

# all aboard

OCTOBER-NOVEMBER 1979





## Inside

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Correspondents listed above are in charge of all "Frisco Folks" news from their divisions. If you have an article of interest to all railroaders, please contact your division correspondent.

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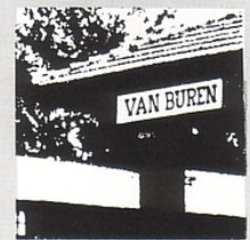
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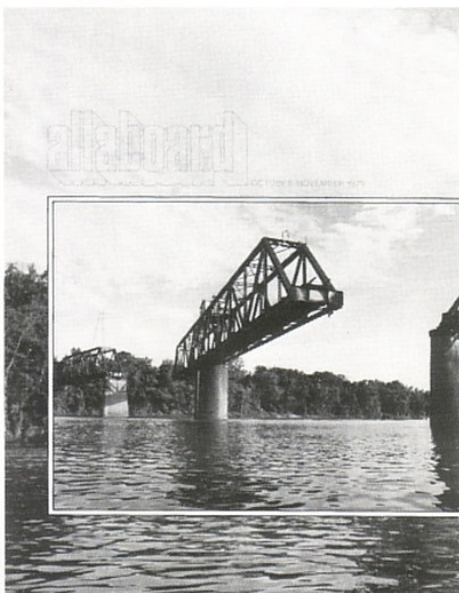
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8



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**on the cover** - The Alabama River bridge is unique on the Frisco and was an engineering feat when constructed in 1915 by the American Bridge Co. On April 14, 1914, the Gulf, Florida and Alabama Railway Company (later to become a part of the Frisco) was authorized by the U.S. Secretary of War to construct the 584 foot bridge. The center swing span, weighing 870,000 pounds and 292 feet in length, pivots to open and allows river traffic to pass on either side. This bridge, as with other Frisco bridges, receives both above and below water inspections on a regular basis. Story on page 4.



# *merger moves forward*



## **BN-FRISCO MERGER HEARINGS END; BRIEFS FILED**

Formal Interstate Commerce Commission hearings on the proposed Burlington Northern-Frisco merger ended June 28. In the next step, all parties filed initial briefs, summarizing their positions August 13, and reply briefs were filed September 17. Also, the ICC's environmental impact statement is expected in October.

Meanwhile, the record remains open for filing of the environmental impact statement, for any additional settlements with protestant railroads, and for other procedural matters.

The environmental impact statement could lead to additional hearings, but these should not interfere with the ICC's deliberations.

There have been three phases of hearings since the first of the year. First, witnesses for the

protestants were cross-examined. Following this, BN and Frisco witnesses provided rebuttal testimony and underwent cross-examination by protestants' attorneys. The third phase involved cross-examination of protestants' witnesses in proceedings over trackage rights.

In March, the 14 original protestant railroads were required to submit statements on the merger's potential impact on their employees. These were entered into evidence.

Agreements were reached with the Southern Pacific Lines in December, the Union Pacific in January, and the Santa Fe in September. They withdrew their objections and lent their support to the merger, following arrangements to maintain present traffic interchanges, and with the assurances of certain trackage and service area

rights.

Settlements have been reached with eight of the 14 original protestant railroads. Those roads remaining opposed are the Milwaukee Road, Chicago & North Western, Katy, Soo Line, Illinois Central Gulf, and Rock Island. Conditions sought by these railroads would tend to lessen the desirability of the merger. Consequently, settlement of the issues posed by them likely will be deferred to the Commission.

If the ICC approves the merger, a date for its initiation also will be established. Protestants will have the period between the rendering of the decision and the commencement of the merger to file petitions for reconsideration.

By law, the ICC must reach a decision no later than July 23, 1980.





# BRIDGE IN

## *Getting to the bottom of it*



*Dr. Burrows discusses findings and conditions of footings with Associate Structural Engineer Tom Eoff.*



The blue motor home pulling the large trailer and boat snaked its way along the narrow, red clay road in southern Alabama. The tall pines and lush forest pressed in, narrowing the road as the destination drew near. Descending a small hill, the forest opened up into a large field divided by a tall trestle reaching across to the other side. Bumping and swaying across the field, the motor home reached the river bank and stopped. This was it, Bridge R-783.7, spanning the wide Alabama River and carrying

Frisco trains safely over the water. It's inspection time again—underwater.

The Frisco inspects the submerged structure of its bridges on a scheduled basis and has, for several years, used the services of Dr. Alden Burrows for the inspections. Traveling in their motor home, Dr. Burrows and his wife, Yvonne, depart California in June each year for three months and thousands of miles of travel, inspecting bridges for the Frisco and other clients. Dr. Burrows relates that he's been



doing this type of work for almost twenty years and his wife has been helping him since 1969. "Vyonne keeps the notes, runs the boat and drives the motor home," Burrows says, and it's apparent that Mrs. Burrows is an important member of the team.

This year, Dr. Burrows inspected eight bridges for the Frisco, and the Alabama River bridge was the last one scheduled for inspection. Bridge 783.7 is unique on the Frisco because it is a "swing bridge." A swing bridge has a center or "swing" section that sits on a pivot. The swing section rotates to open, allowing boats to pass on either side, and is so precisely balanced that a man standing on the end of the opened section will prevent proper closing.

# SPECTION

Dr. Burrows wastes little time. A walking inspection over the bridge tells him several things as he plans his course of action. "I can see there is very little current," he remarks, "and we won't have to use the boat. There is no brush around the piers to cause difficulty and I spotted some places I could hold onto and get a little rest. Since we won't be using the boat I will swim across," he concludes matter-of-factly.

"There are no indicators above the water line to indicate the condition of the bridge below the waterline," Burrows says. "In fact," he continues, "the substructure above water is what most owners take into account, and they assume that as long as it looks all right above water, it's all right below, but many times that's no indication at all."

In the dingy Alabama river, Dr. Burrows will work by feel, swimming around each pier, searching for cracks or areas of

spalled or deteriorated concrete. He will examine the footings and streambed around each pier.

Now fully attired in his wet suit and diving gear, Dr. Burrows disappears into the water. In a few minutes he surfaces and begins relating his findings to his wife Vyonne.

"East end, concrete in the east end is good; sheet piling a foot east of east end, top's about 10 feet below the water line; steambled inside the sheet piling is 15 feet depth, streambed is sand and drift, outside the sheet piling it's all drift." Mrs. Burrows records the data and makes sketches of the pier and footing as Dr. Burrows continues to dive and make inspections completely around the pier, reporting his findings each time to his wife. After his last dive, Dr. Burrows reports, "This pier appears to be in good condition, no repairs needed."

The inspection procedure is duplicated on each pier of the bridge across the wide Alabama river. Before the last pier is inspected, the dam upstream has begun generating electricity and the water current now is a factor, increasing the difficulty of working underwater.

This year, Tom Eoff, Associate Structural Engineer for the Frisco, is accompanying Dr. Burrows. Eoff is a qualified diver and is gaining first-hand experience in underwater bridge inspection.

Data collected by Dr. Burrows in the inspection of the bridge is translated into an extensive engineering analysis for the Frisco. Using the report provided by Dr. Burrows, Frisco's Bridge Department knows exactly the condition of the bridge and the progress of any deterioration. Plans can then be made for maintenance and/or repair based on sound engineering data and not on speculation.

"Many railroads and highway

departments have not yet recognized the importance of underwater inspections," Dr. Burrows states. "Frequently, the underwater portion of a bridge is subject to a more severe environment and erosion than that which exists above the water. The damage can amount to severe structural deterioration due to poor concrete or mortar or streambed scour undermining the footings."

