Mo., station closed September 15th.

TWENTY YEARS AGO

The Cincinnati Enquirer of August 29, in its column headed "TWENTY YEARS AGO IN CINCINNATI", reports that at the Passenger Traffic Club outing at Highland Grove, held on August 29, 1914, the feature of the day was a ball game between two teams, one led by W. S. Merchant of the Frisco Lines, which won at the end of two exciting innings by the score of 19 to 17. The losers were captained by John Webster of the Erie Lines.

George P. Quillen, chief clerk in the Frisco offices at Cincinnati, writes Mr. Merchant, enclosing the clipping, asking if he won't come over and help out their Reds.

Students Use Frisco



The young ladies in the accompanying picture, most of them from points in Oklahoma, posed for the cameraman upon their arrival in St. Louis via Frisco Lines' Meteor, September 18th, enroute to Lindenwood College, St. Charles, Mo.

Mary Eleanor Guthrie, Katherine McMahon, Dorothy London, Jane Dudley, Myrna Huddleston, Virginia Estes, Opal Jane McWilliams and Ruth Bewley are from Oklahoma City, Okla.; Virginia Laws, Edith Ann Gorrell, June Myers, Hannah Grimes and Mary Lee McKirahan are from Tulsa, Okla.; Betty Rowland and Martha Edwards are from Enid, Okla.; Alice Douglass, Okmulgee, Okla.; Dorothy Lafayette, Checotah, Okla.; June Franklin, McLoud, Okla.; Virginia Little, Madill, Okla.; Mary Elizabeth Baptist, Peggy Rosebury, Shawnee, Okla.; Nell McGibony, Los Angeles, Calif.; Laura Fritz, Wichita, Falls, Tex.; Peggy Stein, Miami, Okla.; Katherine Keegan, Lawton, Okla., and Mildred Burney, Aurora, Mo.

AMERICAN ROYAL TO BE HELD OCTOBER 20-27

The 36th Annual American Royal Live Stock and Horse Show will be held at Kansas City, October 20 to 27, a month earlier than last year. A possibility of better weather conditions should assure a much larger attendance than in previous years.

The Premium List shows liberal premium offerings and classification consisting of Beef Cattle, Dairy Cattle, Swine, Sheep, Draft Horses, Mules, Poultry, Saddle Horses, Harness

Horses, Roadsters, Ponies, Hunters and Jumpers, Horse and Mule Pulling Contest, as well as Fat Calves, Pigs and Lambs fed and cared for by 4-H Boy and Girl Club Members and Vocational Agricultural Students. There will be a daily program of judging the various classes of Live Stock and Horse Show Exhibitions each afternoon and evening except Sunday evening.

As in the past, this year's American Royal will be a well balanced Live Stock Exposition and Horse Show Classic. It is not strictly an animal Exposition. There are many educational and entertaining features, consisting of exhibits from the United States Government, agricultural schools and colleges, meat exhibits, lectures, moving pictures, Agricultural Chautauqua, Farm Women's Activities, Highway exhibits, Manufacturers Industrial exhibits, National Congress of Vocational Agricultural Students, Convention of Future Farmers of America, 4-H Boys and Girls Club Conference, Junior Rodeo exhibitions and other activities.

A CORRECTION

In the story of "Tip" Watson, carried in the September issue of the Frisco Magazine, a typographical error occurred as to the date of his service.

The story stated that he was made an extra passenger conductor July 28, 1875, and the date should have been June 5, 1895.

THE HONOR ROLL

The solicitation of business for Frisco Lines is indeed important, and the campaign now on among Frisco employes is being entered into by each and every employe with earnestness. But when the business is secured, the next step is to see that there are no delays in transit.

Here is a report of outstanding merit, and deserving of special mention:

J. S. Lloyd, conductor; Geo. Roth, engineer; G. W. Stone, fireman; C. C. Harris and C. F. Weidman, brakemen, when they learned of a rush carload of automobiles at Kennett (car GTW 584749), volunteered their services and placed the car for the Southeast Motor Car Company for unloading. These men moved the car at 9:45 a. m., although the crew was not called until 4:30 p. m. Such wholehearted cooperation secured the praise of J. S. McMillan, superintendent, and the concern to whom the carload of automobiles was consigned.

Margaret Guin, daughter of Wm. Guin, trucker, store room, Birmingham, Ala., accomplished a fine piece of solicitation recently. Four of her friends were contemplating a trip to Los Angeles, Calif. Miss Margaret arranged to meet them and told them about the splendid air-cooled equipment carried on Frisco Lines out of Birmingham, as well as the splendid service Frisco Lines offered its patrons. As a result of her efforts, the four were routed Frisco Lines out of Birmingham. Congratulations were extended to Miss Guin by T. H. Banister, traffic manager at Birmingham, and M. E. Walsh, president of the Birmingham Club.

J. W. Cunningham, yard clerk at Afton, overheard two parties making plans for a trip to Miami, Okla., and the trip was planned by bus. He told them of the evening train to Miami and through his personal solicitation secured the two passengers via Frisco Lines. He also solicited and secured one passenger to Dallas and one to Cisco, Tex. Mr. Cunningham received the commendation of the traffic department and the president of the Frisco Club at Afton.

Will Maxton, night yardmaster, reported tip that the daughter of C. A. McDuffee would make a trip to Flint, Mich. She was contacted and ticketed for long haul from Neosho, Mo., No. 4, through Chicago sleeper enroute

Flint, Mich., her destination, checking baggage from Joplin in order to save her inconvenience at Neosho. The passenger, Mrs. Phillips, had her small child with her and appreciated the arrangement of the trip so that only one transfer was involved between Joplin and Flint.

Mrs. H. B. Wilson reported a tip on passenger business, with the result that two tickets, Joplin to Chicago, were secured; the parties, Mr. and Mrs. Ray Erwin, using Frisco 118 from Joplin, August 31. Their son will go to school in Atlanta, Ga., and the Frisco was promised the business.

J. H. Watson, special agent at Joplin, Mo., while listening in on WMBH radio station, heard a talk by Charles S. Gardner of the Progressive Grocers in which he stated that they had a car of corn coming from Ohio. The tip was followed up and business secured, the car reaching Joplin, September 3, from the Highland Canning Company of Leesburg, Ohio.

Ralph Schaible, employed by Frisco Lines in Memphis, Tenn., reported that he had a new roof put on his home, material purchased through a representative of a well-known roofing company. Mr. Schaible solicited the representative for some business from his company to be routed via Frisco Lines and R. E. Buchanan, traffic manager reports that through this solicitation the Frisco has received three carloads of material routed from the east to Memphis and Canton, Miss.

This is a splendid case of employe solicitation.

A most unusual campaign of solicitation among maintenance of way men is under way on the Southwestern division, under the able direction of W. A. Schubert, roadmaster.

Mr. Schubert addressed his section foremen and laborers on his division recently, asking them to let no opportunity slip by where a word from them might secure a passenger, an LCL movement or a car of freight.

The first month, several passengers were reported as having been solicited and secured to travel via Frisco Lines. Since July, section foremen and laborers on this division have secured 24 passengers and 3 LCL shipments.

Section foremen responsible for 13 tickets and 3 LCL shipments are: Fred Murphy, Luther, Okla.; Roy

Estes, Davenport, Okla.; W. A. Smith, Spencer, Okla., and Logan Pool, Chandler, Okla.

Section men responsible for 11 tickets are: Ernest Eidson, Willis Baker and Ecker Howell, Jones, Okla.; Clarence Jarvia, Davenport, Okla., and James Kuykendall, Luther, Okla.

J. A. Murray, retired engineer for Frisco Lines, living at Pensacola, Fla., noticed in the Frisco Magazine that the retired employes were active in the solicitation of business for Frisco Lines. Wishing to do his part, he contacted a marble and stone works plant in Pensacola, headed by Alfred Davis, manager, and secured several part cars and one carload, with several more shipments to be routed via Frisco Lines. Mr. Davis wrote Mr. Murray advising him that the material shipped over Frisco Lines was handled in wonderful manner and very pleasing to all. He also stated that special handling was given one shipment and it reached him, from point of origin in four days and was placed immediately upon arrival for unloading.

Mr. Murray received a letter of appreciation from S. S. Butler, general traffic manager.

James C. Kuykendall, section laborer at Luther, Okla., secured one passenger, Luther to Oklahoma City; Fred Murphy, section foreman at Luther, secured one passenger, Luther to Oklahoma City, and Logan Pool, section foreman, Chandler, Okla., secured one passenger, Chandler to Paola, Kans.

C. T. Mason, superintendent, commended each of these gentlemen for their interest in soliciting this business.

Ben Hurt, colored employe of Memphis, Tenn., was instrumental in securing 19 passengers to Pensacola, Fla., who traveled on the Frisco's special Labor Day excursion train. Mr. Hurt is a member of Local No. 19-B at Memphis and a real booster for Frisco Lines.

Viola Jakle, of the freight traffic department, reports 15 cases of shoes shipped via Frisco Lines, St. Louis, to a firm in Cape Girardeau. The firm had previously been using trucks.

She also reports selling E. H. Wiedbacher a ticket, St. Louis to Memphis and return via Frisco Lines.



The group of girls in the accompanying photograph, posed for the Commercial Appeal staff photographer beside Frisco Train No. 104, on August 13, just before they left Memphis, Tenn., for the Y. W. C. A. Camp at Hardy, Ark. These little tots were all considered under-privileged and were given a week's vacation in the open through the Fresh Air Fund sponsored by the Commercial Appeal from voluntary contributions.

Roy Estes, section foreman at Davenport, Okla., secured a passenger, Davenport to Oklahoma City and return on August 29 and another on September 11. He was sent a letter of commendation by C. T. Mason, superintendent.

BETTER HOUSING PROGRAM

(Continued from Page 6)

The regular installment payments will be made in person at the place of business of the financial institution; or by mail; or as otherwise arranged. No payment shall be made to any governmental office or organization.

17. May I pay the note in full before maturity date? Yes, at any time. A reasonable rebate will be allowed for prepayment, if charges have been collected in advance.

18. May I pay more than one installment at a time? Yes, as many as you wish, but such payments should be in exact multiples of the agreed payments—that is, if monthly payment is \$10, advance payments should total \$20, \$30, etc.—not, for example, odd sums such as \$18 or \$25.

19. What if I am late in making my payments? The maker must not permit his payments to fall in arrears. Should a payment be more than 15 days late, the financial institution's expense, caused thereby, may be reimbursed in part at the rate of not more than five cents per dollar for

ACCIDENTS STILL INCREASE

There was a decrease of 10 injuries, reportable to the I. C. C., during the month of August, as compared with the same month in 1933 under the heading of All Casualties, according to the monthly statement issued from the office of C. H. Baltzell, director of accident prevention. There was, however, an increase of 60 minor injuries.

The report shows that there was a decrease of 12 injuries reportable to the I. C. C., August, 1934, as compared with August, 1933, and an increase of 52 minor injuries.

In the comparisons for the year, there was an increase of 40 injuries reportable to the I. C. C., and an increase of 376 minor injuries for all employes. The greatest increase in minor injuries for the year to date shows up in the mechanical department.

each payment in arrears. Persistent delinquency will make it necessary for the financial institution to take proper steps to effect collection in full.

NOTE:—If you are not eligible for a loan under the terms of the National Housing Act, you may be eligible for a conditioning loan from the Home Owners' Loan Corporation, which has recently established a Reconditioning Division. Any one of the banks in your community will advise you where to make your application.

TOWNS VALUE FRISCO TAXES

The lack of business has forced Frisco Lines to seek authority for the abandonment of some of its branch lines. Industries and townspeople along the right-of-way have never before considered the full value of the railroad taxes, until this move was of necessity, made.

A newspaper clipping from the Clinton, Mo., Democrat states:

"Representatives from towns along the old KCC&S Railway between Kansas City and Springfield attended a meeting at the court house in Clinton, Wednesday (Feb. 14), to protest against the abandonment of that branch of the Frisco known as the KCC&S. . . . The City of Clinton is vitally concerned in this proposed track abandonment. Eighteen Clinton men are employed by this branch and have their homes and families here. If the action goes through, these men will be thrown out of work. The other towns along the route are also vitally interested and many large business concerns, flour and feed mills, and other interests will lose heavily if they cannot maintain railway communication with these points."

A like story is carried in the Rogers, Ark., News, protesting the abandonment of the Rogers-Grove Branch. This paper says:

"Many of the school districts in the county traversed by the railroad receive a large portion of their revenue from taxes paid by the railroad, it is pointed out and if the line is abandoned, these districts will be forced to turn to other sources of revenue for the operation of schools."

The Oklahoma City, Okla., Southwest Courier aptly described the situation in a recent editorial entitled, "The Old Iron Mare". The editorial is quoted below:

"It does not take people long to forget favors. So they have forgotten the days when the headlight of the locomotive was a star of hope; when it threw its first beams across the prairies and the pioneer knew that he was no longer alone.

"The locomotive cut down the distance that separated him from his old home and his fellow men. It carried former joys to his door and gave him markets that doubled the value of his crops. It meant more companionship and increased value for his possessions. It delivered books to the children, seed

(Now turn to Page 21, please)

Proof!



The string of fish being held by F. W. Archer, chief clerk, and E. J. Immele, city soliciting agent of the Frisco's Wichita office, weighed about twenty pounds, including the big three-pound bass, and were caught on a recent fishing trip enjoyed by the two men.

HARRISON WILL HONORED

Harrison Will, division freight and passenger agent at St. Louis, Mo., was elected president of the St. Louis Co-Operative Club at a meeting held at the Statler Hotel, Sept. 5. Walter E. Burtelow, vice-president of the Industrial Savings & Trust Co., is the retiring president.

Mr. Will has taken an active interest in various clubs and organizations in St. Louis, and is past president of the Adolphus Busch Parent and Teachers Association; past president, City Passenger Agents Association at St. Louis, past commander, South St. Louis Memorial Post No. 37, American Legion; Past Regent, Carr Lane Council No. 668, Royal Arcanum; financial chairman, St. Louis Council, National Congress of Parent and Teachers, and a member of the following organizations: National Association of City Passenger Agents; Trinity Lodge No. 641, A. F. & A. M.; Bellefontaine Chapter No. 25, Royal Arch Masons; Alhambra Grotto, M. O. V. P. E. R.; Hope Lodge No. 186, Knights of Pythias, and Zuelma Temple No. 54, D. O. K. K.

The Co-Operative Club is a civic organization, devoting its work to the interests of the city. Other officers elected on September 5 include: Harry E. Clark and Dwight D. Thomas, vice-presidents; Clarence F. Krueger, treasurer, and E. L. Williams, executive secretary.

In Memoriam

ADAM ELWOOD BEEBE

ADAM ELWOOD BEEBE, pensioned conductor, died at his home in St. Louis on August 26. He was born in Valparaiso, Ind. (date not given), and entered the employ of Frisco Lines November 20, 1899, as a brakeman. He was promoted to freight conductor in 1903 and to passenger conductor in 1913 and employed on the old Kansas and Northern division until 1928 when he was transferred to the Southern. He was retired August 31, 1933. His pension allowance was \$57.45 a month and during his lifetime he was paid a total of \$631.95.

JOHN PARKS REYNOLDS

JOHN PARKS REYNOLDS, pensioned locomotive engineer, River division, died at his home in Cape Girardeau, Mo., August 22. He was born February 19, 1860, at Charleston, W. Va., and entered the service of Frisco Lines, June 1, 1903, as a roundhouse foreman at Cape Girardeau. At the time of his retirement he was serving as engineer on the Leachville sub-division out of Cape Girardeau to Hayti. His pension allowance was \$71.40 a month and during his lifetime he was paid a total of \$4,022.55.

GEORGE MILTON SINGLETON

GEORGE MILTON SINGLETON, pensioned yard engineer, Oklahoma City, Okla., died at his home on September 1. He was born in Pomeroy, Ohio, February 6, 1861, and began his service with Frisco Lines as a fireman at Springfield, Mo., September 10, 1889. He was promoted to engineer in 1901. His pension allowance was \$39.85 a month and during his lifetime he was paid a total of \$1,692.60.

HER TWENTIETH TRIP

Fannie W. Collins, of Paris, Texas, had made twenty trips to the Catskill Mountains, using Frisco service to the East, through the St. Louis gateway.

Upon reaching her destination this year, she wrote the following letter to J. O. Dick, Frisco agent at Paris: "We arrived at Squirrel Inn yesterday morning. Found trunks in our rooms when we came in from dinner. Had no trouble enroute and wish to express my appreciation to you for your kindness in bringing tickets to us and sending us off in such good shape."

BRIDGE GANG MAKES RECORD

Handling the shipments of drouth cattle expeditiously throughout Frisco territory has been reported through the columns of the Frisco Magazine, but an instance of preparation for shipments, made in record time, comes from the Southwestern division.

J. E. Springer, DF&PA, at Joplin, advised C. T. Mason, superintendent at Tulsa, that if the pens at Tulsa could be enlarged, the Frisco would be able to secure a movement of 20 cars of cattle.

This advice was received at 2:00 p. m. on Saturday, August 18. A bridge gang was working at Vinita, Okla., and was sent to Tulsa. Superintendent Mason secured the proper authority to enlarge the pens to 32 x 32, and on Sunday night they were ready to receive the shipment. Ten cars arrived Monday, August 20, and 10 cars on Tuesday, August 21.

Ten men in the bridge gang, working Saturday night and Sunday, completed the job in record time.

Additional shipments of stock are expected, following the handling given the twenty cars.

FRISCO ATTORNEY DIES

Ben Franklin, local attorney for Frisco Lines at Oklahoma City, died at the St. Louis hospital on August 17. Death followed a prolonged illness.

Mr. Franklin was 56 years of age, and through the firm of Cruce, Franklin & Satterfield, had represented the Frisco at Oklahoma City for the last decade, and was active in negotiations with the city over track removal and acquisition of railroad property (now Civic Center Park) several years ago.

He was born in Texas and came to Oklahoma shortly before statehood. Before making his home in Oklahoma City he resided in Purcell and was elected county attorney of McCain County and later represented that district in the state senate. He was an overseas captain during the World War and came to Oklahoma City in 1920. Mr. Franklin was a member of the St. Luke's Methodist Church, Oklahoma City Golf and Country Club, and Chamber of Commerce.

He is survived by his widow, his son and a married daughter, Mrs. Ed. Mills.

Draper Grigsby, former assistant county attorney, has joined the Frisco family and will take over Mr. Hamilton's work. Mr. Grigsby was formally introduced to the Frisco employes at their club meeting on the night of September 20.

NEWS OF THE FRISCO CLUBS

Joplin, Mo.

Members of the Frisco Employes' Club of Joplin, Mo., held their annual picnic on Sunday, September 16, at Roaring River State Park, located in the heart of the Ozarks.