With the conclusion of the inspection, now comes the job of stowing the equipment for travel. The Burrows travel with two of everything needed for their work. Vyonne explains that much of their work is in remote areas and should there be an equipment loss or breakdown, it would involve considerable delay in securing replacements.

By the time the gear is put away, Bridge Tender Norris' wife, Martha, is calling them to dinner. The Norrises and the Burrows are old friends from the last inspection, some six years ago. Mrs. Norris has prepared a bountiful feast of fresh catfish, hushpuppies, potatoes, and beans, Southern style. Unable to eat any more and caught up on the family events since last visit, the Burrows bid their good-byes as they set out for their next bridge.

Where will they be next year? You can bet that at some time they will be on the Frisco rendering their valuable service and getting to the bottom of bridge inspection.

*Dr. Burrows holds on to pier ladder for rest as he relates findings of his last dive and inspection to his wife.*







*Purchasing Agent Craig Loughrige*



## FUEL FOR FRISCO

The sign on the pump reads, "out of gas" and in frustration, you begin to look for the next station as the needle falls rapidly toward the "E" on your gas gauge. "I just need a few gallons," you mutter to yourself as frustration turns to desperation and visions of being stranded flash through your mind. Minutes seem as hours before the next station comes into view and, seeing attendants pumping gas, a surge of relief loosens the knot in your stomach. Glancing at the price as you stop, you struggle to smile as you ask the attendant to "filler-up."

Was this an experience of yours? It was for many people this summer as they fought lines and struggled from station to station. Suppose for a moment it was your job to buy fuel, not just a tankful, but millions of gallons—and getting it distributed to several fueling stations around the Frisco system. How well did Frisco do in dealing with the energy shortage?

According to Craig Loughrige, Purchasing Agent, we

came through in pretty good shape. "There were tight spots," Loughrige says, "but to my knowledge there were no shortages severe enough to force curtailment of service anywhere on the Frisco. However, as many railroads did, we had to bite the bullet and pay higher prices to make up for shortages due to reduced allocations."

Loughrige, responsible for the purchasing and distribution of diesel fuel for the Frisco, calculates the Frisco purchases and uses about 90,000,000 gallons of diesel fuel each year. This volume, about 245,000 gallons per day, is the single largest material expenditure by the Frisco.

"There are essentially two problems associated with the fuel shortage," Loughrige comments, "supply and price. Reduced allocations have been, and still are, a problem. Historically, we have dealt with the same on-line suppliers and they have maintained their commitments to the Frisco, although on a reduced basis. On the average, the reduction

from our long-term suppliers has not exceeded ten percent. For both buyer and seller, the supply situation was complicated by special 100%-of-need allocations granted some users. These special allocations include agricultural production, surface mass transportation and energy production activities—while essential users such as railroads have not received full allocation."

Reflecting on the second part of the problem associated with the fuel shortage, Loughrige says, "reduced allocations or not, we certainly don't accept all bids. We negotiate the price on every purchase, and have rejected several bids from short-term suppliers, some asking as much as \$1.25 per gallon."

Chief Fuel Clerk Homer Groetke maintains daily contact with refineries, Frisco Agents, and supervisors at all fueling stations to stay on top of the inventory and to secure needed fuel for each location. A daily computer report lists the location and status of all owned and leased tank cars in



company service. This report, along with inventory reports of fuel at each location, allows Groeteke to route tank cars to meet anticipated needs at different locations.

Commenting on the complicated logistics of supplying a nine-state rail system, Loughrige notes, "some of our largest fueling stations aren't close to a high volume, competitively-priced fuel supply. We rely on tank car delivery for both price and dependable availability, although the Frisco also receives fuel by pipeline and truck delivery. The extensive use of tank cars provides the Frisco with a great deal of flexibility in the movement of fuel around the system and has made it easier for us to secure our allocation. If the Frisco cannot take delivery of its allocation within the allocation period, we lose the undelivered part of our allocation. Expedited handling of our tank cars by the Transportation Department has given us improved car utilization and helped in getting all of our allocation from our regular suppliers. This fuel, at our regular suppliers' prices, has saved the Frisco many thousands of dollars."

Both Loughrige and Groeteke agree the high level of cooperation by other departments of the Frisco has helped tremendously in dealing with the shortage of diesel fuel. "I've never seen anything like it," Loughrige exclaims. "I get calls from people all over the system asking how they can help, or passing along tips on possible sources of supply." Good relations with suppliers are important also and, according to Groeteke, have helped us on a number of occasions.

"In addition to the special handling of tank cars by the Transportation Department," Loughrige says, "we have had excellent cooperation from the Car Department. They have expedited the repair of our tank cars and have done an excellent

job of keeping them in service. Also, Maintenance of Way personnel have been busy around our storage facilities, installing and repairing equipment to improve fuel handling and prevent loss of fuel from leakage. Locomotive Department people and others involved with the unloading and handling of fuel have done yeoman duty in emptying and releasing tank cars for return to the refineries."

Fuel conservation is another weapon in the on-going battle against shortages of diesel fuel and is stretching limited supplies of this costly resource. According to Chris Cawlfeld, Engineer Motive Power, several fuel conservation measures have already been taken and the Locomotive Department is leaving no stone unturned in its efforts to conserve expensive, now often scarce, fuel. A major step recently completed was the installation of improved automatic fuel filler nozzles. The modified nozzles have a more positive shut-off to prevent spillage of fuel during servicing of locomotives. New maintenance procedures have been instituted to insure peak operating efficiency is maintained on diesel engines.

Another measure paying dividends is the shut-down of locomotives laying over in major terminals for more than six hours, and when the temperature is above fifty degrees. It is estimated, that under the proper conditions, the shut-down of units will save about 550 gallons of fuel each day.

At present, the Locomotive Department is conducting a study on automatically operated fuel savers. These devices will automatically reduce the throttle on units not needed to maintain running time while maintaining all safety features. Additionally, Frisco's newer units have a "low idle feature" which will save an estimated 2,800 gallons of fuel



**Chief Fuel Clerk Homer Groeteke**

each year for each unit so equipped.

An unexpected bonus for the Frisco, arising from employees' increased awareness and efforts in fuel conservation, is the reduction in risk of environmental pollution—and clean-up costs—from diesel fuel leaking or being spilled during locomotive servicing. Also, better procedures in the handling and unloading of tank cars and better metering insure that Frisco is getting the fuel it pays for and gives Frisco better inventory control and accounting reports.

Nationwide, railroads have experienced an alarming escalation of operating costs due to the soaring price of diesel fuel. On the Frisco, each ten-cents-per-gallon increase in price amounts to an annual increase in operating costs of \$9,000,000. Conversely, any saving through purchase price or reduction in fuel consumption through conservation has an immediate beneficial impact on our operating costs.