A motorcade of twenty cars, carrying 88 members, formed at 10th Street freight office, Joplin, and left in a body at 9:00 a. m., arriving at Roaring River at 11:00 a. m.

A delicious picnic luncheon was served at a single long table, and after luncheon various games and contests were enjoyed. J. H. Douglas and O. G. Moulton won the horseshoe pitching contest without much opposition. Wm. Feerick won the men's race; Miss Bennett was the winner of the women's event; Gwendolyn Woodford won the girls' race, and Warren Moulton won the event for boys.

After the contests, some of the members tried their hand at fishing for the elusive trout, which were plentiful in the clear water. Other members took to hill climbing, while others went to inspect the model C. C. C. camp located nearby.

About 4:00 p. m. the group packed their baskets and gathered up their children (who by the way were scattered to the four winds), and began their homeward drive, declaring it to be the most enjoyable picnic ever sponsored by the club.

Members of the Frisco Employes' Club of Joplin, Mo., together with members of the Ladies' Auxiliary, met at the Tenth Street Freight Station Club Rooms at 7:00 p. m., September 6, where they partook of a bountiful covered dish supper.

After the meal, a joint meeting of both groups was called to order by Roy H. Barcus, president of the club. Carl H. Hobart was chosen to act as secretary, and minutes of the previous session of the Ladies' Auxiliary were read by the secretary, as well as minutes of the last session of the Employes' Club.

The treasurer's report indicated that there was a balance of \$11.09 on hand with no bills outstanding. President Barcus advised that he had books of gummed stickers to be distributed by the members, asking that shipments be routed via Frisco Lines.

The matter of a picnic was brought up and the date set for September

16. O. G. Moulton was appointed as a committee of one by the chair to arrange for various games and diversions for the outing.

The matter of a card party and dance in the passenger station waiting room at Sixth Street, October 25, was acted favorably upon and it was decided that an admission price of 25c would be charged. The funds raised through this means are to apply on expenses in connection with the annual entertainment and Christmas program, tree, etc. The Christmas program of 1934 will be the third affair of its kind sponsored and carried out by the club members and the Auxiliary.

The question of an orchestra for the dance to be given on October 25 came up, and the Ladies' Auxiliary were authorized to engage an orchestra for the occasion.

A report on members on the sick list was made, as well as a report of both freight and passenger business secured through tips furnished the traffic department by the various members.

The meeting adjourned at 9:40 p. m.

Oklahoma City, Okla.

The first fall meeting of the season has been announced for members of the Frisco Employes' Club of Oklahoma City. The date has been set (at this writing) as September 20, place, American Legion Hall.

Draper Grigsby, former assistant county attorney who succeeded Ben Franklin, deceased Frisco attorney, will be guest speaker.

Fayetteville, Ark.

The regular monthly meeting of the Northwest Arkansas Frisco Club was held at Fayetteville at 7:45 p. m., September 13. This meeting was strictly a business session and short addresses from members and visitors were enjoyed. Twenty-five were present.

Mr. Harris, a visitor from Prairie Grove, W. E. Lark and C. E. Woolsey made short addresses, the latter talking on individual advertising. C. Mitchell, agent at Farmington and K. Browning both spoke of improved ticket revenues; C. H. Garrison, Earl Lichlyter, J. H. Curry and H. E. Gabriel responded to introductions with short talks, and D. G. Lehn, president of the club, reported some splendid increases in shipments of

various commodities from Fayetteville.

It was voted that the regular October meeting be held at Winslow on October 11 and a resolution was passed to invite members of the Ft. Smith Club to attend the meeting.

Air Capital Club, Wichita, Kan.

Members of the Air Capital Club of Wichita, Kansas, held their regular monthly meeting on September 13 and a splendid report of new business secured was made.

W. C. Dennis reported two LCL shipments to eastern points; Mr. McDivitt secured the routing on a car of coal from Poteau to Wichita. L. O. Cook secured a car of automobiles from Detroit to Wichita; H. B. Sigler secured the routing on 19 cars of various commodities, also 9 LCL shipments from various points of origin.

A motion was made to have F. W. Archer express appreciation to his son, Hollis, for securing 7,000 pounds of freight via Frisco from Wichita.

Employes reporting future business were: J. R. Roberts a tip on LCL shipment from Chickasha to Carthage; Ralph Dinsmore received the promise on routing of two cars of lumber from the northwest to Wichita; S. B. Ramsey secured the promise on routing of 50 cars of coke and 10 cars of coal via Frisco.

S. P. Haas gave a short talk on general business conditions being much improved over last year, and Mr. Kelly, section foreman told how the Frisco was completing heavy rail and improving the road bed east of Wichita.

After several other short talks, made by the members present, the meeting was adjourned at 8:45 p. m.

Colored Club of Birmingham, Alabama

Members of the Colored Club of Birmingham, Ala., met for a business session on September 6 with six members present.

The members of this club have been active in soliciting passengers via Frisco Lines and reported the following patrons secured: Miss Lena Noel and Miss Hattie Johnson, Birmingham to Oklahoma City; Miss M. M. Bearden, Birmingham to Kansas City, secured by Joe Boston; two passengers secured by Mrs. Rena Robertson from Birmingham to St. Louis; Mrs. Mary Steveson, Memphis to

1934—Important Conventions—1935

Below is a list of important conventions which will be held during 1934 and 1935.

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.

1934 MEETINGS

American Legion	Miami, Fla.	Oct. 22-25
American Bankers Assn.....	Washington, D. C.....	October 22-25
American Petroleum Institute.....	Dallas, Texas	Nov. 12-15
Order Eastern Star Grand Chapter....	Tampa, Fla.....	Nov. 18-23
Southern Medical Association.....	San Antonio	Nov. 13-16

1935 MEETINGS

Western Fruit Jobbers Assn.....	San Francisco	Jan. 29-Feb. 1
National Educational Assn.— Dept. of Superintendents.....	Atlantic City, N. J.....	Feb. 23-28
Shrine Directors Association.....	St. Louis, Mo.....	March 6-8
American Zinc Institute.....	St. Louis, Mo.....	April
Southern Baptist Convention.....	Memphis, Tenn.	May 15-20
Kiwanis International	San Antonio, Tex.	May
Northern Baptist Convention.....	Colo. Springs, Colo.....	May or June
Shrine (A. A. O. N. M. S.).....	Washington, D. C.....	June
American Institute of Banking.....	Omaha, Neb.....	June 10-14
U. S. Junior Chamber of Commerce....	Columbus, O.	June
M. O. V. P. E. R. (Grotto).....	Knoxville, Tenn.	June
National Educational Assn.....	Denver, Colo.	June
Cooperative Club International.....	Oklahoma City, Okla.....	July
Knights of Khorassan (D. O. K. K.)....	Toronto, Ont.	August
United Spanish War Vets.....	San Antonio, Tex.	August
Rotary International.....	Mexico, D. F.....	
Lions' Clubs International.....	Mexico, D. F.....	

Birmingham and Mrs. Katherine Hatcher, Birmingham to Kansas City, secured by Walter Johnson.

Colored Club of Hugo, Okla.

Thirty-two members were present at the meeting of the Colored Club of Hugo, Okla., September 4.

A business and social meeting was enjoyed with Mrs. W. M. Marshall presenting several vocal numbers and short talks given by members and visitors.

Members of this club have been active in the solicitation of passenger business and report two and a half tickets sold to the Rhinehart family to Chicago and return, as well as a round trip ticket to St. Louis, sold to Bessie Ray.

Henry Thomas is president of the club.

Frisco Girls' Club, Springfield, Mo.

Members of the Frisco Girls' Club were pleasantly surprised when early on the afternoon of August 31st, they learned that the president of the club, Miss Loretta Henry, daughter of Mr. and Mrs. William Henry, of Monett, Missouri, was married to L. B. Reed,

son of Mrs. Alice Reed of this city.

The vows were read in the St. Agnes Church at 4 o'clock by the Reverend Father Charles A. Dibbins.

Mr. and Mrs. Reed are at home to their friends at the Lorraine apartments.

The club extends best wishes for a long and happy life.

The September activity was a party in honor of the outgoing president.

The party was given at the Y. W. C. A. on Friday, September 21, at 8 p. m. The club will present Mrs. Reed with a special gift in recognition of her splendid work in behalf of the Girls' Club.

The program of the evening consisted of the presentation of gifts for the bride, followed by games and refreshments.

The following committee had charge of arrangements: Mary Catherine Carr, chairman; Mae Beaman, Barbara Murray, Ida Carlson, Bertha Sutherland and Mayme Hindman.

Kansas City Sunnyland Club

The Sunnyland Club of Kansas City is making an early entrance into the fall festivities with a dance party to be held at the El Torreon Ballroom.

Friday evening, September 21. This interesting entertainment program and dance is offered without charge to Frisco employes and their friends, and Frisco patrons, as a good fellowship party to get acquainted with each other, and with the new advantages of Frisco service, officers especially urging the employes to do their part in making all of Kansas City familiar with the new Texas Fast Freight schedule which was inaugurated September 4, and which is in line to put the Frisco over in a big way. The club's officers are looking forward to having a crowd of several thousand in attendance, and are making the plea that all the officers ask in return for this glorious evening of entertainment is a boost for the Frisco.

J. E. Potts, president of the Frisco Employes' Club at Springfield, Mo., and Loretta Henry, president of the Girls' Club at Springfield report the following business secured by members of the two clubs during July: 28 carloads, 111 LCL shipments and 40 passengers.

Members who secured this business include F. M. Barry, C. B. Crump, F. E. Feyen, Selma Hoffman, J. W. Kastler, P. E. Paulsell, A. B. Sherwood, all of the telegraph department; H. E. Brown, F. L. Colvin, J. K. Gibson and A. E. Wooldridge, mechanical department; Matilda Hoffman, I. A. Uhr and Harry Barren, signal department; H. L. Joyce and J. C. Westbrook, claim department; K. C. Bean and Ethel Copeland, accounting department; G. T. Blankenship and F. L. Pursley, freight loss and damage claim department; Grace Jochum and O. L. Ousley, general manager's office, and L. H. Riddle, eastern division.

W. M. Estus, president of the Frisco Employes' Club at Afton, Okla., reports total revenues secured by members of the Afton Club for July of \$1,287.22, with 17 carloads yet to arrive on which orders have been placed.

Business reported through the office of J. R. Coulter, traffic manager, as having been secured by members of the Frisco Sunnyland Club of Kansas City during the month of August, 1934, totaled 81 carloads, 42 LCL shipments and 4 passengers. The 81 carloads were secured by C. C. Lacy of the transportation department. A total of 118 tips were turned in.

Names of employes securing this business are: J. O. Burns, maintenance of way; M. M. Cassidy, J. J.

Fitzgerald, F. H. Fenner, H. L. Harman, C. C. Lacy, E. M. Martin, R. P. Rulsinger, Geo. H. Thomas and A. J. Westerman, all from the transportation department.

Afton, Okla.

Thirty-four members and visitors attended the club meeting of Frisco Employees' Club of Afton, Okla., held on September 18th.

Numerous matters of business were discussed and reports indicated good increases in revenue. Employees of Fairland, Okla. (who are members of this club), sent in a report advising that for the first eight and a half months of 1934 there had been 288 carloads inbound and outbound from that station as compared with 165 carloads in 1933. In spite of the drouth conditions, Elmer Shedlebar, agent at Fairland, reported that the revenue from this station for 1934 will far exceed that for 1933, as he has been instrumental in securing numerous cars of hay, grain, beer and feed.

R. C. Culter, traveling freight and passenger agent from the Tulsa office talked on the new Texas fast freight service and business in general.

E. E. McGuire, transportation inspector out of the general manager's office, spoke on Frisco service, both freight and passenger, new equipment, as well as the comfort and clean conditions found therein. He also touched on the subject of rough handling and robberies, stating expenses and loss chargeable to these items was the lowest in years. Mr. McGuire praised the business men of Afton for their splendid support and cooperation during the past years, as shown by the business reports.

Business men and employes rounded out the program with short talks on the value of the Frisco to Afton and the meeting was adjourned at 9:15 p. m.

Memphis, Tenn.

The Greater Traffic Committee of Memphis, Tenn., held its August 30 meeting in the local freight office with twenty members present.

A discussion of importance to both the freight and traffic departments was entered into. Members of this club are unusually alert to report instances where the Frisco receives the short haul on cars from points of origin, and numerous reports of this kind were made to the traffic department for handling.

Many of the employes secured business during the past month. Winston Kirk, colored trucker, furnished information on a passenger from Tupelo, Miss., to Chicago, which was secured;

J. T. Carrigan, comptometer operator, secured passenger, Memphis to St. Louis and return; John Porter, colored stowman, secured a passenger to St. Louis; Will Robertson, colored trucker, passenger, Memphis to Jonesboro; T. E. Bagwell, clerk, secured two passengers, Memphis to Carbon Hill, Ala.; Ben Meriweather, colored stowman, secured two passengers to St. Louis and return; Gordon Robertson, chief clerk, secured shipment of household goods, DeQueen, Ark., to Memphis, shipment weighing 345 pounds.

H. H. Smith advised R. E. Buchanan that 85 carload shipments were handled on Frisco team tracks during month of May.

In a campaign to secure additional business, H. H. Smith had a stencil cut, listing Frisco package car schedules to points in the southeast, which was mailed to all shippers. Also sent out formal notice to shippers that, effective May 28, the free pick-up and delivery service would be extended, giving a list of the points.

At the close of the meeting, business reported as having been secured for July by members of this club totaled 91 carloads of freight, 240 LCL shipments and 22 passengers.

Ladies' Auxiliary Sunnyland Club

Forty members and guests attended the social meeting of the Ladies' Auxiliary, Frisco Sunnyland Club of Kansas City, held September 4 in their new club rooms at Drexal Hall.

An enjoyable afternoon was spent playing cards, with delicious refreshments served at the close by Mesdames W. B. Berry, E. W. Brown and Alberta Thompson serving as hostesses.

Madill, Okla.

Forty-four employes and seven visitors were present at the September 19 meeting of the Frisco Employees' Club of Madill, Okla.

J. L. Hemphill, president reported that 15 carloads of freight, 41 LCL shipments and 6 passengers had been secured since the last meeting.

Don Welch, state representative elect, was a guest speaker and brought out the substantial amount from railroad taxes paid to county and state governments, and the fact that Madill citizens should appreciate and support Frisco Lines, and its employes who patronize them.

John Landrum, local F. E. R. A. agent, advised that he had shipped 100 carloads of government cattle via the Frisco from Marshall County and

that he thought very highly of the Frisco and its employes.

H. J. Pate, editor and owner of the Madill Record and Daily Tribune, advised that he was giving all his business to Frisco Lines and was getting newsprint paper in pool car with Durant, even though the cost was slightly more by rail than by truck. He felt this additional cost was a good investment.

Scott Leeper Company, a department store of Madill, was represented by James Ewing, who stated that he was getting splendid service over the Frisco and that local employes had gone out of their way several times to get shipments to the store for Saturday's trade. He advised that all orders of the store now specify Frisco. He commended the employes for their alertness.

W. L. Raborn, owner of the Raborn Chevrolet Motor Company, also a bulk oil station, stated that the Frisco got all of his business—that he had tried truck service and it had proved unsatisfactory to the local dealers. He formerly tried trucking oil in tank trucks, but felt that it was unfair to the railroads and their employes. All his supplies are now moving by rail and he says that Frisco service is most satisfactory.

W. A. Hubbard, claim agent; C. Byrd, roadmaster, and others, addressed the meeting. H. E. Gabriel, assistant superintendent stressed the fact that the money paid into the railroads through freight and passenger business circulated right back to the merchant through purchases made by the employes and that each was dependent on the other.

O. L. Young and C. T. Mason both sent their regrets. Both were unable to attend as they were called to another part of the territory.

President Hemphill thanked all those present for their attendance and asked them to attend future meetings of the club.

Colored Club of Okmulgee, Okla.

The Colored Club of Okmulgee, Okla., held a meeting on the night of September 19 with a splendid representation of members in attendance.

The fall campaign for the solicitation of business was taken up and new business secured by the members, reported.

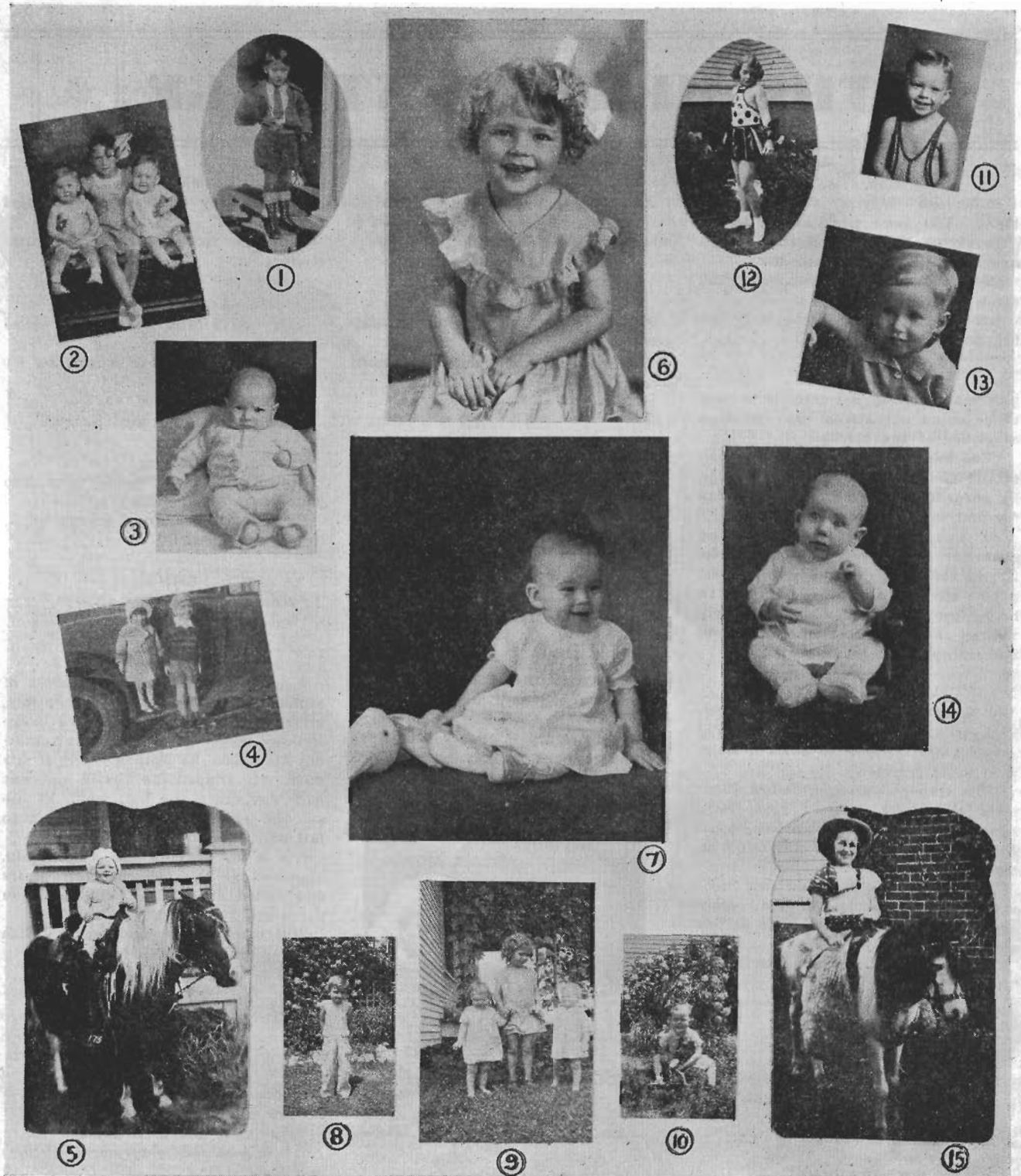
IT ALL DEPENDS

"How late do you usually sleep on Sunday morning?"

"It all depends."

"Depends on what?"

"The length of the sermon."



... FRISCO CHILDREN ...

1—Thomas B. Maberry, son W. A. Maberry, operator, West Tulsa. 2—Jackie Fay, Ruby Berneice and Jimmie Ray Osburn, grandchildren of J. A. Winn, agent, Winslow, Ark. 3—Melvin Lyle, son J. O. Jaques, brakeman, West Tulsa. 4—Jackie William and Mary Maurice, grandchildren of Harry Wright, conductor, Springfield. 5—Phyllis Mae Newman, daughter Gabriel Newman and granddaughter Mrs. Emma Newman, seamstress, Frisco Dining Car Department, Springfield. 6—Alma Jeanne Riddle, daughter L. H. Riddle, messenger, Springfield. 7—Barbara Lee Steinert, daughter Earl A. Steinert, brakeman, Springfield. 8—Donald Becker, son O. A. Becker, paymaster's clerk, St. Louis. 9—Loreta and Loran Gateley, and Atta Lea, grandchildren of A. A. Miller, section foreman, Pollard, Ark. 10—Dixie Lea Jones, daughter R. V. Jones, caller, Newburg. 11—Robert Edward Knox, son E. P. Knox, file clerk, Ft. Scott, Kan. 12—Isabel Bayless, daughter Frank W. Bayless, telephone maintainer, Springfield. 13—W. C. James, grandson M. James, grease cup man, West Tulsa. 14—Eleanor Alma Hudson, daughter Ralph A. Hudson, section laborer, Northern division. 15—Mary Ellen Weber, daughter Homer Weber, clerk, storekeeper's office, Springfield.

THE MERRIMENT PAGE

Concealed

Policeman—Why're you stopping, man? You can't park here.

Driver—I've got a flat tire. I ran over a bottle about a mile back.

Policeman—Couldn't you see it and drive around it?

Driver—No; the fool had it in his hip pocket.

MUCH ADO

A man waiting patiently in a post office could not attract the attention of either of the clerks.

"The evening cloak," exclaimed one of the girls, "was a redingote design in gorgeous lamb brocade, with fox fur and wide pagoda sleeves."

At this point the long suffering customer broke in with: "I wonder if you could provide me with a neat purple stamp with a ducky perforated brim, the tout ensemble delicately treated on the reverse side with gum. Something about three cents."

RATHER COSTLY

A judge was pointing out that witness was not necessarily to be regarded as untruthful because he alters a statement made previously.

"For instance," he said, "when I entered this court today I could have sworn that I had my watch in my pocket. But then I remembered I had left it in the bathroom at home."

When the judge got home that night his wife said: "Why all the bother about your watch—sending four or five men for it?"

"Good heavens," the judge exclaimed. "What did you do?"

"I gave it to the first one who came; he knew just where it was."

Waiting

He was seated in the parlor,

And he said unto the light,

"Either you or I, old feller,

Will be turned down tonight!"

MY HEAVENS!

Customer: "I simply couldn't wear this coat. It is too tight."

Clerk: "Pardon me, madam, but I've shown you all of our stock. That's your own coat you have on."

VIPER!

Wifie: "Don't you know its rude for you to sleep while I'm talking?"

Hubbie: "Well, I've got to sleep sometime."

Scotch

And the latest one about the Scotch, is that one of their tribe invented a mouse trap that would kill the mouse before it got to the cheese.

REAL SURE

"You say he's very sure of himself?"

"I'll say he is. He does crossword puzzles with a pen."

YEARNING

Spinster: "So the waiter says to me, 'how would you like your rice?'"

Friend: "Yes, dearie—go on."

Spinster: "So I says, wistfully, 'thrown at me'."

Unchanging!

According to the newest of the magazines in our dentist's office, business was never better, and 1928 may prove even a bigger year!

A BIG DIFFERENCE

Someone has said that the difference between a stenographer and a private secretary is that you can fire a stenographer!

"IT'S THE LITTLE TIP THAT GETS THE BIG HAUL"



JUST THE SAME

Making love is like making pie—all you need is crust and a lot of apple-sauce!

Within the Law

Farmer: "No, I wouldn't think of chargin' ye for the cider. That'd be bootleggin' and praise the Lord, I ain't come t' that yit. The peck o' potatoes 'll be \$5.00."

YES, SIR

"Did you say you wanted those eggs turned over?"

"Yes, over to the Museum of Natural History."

NOT ALWAYS

"Are all Pullman porters called George?"

"Well, one dropped a suitcase on my foot today."

"Yeah?"

"That one wasn't called George."

Seasick?

Steward: "How would you like your breakfast, sir?"

Passenger: "With an anchor on it, if you don't mind."

SHH-H!

"Who gave the bride away?"

"Nobody said a word!"

Really Suffering!

A man suffering from an excess of stimulant and tottering perceptibly, arrived home as the clocks were striking three. After carefully removing his shoes, he tiptoed softly to his door. He slipped the key in and was half way down the hall when he upset the goldfish bowl, causing it to fall with a mighty crash.

His wife, hearing the commotion, appeared at the head of the stairs and called sharply: "John, what on earth are you doing?"

"I'll teach those blooming goldfish to snap at me," replied John.

DIDN'T SUIT HIM

A Swedish farmer, who wanted to make his permanent home in this country, appeared for his naturalization papers.

"Are you satisfied with the general condition of this country, Mr. Olsen?" he was asked.

"Yes—sure," answered Olsen.

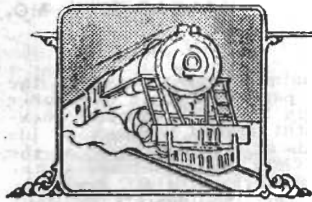
"And does this government of ours suit you?"

"Well, yah, mostly," stammered the Swede, "only I lak to see more rain."

NO USE

"Have you done anything to check the crime wave in Crimson Gulch?"

"There isn't any crime wave," answered Cactus Joe. "When we find we can't make the citizens stop drinkin' and gamblin', we pass an ordinance makin' both legal."



... NEWS ...

from the

Mechanical Department

LOCAL No. 19-B

ALVIS H. THOMAS, Reporter

Mrs. Lizzie Allen, wife of Charles Allen, wheel press operator, has returned from visiting relatives in Jackson, Miss.

Earl Wade, Henry McEwens and Bro. Jim Warlick, are temporary bachelors at present, their wives having gone on their vacation to Detroit and Chicago. They all left together and expect to be gone a couple of weeks.

Mrs. Polk, wife of Jim Polk, third-class machinist, and Mrs. Willie Mae Brown, wife of Rufus Brown, left for Chicago to take in the World's Fair. Two of Brown's children, Hazel and Lola Brown, accompanied his wife.

Willie James Brown, nineteen-year-old son of Chas. Brown, tank truck man, is spending a few days here in Memphis with his father. He is a freshman from Bethel Cookland, Normal College in Talahassee, Fla.

Bro. John Wesley, coach yard box packer and also vice-president of our local lodge, spent a few days in Kansas City. Both Mr. and Mrs. Wesley highly enjoyed the trip and the beautiful scenery along the Frisco.

Mrs. Alexander, wife of Lummie Alexander, engine packer, was called to Natchez. She lost a brother.

Arthur Davis, coach yard mechanic, is leaving in a few days to join his wife in Chicago. Mrs. Davis has been to Detroit and other points in Canada and has returned to Chicago to await her husband's arrival. They will take in the Fair.

Mrs. Sarah Beatty, wife of Arthur Beatty, third-class machinist, is spending her vacation in Detroit and Chicago, and will be joined by her husband, Arthur, at a later date.

Ben Hurt, third-class machinist in back shop, was instrumental in getting a score of people to ride the Frisco excursion train to Pensacola, which was highly commendable. The Christian workers and Boosters Club has been going for some time to various churches and gatherings, boosting and soliciting traffic for our road and have been very influential in getting passengers to travel our way that had decided to go via other routes.

Let working safely and avoiding accidents be one of the chief thoughts on your mind during your day's work.

BRIDGE AND BUILDING DEPT. EASTERN DIVISION

ARTHUR BUNCH, Reporter

Mrs. John Luttrell has been visiting with relatives at Willow Springs, Mo.

Chas. Wallace and gang have been doing some general repairing at Rolla, Mo., and vicinity.

Roy Smith, with wife and daughter, Cleo, visited relatives at Willow Springs, Missouri.

Clyde Cunningham and gang have a big job at Monett, Mo. They are building a double three by eight concrete culvert, east of the Mill Shops there.

Mrs. Arthur Bunch is visiting relatives at Leavenworth, Kan., and Kansas City, Mo.

The boiler shop at the West Shops has been completed, and Charley Baron, with his roofing gang have moved to the Special Equipment Shop at the North Shops to renew that roof.

Jim Carter was going around with a big smile on his face, the past few days, when he received word that he would be reinstated after being let out of service on account of a motor car accident a few weeks ago.

Ebb Nease and gang are working in and around Ozark, Mo.

JEFFERSON AVE. COACH YARDS ST. LOUIS, MO.

JOHN W. HOLDREN, Reporter

W. E. Breashears and wife have just returned from a visit to relatives in Dodge City, Kan., and points in Colorado.

Clarence Smith and wife visited their parents in Rogersville, the last part of August, Clarence drove his new Chevrolet down to let the home folks see it.

Bill Derrick and wife enjoyed a week-end trip to the World's Fair, and Bill discovered many new inventions of interest.

Tom Doyle, wife and son were, also, visitors to the Fair.

Mr. and Mrs. Floyd Earnhart are the proud parents of a nine-pound son, who arrived August 15. The young man has been named Paul Dean.

John Jenkins had the misfortune to be struck by an automobile, but is improving rapidly.

Fred Hencken and Frank Dardon have new Chevrolets, Fred a coach, Frank a sport coupe. Frank is now what you would term the man about town.

Mrs. Fred Weddington and children visited friends and relatives in Springfield the first part of the month.

BACK SHOP NEWS SPRINGFIELD, MO.

ALEX WATT and CLAUD CAMPBELL, Reporters

Milford Ball, who completed his apprenticeship in May, was married to Miss Ruby Lathrom on June 28. The north shop boys wish them many happy and prosperous years together.

Bert Turner, machinist, and family have returned from a four-day fishing trip at Forsyth, Mo.

W. A. Cates, machinist, and wife are visiting relatives in northern Missouri this week.

Wesley Shane, son of W. P. Shane, machinist, who has been ill in the St. Johns' hospital has completely recovered at this writing.

Bud Dally, machinist, and fisherman extraordinary, made another famous catch Sunday and Labor Day.

Lloyd Frankenfield, machinist, and family spent Sunday and Labor Day in Pittsburgh, Kan.

Fred Estes, wheel foreman, spent his vacation "Just hanging around home." It is the only way to get a real rest Fred says.

Fred Rubin, machinist, who has been off for some time on account of an injured arm, is reported to be improving. We wish him a speedy recovery.

Miss Zeta Mary Simpson, formerly stenographer on the Eastern division, and Luther W. Smith, car carpenter of the north side car department, who were married August 29 are at home to their friends at 1234 N. Grant avenue.

Mr. and Mrs. M. A. Huff have re-

turned from a two weeks' trip to New York City where they visited their son. On the way they stopped in St. Louis to visit another son. They reported a very nice trip. Mr. Huff is a boilermaker helper.

Milford Ball, son of Frank Ball, who served his apprenticeship as a machinist, is now working as a first class machinist at the north shop.

Joe White, north side boilermaker, is working extra at Monett for a few days.

Frank Rodman, boilermaker helper, has been called back to work after having been laid off for some time. We are glad to see you back again, Frank.

Homer Harris, mill man, is confined to the St. Johns' hospital at this writing.

Thomas (Speedy) Roberts, of the mill shop, and son, James, have returned from a week's trip visiting relatives at Oklahoma City, Lawton, Okla., and Ft. Sill, Okla. They reported a very nice trip.

Roma Caldwell, painter, wife and two sons have returned from a two weeks' trip to Portland, Ore., where they visited Mr. Caldwell's brother.

Frank Austin and Claud Beasley, who are on the sick list, are improving at this time.

Due to the absence of his wife and family, Ernest E. Frisch is following his favorite sport. Mrs. Frisch and the children are visiting relatives in Colorado Springs, Colo., while "Red" spends the lonesome hours playing pinochle.

John Summers, of the water service department, has returned from Lebanon, Mo., where he has been stationed the past three weeks doing the necessary pipe work to the installation of a 100,000-gallon tank erected by the Chicago Bridge and Iron works for the Frisco.

Lawrence Hensley, machinist, and family spent the latter part of August visiting in Colorado Springs, Colo.

Mrs. Wingo, wife of A. Wingo, of the north car department, who has been with her mother in Oklahoma has returned with her mother who is in very bad health. Her mother will spend the winter here.

J. E. Anderson, car employe on the rip track, has returned from a trip to Los Angeles where he spent several weeks visiting with a daughter.

Wm. Ragan Rook, rip track employe, is back from a trip which included the Century of Progress and other eastern points.

Wayne Millens is on the sick list caused by a wrestle with a stove wherein the stove got him down, breaking two ribs.

Junior Baker, son of Lee Baker, journal packer of the north yards, who has been in Oklahoma all summer visiting with relatives is back going to school here.

George Morris, of the rip track, is back to work again after having been off eleven weeks with a broken arm which he sustained when he fell from a tank car.

LOCAL No. 17 WEST TULSA, OKLA.

H. C. PRICE, Reporter

K. C. Simmons, coppersmith, has returned from Chicago to a visit of the Century of Progress.

L. D. Hale, fireman, is on a thirty-day leave of absence on account of the illness of his mother in Louisiana.

F. R. Mock, machinist, spent a week in Dennison and Wichita Falls, Texas. Willy Perice, hostler, returned to work after a ten days in the St. Louis hospital.

John White, division chairman, has been off from work for the past thirty days on account of illness.

C. C. Vassar, machinist, and family spent fifteen days in the northwest. Mr. Vassar reports some nice fishing and hunting.

J. C. Burnett, engineer, is spending fifteen days in the Ozarks.

Fred Crawford, sheet metal worker, and wife spent a week at the Century of Progress at Chicago.

L. C. Johnson, car man, while on his vacation took suddenly ill and had to be taken to the hospital in Pennsylvania. We wish him a speedy recovery.

Lee Blankenship, boilermaker, is spending fifteen days on a fishing trip in the Kiamichi Mountains, in southeastern Oklahoma.

According to the increase of business it has been necessary to call back men on the fireman's board who have been cut off for the past two years.

F. B. Phillips, blacksmith, is in the St. Louis hospital on account of illness at this writing.

J. C. McDowell and R. M. Hower, car men, and also of the wrecker crew, were at Okmulgee rerailling an engine when the bulldog pulled in the yard. Mr. McDowell noticed about nine inches of flange missing on one of the car wheels, and R. M. Hower got hold of yardmaster and got bad order out of train which might cause serious derailment of this train further down the line. We compliment these two boys.

We extend our sympathy to Jim Brewster account the death of his wife, September 11.

LOCAL No. 2 WEST LOCOMOTIVE SHOPS SPRINGFIELD, MO.

VIRGIL B. SMITH, Reporter

Henry Miner, boilermaker apprentice, finished serving his apprenticeship August 15.

Local No. 2 served refreshments at its regular meeting August 15.

John Puller has been appointed by Local No. 2 as chairman of the committee to get new business for the Frisco.

Orrie Genung and family spent the week-end and Labor Day at the Century of Progress in Chicago.

John Ellis, boilermaker apprentice, finished serving his time September 12 and has been sent to Newburg. We wish Johnny lots of luck on his new job.

Art Hasler, welder, was a visitor at Century of Progress Labor Day.

Abie Permar, machinist, attended the American Legion Convention at Kansas City Labor Day and reports they certainly had a wonderful time.

Pat Turley and wife, Johnny Managan and wife, and Eli Hasler and wife were visitors in St. Louis Labor Day.

Mrs. Carol Raugh, mother of Fred Raugh, draftsman at West shops, died August 24. Funeral services were held Sunday, August 26. We extend our deepest sympathy to Mr. Raugh and family.

The West shops boys extend sympathy to Henry Erwin, colored porter at West shops, in the death of his wife recently.

Final report of Tom Wooldridge's garden is as follows: He put out 1,000 tomato plants, worked to date 120 hours, which at the CWA rate of pay, 30c per hour, would be \$36.00. He has carried to the tomato patch 4,000 buckets of water to keep them going and to

date had 9 ripe tomatoes, which would figure up to cost him \$4.00 each. Tom is wondering if he broke even.

JOPLIN, MO.

ROGER C. FLETCHER, Reporter

G. L. Seanor, general foreman at the roundhouse, and George Jr., spent part of their vacation with about ten or twelve Boy Scouts in a cabin nine miles west of Lanigan, Mo. A trip to Springfield North shops was also enjoyed by Mr. Seanor. R. C. Fletcher, machinist, acted as foreman in Mr. Seanor's absence.

Miss Annabelle Hubbard, daughter of D. A. Hubbard of the roundhouse, underwent a major operation at Freeman's hospital on the 22nd of August. Miss Hubbard was assigned to teach the 4th and 5th grades at Columbia school but was unable to start with the opening of school on September 3. However, she has now fully recovered and is teaching.

Wedding bells certainly have been ringing loud and long in the Frisco family of late. Frank Hubbard, son of D. A. Hubbard, secretary of Local No. 9, at the roundhouse, and Miss Gladys Eakens of Tulsa, formerly secretary at the Morgan Paint and Glass Co., of this city, were married at Miami, Okla., on June 23. J. R. Gibbs and Miss Irene Dill accompanied the bridal couple at their ceremony. Mr. Hubbard is connected with the Morgan, Paint and Glass Co. Mr. and Mrs. Hubbard are at home to their friends at the Robertson apartments.