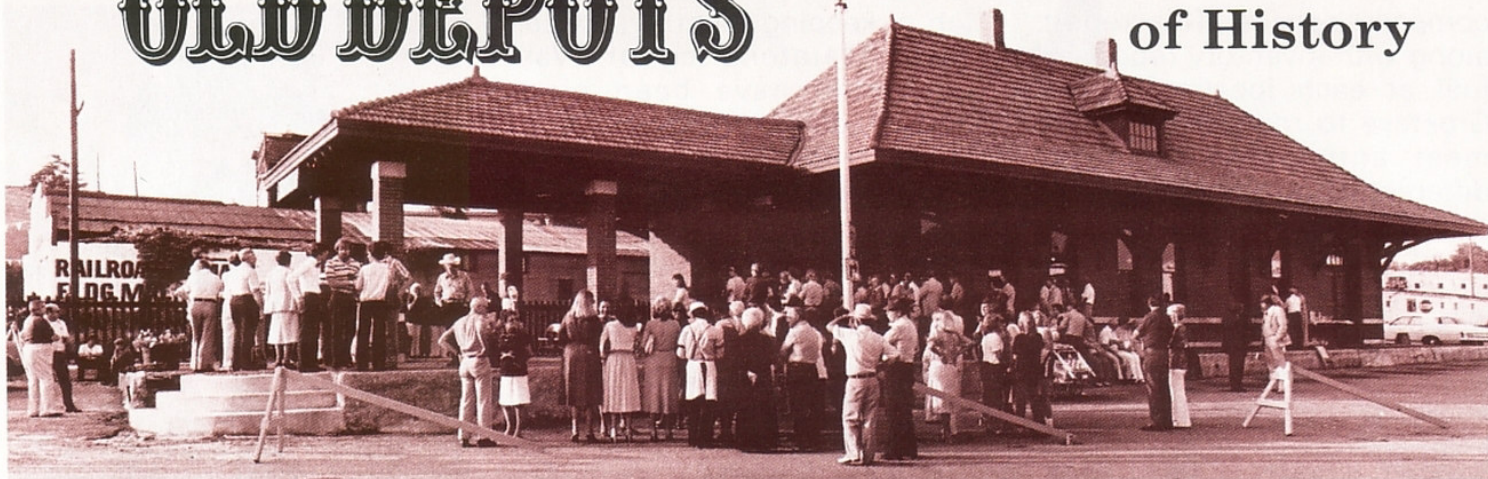
Diesel fuel is essential to the operation of our Company. The prospect of increased supplies in the near future is dim indeed. The Purchasing Department is getting fuel for Frisco, but conservation is the quickest and most economical way to have more fuel available. Conservation saves fuel and money.

It is everyone's responsibility.



# OLD DEPOTS

## A Link in the Chain of History



*Van Buren residents and visitors arrive for the opening ceremonies.*

The Frisco passenger depot at Van Buren, Arkansas, was empty. The agent was gone, perhaps out on an errand. The typewriter, with a half-finished letter in it, sat on the oak desk surrounded by open tariffs, timetables, and other papers. Shining brass light fixtures reached down from the high, darkly stained, wood ceiling supported by thick, rose-colored walls. The scissors telephone extended across the table on the far side of the room, ready for use. A stack of timetables rested on the shelf underneath the ticket counter, the top one open from the last use.

In 1902, this was a new station. Today, seventy-seven years later, it looks as new and impressive as it did when it first opened. It is the fruits of two years of intensive restoration work and the depot is again the pride of Van Buren.

The impressive depot, situated at the head of Main Street, is the anchor for the complete restoration of Main Street and is the first project completely finished. In many towns, depots are often the oldest buildings in the town and the most historic, having contributed a great deal to the development of the community. In many cities, however, the passing era of passenger trains left the depots to die a natural death of old age and disuse,

leaving only memories of where the depots used to be and what they were like in their heyday.

According to Dr. Louis Peer, Chairman of the Urban Renewal Commission, Van Buren was determined to preserve its links to the past for the future. After acquiring the depot from the Frisco, the restoration work began in earnest.

According to Susan Guthrie, Executive Director of the Urban Renewal Agency, the cost to completely restore the depot was about \$90,000. In the restoration, one of the first steps was the renovation of the depot roof. Structural repairs to the roof necessitated the complete removal of all the clay tile and finding replacement tile for the original tiles which were broken.

Guided by a set of the original blueprints, David Fitts, architect for the depot restoration, was meticulous in his efforts to restore the original appearance and atmosphere of the depot. "It is most satisfying," Fitts notes, "to know that the colors and textures of the depot now are exactly the same as when the depot first opened."

The exterior of the depot was chemically cleaned to avoid erosion of the brick. Restoring the interior of the depot required about a year, and during this phase, up to seven layers of paint were stripped from the wood ceilings, walls, windows and floors. "The appearance of the depot now is largely due to the efforts of the

individual who did the work," Fitts says. "He was very meticulous in his work."

Restoring the original lights was a major task for Fitts. Since there were no similar lights being manufactured today, Fitts used remaining parts of the old fixtures and, guided by the old plans, virtually manufactured parts to complete the lights.

The depot's location at the head of Main Street made it the ideal place for housing the Van Buren Chamber of Commerce. The Chamber now occupies one of the original waiting rooms and the baggage room. The Chamber's furniture, complementing the depot's atmosphere, includes 12 ornately carved walnut chairs made in 1880 and matching table donated by businessman Clyman Izard.

The telegraph-ticket agent's office has been completely refurbished with original furniture and equipment. It's more than a museum, it's a step back into yesteryear, only the agent is missing. The Van Buren Rotary Club and Dorsey Franklin, Manager Management Development for the Frisco, undertook the job of restoring the agent's office. "Frisco people were very cooperative in the donation of items needed for the office," Franklin remarks, "but it still required many, many evening hours and weekends to secure everything." An unusual but important aspect of the restored depot, is that



everything is Frisco. "The Frisco is an important part of our town's history," Dr. Peer states, "and the restoration has everyone excited. We are extremely pleased with the help and cooperation we received from the Frisco, especially Dorsey Franklin."

U.S. Senator David Pryor was featured speaker at the dedication of the restored depot and remarked "it is history that teaches us to hope" as he congratulated the town for taking the best of yesterday and making it work for today and tomorrow.

The restored Frisco depot is a symbol—a symbol of the civic well-being of Van Buren.



*U.S. Senator David Pryor cuts the ribbon formally opening the restored Frisco depot.*

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# 1979 National Major Industrial Softball Tournament



Jacksonville, Florida. Thirty-four of the nation's best industrial softball teams converged on the largest city in the Sunshine State over Labor Day weekend to determine the national champion. They came in cars, vans, planes and buses from all over the country and represented industrial giants such as Armco Steel, General Electric, 3M, General Motors and Owens-Illinois.

Again this year the Frisco Railway team, from Springfield, with a regular season record of 54 wins and 5 losses, was numbered among the elite. The Frisco team reached the nationals through hard fought victories in the regional tournament in Kansas City.

The Seaboard Coast Line team of Jacksonville, host team for the tournament, took it on the chin as the Grumman Tomcats of Bethpage, N.Y., handed them a 15-6 setback and eliminated them from the double-elimination event.

Prudential, the other home town favorite, gave Frisco its first loss in the opening round by a score of 15-5, only to be eliminated by the C.P.S. team

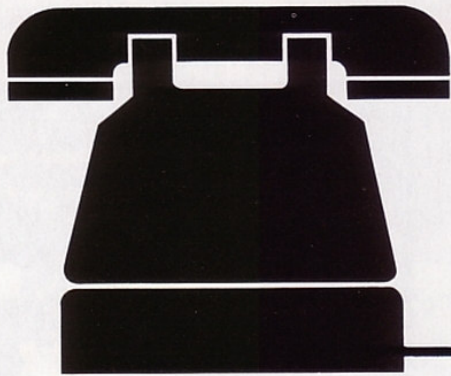
from San Antonio and Cummins of North Vernon, Ind. G.E.-Waco, defending champions, slapped the Budweiser team from the Mid-West with a 21-2 loss and went on to defeat Bell Telephone by a score of 10-6.

After their first round loss, the Frisco team took on Reynolds Metals and battled to a 6-6 tie at the end of regulation play. After two extra innings and aided by a crucial error, Reynolds Metals eliminated the Frisco Railway team by a score of 9-6.

Sikorsky of Stratford, Conn., fell victim to the G.E.-Wacos and started their way up through the losers' bracket by sending home several teams, only to run into the G.E.-Wacos again. Sikorsky toppled the defending champion by successive scores of 9-8 and 15-6 to claim the championship and end the tournament just hours ahead of Hurricane David's arrival.