Mrs. Martha Jean Fountain Tener, daughter of Mr. and Mrs. O. C. Fountain, sprung a surprise on her friends and nearly all her relatives when she announced recently her marriage to Chas. Tener of Baxter Springs, Kan., on last May 9. Mr. Tener is employed as mill man with a large mining company at Baxter. The couple are making their home at Baxter Springs.

Loyd Lackey ("Blackey"), our accommodating night machinist at the roundhouse, and Miss Nellie Gager, daughter of F. H. Gager of this city, were united in marriage on August 4. They are at home to their friends at 1904 Kentucky.

We certainly wish all the luck in the world to these newlyweds.

MECHANICAL AND STORES DEPT. FORT WORTH, TEXAS

E. A. PADGETT, Reporter

A. O. Miller, machinist, and wife have returned from a week's tour of the World's Fair at Chicago.

J. R. Ferguson, locomotive inspector, was off resting up the last week in August, getting ready for the fall rush. During this time he visited his old home at Teague, Texas.

Misses Sybil and Mary Ferguson, daughters of J. R. Ferguson, have left for Belton and Donnie, Texas, where they have contracts to teach in the schools at those places this term.

J. A. Robertson, hostler, accompanied by Mrs. Robertson have returned from a ten-day visit to their ranch near Almagorda, N. M. Returning by way of Abilene and Sweetwater, Texas, to visit with relatives. Gus reports an abundance of wild turkey and deer in that section of the country.

J. W. Witt, car inspector, reports entertaining a new arrival in his home since August 15. The son has been christened Roy G. Congratulations folks.

E. K. Stokes, car inspector, is visiting his old Kentucky home at the present writing.

Misses Thelma and Mary Lee McMahon, daughters of L. M. McMahon, car man, have enrolled at Texas Woman's College this term.

COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Dave Spealman, supply man in the coach yard, passed away on September 2 and though his death was not unexpected it still proved a shock to his many friends at this terminal. At the funeral services on September 4, the following co-workers of Mr. Spealman served as his pallbearers: John O'Leary, Ben Reaves, Jack Holderness, Homer Roller, John Houlehan, James Edwards.

John Sparling of Springfield West coach shop was a visitor here on Labor Day and renewed acquaintances with his friends in this department.

Wedding bells rang out on August 24 for Alphonse Fernandez of this department and Miss Angela Vargas. Manuel Alfaro, also of this department, served as best man for Mr. Fernandez. The coach yard force joins in wishing this couple a long and happy married life.

Paul Cunningham, pensioned pilot, was a recent visitor at the yard and certainly looked to be a picture of perfect health.

John Houlehan is spending a belated vacation visiting relatives in St. Louis.

B. & B. REPORT SOUTHWESTERN DIVISION

J. C. WOODS, Reporter

S. H. Dean has moved his family from Vinita to Tulsa.

Mrs. Sam Ritchey of Rogers, Ark., is visiting Mrs. E. F. Maggi at Madill. Earnest Lee and family have returned home after spending some time visiting with home folks in Illinois.

Frank Woodard has returned to work after spending a vacation in the Ozarks.

Mr. and Mrs. Lee Alsop are the proud parents of a baby girl borne on August 31. All reported doing well.

E. F. Maggi has installed a Delco system of lights in his cars.

The List Construction Company of Kansas City is overhauling the damaged pier in North Washita.

Virgil Leak is doing general repair work in the vicinity of Pierce City.

W. A. Lantz has finished placing the new girder over the public highway at Sasakwa.

E. F. Maggi is repairing platforms in Madill.

O. V. Smith is doing general repair work on the Oklahoma Sub.

W. E. Fountain is working in the yards at Oklahoma City.

Geo. Simpson is painting in the vicinity of Vinita.

WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

Sympathy of the department is extended Mr. and Mrs. Geo. Turner of Lebanon in the death of their son who succumbed to an attack of typhoid, September 14.

Mr. and Mrs. Arthur Buck are the proud grandparents of a husky boy, born to their son, Willard Buck, and wife of Hartville, Mo. It's quite a job to control "Grampa" if you ask me.

Mr. and Mrs. W. H. Brooke took quite an extended vacation trip recently, spending a full week visiting friends in the south and east.

Mrs. J. N. Stephens visited friends and relatives in Cape Girardeau recently. Mr. and Mrs. Stephens' daughter, Mrs. Earl Powell, was also a visitor in Cape Girardeau and motored to Chicago with relatives to visit the Century of Progress exposition.

Mrs. C. B. Robinson visited friends and relatives in Texas recently.

Mrs. C. L. Hereford and Miss Doris

Thompson made a trip to Tulsa recently. Miss Thompson left September 7 for London, Ontario, Canada, where she will enter college.

As these items are being mailed, comes word that the coal chute at Lebanon burned Sunday night, September 16. The extent of the damage is not yet known, but W. H. Bropoke, with John Sumner and James Stephens, left for there on No. 5 Monday a. m.

LOCAL No. 18

L. L. CLINTON, Reporter

Born August 14 to Mr. and Mrs. J. A. Lavis a baby boy named Robert Edward. Mr. Lavis is third trick oiler.

E. E. Roberts and wife visited friends and relatives at Iron City, Ala.

S. P. Ensen, general car foreman, has returned from his vacation and reports he had a very good time.

Born August 4 to Mr. and Mrs. S. B. Garrard a baby boy named Donald Earl. Mr. Garrard is shop inspector.

Local 18 extends sympathy to Ollie Woods and family in the recent death of their infant son, Alvin Howard.

G. E. Downey, third trick oiler, wife, infant daughter and mother have returned from a recent trip to Chicago, Ill., where they visited the World's Fair. Erk says they had a very good time.

C. J. Kennedy, pipefitter, has been off sick for some time. We wish him a speedy recovery.

Local 18 extends sympathy to T. W. and J. R. Willingham, steel workers, in the recent death of their sister, Mrs. Ruby Dodson, who died August 27. Burial was at Pell City, Ala.

Mrs. L. L. Clinton, wife of ye scribe, has returned from a short visit with relatives at Tuscaloosa, Ala., accompanied by young son and daughter.

Grady Watson, second trick oiler, has returned to work after have been off for some time due to illness. We all hope that Grady will be able to stay on this time.

F. D. Cloudus spent the week-end with his family at Gadsen, Ala. Mr. Cloudus is first class car repairer.

**RECLAMATION PLANT
SPRINGFIELD, MO.**

T. O. CHAPMAN, Reporter

Howard Palmer, our timekeeper, and his wife visited relatives in St. Joseph, Mo., recently.

Mr. and Mrs. Harold Woods paid a visit to Mr. Woods' mother at Calfax, Iowa, during Labor Day week.

Earl Seals, son of Mrs. Ira Jones, joined the United States army, coast artillery corps, and sailed for the Hawaiian Islands on September 12.

Mr. and Mrs. L. A. Zoller were Kansas City visitors during the Labor Day vacation.

The writer, accompanied by his wife, visited and enjoyed very much the Century of Progress Exposition at Chicago.

William Murney, son of our general foreman, W. B. Murney, has returned to St. Louis to take up his studies in electrical engineering.

Orville Becker drove to Miami, Okla., with his parents to the funeral and burial of an uncle.

George Falk and family motored into Southwest Missouri territory for their vacation and fishing trip this summer.

Vernon Brown, blacksmith apprentice, has purchased a Durant coupe in which he expects to make many pleasure tours in his spare time.

Mrs. Clarence Sissell and daughter visited her brother and family at South Bend, Ind., this summer and while visiting there they spent several days at the World's Fair Exposition.

Edward Scott and family, R. Z. Vanhorn and family, Ben Davis and wife,

Arthur King, Jess King and the writer and wife spent the week-end and Labor Day in St. Louis.

Mrs. Guy Haymes and son Billy, visited the past month with her parents who live in Oakland, Calif. Guy went to Kansas City to meet them on Labor Day and accompany them home from there.

Charles Stapp has traded his city property for a well improved five-acre tract on the Nichols Street Road. He and family have moved to the "little farm" and say they are enjoying it to the fullest extent.

Dick Lambert, our energetic neighbor in the signal repair shop, attended the annual Railway Signalmen's Convention in St. Louis, and then went on to Chicago to spend a few days at the big Fair this month.

Charles Vahldeick, shear operator in the forge shop, had an injury to his right foot, which has caused him to be off the past month. We are glad to see him walking with the aid of a cane and hope he will be O. K. soon.

Oscar Linder, George Pfeifer and Floyd Penn, have passes that will take them sight seeing out through the great Rocky Mountains to Ogden, Utah, and return. They expect to make this trip together, but the date of departure has not been decided at this writing.

Hershel Matherly had a few days of severe illness, which came upon him suddenly while at his work as a blacksmith, after he had drunk an ice cold bottle of milk, which the doctor told him was his trouble. After his recovery, he received word that his sister at Des Moines, Iowa, was not expected to live and he went to Iowa to be with her, her death occurring on September 9, due to pneumonia. Our sympathy is extended in his bereavement.

We sympathize with W. C. Frost in the death of his wife, which occurred this month, after a lingering illness which she has gone through since returning from Mayo Brothers hospital at Rochester, Minn., last spring. Mr. Frost is arranging to have erected in a Springfield cemetery for the remains, a very well built and expensive vault, of the most modern design.

**MECHANICAL DEPARTMENT
KANSAS CITY, MO.**

WILLARD C. ABERCROMBIE,
Reporter

We wish to extend our sincere sympathy to E. W. Brown, general foreman, whose mother died at Houston, Texas, on August 20.

Geo. Willis, wife and son spent several days visiting relatives near Trenton, Mo.

John Cashman, wife and daughter enjoyed a delightful visit in Cincinnati with relatives and friends, also spent a few days in Chicago attending the World's Fair.

Arthur Disselhoff and three of his children recently took a vacation trip to Colorado, touring the state. Mr. Disselhoff reports a lively and interesting trip.

Mrs. Betty Ehnj visited in Cleveland and Detroit and stopped at the World's Fair on the return trip home. Mrs. Ehnj was accompanied by her sister, Mrs. Rosamond Hill.

Clarence Ehnj has been taking care of the duties of Mr. Stoner, day round-house foreman, while Mr. Stoner was on his vacation.

Wayne Land and wife spent their vacation in the east this year. The feature of their trip was a boat ride from Detroit to Buffalo. They visited Niagara and stopped at the World's Fair on their way home.

"Bill" Lewallen, extra boiler-maker at Kansas City, is working at Ft. Scott for a few weeks, installing cinder conveyors.

Chas. Knox, extra machinist at Kansas City, is working at Pittsburg,

Kan., during the month of September, filling the place of machinist Steeley at that point who is taking a vacation.

Joe Hammons, night foreman, who recently became suddenly ill while on duty has returned to work after being off several days.

James Scott, third class airman, has returned to work after being absent from duty for about thirty days on account of illness.

O. B. Stoner and family have returned from a trip to the Lake of the Ozarks, where they enjoyed several days fishing and seeing the Ozark country. Mr. Stoner's young son especially enjoyed fishing. Mr. Stoner claims that his son will make a real fisherman some day. Mr. Stoner also attended a family reunion at Ft. Scott at the home of his parents, while Mrs. Stoner and daughter went to Birmingham to visit the Westerhouse family. Mr. Westerhouse is general foreman for the Frisco at that point.

We are sorry to hear of the illness of Mrs. Roy Walls and wish her a speedy recovery.

Mr. and Mrs. Artie Berry and daughter recently spent several weeks visiting Mr. Berry's mother in San Antonio, Texas.

E. W. Brown's two sons, Everett and LeLaurin, who have been living in Houston, Texas, are now attending school in Kansas City.

"Oh Doctor" are the words one would hear if they should happen in on the boys in the machine shop wash room. Seems as though some one has it on Henry (Tap Dancer) Howell. Although Henry's face is red and his voice is getting weaker, I think he will survive the ordeal.

KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

Wm. (Billie) Kane and wife took two weeks off to visit friends and relatives in Pennsylvania and New York. Billie reports a fine time. Now he is ready to work for another year.

Doc Grace, yard engineer, is now working days in "Bill" Barker's place. Bill went on a pension August 1.

Dan Cronin, night general yardmaster, made a trip to Chicago to see the World's Fair. He was off a week.

There has been a few changes made in outbound trains recently. Instead of the regular 4 a. m. train it has been changed to run at 9 a. m., as 133 to Oklahoma.

Wm. L. Smith, oiler, has had to batch for a week or more. Mrs. Smith, William's mother, was visiting friends and relatives in Springfield, Mo.

Rassie Braden has moved again. Sure have a hard time keeping up with him.

Earl Moss, oiler, is now working days. Earl has been working on the second trick.

Jim Harris, yardmaster at Rosedale, spent two days in Osceola, Mo. Jim fished a little but with no success. Better luck next time.

Niek Fracul, yard clerk in the 19th St. yards, was out looking over the new 7th St. bridge that goes over the train yards recently.

Vic Thomas, yard clerk, and family spent two days in Omaha recently visiting friends and relatives.

LOCAL No. 19—MEMPHIS, TENN.

C. D. RILEY, Reporter

Mark Reid, machinist, has returned to work after being off several weeks with fever.

O. H. Craft, machinist, is sporting a new Nash these days and everybody is welcome to ride.

M. C. Schiek has returned from the hospital at St. Louis and is expected to report to work soon.

Miss Ferguson, daughter of R. H. Ferguson, roundhouse foreman, was recently hit by a motorist, but we are glad to report her very much improved.

Johnnie Haley is the proud father of a 7½-pound daughter. Mother and daughter doing fine.

G. H. Holmes, night roundhouse foreman, is recovering after a serious operation. We wish him a very speedy recovery.

Phil Shipman, boilermaker foreman, has just returned to work after having several weeks' vacation and what fish he did catch!

We are glad to report Bob Bowles doing nicely after having received a painful injury to his left leg.

The Sunnyland Club will sponsor its first dance of the season at Central Ball Room, October 3. Everybody is requested to come and dance to the tunes of Walter Apples' orchestra.

W. K. Fuzelle and wife have just returned from their vacation, spending several days in Washington, D. C.

We are very sorry to report L. Gels-ton in the St. Joseph hospital.

**MECHANICAL DEPARTMENT
THAYER, MO.**

F. M. PEEBLES, Reporter

Mrs. P. F. Ingle, wife of pensioned agent, is now in Elizabeth, N. J., visiting her daughter.

Wm. Fickie and wife are now on a visit to Kansas City.

Born to Harry Boas and wife a son, August 16, named Richard Keith.

D. G. Mann, water service man, was severely injured while driving his Oldsmobile with J. Edwards and C. Campbell on highway 63, four miles east of West Plains. Mann sustained five fractured ribs. Edwards sustained painful but not serious cuts and bruises. Campbell escaped injury. Mann was taken to the West Plains hospital, but later transferred to Springfield.

Andy Swartzenbach, pensioned engineer had a narrow escape when his car got out of control one block west of his house. He hit a car which was parked, this turning Andy's car around and into a wall. He came out uninjured but his car was sent to Springfield for overhauling.

Geo. W. Mitchell, hostler, and son, Joe, are now on a visit to Little Rock.

Mrs. Claud Jones, wife of car inspector, is now in Tulsa, Okla.

Mrs. R. Sigler, wife of fireman, is now on a visit to Kansas City.

Irwin Tyree, fireman, is now on a visit to St. Louis, Mo.

Lavilla Powell, daughter of C. B. Powell, cinder pit man, is now on a visit to Amory, Miss.

Frances Bates, daughter of F. E. Bates, engineer, is now on a visit to Springfield, Mo.

The Thayer Mammoth Springs golf course is now a thing of beauty and the golfers should thank the manager, R. C. McWilliams, dispatcher, for taking such pains and time to make it so lovely.

LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mrs. C. D. Ward and C. D., Jr., visited relations in Neodesha, Kan., recently.

Mr. and Mrs. H. W. Fullrand and son, John Errel, visited Mr. and Mrs. C. T. Hale of St. Louis.

John Staggs and Virginia Montgomery enrolled at Drury College and Gene and Frank Fuller to Teachers College at Springfield.

Mrs. E. F. Fuller and son, Roland, spent a few days visiting in St. Louis.

Mr. and Mrs. D. E. Ege and son, Rob-

ert spent a few days fishing at Mooney Springs on Big Piney.

Mrs. C. D. Ward shopped in St. Louis recently.

Margorie Montgomery, Austin Montgomery and Jack Painter attended the Ringling Bros., Barnum and Bailey shows in St. Louis.

Mr. and Mrs. Ivan Fuller visited St. Louis and enjoyed a boat excursion.

Jack Hill is confined in Frisco hospital for a few days.

Herman Fuller has accepted a position as extra switchman in Kansas City.

Mr. and Mrs. S. A. Montgomery attended a ball game at St. Louis.

Mr. and Mrs. E. F. Fuller spent the week-end in St. Louis with Mr. and Mrs. C. T. Hale.

Marion Tankersly and Miss P. H. Staruhun were united in marriage September 6. The shopmen extend congratulations.

LOCAL No. 5—ST. LOUIS, MO.

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

About all we can say about Local No. 5 since the last writing is that Jack Rubin has won all of the attendance prizes. How do you do it, Jack.

A. A. Jones, welder, has purchased a new Ford V-eight and is now touring the Mississippi Valley.

John Monroe Jenkins, Jr., Lindenwood's nimrod, has just returned from a fishing trip on the Current river which he states was not very successful.

James Ates and family spent the holidays the first of the month visiting friends and relatives around the Cape.

Mr. and Mrs. Harry Plummer and family have just returned from an extended visit in old Kentucky. We understand that Harry brought home a supply of corn meal.

Bill Henry has a new radio and "Bill" says that the foreign stations are as easy to get as local ones.

Mr. and Mrs. Dick Thompson spent the latter part of August visiting relatives at Kansas City and Springfield, and while in the Ozarks Dick took advantage of the opportunity and went fishing in that old familiar rippling brook.

Mr. and Mrs. Clyde Clark and family are now settled in their new home in Maplewood. Mrs. Clark and the children having moved in from Richmond.

J. C. Davis, stationary engineer, is now back to work after a severe attack of ptomaine poisoning.

Car Inspector G. R. Simpson and wife returned September 6 from a vacation trip, visiting relatives at Salem, Mass. Other than temporarily detained securing a new set of passes at Cleveland, Ohio, on account of losing them in the process of getting his tonsils subburned, George reports the trip all that might have been desired.

Car Inspector S. E. Penn reported for duty September 1, after a trip to Piedmont, Mo., with his wife where they visited relatives.