While not finishing at the top, the Frisco team from Springfield made its mark as a legitimate contender and a team to be reckoned with for the national title.





# Employee & Family Assistance Program

Got a problem? Need to talk about it? If you are a member of the Frisco family, help is no farther away than the end of your arm. All you have to do is dial this straight line telephone number—(417) 869-0070.

Four years ago the Frisco, with the support of its labor representatives, established the employee assistance program to afford confidential professional counseling for its employees and their families where drug dependency, alcoholism and related family problems exist. The response has been overwhelming, the results extremely effective. Through July of this year, nearly 500 persons have used the program since its inception. The problems ranged from just needing someone to talk to, to serious problems of drug abuse and alcoholism. Whatever the problem, the employee realized it was affecting his work performance and took action to seek help. The straight line telephone is manned 24 hours a day, seven days a week, by a professional answering service. Program Director Herb Spratt handles all calls but the actual assistance is provided by outside sources in the caller's community.

Employee assistance is furnished without expense to employees and their families. Employees using the program are assured that any *information, names or disclosures* will *not* become a part of their records.

**Because We Care.**



September 1, 1979

I wish to express my deepest gratitude to the Frisco for the Employee Assistance Program and making it possible for me to receive help with my problem of Alcoholism. Without this help, I probably would not be capable of writing this letter today. I was at a point in my life where I felt it was no longer worthwhile to continue.

I remembered reading about the Employee Assistance Program in an issue of *All Aboard* and, in sheer desperation, I called the Program Counselor. He directed me to the proper source for help. That was over 2½ years ago, and one day at a time I have not found it necessary to drink alcoholic beverages or use mood altering drugs.

I know I feel better and I am a better person. I can also perform my job better and have regained the friendship and respect of my fellow workers. Most of all, my family loves and again respects me.

Thank you for making this possible.

editor's note: the above is an unsolicited testimonial letter from an employee who went through the employee assistance program.



# Assistance Program policy



1

The St. Louis-San Francisco Railway Company recognizes that almost any human problem can be successfully treated provided it is identified in its early stages and arrangements are made to receive appropriate help or care. This applies whether the problem is one of physical illness, mental or emotional illness, finances, marital or family distress, alcoholism, drug abuse or other concerns.

2

When an employee's job performance or attendance record is unsatisfactory and the employee is unable or unwilling to correct the situation either alone or with normal supervisory assistance, it is an indication that there may be some cause outside of the realm of his job responsibilities which is the basis of his or her problem.

3

The purpose of this policy is to assure employees that if such personal problems are the cause of unsatisfactory job performance that they will receive careful consideration and an offer of assistance to help resolve such problems in an effective and confidential manner.

4

Employees are assured that their jobs, future and reputations will not be jeopardized by utilizing offered help.

5

Employee's problems causing unsatisfactory job performance will be handled in a forthright manner. Details of Employee Assistance Program do not become a part of the employee's personal record.

6

In instances where it is necessary, sick leave may be granted for treatment and rehabilitation on the same basis as is granted for any health problem.

7

Employees who have a problem which they feel may affect work performance are encouraged to voluntarily seek counseling and information on a confidential basis by contacting the designated resource.

8

Employees referred to the program through their supervisor, and, or, union representatives, may be required by the Company to secure adequate medical, rehabilitative counseling or other services as may be necessary to resolve his/her problem.

9

It will be the responsibility of the employee to comply with the referrals for diagnosis of his/her problem and follow the recommendation of the diagnostician or counseling agent. An employee's continued refusal to accept diagnosis and treatment will be handled in the same way that similar refusals or treatment failures are handled for other employee problems.

10

Since employee work performance can be affected by the problems of an employee's spouse or other dependents, the program is available to the families of our employees as well.

*Roy L. Buchanan*

Roy L. Buchanan  
Vice President-  
Labor Relations and Personnel



# NOTICE

## "ST. LOUIS-SAN FRANCISCO RAILWAY SCHOLARSHIPS IN ENGINEERING"

The Frisco has a scholarship fund at Washington University for Scholarships in Engineering. If you have children who are in their Sophomore or Junior year of high school and who are planning a career in engineering, the following information is important to you.

The Scholarships awarded under the plan will be known as the "St. Louis-San Francisco Railway Scholarships in Engineering."

Students eligible for awards from this fund must be accepted for enrollment as full-time undergraduate students in the School of Engineering. Preference in making the awards is to be given to sons and daughters of Frisco employees, if eligible and properly qualified under University scholarship standards.

In the event Frisco is merged into another railroad, preference in making the awards is to be given to sons and daughters of persons who were Frisco employees at the time of such merger or to sons and daughters of employees of the railroad into which Frisco is merged, who are residents of the states now served by Frisco.

The plan will provide for four continuing scholarships to take care of a student in each of the undergraduate classes each year. Initial awards will be made at the beginning of the first year and continuing for the period of time normally required to complete the first degree.

If a Frisco employee's son or daughter is approved for a scholarship, the plan will provide payment for the full amount of tuition for one year. If funds are available after awarding four scholarships, such recipient may receive an additional amount not exceeding 25% of such available funds to apply to additional costs of attending Washington University.

The awards provided under this plan will be made under the same general procedures governing application, time schedules, information required as are determined by the University for all freshman scholarships awarded on the basis of continuation through the undergraduate period.

The criteria of selection will be those determined by the University for this category of awards.

Persons seeking additional information or who would like to be considered for a scholarship should write: Mr. V.C. White, Assistant Vice President-Personnel, 3253 East Trafficway, Springfield, Missouri 65802.

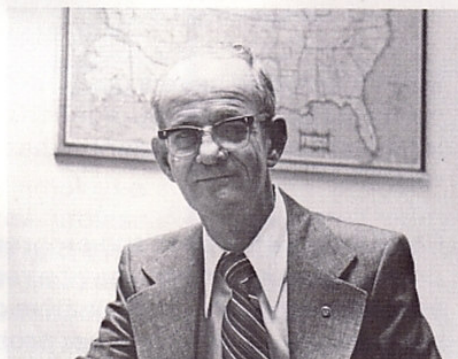
## "OFF-LINE IN JACKSONVILLE"



*Tim Gross, the newest member of the Jacksonville office, previously worked in the Greenville, S.C., office before being transferred to Jacksonville in 1978.*

Thirty-nine U.S. cities, from Canada to Mexico and from the Atlantic to the Pacific, boast a common ingredient. That ingredient is a Frisco off-line sales office. Off-line sales offices may be a common ingredient for many cities, but they offer and perform uncommonly good service for both their customers and the Frisco.

One of these off-line offices is located in Jacksonville, Florida. Representing the Frisco in the deep south is District Sales



*Ben Hodges, Chief Clerk, has been with the Frisco in the Jacksonville office since he started in November, 1949.*

Manager Wayne Foster, Sales Representative Tim Gross, and Chief Clerk Ben Hodges. Their territory covers a geographical area reaching southwest from Brunswick, Ga., to Chattahoochee, Fla., on the northern side and west from Daytona Beach through Deland and Ocala, Fla., on the southern side. It is an area with revenue-producing commodities of phosphatic clay, pulpboard, paper and related products, fresh and canned fruits and vegetables, building



*DSM Foster is a thirty-four year veteran with the Frisco and has served Frisco customers at Jacksonville since 1955.*

materials, piggyback and mini-bridge traffic.

The Frisco has maintained a sales office in Jacksonville for more than sixty-five years. In 1923 the state of Florida, excluding the Pensacola territory, produced 1,421 carloads of freight for the Frisco. The Florida territory was divided in 1949 and additional sales offices were established in Tampa and Miami. During 1978, the Jacksonville agency produced 22,743 carloads of freight with revenues in excess of \$11,000,000 for the Frisco.



# Frisco Folks



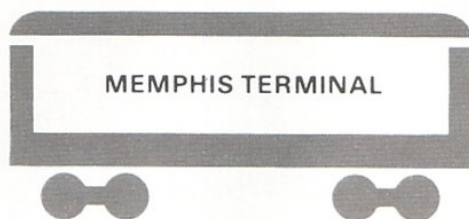
## WELCOME CAR DEPARTMENT OPEN HOUSE

Over 800 hundred people, active and retired employees and their families, along with a sprinkling of model railroaders, spent the afternoon of August 26 touring the Frisco's Car Department. It was an informative afternoon, giving the employee's families an opportunity to see first-hand the various tools and machinery used in the repair and building of Frisco cars.

Special displays were arranged in each department with someone on hand to explain how the tools and machinery are used by Car Department personnel. Also displayed were cars built by shop personnel, along with a Frisco locomotive and caboose.

There was cake and ice cream for the kids along with free gifts and balloons. You can be sure the visitors went home with a deeper appreciation of the professionalism of Car Department personnel and the important role they have in keeping the Frisco a great railroad.

OCTOBER-NOVEMBER, 1979



By Debby Jenkins

The July issue of the *National Geographic*, page 146, has a picture of Engineer R.J. TATE enjoying a vacation in the Smokies! It appears from the picture that he is really roughing it! He's sitting in an easy chair, watching TV, surrounded by all the comforts of home!!

We are happy to hear about the new arrival at Yardmaster STEVE WEATHERBY'S house, DAVID ANTHONY WEATHERBY, a healthy 19 lb., 11-month-old boy recently adopted by the Weatherbys.

Congratulations to Rate Clerk LLOYD BONDS, and wife MABLE, who recently celebrated their 40th wedding anniversary. They celebrated their anniversary at Fred Gangs Meatmarket with their daughters MARY and JANICE, sons-in-law, and grandchildren. And, nope, LLOYD didn't have to pay!

Chief Caller JIMMY BAKER, and wife BETTY, took their motor home on a 5,000 mile trip, which took

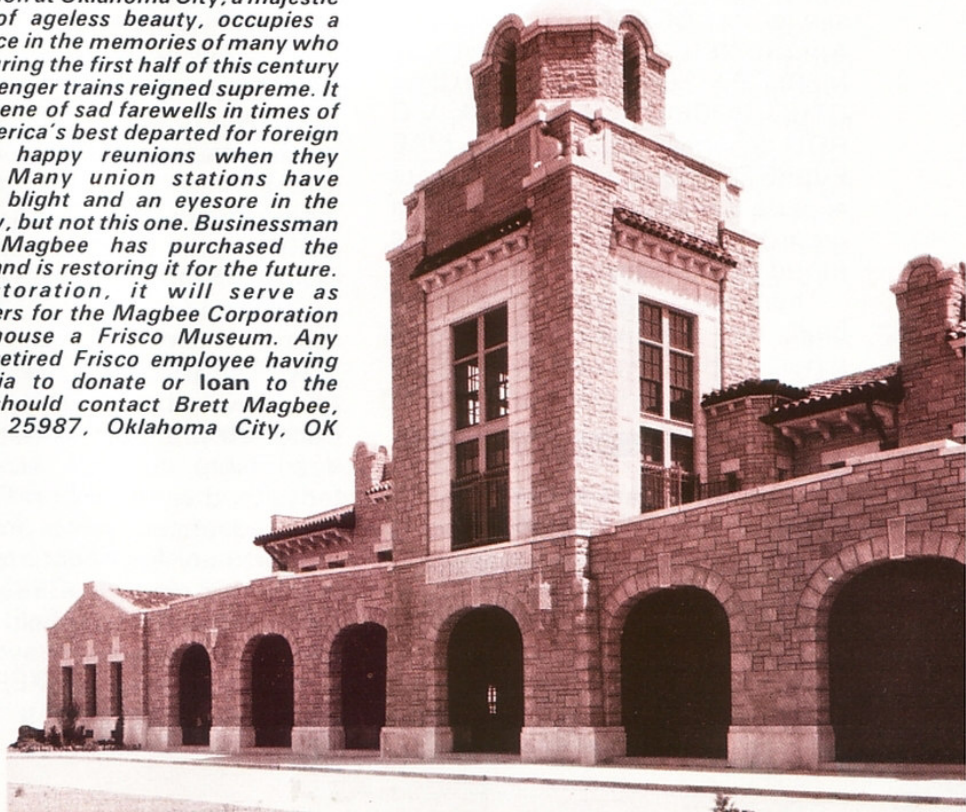
them through such scenic places as the Royal Gorge, Pikes Peak, Yellowstone National Park, Glacier National Park and into parts of Canada. JIMMY said the weather was great and they had plenty of gas, but it was high!

Has anyone noticed the big smile on Engineer R.E. "BO" HARRIS' face or the cigars he has passed out lately? Well, on checking this out, we found that BO and DEBBIE have a new arrival at their house, EMILY GAYLE HARRIS, a 6 lb., 5 oz. baby girl!!!

The Frisco Bowling League has been re-formed with new teams. Clerk LINDA STACEY is president and Clerk MARY COUEY is vice president. There are a total of 8 teams and they will be bowling every Friday night at Brunswick Winchester Bowl. Anyone wishing to join, contact MARY or LINDA.

We're sorry to hear about all our folks we have on the sick list. Switchman MERVIN Y. CARLEW was hospitalized with heart trouble and is doing great now and expects to go home soon. Also, glad to have Car Distributor MARVIN NABORS back after recently being off for surgery. Trainmaster JERRY HERRING was in the hospital with pneumonia and is doing okay now. Glad to have Switchman A.E. ADAIR back to work after being off for surgery.

*Union Station at Oklahoma City, a majestic structure of ageless beauty, occupies a special place in the memories of many who traveled during the first half of this century when passenger trains reigned supreme. It was the scene of sad farewells in times of war as America's best departed for foreign lands and happy reunions when they returned. Many union stations have become a blight and an eyesore in the community, but not this one. Businessman Thurman Magbee has purchased the landmark and is restoring it for the future. After restoration, it will serve as headquarters for the Magbee Corporation and will house a Frisco Museum. Any active or retired Frisco employee having memorabilia to donate or loan to the museum should contact Brett Magbee, P.O. Box 25987, Oklahoma City, OK 73125.*







By Gail L. Boyce

As preparations begin for the fall, especially pulling the easy chairs up to the television sets for football, things are quiet here in Tulsa (thank goodness).

Brakeman GLENN ESMOND shot a hole-in-one on the 174 yard 11th hole at LaFortune Golf Course. GLENN was using a five iron for all golfers who may want to attempt this feat.

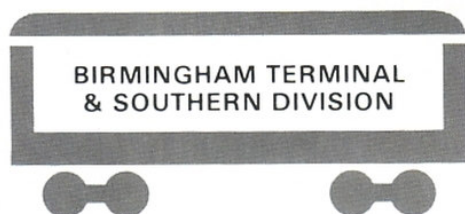
Switchman WILLIAM (BILL) WISDOM and wife ROBYN are the proud parents of KELLY SUSANNE, (their first) checking in at eight pounds, nine ounces. Congratulations to both.

That flash of light whizzing through Crest Tower is not Wonder Woman, just Clerk SHIRLEY MORIONDO returning from leave of absence. Welcome back Shirley. We missed you.

Best wishes to Clerk ADDREN JOHNSON for a very prosperous and happy retirement.

The freight office at Cherokee Yard has 185 years of experience. Seems funny when you consider Frisco hasn't been around that long, but add the total years of service for Chief Clerk to General Agent NEIL WRIGHT, Cashier MERLE BATTERSON, Salvage Clerk OTHO BOBBINS, Rate Clerk VIC HOLLIS, and Bill Clerk ALTA MAE EVERETT, and you have 185 years experience. We don't know if it is a record or not, but we sure are proud of all of them.