We received word from George Fitch who has been in the hospital for some time that he has gained his weight back and getting along fine. Lindenwood wishes you a speedy recovery, George.

M. L. Thompson was called to Georgia on account of serious illness of relatives. Mrs. Thompson has been down there for some time.

J. M. Jenkins of the car department, who was injured in an automobile accident some time ago, is able to be about on crutches now.

Mr. and Mrs. John Snarr and son motored to Bagnell dam recently. John reports that fishing is fine up there and that you can see 'em bite in the clear water.

Mr. and Mrs. Earnest Jackson and family of Springfield have been visiting Mr. and Mrs. Hugh Baker.

LOCAL No. 5-B—ST. LOUIS, MO.

D. L. PARKER, Reporter

At the last regular meeting night of Local No. 5-B we had five visitors from Local No. 5. Division chairman, J. S. Abbott, R. H. Pikesly, president of Local No. 5, O. M. Evans, ex-president, Andy Brayfield and W. C. Melton. Wonderful talks were made by each one and will be a help to the employes in the future. Many have said they regret they were not present.

James Rogers, third class boiler-maker helper, and his family have returned from Monroe, La. They report a nice time and enjoyed the trip.

C. B. Parker and his family, from Independence, Kan., spent a few days with his brother, D. L. Parker. It rained very much while they were in the city and the night Willie P. Robinson was to drive all over the city with family, it rained all night or about all night.

Mrs. Gilchrist, wife and son of Arthur Gilchrist, have returned from Mississippi. They visited many relatives and friends and would have stayed longer had it not been for starting the boy to school. They report a nice trip.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Mrs. Chas. M. Gibson was instantly killed and Mr. Gibson sustained injuries which will incapacitate him from service for several weeks as a result of an automobile accident when they were returning home on Division Street Road Friday evening, September 7. Mr. Gibson, who is labor foreman at the North roundhouse, has a host of friends here who extend sympathy to the family in their loss and are hoping that his injuries will soon heal and that he can return to his duties.

W. F. Brandt, former general foreman of the North roundhouse, visited us on September 6. Mr. Brandt is now assistant master mechanic at Monett where he has been stationed since leaving here four years ago.

Mrs. Stella Ellis, wife of Asa Ellis, machinist, and Mrs. Lora West, wife of Virgil West, locomotive inspector, have the sympathy of the roundhouse employes in the death of their brother which occurred during the past month. The deceased, Eddie Sears, was a boiler-maker here for many years, but resigned in 1917 to engage in the hotel business at Rawlins, Wyo., where he was still in business at time of his death.

Leo Diebold, machinist, and Idalee Wiles of this city are this month's newlyweds and have the congratulations of the roundhouse force.

Mr. and Mrs. W. W. Holmes have returned from Chicago where they attended the World's Fair. They report a good time and many interesting exhibits. Mr. Holmes is a machinist on second shift.

Mr. and Mrs. Arthur Dummitt also attended the World's Fair at Chicago and report having a nice trip. Mr. Dummitt is tank man on the third shift.

Joe E. Schellhard, machinist, on the extra board has returned from Willow Springs where he has been working in place of B. B. Brittell, roundhouse foreman, while Mr. Brittell is taking his vacation.

Frank Lilley, machinist, day shift, has returned from the World's Fair which he also attended last year. Mr. Lilley says it is almost like seeing another Fair in comparison with last year.

Thos. V. Brown, machinist, on day shift, has the sympathy of the roundhouse employes in the loss of his father whose death occurred at the family home here September 2.



Ladies and gentlemen, believe it or not, the above represents the Monett roundhouse and car department personnel of 1892. The force of 1934 numbers approximately 200 employees. As far as is known there is only one survivor of this original group, Dave Scott, who is now residing in Monett and who has been on the Frisco pension roll for a number of years.

Names of the 1892 group follow: (Back Row) George Beck, (next man unknown), A. H. Waite, Harry Etter, L. T. Stamps, Joe Murray and Eli DeBrosse, (Center) (first man unknown) E. G. Abbey, Henry McGrath, Joe Volskay, Geo. Irby, Dave Scott, Wm. Hillman, Pat Lavelle, J. A. Durnil, Jack Russell, Tom Curry, D. E. Davidson and J. C. Leake. (Front Row) (first man unknown) Curry Garris, Mark Tiernan, J. C. Stamps (last man in row unknown).

Maurice Bougher, who has been roundhouse clerk here for several years has been assigned a position in the FL&D department of the general office building. As a remembrance of his many friends here he was presented with a nice riding outfit. Horseback riding is Mr. Bougher's favorite recreation.

Carl E. Keiser has been assigned as the new roundhouse clerk, however, he is no stranger to the roundhouse employees, having been previously bumped by Mr. Bougher. Mr. Keiser formerly was secretary to J. L. Harvey, master mechanic. Welsome back, Carl.

Mr. and Mrs. H. H. Smothers are the proud parents of a bouncing baby boy, born September 10. Mr. Smothers is a third shift cinder pit man. The young lady has been named Minnie Sue.

LOCAL No. 8—ENID, OKLA.

FRANK HARKEY, Reporter

Joe Barkley, car inspector, and wife spent a week fishing in Shadow lake near Noel, Mo. Not many of the exaggerated type of fish stories being told.

H. E. Hubbard and wife visited the Century of Progress, taking two of his sons. They report a wonderful time and were much more impressed with the Fair this year than last year.

Roy Richard and family visited the Century of Progress in Chicago during August. All of you who can not see the Century of Progress should make appointment with Roy and he can explain it and tell you things about it that you couldn't see if you went. One thing Roy saw that some of the others who went to the Fair did not see was the mirror he looked into that started the water running in a fountain. When he left the fountain the water continued to run. It would have been well if Roy had looked in some of the mirrors around here during July and August when it was so hot and dry and got something started instead of waiting until he got to Chicago.

H. H. Fuller spent Labor Day in Oklahoma City visiting relatives.

T. L. Bentley, Roy Richards, C. C. Bond, H. H. Fuller, Harry Jarvis and Frank Harkey motored to Oklahoma City to see a ball game which decided the championship of the state sand lot tournament, the game being played between the Wilcox Oilers of Oklahoma City and Eason Oilers of Enid. What a game! Not a score until Enid's big first baseman hit a double in their last

half of the ninth to start a rally. The final score, 1 to 0 in favor of Enid Eason Oilers.

Ed Willis and family spent a few days in Arkansas fishing in several different streams. It was mostly fishing; although we think he did catch a few. T. L. Bentley and family motored to Wichita Falls, Texas, September 9.

K. E. Bailey, car carpenter, is the proud father of a new baby girl, which arrived August 14.

C. P. Clark, our division chairman, visited relatives in Rosell, Vaugh, Fort Summer, Melrose, and Clovis, N. M. Also Carlsbad Caverns, and other places of great interest. He brought back several souvenirs including some Mexican diamonds. On his trip he covered about seventeen hundred miles. Driving a new Plymouth car, his son, Calvin, sister-in-law, Mrs. Ruby Smith, niece, Arlene Smith of Enid, and Katherine Hulse of Springfield, Mo., accompanied Clark on his trip.

Walter Poe and wife are getting ready for a vacation. They expect to visit his parents in Milltown, Ind., and on their return they will visit the Century of Progress in Chicago. Poe wants to see a couple of the big league ball games, too—probably one at St. Louis and another at Chicago. We hope you have a nice trip.

Glenn Clutter, wife, father and mother, spent their vacation in New Mexico and on their return to Enid they stopped long enough at Eagle Rest lake to fish.

Jim Downing and family spent their vacation in Colorado visiting relatives.

LOCAL No. 24

RAYMOND F. DEES, Reporter

Machinist J. T. Bolding has taken the second plunge in matrimony. This time to Miss Anna Mae Worthy. We extend our best wishes for a long and happy life together.

Electrician E. D. Hansen and wife were visitors at the Tri-State Fair.

F. R. Thomas, supplyman, is confined to his bed at this time. We wish him a speedy recovery. Sorry to report that Mrs. Thomas is also ill.

Mrs. A. R. Holmquist, wife of our roundhouse clerk, who has been confined to her bed for some time, is able to be up in a chair.

Among those of the Frisco family to attend the World's Fair in Chicago were F. J. Garner, roundhouse foreman, and daughters, Helen and Sarah.

We extend our sympathy to car fore-

man J. L. Sullivan in the loss of his sister, he not being able to attend her funeral, owing to a misunderstanding in telegrams.

Dock Dees, car oiler, visited his father in Alabama recently.

R. J. Sullivan, boilermaker, and wife were recent visitors in Springfield, Mo. W. S. Paige, car inspector, is having the property he purchased recently remodeled and will occupy same, as soon as it is finished.

**SOUTH TRAIN YARDS
SPRINGFIELD, MO.**

JESSE L. BRANDON, Reporter

Millard Soetare and family spent Labor Day with friends and relatives in Tulsa. They report a nice time.

Homer Smith visited relations at Des Moines, Iowa, and reported a nice trip. H. C. Sweeny, car inspector and foreman at South Side, was off a few days on a vacation. Louis Bunch worked in his place while he was off.

Roy Twigger worked in Homer Smith's place while he made his visit in Iowa.

"Red" Barclay, lead inspector on second trick, has been spending mornings out on his farm picking peaches.

Arch Humphries, truckman, has brought in the nicest and largest peaches of any one of the boys so far.

**MECHANICAL DEPARTMENT
OKLAHOMA CITY, OKLA.**

FRANCIS N. JONES, Reporter

Mr. and Mrs. F. F. Barnhart and children have returned from a two weeks' visit with relatives in Canada. Enroute they visited friends in California.

Mr. and Mrs. Claude Greeson attended the World's Fair in Chicago the latter part of August.

W. P. Cargill and son, Dale, spent the first week in September fishing in Galveston, Texas.

Ray Bohon and daughter, Virginia, attended the World's Fair the latter part of August.

George Hubbard left the 15th of September for Chicago to attend the Fair. He will visit with friends and relatives in Springfield on his way home.

Mr. and Mrs. Charles Lower left the 15th of September for an extended tour of Canada.

Mr. and Mrs. Charles Louzader are visiting in Newburg, Missouri.

Fred Barnhart is driving a new Hudson and A. A. Dotson is driving a new Ford V-8.

Mr. and Mrs. George A. Ermatinger are visiting relatives in St. Paul, Minnesota.

Andy O'Hara has returned from Chicago, where he attended the World's Fair.

Mr. and Mrs. L. A. Pruitt have returned from a trip to the north rim of the Grand Canyon. The trip was made by motor from Flagstaff, Arizona, due to the fact that the country has never been opened up by the railroads.

TOWNS VALUE TAXES

(Continued from Page 10)

for his fields, papers for the long prairie nights, and people to make a city within reach of his farms.

"Now, we forget, and so the pavements, built with our money that the railroads helped us to make, are used to drive our old benefactor to the wall."



Frisco Family News

EASTERN DIVISION

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mrs. A. Mathis, wife of signal maintainer at Pierce City, spent a recent week-end visiting in Springfield.

Frank Kennedy, signal maintainer at Fairland, Okla., and Mrs. Kennedy have been visiting the Century of Progress Exposition.

Avery Easter, signal helper at Tulsa, and Mrs. Easter visited in St. Louis over Labor Day.

Mrs. C. H. Johnson, wife of assistant signalman, and little son, Clifford, Jr., spent Labor Day visiting relatives in Lebanon.

Mrs. Kenneth Rhinehart, wife of signal maintainer, Olathe, is visiting relatives in Chelsea, Okla.

F. S. Lundh, signal maintainer at Joplin, is at present sojourning in Chicago and taking in the Century of Progress Exposition.

Harry Barron, signal inspector, and Mrs. Barron have been having as their guest, the past month, Mr. Barron's sister, Miss Zoe Barron, of Loudenville, Ohio. Before coming to Springfield Miss Barron spent some time on the west coast.

DIVISION STOREKEEPER'S OFFICE—SPRINGFIELD, MO.

PEARL A. FAIN, Reporter

Dear Readers: What I know about the other fellows in this department this month will not, by any means, make a column. The writer just returned this morning from a two-weeks' leave, and time has been too short to check up on what has happened in my absence.

The writer left Springfield on No. 10, the morning of September 2, and returned the night of the 15th. Was in Chicago four days and a half, and naturally took in the World's Fair, which was enjoyed immensely. Our party was fortunate to have rooms reserved at the Sherman Hotel, or we might have been walking the streets that night. Were informed that a party of 400 had arrived at the Sherman that afternoon and we saw for ourselves that cots were made up in every available corner; in club rooms, lounge rooms, on the mezzanine and various other "corners".

From Chicago, went to Ottawa, Illinois, where I enjoyed a delightful visit with Mr. and Mrs. Geo. A. Stephen. Mrs. Stephen, as you will recall, was Miss Bertha Reed, of this department, before her marriage five years ago, and she is still happy Bertha and sends her greetings and best wishes to one and all of her Frisco friends or others who may read these items. She royally entertained me; something was happening every day of the five days, and the North proved there is much hospitality in that section, though we always think of the South in that respect.

From Ottawa, went to St. Louis and

spent a day, and then to Bartlesville, Okla., to visit sister and niece and family, where a warm welcome always awaits me.

Will talk about the rest of you next month—however, Bill White says he had a little peace while I was gone; at least his life was not threatened.

OFFICE OF SUPERINTENDENT TRANSPORTATION

EULA STRATTON, Reporter

August and September seemed the ideal months for vacations—at least nearly everybody in this department managed to have at least one gay week-end and some enjoyed several weeks of gadding about. As last month's items were going to press Theda Pyland was sailing for Bermuda. Well, she went and is now giving us the most interesting accounts of her voyage. One of the highlights was in meeting the noted scientists who so skillfully manipulated the famous Bathosphere.

Then there was the wonderful trip Gladys Bell had to Amarillo, Tex., where she met her family and with them motored to Denver, Colorado Springs and other points of interest and finished up with a two weeks' camping trip in the Rockies.

And, of course, Pearl Townes and Lillian Brooks are still talking about their trip through Yellowstone. . . . then there was the wonderful trip to California for Mrs. H. P. Chranford and daughter, Virginia, followed by another trip to Valmeyer, Ill., when Mr. Chranford accompanied them on his vacation.

A number of transportation folk decided on the Century of Progress: Mr. and Mrs. Robert L. Patrick and son, Jerry, Mr. and Mrs. L. R. Langsford, Lena Solomon and her sister, Mrs. Robert Wommack, and Myrtle Miller all came back telling us of the wonders of the foreign villages, the transportation building and Buddy Rogers!

And Labor Day gave us a good excuse for a gay week-end: Mr. and Mrs. James Collins spent the time at a camp between Hollister and Branson, where they discovered a most interesting collection of butterflies—quite one of the show places of the Ozarks. Don't miss it if you're in that vicinity anytime.

Bertha Sutherland motored to Hutchinson, Kansas, for the purpose of visiting the famous salt industries there, and Eula Stratton enjoyed a four-day trip to Birmingham, where she was privileged to go through the Tennessee Coal and Iron Company's plant and learned just how Frisco rails are made.

Mr. and Mrs. A. P. Moses decided on a vacation by train this year instead of the usual motor trip, and from all reports the destination will be the World's Fair, and Mr. and Mrs. D. M. Todd spent their vacation in Wichita and Oklahoma City visiting relatives.

Florence Lyons and Ola Barnes have been away from the office quite some little time due to illness. We are

glad to report Florence is back to work, but, from reports received, Ola is still quite ill. We wish for her a speedy recovery.

One noon-hour we had the gayest sort of party for Alice Mae Mills, who became the bride of Frank E. Feyen of the telegraph department. The party was a no-hostess affair and took the form of a kitchen shower. Even the men of the office enjoyed the party and we have found out that Alice Mae really can cook.

Along with all our fun and frolic we surely had our share of sorrow:

Joseph W. Welch, 68, who will be remembered as "Engineer Welch", who took the Sunnyland out on its first run and who continued to run it until his retirement, passed away after a long illness. He will be greatly missed by Mary and Hallie Welch.

Mr. Welch's death was followed closely by the going of William Otto Granade, 57, brother of Emma Granade.

Myrtle Vane lost her mother, Mrs. Fannie Ellen Vane, 76, which was a great shock to all of us, for we had all learned to know Mrs. Vane quite well.

Mrs. Vane's death was followed by the very sudden death of F. X. Manning, 71, father of Evelyn Manning. Mr. Manning was field manager for the St. Louis Globe-Democrat and was well known to all the Frisco family.

Our hearts go out in tender sympathy to the bereaved families of those mentioned above.

MECHANICAL DEPARTMENT

HAZEL CLARK, Reporter

John B. Rogers has been appointed a member of the Board of the State Poultry Experiment Station located at Mountain Grove, Mo., the appointment being made by Governor Guy B. Park on August 16. Mr. Rogers has made quite a reputation for himself as a breeder of fine White Wyandottes, and is well qualified for service on this board. Our congratulations are extended to him on the appointment.

C. E. McKenzie has returned from Hawaii very much enthused over his trip. We enjoyed hearing of his experiences, and the girls of the department were especially thrilled over the lovely gifts he brought them.

Glenn L. Davis and E. E. Bell have both just returned from vacations spent in Colorado, and, judging from reports, and pictures taken, both trips must have covered some very interesting places.

J. A. Ray's smiling countenance was given quite a prominent place in the Mid-Continent Petroleum Corporation's magazine last month. As Mid-Continent is one of the Frisco's best customers, Joe felt they were entitled to his patronage, and he was shown beside his car which had just been equipped with a set of new Diamond tires.

Speaking of Joe, he was recently assigned to ride an engine hauling one of the circus trains into Springfield; but Joe reported, on the completion of the trip, that he didn't get to spend much time in the cab, as he found it necessary to ride on the tank and hold the man-hole cover down to keep the elephants from drinking the water.

A tip to feminine readers: Not only will having your phone number written on the inside of the cuff of your gloves possibly be the means of their recovery in case of loss, but it may also be the means of meeting some gallant gentleman. For further information, see Frank Baker.

**F. L. & D. CLAIM DEPARTMENT
SPRINGFIELD, MO.**

DAZEL LEWIS, Reporter

Several in this department took advantage of the holiday and went visiting on Labor Day:

G. T. Blankenship and Mrs. Blankenship went to Dallas to see their daughter.

G. C. Roop and Mrs. Roop journeyed to Birmingham.

C. E. Martin and family visited relatives in Enid.

W. P. McKinnell made a trip to Beardstown, Ill., to see his mother.

Miss Floydine McCormack, daughter of our Mr. and Mrs. J. L. McCormack, was united in marriage to James Miscampbell, September 15. Everyone joins in wishing them a happy future.

Katherine Hurt is spending a week with her relatives in Greenfield. She is being relieved by Lyda Lewis.

Those spending a few days' vacation with home folks in Springfield, are:

Miss Ethel Hindman, of Kansas City, who is visiting with her mother and sisters; Horace, Jr., and Imogene Dickerson, of Boonville, are visiting their grandmother, Mrs. H. I. Dickerson, and Chas. W. Ermes and family, of St. Louis, were the guests of Clara Ermes and mother over a recent week-end.

On September 14-15-16, C. H. Rice was in Ft. Leavenworth, Kan., attending the first reunion of the old 32nd United States Volunteer Infantry, which was mobilized at Ft. Leavenworth in 1899, to serve in the Philippines. Incidentally, September 16 was the anniversary date, thirty-five years ago, that the 32nd Infantry started to the Philippines. The veterans present represented the six states from which they were recruited. Iowa, Nebraska, Missouri, Kansas, Oklahoma and what then was known as Indian Territory. There also were some from other states, one from Indiana, one from Alabama, one from Wyoming and one from Canada.

OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

The bowling season has opened with five enthusiasts from this office—Connolly, Hilton, King, Rogers and Thompson, to name them alphabetically though, Rogers as president would deserve to head the list had he not missed the first night because of vacationing in Chicago.

C. H. Bothwell says he sold eleven dozen eggs while his wife was sojourning two weeks in Sacramento, California. Mrs. Bothwell, accompanied by their son, Wilber, enjoyed the trip immensely.

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

DOROTHEA HYDE, Reporter

Inventory has started in a big way. We're happy to have Paul Lowery back with us again. In case you'd like to know, he's a jolly good fellow from the stationery department; and Guy Tummons is working Paul's job.

Homer Weber's wife is driving the prettiest little wagon these days. It's a new Dodge sedan, and all we regret is Homer is so busy looking out the window for it, he forgets to tell us how hard times really are.

Paul Blume, son of Mr. and Mrs. A. W. Blume, has gone to Columbia, Mo., where he will attend the State University.

**"I HAVE TO WASH UP
25 TIMES EVERY DAY.**

**I KNOW LAVA
IS EASIER ON
THE HANDS."**



**R. D. H., Roundhouse Foreman,
gives you a tip on soap**

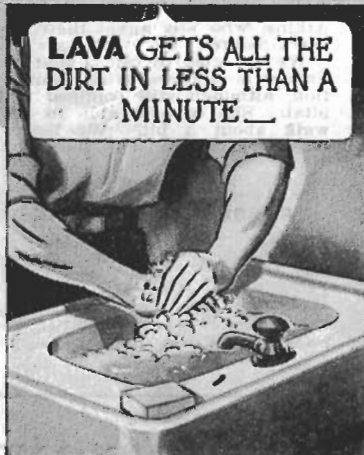
Here's a man that has to wash grease and grime off his hands 25 times in a 12-hour day . . . or once every half-hour. He needs a soap that does its job fast and yet is kind to the skin.

He's found that there's only one such soap . . . **Lava Soap.**

Lava's thick lather and pulverized pumice team together to get any kind of dirt in less than a minute. Glycerine—used in most expensive hand-lotions—and other soothing oils in Lava protect your skin, heal up little nicks and scratches.

And Lava kills germs. Against the bacteria that cause tetanus, meningitis and other deadly diseases, Lava is even more effective than carbolic acid.

Lava saves you money because it outlasts ordinary soaps 3 to 1. Works well in any water—hot or cold, hard or soft. Get Lava today.



**LAVA
SOAP**



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TAKES THE DIRT . . . PROTECTS THE SKIN

Carl Keiser and family had a splendid time attending the County Fair at Bolivar. Carl told us the next day he had all the pink ice cream and red lemonade he could take care of, and, by the way he whistled, I think he must have gotten into the bird seed.

Much sympathy is extended to the relatives of Mrs. Charles M. Gibson, who lost her life in an automobile accident recently. The car driven by her husband collided with another car and she was killed instantly. Mr. Gibson, a machinist at the North Shops and an uncle of Harry Gibson in this office, is in the hospital with several broken bones.

This office was deeply depressed by the death of Don Garland Tummons, year-old son of Mr. and Mrs. Guy Tummons, September 8. He had been ill two weeks with whooping cough, but died quite suddenly, the family not realizing he was such a sick baby. We extend our sympathy to Mr. Tummons and his family.

Clifford Kincaid and family had a nice vacation, going to see Mrs. Kincaid's mother near St. Louis. They returned by way of Jefferson City, so the children could see the capitol and other buildings of interest.

We miss the many smiles of Carl Keiser, Mr. Harvey's former secretary, who has accepted a position in the north roundhouse, but are glad to have in his place Al Garringer, of Enid, who formerly worked in the master mechanic's office there.

Madge Morton spent a few days the past month at Burns' Camp on Swan Creek with her parents and her brother's family. Madge says they fished and just had a good time in general.

My two sisters, Mildred and Elizabeth Finney, of Tulsa, spent the week-end of September 29 with me in Springfield, and my daughter, Wanda, spent an entire week in Springfield recently.

The Frisco Railway Men's Bowling League started September 6 with 8 five-men teams. The bowlers of this office are E. A. Baron, O. P. Krueger, Wm. F. White, and E. A. Mayabb. Boys, we hope this will be your most successful year.

MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

Our saddest regrets and heartfelt sympathies are tendered the family of Alfred Lasiter, boilermaker, in the almost unendurable shock and grief they suffered as a result of the accidental death of their son Frank, occurring several weeks ago. This young man, about twenty years old, was the victim of an automobile collision, and met death instantaneously.

J. C. Alderson and Fred Bullington, machinists, acted as local delegates to the State Convention of the American Legion, held at Kansas City, the week-end of September 1. They were accompanied by Mrs. Alderson and Mrs. Bullington, who greatly enjoyed the social honors and entertainment accorded the ladies.

Another sad bereavement was the death of Mrs. Peter Rauch, mother of Chas. O. Rauch, yard engineer at Monett. Mrs. Rauch passed away at her home in Billings, Mo., on August 24, after a short illness, resulting from a chronic malady.

Oscar L. Hill, formerly of Springfield, Mo., has accepted a position as sheet metal worker at Monett. Nordene J. Wilson, who held the job temporarily, has returned to Kansas City.

A very fine vacation trip was enjoyed by G. P. Boedecker, blacksmith, and wife—starting, as all tours during the summer of 1934 should, with the mammoth display of architecture, science and amusement, at Chicago. Thence to Niagara Falls, to delight in one of Nature's unexcelled beauty spots, and home by way of Flint, Mich.

TELEGRAPH DEPARTMENT

HELEN FELLOWS, Reporter

W. C. Austin gave up the second trick at Southeastern Junction and took the extra board. J. F. Lick worked there while the job was on bulletin, and was bumped by D. Roberts, successful bidder.

A. Frech, third trick, Sullivan, was relieved by W. C. Austin.

H. W. Bunselmeyer, third trick, Cuba, relieved R. Stephan, agent, for about two weeks. D. Roberts worked the third trick for a while then was bumped by L. J. Porterfield.

J. T. Mahaney, agent, Strafford, was off one day, being relieved by Ira Nevils.

L. J. Porterfield relieved E. V. Wilkes, third trick Strafford, for two days.

A. E. Gustafson, first trick MS, Springfield, was off one day. J. F. Lick relieved him.

A Chidester relieved C. M. Leek, third trick, Aurora Tower, for two days.

The station at Morrisville was closed September 15. This necessitates D. A. Atkins, who was agent there, taking the extra board.

We are glad to report that Mrs. Della Snyder is still improving from her operation, although still confined to the hospital. She is now able to sit up and walk about a bit. We hope it won't be long now until she is out of there.

PASSENGER TRAFFIC DEPT.

ST. LOUIS, MO.

S. W. CHILTON, Reporter

K. V. Coerver may still be Killian back in the old home town, but to us

he's now Mr. Coerver, for on the 11th of September he reached the age of 21 years.

And speaking of birthdays reminds us that Edward Bernard also had one recently (Ed not having reached the age where they come only every so often) and we hear that he celebrated in good style by going out on a Saturday night to Leb's Wurst Market on Denny and Rock Roads where none other than our own James Vincent McEntee was giving the customers the benefit of his tenor voice. Accept our congratulations, Jimmie, but some of us are wondering just how you promoted the deal of an Irish tenor in a Dutch beer garden.

Miles Austin, Otto Wendt and J. E. Ritchey were among the early arrivals at the first buffet luncheon given by the Frisco Men's Club, they having gone direct from the office to engage in a few games of bowling before the party. Mr. Austin has been going around with a chip on his shoulder lately saying he wouldn't attend any more beer parties or Frisco dances, but we're willing to wager that he'll be at our next dance, which is coming off the latter part of October.

Raleigh Beatty and his orchestra have been going over big at our Frisco functions lately, having played at one of our luncheons, our picnic at Sylvan Beach, our beer party and we hope he can connect up at some of the dances this winter. Our stag party has Raleigh billed as "Snakehips", and just where he got that name we don't know, but we're sure that he will be able to demonstrate at the party.

Delbert Fields has been escorting the Oklahoma World's Fair parties on week-ends for the past several weeks. Delbert accompanies a return crowd on No. 5 Saturday nights and comes back

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LOUISVILLE — KENTUCKY

with an incoming party on No. 4 Sunday. And inasmuch as the four parties consist mostly of young ladies we're sure that this would be one time when working is a pleasure.

This article wouldn't be complete without mentioning about our Tom Williamson being host to a party of friends at his Valley Park manor. But Tom says he hasn't done much entertaining lately and probably the weather has had much to do with it, as it's a little early to sit 'round his rock fireplace and too cool for his spacious front porch.

**OFFICE OF DIVISION & STORES
ACCOUNTANT—SPRINGFIELD, MO.**

ILA COOK, Reporter

What with weddings, showers, visitors and ball games, this has been a busy month.

At three o'clock, Friday, August 31st, in this city, Miss Loretta Henry became the bride of L. B. Reed, of this department. The happy couple spent the week-end in St. Louis then motored to the Lake of the Ozarks. Mr. and Mrs. Reed were presented with a beautiful coffee table by the members of this office. It is needless to say that we wish them a long, happy and prosperous married life.

We were glad to have a visit recently from Cordie Reed, formerly of the division accountant's office, Memphis. He is now employed as book-keeper for the Hernanda Golf Course in Memphis.

Miss Mary Newton, Marguerite O'Brien, Eunice Hagerman, Laura Sharp and Bertha Sutherland motored to Hutchinson, Kan., over Labor Day to see Springfield team play a double-header. Incidentally, anyone wishing to know why there is a white line around the field, ask Marguerite.

Mr. and Mrs. A. E. Hoehle have had as their guests, Mr. and Mrs. E. E. Hoehle and two children of Memphis. The menfolk enjoyed a number of fishing trips to the Lake of the Ozarks and vicinity, even if the fish were rather evasive. Mr. Hoehle is assistant manager of Jones-Laughlin Steel Company.

Martin Shappler, of Atchison, Kansas, and C. O. Collier, of Los Angeles, have been the house guests of Miss Mary Newton and her mother. Mr.

Collier is manager for the French-Italian Winery located in Los Angeles.

In order that her little niece might attend school, Miss Eunice Hagerman has moved her family back into the city. They had been living in a beautiful place that had a garden, chickens, a spring (well, really, we thought it was a country estate) on Bollivar Road.

Miss Ina Love spent the two-day holiday with her family near Warrensburg, Mo. The O. W. Russ family went to Tulsa and Henry Kelpe visited homefolk in Cape Girardeau.

Miss Mary Elizabeth LaGrange, of St. Louis, has been visiting Mr. and Mrs. H. E. Jones, also Miss Ila Cook. Various parties and outings were given for Miss LaGrange. On Sunday, September 16, Mrs. A. W. Fay, Miss LaGrange and Ila Cook motored to Lebanon to visit Dr. and Mrs. C. B. Thomas. The visit was really a reunion for Chaffeeites.

Speaking of reunions, there was one at the Bean home over Labor Day. The two daughters living in Tulsa, Mrs. Dean Fitzgerald and Mrs. John Woolrey, happened to catch the rest of the family in town when they came to visit. As there are five girls and one boy, it is really a feat to get them all together at one time.

**AUDITOR-REVENUES DEPT.
ST. LOUIS, MO.**

E. L. KOHRING and JOE KOEHLER,
Reporters

Our sympathy is extended to the Matrose family in the loss of their daughter, Victoria, whose death, August 25th, after a week's illness shocked the department. She had served faithfully for many years in the passenger and typing bureaus.

Ralph Walt journeyed to Pensacola and enjoyed the week-end at that fair gulf city.

Those who attended the buffet given by the men's club at the German House in August reported a splendid evening. "Boloney" Jim Murray was kept busy dishing out the refreshments.

Chicago and the World's Fair were the main attractions for quite a few from this department over Labor Day, and those who made the trip were greatly disappointed in the weather, as it rained and then rained some

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more, however, that did not keep the majority from seeing interesting things the Fair had to offer.

John Daly says if those drouth relief claims don't slow down, he'll need some relief himself, and Tom Dalton is falling away to nothing working for the Government.

The Frisco Men's Club expects to hold its first fall dance sometime in October. Don't miss it folks—watch for the date.

The 13th floor is well represented in the bowling league, and when it is all over we expect Shorty Schaffnit to

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lead the pack. Those pins simply lay down when they see him let loose of that ball.

John Culver joined his wife in Chicago and spent some time at the Fair. "We hope you had a good time, Jack." "Thank you, we did."

Chris Goebel is losing some of that waistline and the tailors have been busy altering his suits. What's the secret C. C.?

Andy Roach had an argument on the proper way to pronounce "arctic". He insisted it should be "ark-tick", but the other guy said "no it is are-tick, because the C (sea) is frozen". Next!

**AGENT'S OFFICE
MONETT, MO.**

PEARL E. LEWIS, Reporter

Rain has at last visited this vicinity and with it, delightfully cool weather. Is everybody happy, I should say so. The fall gardens are about ready to yield their fruits, lawns have regained the velvety green covering and the hot, dry weather seems to be only a memory.

The Frisco flower gardens have received much favorable comment from the traveling public as well as from the press. A very complimentary article appearing in the Monett Times recently said they were truly the beauty spot of the city, and gave much praise to Brewer Burg, section laborer, whose untiring care was responsible for keeping them beautiful during the hot, dry weather.

Mr. and Mrs. W. F. Trimble and daughter, Helen, of Pratt, Kansas, spent their vacation in Monett with his brother, A. M. Trimble, cashier, and wife. W. F. is a conductor on the Rock Island and began his railroading with the Frisco at Pierce City.

Ray Guinney, yard clerk, has a valuable recipe for making turtle soup. Any of his friends interested may secure this recipe free of charge by addressing him at Monett.

Chas. J. Kunz, agent, and family were among the guests at a family reunion, August 12, held in the home of Mrs. Josie Hayes at Lebanon. There were 18 present, including Miss Gertrude Hayes, of Reno, Nevada. The honored guest of the occasion was Mrs. Fred Kunz, of Springfield, mother of our agent who had just two days previously passed her 72nd birthday, and as a fitting surprise he had prevailed upon the skill of our local baker, Mr. Erickson, to prepare a large and beautiful cake decorated with her name and age.

Reports for the month of August from all departments at this station showed a substantial increase in business.

Carl Wright, our operator - golf champion, is sporting a new pair of golf shoes won at the Glenstone

Tournament, held at Springfield, August 29-30. Mr. Wright finished 2nd place.

Mrs. W. L. Mayfield, wife of general yardmaster, and daughter, Mrs. Mildred Mott, and son, Mackie are visiting relatives and friends at Fort Smith and Havanah, Ark. Mackie will celebrate his 2nd birthday anniversary, September 21, with his grandparents at Havanah, and Mrs. Mayfield will accompany Mrs. Davis, of Ft. Smith, president of the Arkansas Women's Club, to Little Rock, where Mrs. Davis will attend a convention.

George D. Shreve, who has been on the sick list for the last eight weeks, has reported for duty and says he is feeling fine.

Conductor and Mrs. J. J. Charles have returned from their vacation spent in Hollywood and Los Angeles, California.

MONETT YARDS

LINZY LLOYD, Reporter

The Monett Terminal has experienced quite an increase in business for the past month account of a large amount of government stock being moved to various points along our line. With this extra business our yards seem lively again.

Mr. and Mrs. E. W. Mitchell were called to Aurora account of the sudden illness of Mrs. Mitchell's grandfather. His condition was reported favorable enough for them to return home.

Mr. and Mrs. W. M. Pitts are enjoying a delightful visit from their son, Leon, who is home on a two weeks' leave of absence from the Naval Training Station at San Diego, California.

Mr. and Mrs. Linzy Lloyd were called to Kansas City account of the illness of Mrs. Lloyd's brother, Dr. D. R. Davis.

Mr. and Mrs. Treve Lee spent Labor Day visiting friends in Tulsa, Oklahoma.

Mr. and Mrs. T. J. Kennamer are enjoying a visit from Mr. Kennamer's parents from Birmingham, Alabama.

Mr. and Mrs. F. W. Geister have returned from a delightful vacation trip in the west, having visited in Colorado, Arizona. They stopped in St. Louis enroute home.

Berlin Beard, son of Car Inspector S. H. Beard; Billie Rittenhouse, son of Switchman Rittenhouse, and Edward Holland were painfully injured while playing at the Beard home. One of the boys received a broken ankle and the other one a broken collar bone, the third one minor scratches. All three of the boys are recovering very nicely.

Bernard Fenton, son of Mr. and Mrs. W. P. Fenton, has returned home after finishing his four years in the U. S. Navy.

Miss Florine Jolley, oldest daughter of Mr. and Mrs. S. P. Jolley, was recently married to James P. Winton, of Springfield. The bride was one of the winners at the beauty contest conducted by the Gilloz Theatre in 1932. Mr. and Mrs. Winton will make their home in Springfield.

Mr. and Mrs. W. L. Mayfield entertained some friends from Hugo, Oklahoma. While here they visited in Springfield and various other places of interest.

Carl Cupp, our local express agent has received a promotion, being transferred to Sedalia, Mo. The Monett Terminal regret very much having to lose this valuable man. He cooperated with the Frisco Employees' Club in every move possible and will be greatly missed by all who knew him.

SOUTHWESTERN DIVISION

**OFFICE OF TERMINAL
TRAINMASTER
WEST TULSA, OKLA.**

EDNA A. WOODEN, Reporter

We are all feeling fine 'way out west in Oklahoma, now that the intense summer heat is over and many refreshing rains, so badly needed. Business is holding up well and several trainmen have been placed back on the board who have not worked for many months.

J. C. Burnett, engineer, and Mrs. Burnett have returned from St. Louis, where they visited relatives. They returned by way of Devil's Elbow, Mo., where they enjoyed a few days fishing.

Mrs. W. C. Castle and children have returned from San Antonio where they have been visiting relatives and friends.