There is a Brakeman in Tulsa that beat his Engineer 6-2 playing tennis (CHARLIE, can you tell us about it?).



By Betty Platt

Due to circumstances beyond

my control—namely Hurricane Frederic—news from this part of the division will be very short and sweet.

Had this been written prior to Fred, the highlight of the article would have been the Frisco Family Fish fry held in Mobile August 25. Despite rain, we still had approximately 150 of our folks to attend this, and all of us had a good time. The food was plentiful and delicious, the prizes were many and great and the entertainment was superb. A big hearty thanks to all who helped to make this event a success.



Congratulations to Appr. Carman TERRY SHIVER and wife JEANNIE on the arrival of their first child—a little girl—weighing in at 8½ pounds. Also, congratulations to Trackman JAMES BASS on the arrival of a son. TRONCI SOUTHALL, 6 year old daughter of Engineer and Mrs. AUSTIN SOUTHALL, was a winner in a safety poster contest sponsored by Alcoa, in Mobile. Winners were honored with a reception and TRONCI was presented with a \$200.00 third place prize.

Cadet LEOPOLD STURDIVANT, son of Trackman JOHN L. STURDIVANT, York, Ala., attending the University of Alabama, recently received practical work in military leadership at the Army ROTC advanced camp at Fort Riley, Kan. This advanced camp provides an opportunity for cadets to develop and demonstrate leadership capabilities in a field training environment. Sincere sympathy to Operator CARL ACKER in the recent death of his sister in

Jackson, Miss.

Happy new mothers of baby girls on Birmingham Sub are Clerk DIANE WRIGHT, daughter TIFFANIE weighed in at 10 pounds, 5 ounces, and Clerk TERESA STEVENSON'S daughter CARLA LATRESE weighed in at 5 pounds and 11 ounces.

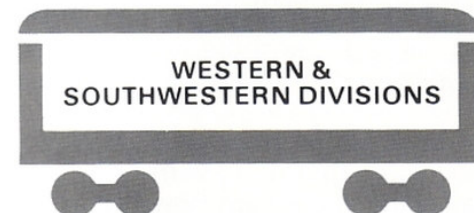
Sincere sympathy to the family of Traffic Chief Clerk DAN COLLINS and to the family of Carman L.L. "DOUBLE L." HERRING. Clerk "SONNY" HARDIN has our sympathy in the loss of his wife.

Lead Machinist JOHN BARKER was honored with a retirement dinner and gifts at Leo's Seafood Restaurant. Special guests included wife MILDRED, Supt. Motive Power B.L. BOYER, Field Loco. Maint. LARRY BUFFINGTON, Asst. Safety Director WILLIS REDDICK and wife. JOHN retires with a good safety record of 38 years with no reportable injuries. Best wishes in your retirement. Diesel Foreman A.L. "RED" WILLIAMS was "M.C." for the affair.

Welcome to new Carman Apprentices WANDA HODGES, REBECCA MAHAFFEY, and NELSON DYE. Also to JERRI HILL, Car Laborer.

Amory just didn't have time to come through with any news. The report is that the next issue will carry all "Amory" news.

Congratulations to C.H. JACKSON, Operator, at Amory, who was elected to President of the Amory Kiwanis Club. He will take office the first of October.



By Peggy Arthurs

Enid, Oklahoma: TRICIA LOUCKS, daughter of Engineer J.A. LOUCKS, is the winner of the Little Miss Oklahoma contest held in Tulsa during August. TRICIA will now go to Florida to compete in the December Little Miss America contest. Good luck TRICIA.

The Fort Worth Sub welcomes Trainmaster JOE YEAGER, who has recently been coordinating "Old



Home Week" at Irving, Texas, with Trainmasters C.E. HURT, KELLY SEWELL, Road Foreman C.E. JARVIS and BOB BATTERSON. Welcome back to A.B. CLARK who has returned to work after an extended illness. Retirements on the Fort Worth Sub include District Sales Manager FRED DONALD—SON with 42 years of service, Conductor J.T. HURT with 35 years service, and Engineer R.C. YOWELL with 35 years service. Our most sincere condolences to ANN BODEN in the death of her mother.

Sherman, Texas: Special Officer JOHN LANG will be off on a European tour beginning September 30, 1979. First stop will be Germany, where JOHN will visit his son and new daughter-in-law.

Oklahoma City, Ok.: There was a lot of excitement at Oklahoma City recently when Special Agent JIM GOOLSBY subdued a would-be thief in the process of stealing an automobile from the unloading terminal. The thief tried to ram the car though the seven-foot chain link fence, unsuccessfully. After a several mile obstacle race, including two six foot fences, a fist fight ensued, in which GOOLSBY overcame the thief.

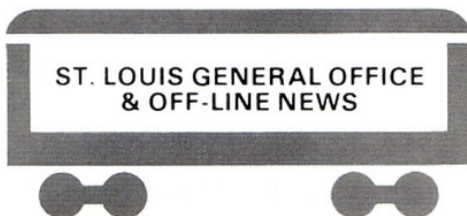
Clerk PEGGY WILSON reports the funniest thing happening to her on her recent vacation with husband E.L. WILSON, Chickasha Sub Brakeman, was him standing on the stern of the battleship *Texas* at Houston, with his hand raised high saying "All Aboard." Peggy says she pretended not to know him.

Congratulations to Yard Clerk TOMMY THOMPSON and wife TAWANNA on the birth of KIMBERLY NICOLE, eight pounds and seven ounces.

Welcomes go out to Chickasha Sub Roadmaster GENE DUNAWAY and family, Switchmen F.J. FENSKI, J.D. WILSON, M.K. SEWELL, Brakemen J. HILL, R. McCASKILL, G.E. PERRY, M. LINDERER, M. GRIMES, and D. COVERT. Welcome back also goes out to Yard Clerk FAYE JONES returning from an extended leave. Best wishes to Conductor ED BRUMLEY retiring after 38 years of service.

An "atta boy" goes out to the

crew of Train 537, Conductor A. CARTER, Engineer O.O. MARTIN and Brakeman A. BLACK and MIKE LINDERER, who discovered a burning bridge on the Oklahoma Sub. Their quick action in putting out the fire prevented the total destruction of the bridge.



By Ruth Schneider

Wedding bells rang for our GAYLE HARVELL (District Sales Manager's Office) and PAUL GILMORE in Dupo, IL., recently and it was an especially happy occasion since the bride's talented family put it all together. Her mother sewed all the dresses, including the bridesmaids, did all the flower arrangements, and Gayle's sister played the organ, fixed the food and made the special cake, with a real tiered fountain of colored water. WOW, all beautiful! Our best wishes to the bride and groom.

The balance of our news divides into three categories: our people are vacationing, painting or suffering ailments. We'll tackle the last one first, bruises, sprains, back ailments, twisted knees, bad fingers, toes, wrists, etc. — crutches, canes, bandaged-up human parts, are the order of the day it seems. Never before have we had such an array of pathetic people along the paths and halls of Frisco—but the good news of this, is that all are mending and healing quite well as of this writing, so we're not falling apart at the seams after all.

Now for the vacations, the cruise ship "Fairwind" carried BERNICE DAENZER (Mktg. Steno-Clerk) and a friend to many lovely spots, such as Granada, Curacas, Martinique and St. Thomas—she reports that outside of a few rough seas, the ship stayed true to its name.

JOE BYRD (Chief Clerk-Mail Room), his wife ALICE, and grandson spent a delightful week in Tulsa, OK., to quote JOE when I asked what they enjoyed most he

said, "Doing nothing and doing it slow." How about our *flying bird*!