E. W. Brodie, conductor, and Mrs. Brodie have gone to Louisville, Ky., where they will spend some time visiting their old home.

Mrs. H. J. Dalley is enjoying a delightful visit with relatives in Seattle, Wash. She will also visit other points of interest on the Pacific Coast before returning home.

Mr. and Mrs. W. J. Sexton have returned from an extended trip in the

**FIRST NATIONAL BANK
OF BIRMINGHAM, ALA.**

FRISCO DEPOSITORY

**FIRST NATIONAL
BANK in Wichita**

WICHITA, KANSAS

RESOURCES

\$20,000,000.00



American National Bank
Pensacola, Florida
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ST. LOUIS, MO.

east, which included various points in Pennsylvania and the state of New York. They also returned by way of Chicago and spent a few days there enjoying the wonders of the Century of Progress.

R. G. Warren, yardmaster, has returned to duty after a few days vacation.

Mell Coley has returned from an interesting trip through many of the northern states, which included different points in Canada.

Mr. and Mrs. M. C. Mallory have returned from Glenwood Springs, Colo., where they have been visiting with relatives.

**TRAFFIC MANAGER'S OFFICE
OKLAHOMA CITY, OKLA.**

W. C. HAMILTON, Reporter

J. G. Weaver, general agent, and family spent Labor Day visiting relatives in St. Louis.

M. W. Bell, city solicitor, and wife spent their vacation visiting in New York, Niagara Falls, Washington and Chicago, and reported a delightful trip.

This office was represented 100 per cent at the Oklahoma City Traffic Club's annual picnic, which was held September 6, at the Oklahoma City Golf and Country Club.

E. T. Connor, city ticket agent, was ill a few days recently.

Draper Grigsby, former assistant county attorney, has been appointed a member of our legal department since vacancy due to the death of Mr. Ben Franklin. Mr. Grigsby comes to the Frisco after an outstanding record in the county attorney's office and private practice.

During the last month, Beals & Branham, who are handling our World's Fair Tours, enjoyed splendid business, having handled the Oklahoma Gas & Electric party of 250 people and Labor Day party of 126, in addition to the Douglas High School Band (colored), consisting of 63, and also smaller week-end parties.

Messrs. Hopkins and Jordan, assistant general agents, are keeping busy with students returning to the various colleges. On September 17 we had a Special Pullman with 25 girls for Lindenwood College, St. Charles, Mo., and on same date 10 girls for Arlington Heights School, Washington, D. C., also several students to Brier College at Lynchburg, Va., Virginia Military Institute at Lexington, Va., and Randolph Macon College at Lynchburg, Va.

W. G. Brown, pensioned conductor, Northern division, who now resides in Oklahoma City, has been seriously ill at his home, 801 Northeast Ninth St. At the present time he is holding his own, and it is believed he will fully recover in a short time. He would appreciate his friends writing him, and dropping in to see him should they be in the city.

We handled a special train Oklahoma City, September 9, for representatives of the Colored Baptist returning to various points in Mississippi, Alabama and Georgia, after attending their annual convention held here.

Oklahoma City acted as host for several thousand Legionnaires September 1, 2 and 3, attending State American Legion Convention.

RIVER DIVISION

CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

Our deepest sympathy is extended to the family of J. P. Reynolds, retired engineer, who died August 20th. Mr. Reynolds was in apparent good health and had been working around the house all day. At about 6 p. m. he

sat down to read the evening paper and while reading the paper he had a heart attack and passed away at 6:30 p. m. Mr. Reynolds had been retired for the past four years, having reached the age limit. "John Peter," as he was known to his many friends, was well liked and will be greatly missed by everyone.

Miss Margaret Busch, daughter of division engineer and Mrs. H. F. Busch, has gone to Columbia, Mo., where she will enter the School of Journalism at Missouri University.

J. F. Zimmer, clerk at the passenger station, spent September 5th in St. Louis at the Frisco hospital. While away Mr. Zimmer was relieved by C. E. McDonough.

Ben Fowler, car foreman, who has spent the past couple weeks at the Frisco hospital in St. Louis, has returned home and is reported to be improving.

HAYTI, MO.

JIM APPLING, Reporter

Miss Marshall, daughter of brakeman Marshall, was married recently.

Steve Hill and family have returned from a sight-seeing trip to Niagara Falls and Canada. Mr. Hill is an engineer for the Frisco.

Mr. Slater and wife returned some time ago from a trip to Niagara Falls and Canada. Mr. Slater is a conductor on the Frisco Lines.

Jim Myers has returned from the hospital after a short period of illness. He is an engineer for the Frisco.

CHAFFEE LOCOMOTIVE DEPT.

V. E. COLLINS, Reporter

The work of filling in around the tracks leading to the new turntable at Chaffee is about completed, and makes a neater appearance about the shops, as well as adding to the appearance of the new turntable, of which we are justly proud.

We are sorry to report that Car Foreman Ben Fowler is again on the sick list. At this writing he is improving.

We are also sorry to report the death of Mrs. O. B. Kearns last week, wife of car oiler in the trainyards at Chaffee. Mr. Kearns has the sympathy of all of the shop men.

John Kay, first-class machinist, is still in the hospital at St. Louis, having recently undergone an operation. Mr. Kay is improving satisfactorily, and, no doubt, will soon be able to return to his home in Chaffee.

Elmer Prosser, who is regularly employed as car inspector, is acting car foreman in Mr. Fowler's absence.

Mrs. J. G. Sarius and son, Wayne, recently visited Mrs. Clifford Peacher at Birmingham.

Miss Beverly Ann, daughter of G. A. Morgan, returned home Sunday, September 9th, from Chicago, Ill., where she had been visiting relatives.

GENERAL OFFICE BUILDING

J. A. CHRONISTER, Reporter

C. A. Job, first trick operator at Hayti, and wife spent the early part of September visiting Mrs. Job's parents at Chaffee. They also took in the Labor Day picnic at Chaffee.

Mrs. Leo Lane and Mrs. O. E. Rigdon shopped in St. Louis, September 11 and 12th.

R. L. Cooper took in the World's Fair the latter part of August, being joined there by his wife who had been visiting in Delavan, Wis. Apparently Mr. Cooper will spend future vacations at some quiet creek fishing as he did not seem to appreciate the walking he

**COMES "HOME"
FOR GOOD TO
ONE TOBACCO**

**Railroad Men's Favorite,
Edgeworth, is Choice
of Wheeling Smoker**

Railroad men will readily understand how Mr. C. H. Waddell of Wheeling, West Virginia, feels about Edgeworth. For, like Mr. Waddell, many railroad men too have tried nearly every pipe tobacco on the market—only to come back every time to the one that satisfies like no other, Edgeworth. Here is Mr. Waddell's letter:

Welty-Buick Company,
76-82 Sixteenth Street,
Wheeling, West Virginia.
Sept. 27, 1933

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

As a pipe smoker for forty years my experience may interest you.

I discovered Edgeworth many, many years ago and have never been without it since.

In the meantime I admit that every once in a while I go on a sort of "debauch," trying everything I ever heard of, from the most expensive tobaccos to the cheapest "shag." After such an orgy I always go back to Edgeworth—and the last time for keeps. For what my experimenting has taught me is that Edgeworth suits me and nothing else does.

Yours truly,
C. H. Waddell

Thus another roving pipe smoker comes back to the fold. If you are not already an Edgeworth fan, just say "Edgeworth" to the dealer next time.



Edgeworth is an old story to railroad men

There is a 15¢ pocket package, and many other sizes up to the pound humid tin. Some sizes in vacuum tins. In these air-tight tins the flavor remains the same regardless of weather or climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va.

ILLINOIS

*A watch as good
as a watch can be!*

CHOOSE carefully when you select that new Railroad watch! Be sure it has a hairspring of *Elinvar**—the rustless alloy which makes a watch anti-magnetic and immune against trouble caused by extreme temperature changes. Be sure it has that extra-reserve power which only a 60-hour mainspring can give.

And—most important—be sure both watch and manufacturer enjoy unquestioned reputations for dependability.

In other words, choose—ILLINOIS—a watch as modern as a watch can be—a great American timepiece upholding the glorious traditions which for more than 60 years have kept it in the first rank with leading watches of the world.

Choose carefully—and you'll choose an ILLINOIS 60-hour Bunn Special Elinvar now available with either 21 or 23 jewels. Ask your jeweler or watch inspector to show you his selection and write direct for a booklet explaining the advantages of an Elinvar Watch. Address Dept. R.

ILLINOIS WATCH
LANCASTER, PENNSYLVANIA

BUNN 60 HOUR SPECIAL



*Exclusive license under U.S. 'Elinvar' Patents No. 1,313,201 dated August 19th, 1919 and No. 1,454,473 dated May 8th, 1923.

MODEL 107. Bunn Special Elinvar 10K filled natural or 14K filled white and natural gold. 21 or 23 jewels. Choice of Rai. road dials.

ELINVAR WATCHES

had to do in connection with visiting the different exhibits at the Fair.

It is doubtful whether there was anyone that enjoyed the Labor Day holidays as much as did the party that went camping near Pocahontas, consisting of Alvin Klages and son, M. E. Gisi, Leo Lane, Ray Shores, J. C. Hampton, O. E. Gidgon. While they were unable to produce any fish, which they blamed was due to rain, they did bring down a few squirrels and other wild game. We are wondering what caused Gisi to take down with the chills and fever, whether it was the Mulligan or the barbecued goat.

NORTHERN DIVISION

OFFICE OF SUPERINTENDENT
FORT SCOTT, KANS.

BLANCHE BICKNELL, Reporter

Ed. P. Knox, file clerk, was off two days account sickness. Jack A. Young substituted for Mr. Knox. E. Y. Coiner was off one day account sickness. Mr. Young substituted for him, also.

Miss Teresa Bayless substituted in the superintendent's office, September 2. Miss Bayless and her mother spent September 4 in Kansas City on business.

Mrs. A. D. West, wife of switchman, is visiting relatives in Detroit.

F. H. Carsons is on a leave of absence, account vacation, and is visiting in Chicago and New York City.

Fred S. Sharp, brakeman, and wife have returned from a vacation in Chicago.

J. B. Gould, conductor, and wife are visiting relatives and friends in Topeka, Kans.

Geo. Sieber, conductor, and wife have returned from a vacation spent in Chicago.

Mrs. S. E. Goff, wife of conductor, has returned from a several weeks' visit in Mojave, Cal.

George Swearingen, switchman, is taking a vacation, visiting in Chicago, New York, points in Canada and Ohio.

Mrs. J. E. Collins and daughters have returned from a visit in Coffeyville.

Mrs. G. L. Nelson, wife of conductor, spent a recent week-end with friends in Kansas City.

MAINTENANCE OF WAY DEPT.
FT. SCOTT, KAN.

GLADYS ROTH, Reporter

Chas. T. Shore paint gang foreman, wife and son spent their vacation visiting in Chicago and taking in the Fair. Julius E. Bright had charge of the paint gang during Shore's absence.

Ollie Wilson is working in the carpenter gang at Fort Scott, account Jim Reynolds off because of sickness.

M. F. Holder, B&B painter, attended the Fair at Chicago.

Kerby Fouts relieved B&B Foreman B. O. Coleman during the week of September 9, account Coleman on vacation.

Mrs. Fred A. Bohne and daughters attended the Fair at Chicago during the month of August.

W. S. Repair Man C. A. Meath and family spent their vacation on the West Coast.

Glen Cooper, B&B painter, and son were visitors in Chicago during the last week in August.

Bessie Margaret and Rodell Scott, daughter and son of Maintenance Clerk Geo. W. Scott, have returned to St. Louis to attend school this winter.

Walter Marsh attended the annual convention of the Roadmasters and Maintenance of Way Association of America in Chicago, September 18 to 20.

Section Foreman L. J. Owen, at Lib-

THE FRISCO EMPLOYEES' MAGAZINE

eral, has returned to work after having been off for some time, account sickness.

Harvey S. Ingle, B&B man in Coleman's gang, was off a few days in September, account sickness.

Joe Bone has been assigned to the position of section foreman on Section F-16 at Neodesha.

Section Foreman Wm. Purvis is now working on Section J-6 at Carl Junction, having been assigned this section on bulletin.

OFFICE OF MASTER MECHANIC
KANSAS CITY, MO.

LEOTA FRIEND, Reporter

We were extremely glad to have had Messrs. Gamble and Tuck, of Yale, visit our shops during the first part of September.

Walt Medlock, at one time connected with the Frisco, but more recently with the C&GW at Oelwein, Iowa, was in Kansas City a short while recently, and while here came into the office to say "howdy". Mr. Medlock reports Alvin Moline is also employed by the C&GW at Oelwein.

E. McElveny, now road foreman on the Northern division, has moved his household effects from Birmingham to Springfield and has transferred his affections from the Southern division to the Eastern and Northern divisions.

Sympathy is extended to the family of David Spealman, employe of the coach department, who passed away Sunday evening, September 2. Mr. Spealman had been on leave of absence several months due to ill health and his death was not unexpected.

The friends and fellow-workers of Charles Estep, employed by the store department, were somewhat shocked by his death, Thursday, September 6. Mr. Estep died as result of blood clot on the brain. He had been in apparently perfect health up to two days prior to his death. We wish to offer sympathy to Mrs. Estep in her bereavement.

May we also extend sympathy to E. W. Brown, due to the recent loss of his mother at Houston, Texas.

Walter Plourd attended the funeral of his nephew, Geis Phipps, Jr., at Newman, Illinois, September 15. Those who read the articles in the Kansas City Star will remember this is the boy, who, with two of his school mates, was playing "follow the leader" on the way home from school on the afternoon of September 7. Geis jumped into a sand pit at the Ready Mixed Concrete plant, 24th and Summitt, the sand closed over the boy's head and when rescued some 15 minutes later he was unconscious. He died as result of injuries received.

Saturday, September 15, was a red letter day for Chas. Trenary, it not only meant another pay day, but it was also his golden wedding anniversary. Mr and Mrs. Trenary left Friday night for Chicago to celebrate the occasion at the home of his son. Mr. Trenary has been employed by the Frisco some twenty years, he will reach the retirement age (70), January 2, 1935.

After a short conversation with Mr. McKenzie of the Springfield office, who stopped in Kansas City enroute to Springfield, after a four weeks' vacation spent in Hawaii, we're fully convinced we'd like to make the trip in person to Hawaii.

"What is so rare as a day In June?" We'd say roses in September, and we surely want to take this method of thanking Mr. Grueninger and the Missus for the nice roses we received in the office not so long ago.

We're quite proud of our new Texas Fast Freight Service installed September 4, from Kansas City to points in Texas and thus far we've been making splendid records without a hitch in the program.

WICHITA, KAN.

LOTA L. WILLIAMS, Reporter

October's bright blue weather seems to have followed the extreme heat quite suddenly, but all the more welcome.

The annual conclave of the American Legion of Kansas in Wichita in September was one of the most interesting and most largely attended conventions ever held by the Kansas department. Three high dignitaries of the land, National Commander Hayes, Wm. Green, president of the American Federation of Labor, and Harry H. Woodring, assistant secretary of war, attended the convention this year.

The Frisco was designated as the official railroad to carry delegates to the National Legion Convention to be held in Miami, Florida, October 22-25, as announced by Myron Miller, state transportation committee. E. J. Immele, city solicitor and chairman of the transportation committee of the local post of the Legion, has been untiring in his efforts to secure this movement for the Frisco and hopes to have special train from Wichita to connect with the Kansas City delegation enroute to Miami.

It is gratifying to note a little increase in revenue as well as tickets sold during August.

During the semi-annual mule sale held here in September, the Frisco handled fourteen cars of mules to the southeast. C. S. Underwood, division freight agent, remarks that the mules sold for much higher prices than at any time during the three or more years he has been attending the sales.

Mrs. S. L. Wright, wife of warehouse foreman, is reported showing a little improvement after a serious illness.

Friends of R. P. Benedict, lineman, are hoping he will soon be able to return to Wichita from St. Louis, where he has been confined to the hospital.

Think the vacationists have about all returned—we should be hearing from some of them.

H. B. Sigler, conductor, is leaving today for St. Louis, where he expects to receive treatment at the hospital.

**OFFICE SUPERINTENDENT
TERMINALS
KANSAS CITY, MO.**

TOM KEHOE, Reporter

Congratulations are in order for those who were instrumental in working out the schedule for the new Texas Fast Freight, which was inaugurated on September 4, 1934. This new addition to Frisco service will, no doubt, help very materially to put the Frisco over the top, and over the road as well. As the new schedule becomes familiar to shippers, business from both ends of the run will, no doubt, show a decided increase. Kansas City, let's not let the southern points get ahead of us in showing this business increase. Our game is to see that the Texas Fast Freight receives wide publicity and becomes familiar to every shipper in our territory, because it is one of the best advertising features we can secure, the intention of the new schedules being to render fast and efficient service to and from Texas points. If we realize that the best way to receive business is to deserve it, we will make every effort to see that this Texas Fast Freight service is dependable and infallible, and keep the cars rolling until they are placed at the patrons' docks, or have made the proper connections.

We are glad to extend a hearty welcome to Messrs. R. C. Stephens and

David Perkins, insurance inspectors, to our "Happy Frisco Family" at the Kansas City Terminal. They expect to be with us about two months. David was around the terminal, September 14, proudly displaying a new railroad watch which his father had sent him for a birthday present. He is also sporting an engineer's cap, and, even at his tender years, has all the appearance of a thoroughbred railroad man.

There is an old maxim to the effect that "he who laughs last laughs best", which doesn't exactly fit here, because after all, it wasn't a laughing matter. But anyway Alonza Finn spent several days enjoying himself at the expense of ye old scribe, because he thought it was such a joke that a prowler attempted to get into my humble abode on the night of August 31. Incidentally, the disappointment of not finding anything would have been a huge joke on the "sock foot" had he succeeded in gaining entrance. However, this is beside the point. As if to prove that sneak thieves really do sometimes get into houses, Lon received an excited call from his wife about 4:15 p. m., September 4th, and learned that their house had been entered through the basement door and completely ransacked while she was out for a few hours. Their losses included \$10.00 in cash and their son's watch. Lon made a hundred-yard dash out of the office and rushed home in an apparent effort to catch the culprit, who by that time was, no doubt, many miles away. We all feel sorry for Lon and hope that after he has taken final inventory he does not find his losses any greater.

We were surprised and shocked to hear of the sudden death of Charles Estop, store room laborer, the night of September 6, which was apparently caused by a stroke. Mr. Estop had been price clerk in the store department for a number of years, but about two years ago, account reduction of forces, was reduced to store room laborer. We want to extend sincere sympathy to his family and to his many friends around the terminal by whom he will be sadly missed.

Stephen Jackson, engineer, was the unfortunate one, out of some 350,000 people in Kansas City, to have his home struck by lightning during the heavy rain storm the morning of September 13th. In relating the incident, Mr. Jackson made the remark that he always heard it said lightning never strikes twice in the same place, but that it surely struck twice at his house. The roof on the end of the house in which Mr. Jackson was sleeping received the first bolt of lightning. The roof was damaged, and part of the falling structure barely missed Mr. Jackson. The second strike took the chimney off. Many of the electrical appliances in the home were damaged. However, Mr. Jackson was very fortunate in that none of his family were injured, and also in having the losses taken care of by insurance.

The writer, in placing the name plate on the safety cup on August 30, became curious, and took it upon himself to make a record of the names of the winners on the cup, and was proud to report that the Kansas City Terminal is far out in front in having its name placed on the cup, having won the cup nine times, with the nearest competitors, Memphis Terminal and Birmingham Terminal, four each. We are proud of this record and hope to be able to keep up the good work. This has reference to the safety cup in the transportation department.

We are all glad to see George Walker, brakeman, able to be back on the job after quite a sojourn in the St. Louis hospital, where he underwent a foot operation. He made his first trip, after returning to work, September 5th.

Harry Douglas, switchman, left September 13 for Logansport, Ind., to visit his mother who is seriously ill.

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Only One
KROMER
CAP**

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**WOOL WINTER
Oxford or Blue 4
piece, Each \$1.00,
Oxford, Blue or
Black 6 piece,
Each, \$1.25**

If your Kromer winter cap is worn out, and you need a new one—remember that the cost of a genuine Kromer Cap is less than any imitation offered.

Demand a Kromer Cap—there are none just as good at a lower cost. Our name is in every cap we make.

If your dealer cannot supply you, give us his name or write us direct, stating size and color desired.



**GUARANTEED
Washable
Non-shrinkable
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Roomy and
Comfortable**

ALL COTTON

**Black, Blue Stripe,
Hickory Stripe, Express
Stripe, Brown with Black
Stripe, Blue Polka Dot,
45c Each.**

**Treat yourself to a
new Kromer Cap
today.**

POSTAGE PAID

KROMER CAP CO.

430 N. Water Street

Milwaukee, Wis.

Louie Poncik, our erstwhile chief yard clerk, requested a pass about three months ago to visit the Century of Progress, and has made two attempts to go, but on his way over to the station would see a car of grapes or stock moving into the yards and would hurry back to the office. If Louie doesn't close his eyes and take a chance on everything going along all right in his absence, the Fair will be closed and he will have nothing left to talk about but charcoal and heaters.

F. E. Morgan, chief clerk, was slowed up somewhat the week of September 7th with an infected wisdom tooth. However, the dentist seems to have it well under control now, and Mr. Morgan is feeling more like himself.

We are all very proud of Ralph Blank, yard clerk, who crashed the front pages of our leading newspapers on two different days, because of his outstanding performance in the American Legion Parade at Kansas City last Labor Day. He represented the Irwin Kirkwood Post No. 386 as a one-man band. He was loaded down with drums and other accessories. Mr. Blank has promised to perform at some of the Sunmyland Club affairs this fall.

**TRAFFIC DEPARTMENT
KANSAS CITY, MO.**

R. E. MARING, Reporter

You have heard of (but never seen) hole-in-ones, by various devotees of that ancient sport, that never offered as much satisfaction as Chief Clerk Anderson's hole-in-two did for him on a recent jaunt to the outskirts of the city. Mel's first shot wasn't anything to talk about, but that second for three hundred yards into the cup—oh, boy! Best part of it, insofar as

this column is concerned, is that Mel spent thirty minutes looking for the ball in the vicinity of the cup, only to find it in the cup.

Regret to report that the brother-in-law of Passenger Agent Wilson lost his life in an automobile accident at St. Louis, September 15th. Our sympathies are extended to the bereaved.

A nephew of Mrs. Maring passed away September 13 in Portland, Oregon, following an operation for appendicitis.

Our improved Texas service, effective September 4th, is bringing us much new business. Our ambition is to increase this new traffic to a point comparable to that enjoyed between Kansas City and the southeast. Your usual cooperation will be appreciated.

Little did we suspect that Bill Deveney, S. F. & P. A., was such an eminent horticulturist until one morning he presented each of the young ladies in the office with a perfect American Beauty rose. He cultivates a rose garden of at least thirty-five different species with much success. Wish we could learn his secret, particularly through this hot and dry summer which has killed all other types of gardens.

OFFICE OF GENERAL AGENT
KANSAS CITY, MO.

MARK M. CASSIDY, Reporter

Here is an item that was handed to me, with the request that I be sure to report it. I disclaim all responsibility. (But if it hadn't been turned in, I probably would have got it myself.)

It seems that some of the office force have taken to the horse racing game. Jockey Herman Wilson attempting to

ride a winner, a short time ago, down the bridle path, against some ladies. His mount ran so fast it broke all records for that track, and almost broke every bone in Herm's back and legs, as he showed up at the office the next day, badly in need of a cane or a wheel chair. We are all wondering if the poor horse is now swaybacked. No one seemed to grasp the opportunity to interview the horse. Now, that would have been news.

So many of the office force have been taking trips to different parts of the country, that this will sound a little like a travel bureau report. I will bunch them, as Andy would have it, and list them here:

Elmer Lindeman and family spent August 16 to 30 at Painesville, Minn., and returned very enthusiastic about the trip, country and peacefulness that they encountered.

George Wilson and family spent August 16 to 30 visiting eastern points, including Chicago, Niagara and New York. George insists that most anybody can go west, but he wants to go some place where you will see a lot of people and find a lot of something to do.

Ray Ruisinger journeyed to Minneapolis, Minn., to bring his wife, who had been visiting her parents, back to Kansas City.

Fenton Benson and Mable went to Memphis over Labor Day, but the trip was a bit of a dud, as it rained all the way down and back, and was still raining when they got back to Kansas City.

Harold Batchelder and family visited the World's Fair at Chicago, and then went to Milwaukee, Wis. I do not believe there was any ulterior motive in the Milwaukee side trip, outside of the boat ride.

Herm Wilson drove to Pueblo and surrounding points, the first week of September, to recuperate. An auto probably proved a great relief.

We are indeed sorry to report the death of the father of Bonnie Malcolm, who died August 21, following an operation. Mr. Malcolm had been doing very nicely, but suffered a relapse, and death followed quickly. Our sympathy is extended to his bereaved family.

Won't someone send Andy Kranichfield some magazines with reducing ads in them? Seems his avoirdupois is becoming immense for such a little man. Andy says that he is gaining because he quit smoking. Maybe.

Bonnie has announced that he will renew his bachelorhood. His wife is going away on a three-weeks' visit.

because we've had a very nice rain since the work was completed.

W. G. Hall, master mechanic, and Mrs. Hall have returned from their vacation; spent in Colorado points and Palestine, Texas. Since returning Mrs. Hall has been in the hospital account too many good things to eat. She is recuperating rapidly, however, and will soon be home again.

Willis T. Nelson, messenger, and family spent the last week in August vacationing. We know the first of the week was spent visiting the son and daughter-in-law, Mr. and Mrs. Troup Nelson, in Ft. Worth. How he spent the rest of the week sounds like a continued story—we are getting it by installments.

Boilermaker W. C. McGaughey and family spent the first few days of September visiting in Houston.

Gerthel Guin, daughter of K. P. Guin, division storekeeper, has returned from a West Texas ranch where she had "one big time."

Kathleen Montgomery, daughter of C. V. "Monty" Montgomery, is in the Wilson N. Jones hospital recovering from an operation account appendicitis. Last reports indicate she will be entirely recovered in a few more days.

Bobby Ratliff, son of operator Ratliff, had his tonsils removed September 4 and is now going to school. The only complaint is that whispering hurts his throat.

Helen Morgan, our car foreman's daughter, has returned to Jermyn where she is employed as teacher. It will be remembered that she taught school at that point the last term, so she must be doing O. K. in that line.

Jack Claybourn, son of W. V. Claybourn, chief clerk to agent, is attending Austin College this term.

V. P. & G. S. OFFICE

MARY BESS SMITH, Reporter

Mr. Stephenson was called to Greencastle, Ind., September 5 because of the death of his mother, who passed away after a lingering illness. We sympathize deeply with the family in their bereavement and take this means of expressing our condolence to Mr. Stephenson.

The new fast service into Kansas City and St. Louis, with better interchange connections, inaugurated September 4, should stimulate our business. Two additional chain gang crews have been put in service on account of this change, which has called back most of the extra men.

We experienced our first rain in many months week of September 10. It was general all over the state, bringing much needed relief to the ranch and pasture lands, and helping the fall planting some. This broke our long dry summer and was indeed refreshing.

FORT WORTH, TEXAS

CAROLYNE PLEDGE, Reporter

Hooray, it finally did rain. First we have had in many months and there was much celebrating during the down-pour.

Most everybody back from their vacations relating a fine time and feeling more peppy.

Looking forward to the horse races next month. Understand our favorite horse, "Frisco", won a race last week and we are all backing him again this season even if he did lose for us most every race last time.

Our dare-devil flyers, Jimmie Matern and Bennett Griffin, are contemplating trying the "round-the-world" trip again soon and we sincerely hope that there will be no more peet-bog crack-ups.

Miss Rosemary Olver is all excited over getting ready to leave for Austin

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**MECHANICAL DEPARTMENT
SHERMAN, TEXAS**

DON ANDERSON, Reporter

We are glad to see Oscar Spraggins, boilermaker, back on the job after spending a couple of weeks in the hospital.

C. L. Wallace, machinist, and Mrs. Wallace visited in Houston the latter part of August.

Jack Connelly, Jr., son of staybolt inspector Connelly and son-in-law of division chairman Walker, underwent an operation account appendicitis during the last week of August at Dallas. Jack is a member of the Dallas Fire Department. He is now doing nicely.

During his lay-over at Sherman recently, fireman C. L. Vaughn became suddenly ill and was taken to the Wilson N. Jones hospital. The illness was not of long duration, however, and he left the hospital August 29.

Boilermaker T. V. Inman and wife expect to go to Galveston soon to watch the waves come in.

C. C. Gordan, chief clerk, has a new roof on his house; and just in time too,

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where she will attend Texas State University this winter. We are going to miss that smile and hope she visits the office whenever she is in town.

CENTRAL DIVISION

HUGO, OKLA.

BURL WINN, Reporter

It is a very common thing to hear our trainmaster running down coal cars this time of the year, but now it's stock cars too. Every day we have stock loaded on A&A, also Hugo proper. We like that.

R. P. McCoy relieved Bill Edson while Bill made the Fair. Report is the Fair fine and would like to go back for more of it.

Old man winter is about to slip up on most of us without the necessary to keep the chill away. We still have a few sketters which reminds us not to sleep on the job.

Ticket business continues to be good but not as good as we would like to have. Our hopes is it will get better.

H. M. Booth, roadmaster, will unload weed burner No. 4 and start burning the A&A. Says he had been awaiting for rain so as to not burn up the country.

Are we shipping cotton? That agent will almost agree to pick the cotton if they will ship via rail, any way we are getting our part. If necessary Mr. Claiborne will go a long ways in order to get a shipment. That is not saying it is cotton alone, he wants all the business.

was operated on for appendicitis in St. Vincent Hospital.

J. L. Godsey, timekeeper, and family have returned from a week's vacation in Miami. Mr. Godsey enjoyed a short trip to Havana while away.

Miss Lenora Gorman, daughter of superintendent terminals and Mrs. Teed, is enjoying a visit with relatives in Ottawa, Ohio.

Mrs. R. W. King and children are visiting relatives in Tampa, Fla. Mr. King is employed as switchman in the Birmingham terminals.

Mrs. Geo. Martin, wife of switchman, left Sunday for a visit with her father in Wisconsin.

W. W. Lane, wife and son, Joe, spent the week-end with relatives in Roanoke, Ala. Mr. Lane is engine foreman on the Birmingham Belt.

W. E. Burrus, general yardmaster, and family are spending several days with Mr. Burrus' mother and sisters in St. Louis.

C. J. Thompson, chief clerk, has returned from a short visit to Chicago, where he was called account of the illness of his brother.

J. E. Rucks, roundhouse foreman, and family enjoyed a vacation at Pensacola and Camp Walton, Fla.

Ray Blankenbaker, piece-work checker, and wife are visiting in Kansas City. They will also visit in Amory, Miss., before returning home.

Miss Mary Anderson, wife of Clerk J. H. Anderson, is visiting in Nashville, Tenn.

J. R. Sickles, clerk in the accounting department, spent Labor Day in St. Louis.

R. L. Stephenson, roundhouse clerk, enjoyed a short visit to Pensacola recently.

S. P. Enslin, car foreman, is back on the job after a two weeks' vacation.

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

J. B. Tyler, roadmaster, and wife have returned from a visit to Chicago and points in Michigan and Canada. While away, Mr. Tyler visited the factory of the Oldsmobile Co. in Flint, Mich., and on his return, purchased a new Oldsmobile car.

E. W. Hansen, caller, and family spent a week with relatives in Memphis recently.

R. W. James, terminal accountant, and Mrs. James have returned from a visit to New York, Montreal, Quebec City and other eastern points. Mr. and Mrs. James returned before their vacation was over on account of the illness of their little son, Billy, who

**TRAFFIC DEPARTMENT
MEMPHIS, TENN.**

KATE MASSIE, Reporter

The Pensacola excursion over Labor Day proved a huge success, with 650 Memphians aboard the special train, quite a number of whom have called at the office expressing their delight in the trip and hoping that another excursion will be operated again soon. Fred Trexler, assistant manager of E. A. Pierce & Co., brokers, expresses his opinion in part as follows: "Pensacola has the most wonderful bathing beach I have ever seen. Memphians have an Old Orchard and an Atlantic City at their door and don't know it. The only drawback is there are not enough hotels, cottages and golf courses, but the bathing beach is wonderful. The sand is the whitest I have ever seen."

A number of the guests attended the Lipton Yacht Club races, in prog-

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ress at Pensacola, September 1, 2 and 3, others had a day's fishing, and everybody we were able to see on the return trip was quite happy they were able to enjoy the week-end made possible by Frisco special service.

Elmer H. Jordan, assistant general agent, passenger traffic, Oklahoma City, paid us a short visit, September 10. Elmer is a former Memphian and his many friends were very glad to see him.

Vacations are practically all over in this department, but it was certainly wonderful to have sufficient time for a certain amount of traveling. I presume those that travel all the time thought it equally as wonderful to have a few days at home.

Ben Bernie and his famous orchestra used our service Memphis to Birmingham, September 7.

The Traffic Club of Memphis has resumed its weekly luncheons, entertaining the ladies on Monday, September 17. There were many nice prizes and delightful entertainment.

Miss Jean Pegues, stenographer this office, visited her sisters in St. Louis, Mo., Labor Day.

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PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

Mrs. C. F. Manning, wife of chief clerk to general agent, and daughters, Frances and Elaine, have just returned from an extended trip during the summer, having visited in New Orleans, La., Dallas, Tex., going over into Mexico at El Paso, Tex., and were guests of friends in Gila Bend, Ariz., and Los Angeles, Calif. In Grangeville, Idaho, they visited with relatives, Dr. and Mrs. L. E. Bush, going from there to Oklahoma City, where they were guests of relatives, Mr. and Mrs. E. B. Reynolds.

Labor Day excursion from Memphis to Pensacola brought approximately 700 people, which was one of the best and most successful excursions we have had.

Miss Kate Massie, of the Memphis office, was guest of general agent and Mrs. Crow for a week during August.

J. R. Hurst, of the mechanical department, is spending his vacation this year enjoying the good fishing in and around Pensacola.

Fireman and Mrs. O. S. Webb are receiving congratulations on arrival of O. S. Webb, Jr.

Harry Martin, clerk in local freight office, spent his vacation at Thayer, Mo.

Messenger Collier spent several days' vacation with his relatives at Amory, Miss.

Dockmaster J. J. Epples is sporting a new Dodge automobile.

Car Foreman George Pittman has just returned from his vacation, spent in and around Pensacola.

ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS—YALE, TENN.

CREATIE SICKLES, Reporter

Jimmie Werkhoven, young son of Miss Grayce Blaylock, spent the weekend of August 27 at camp just outside of Hot Springs. Jimmie had a big time, it being the first trip he has made by himself.

Miss Elinor Patton, former stenographer, working in this office, has joined the ranks of the married folks. Understand the event took place last May, but just recently was made known.

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Mr. and Mrs. John Haley are the proud parents of a baby girl, born September 9. Mrs. Haley will be remembered among her many friends as Vivian Justice.

The small children of Mr. and Mrs. Thomas Scruggs are ill with the whooping cough. We hope the little ones will soon be able to join their friends at school.

Mrs. John Evans was confined to her home, account of illness, for several days. Miss Margaret Stewart relieved Mrs. Evans at her office.

Mr. and Mrs. Curtis Blackwell spent several days the first of September visiting in Atlanta. Understand most of the time was spent in sight-seeing, and Curtis assures us that he positively did see some mountains on this trip.

Bridge Foreman Stanley Horak and

wife, of Willow Springs, spent the weekend of August 18 with Mr. and Mrs. E. P. Marthaler, at Tupelo.

Mr. and Mrs. S. J. Frazier had a very enjoyable vacation at Laramie, Wyo.

After being out of service for many years, it has been necessary to place the deep well at Willow Springs back in service, due to the extremely long drouth and the big reservoir just north of town going entirely dry.

The C. M. Scott family spent their vacation at Washington, D. C., and report a very grand trip.

T. M. Pittman, of the Illinois Central, was a visitor at Yale, going over some joint work at Birmingham.

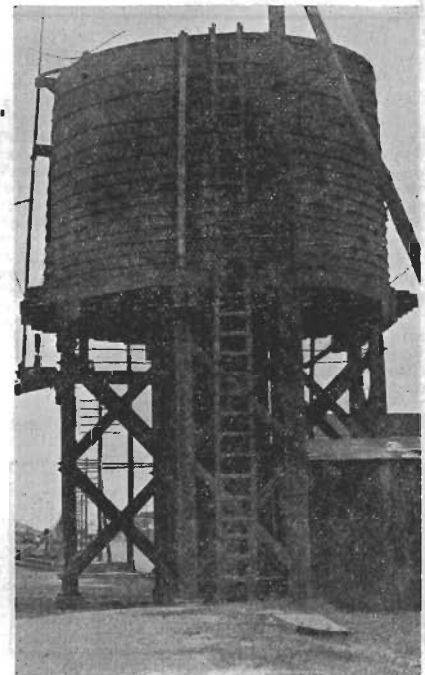
Roadmasters' meeting was held at Yale, September 10.

Garrett Honey, at Yale, is attending the Roadmasters' Convention in Chicago.



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