Las Vegas was the scene of a winning spot for CHARLOTTE TATOSIAN (Mkt.-Dev. Sec'y) and her attractive daughter TAMMIE. Besides enjoying the wonderful selection of shows to be seen, they brought home the bacon (in the form of folding money). If you've got it, use it and her roulette talent came through.

How would you like to visit a cottage on a lake in Minnesota for fishing, relaxing and pure comfort—such a successful place also—a side trip to Boundary Waters for walleye fishing and then homeward by way of Des Moines, IA? The people—our K.K. KEFFER (Ind. Dev. & Resource Spec.) and his wife RUTH ANN.

Another family went west to camp at such lovely places as Glacier National Park, Yellowstone National Park and finally, a float trip by JAN FOSTER (Pricing Dept.), her husband DAVID and daughter LYNNE and friend, at the Middle Fork of the Flathead River in Montana; that sounds wild.

LINDA RULO (Filing-Mktg.) and CARL found their place in the sun in Los Angeles where they report the beaches were super, the visits to Catalina Island, Chinatown and the dinner at the restaurant "Alice R's" were also super. Of course, they frequented the skating and bicycle paths along the beach.

NORMA MANWARREN (Chief Clerk-Pricing) and her husband RAYMOND were very proud when they attended their daughter's graduation from basic training at Ft. McClellan, AL. Laura had decided when she finished high school she would join the Army to learn to be a veterinarian—she is now stationed at Walter Reed Army Hospital in Bethesda, MD.

As to the painters, it seems everyone is doing "it" these days and the reports are all different; they sit in the paint, walk on it, keep running short of it, and all agree it is a nasty, time-consuming job—even heard of a dog who walked on a paint can lid and left paw marks all over a lovely carpet—so to the painters, we say, "God bless you one and all." There must be a silver lining somewhere, hope you find it.

Another wedding, the daughter



of JOHN BLACKBURN (Mktg. Mgr.) and wife ZULINE, was a lovely affair and well attended by family and friends. TERRY and her new husband departed for a wedding trip and their home will be in Milwaukee, where her husband is with the IRS. Much happiness to the newlyweds.

We say farewell to LLOYD ANSTEY as he departs us to be DSM at Dallas, and then hello to LARRY KINNEY, our new Intermodal Manager from Milwaukee.

JAMES A. ARNETT (Clerk-Steno, Greenville, S.C.) became the proud father of a daughter. Mother and baby are doing fine. Congratulations!



By Jan Adkins

PAUL BLOMHOST has retired after 37 years with the Frisco. He carried with him the knowledge that the Blumhost family had 203 years of railroad seniority with the Frisco. His father, OSCAR, with 47½ years' seniority, was the conductor on the last passenger train out of Clinton in May of 1954. PAUL was the conductor on the last Frisco train out of there in October 1978. Congratulations to a real part of the Frisco Family.

Congratulations to brakeman JOHN MURRAY and wife LINDA on the birth of son SCOTT CHRISTOPHER, weighing in at 9 lbs., 9 ozs. Scott was a couple of weeks late and I know JOHN and LINDA are especially glad he's arrived.

St. Louis wants to welcome new Assistant Superintendent ROBERT G. BAUMGARTNER. It's been a long time since BOB was at Lindenwood.

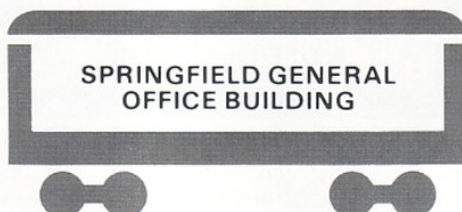
We also want to welcome new Trainmasters E.R. SMITH, from Tulsa, and G.W. CAMPBELL, from Amory. And, as we talk about Supervisors, I know all his friends are wondering how General Agent CHARLES CARMODY is doing after his heart attack. CHARLIE is home and just doing fine. He is still taking things a little slow but he looks like

a million dollars. After being here the day they took him to the hospital, it is really wonderful to see him look so fit. As I don't have a lot of news this month let me pass this along to you all:

Early in the morning I rise, my friend, to face another day. My family wishes the best for me, you

see, to work the safest way. I'm going to need your help, my friend, I can't do it all alone, I'm going to need your help, you see, to get me safely home.

So when you work next to me, my friend, be sure that you realize, Tomorrow is another day, you see, to practice safety in our lives.



By Gloria Abramovitz

It was "Frisco Week" in the Cafeteria of the Springfield General Office. Bob Martin, Manager of the ARA cafeteria, said the event was to honor the Frisco and its part in the Sesquicentennial celebration of Springfield.

"Frisco has long been one of Springfield's largest employers and has made many contributions to the city," Martin stated. Martin kicked off the week by presenting the Frisco with a large cake in the shape of a Frisco caboose. Phil Odom, Vice President-Administration, accepted the cake on behalf of the Frisco and noted in his remarks that November of this year marks a fifteen year relationship between the ARA and the Frisco.

In honoring the Frisco, the cafeteria featured a special menu for the week; ARA Chef Supervisor, Joe Coco came from Chicago for the occasion to assist in food preparation.



Phil Odom, V.P.-Administration, prepares to cut the large caboose cake as Bob Martin looks on.



### "SPRINGFIELD EMPLOYEE'S CLUB PICNIC"

Picnics and hot weather go together, but not this one. It was food, fun, and no sun, as unseasonably cool weather greeted the fun-seekers at Springfield's Doling Park on Saturday, August 11. As usual, young Frisco Folks quickly formed a line at the snow-cone machine and kept the operator busy serving the icy treat.

Early arrivers found plenty of time for visiting and relaxing as energetic workers arranged the serving tables. Picnic goers gathered quickly to fill their plates with fried chicken from Hamby's, baked beans, hot rolls and butter.

The delicious meal soon gave way to varied activities as the small folks explored playground equipment, fished in the duck pond and joined their parents in a cake walk. Some lucky families even won, and took home several cakes.

It was a fun day, with the credit for the excellent job of arranging the picnic going to Georgia Kollmeier and Vicki Dent.



BOB KNOX (Sr. Systems Analyst in Data Systems) and wife BETTY are grandparents for the first time. TYLER KNOX THOMPSON was born September 4, weighing in at 7 lbs., 4 ozs., to their daughter DONNA and husband LYNN THOMPSON. Congratulations!

He wanted to retire while "he was feeling good," were the words used by M.F. SEIGNEUR (Chief Clerk O/C Claims), and after 43 years with Frisco Railroad, M.F. (BARNEY) retired on September 7.

Sympathy is extended to LANELL PERING (Keypunch) and family in the loss of her father September 9.

Welcome back to LARRY YOUNG (Calculating) who has been off on sick leave; also to PAT WILKINSON (File Bureau) who is back from maternity leave.

A speedy recovery to RUTH RAMEY (timekeeping) who is off on sick leave after surgery.

The Railroad Retired Club met recently at the Market Place Cafeteria for luncheon, program and business. Program Chairperson GLADYS GOTT introduced entertainers, consisting of Senior Citizens Quartet and Women's Quintet, Dale Wright, Senior Coordinator, Oral Pike, Music Director, Pearl Sheffield, pianist, and others.

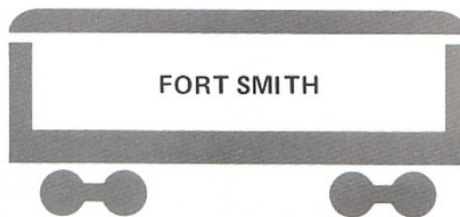
Birthday celebrants were CLAUDINE HASLER, LOURENE BOUDINOT, NOVA BRITAIN, MRS. KIRK DUVAL, JOHN W. WILLIAMS, and guest HAZEL FRANKLIN. Anniversaries were celebrated by Mr. and Mrs. A.L. YATES and Mr. and Mrs. EDGAR HICKS. Guests were Mr. and Mrs. Lloyd R. Cornell, Mr. and Mrs. Floyd Ramsey, Mr. and Mrs. Clifford Dees, Rock Island retiree from Oklahoma; Mr. and Mrs. Kirk Duval, Harrison, Ark., retired conductor off Missouri Pacific; Mr. and Mrs. Jack Duval, Mr. and Mrs. John S. Goodrich and Mr. and Mrs. Elbert Johnson. Another guest was Hugh S. Francis, brother of ROBERT H. FRANCIS, off Missouri Pacific at De Quincy, La.

FRED STRELE (Timekeeping Dept.), wife DOTTIE, and his mother MARY, were cooks at the Scout Camp in Marshfield for about 150 people over the Labor Day Weekend. A great time was had by all.

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*Dale Sweet (retired Claim Agent, Joplin) and wife Jean brought their home on wheels to visit their friends at the Springfield General Office Building. The home on wheels was designed and built by Dale and reflects railroad memories from the stepping stool to the Pullman lights and curtains. He spent a year getting it ready to roll. Dale and Jean have toured the U.S.A. from Canada to Florida, visiting friends and relatives along the way. Their future plans are to winter in Texas and then move on up to Alaska.*



By Bev Wiles

RIDDLE: What's Pink, Gold, Brown and floats?!?!?

CLUE: Row, Row, Row your raft gently down the Arkansas River.

ANSWER: J.B. VanHOUDEN (trainmaster), FRANK R. HAYES (car clerk), BOB NORTON (engineer), JIM R. POWELL (car foreman), BOB ARNOLD and CLYDE DYE entered the United Way Raft Race Number Three.



Three days before the deadline these brave men decided to build their raft. They were to be in the water at 7 a.m. with the race to start at 9 a.m. At approximately 9:30 a.m., the Pink Frisco raft approached the starting line. They were off to the chant of stroke, stroke, stroke. About a half-mile

from the finish line, the raft had a "stroke" and broke apart. As of this writing part of the raft is still in the Arkansas River, but a good time was had by all.

Welcome back is extended to Clerk DAVE BENGE (Ft. Smith) from his recent surgery, and also to SAM SCAMARDO (Footboard Yardmaster, Fayetteville) after his two week stay in the hospital.

STEVE WILLARD (Conductor 3740, Springdale) has just returned from two great weeks vacation spent at Horseshoe Bend. JACK WEST (Brakeman 3740, Springdale) has also been on three weeks vacation, at which time he purchased a new home in Rogers. Congratulations Jack.

L.C. JONES (Bridge Foreman) was headed to Florida on his vacation but changed his mind and went to Nashville, as Hurricane David hit the Florida coast.

Congratulations are in order to switchman MAC JONES and his wife with the birth of their new daughter DORIE LEIGH. There are a couple of new grandpas whose shirts are getting pretty tight with pride. PAULA COOTER, daughter of PATRICIA and CARL HEAD (Chief Clerk), has a new 8 lb., 1/2 oz. baby girl, ROBIN LEE. EDDIE and DEBBIE HARDISTER, son of MAR- IAM and W.A. HARDISTER (Agent, Springdale) has a new son. AARON MICAH weighed in at 6 lbs., and was born in Ft. Worth, Texas.

Congratulations are offered to ED SMITH, DWIGHT MILLER, JOHNNY (J.J.) CRAVENS, and VEROQUA (SAM) DRISCOLL upon entering the engineer apprentice program at Ft. Smith.

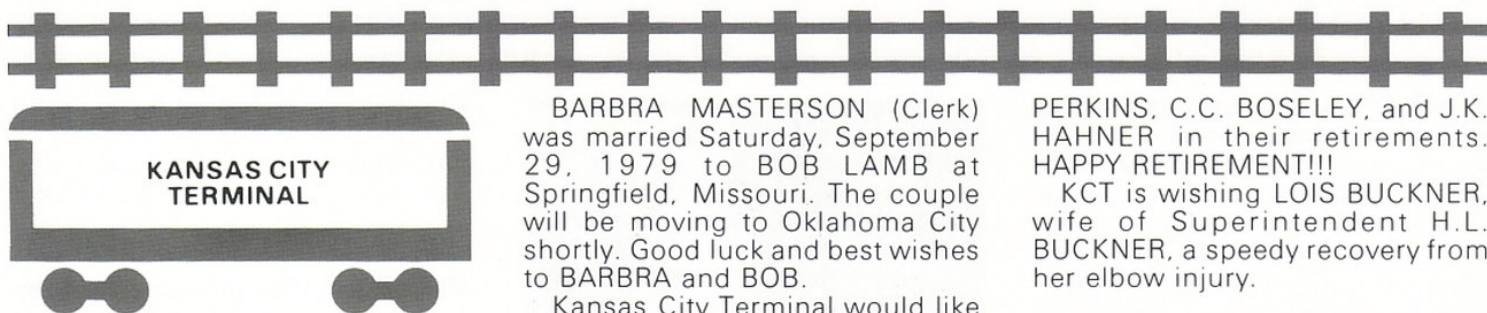
A big welcome is extended to BRENDA LOMAN, new clerk at Ft. Smith.

Sincere sympathy is extended to W.O. EVANS (Sales Dept.) in the recent death of his father; also our sympathy is extended to JIM TYLER (Conductor 3741, Rogers) in the recent death of his son.

Seems a Special Agent at Ft. Smith has a new Omega; he can't understand why it doesn't have a 36" cutting blade attached. Wonder why?

The trees are turning to the new fall colors. Everyone ought to come to the Ozarks to see the beautiful colors.





By Karen S. Brewer

Kansas City Terminal would like to welcome H.L. BUCKNER, Superintendent, from Birmingham; J.P. KAY, Trainmaster from St. Louis; and C.E. JARVIS, Road Foreman of Equipment from Sherman, Texas. We wish these men good luck in their new jobs and hope these men and their families will be happy in their new place of residence.

Thanks to F.A. CUMMINGS, Engineer, for his alertness in preventing a derailment by notifying the Yardmaster that a car was on the ground in train No. 134. THANKS, BOOTS!!!

LARRY J. MILLER, Fireman and wife MARILYN GALE, are proud parents of a baby boy, TYLER JACK, 6 lbs., 11 ozs., born on August 22, 1979. CONGRATULATIONS!

KAREN S. BITNER (Secretary) and JACK N. BREWER escaped the rat race to Las Vegas, Nevada, where they were married on August 26, 1979. They finished their honeymoon in Vail, Colorado for some rest and relaxation.

BARBRA MASTERSON (Clerk) was married Saturday, September 29, 1979 to BOB LAMB at Springfield, Missouri. The couple will be moving to Oklahoma City shortly. Good luck and best wishes to BARBRA and BOB.

Kansas City Terminal would like to welcome the following new clerical trainees: DON COSENS, LINDA STAPLES, and ELETHRA PARKER.

We would also like to welcome the following new switchmen: R.R. BROWN, J.D. FREDRICK, K.T. HINKLE, K.G. KELLY, K.A. LOVAN, J.R. MACKEY, C.A. SMITH, W.N. TODD, D.C. WILLIAMS, J.A. MALVEAUX, R.D. BLAUROCK, D.V. McCORD, C.D. YODER, R.L. GANT, W.R. SMITH, and M.L. PERRY. WELCOME and GOOD LUCK to all of you in your Frisco careers.

Best wishes to JULIE ELIZABETH TRUE, Sales Representative, daughter of MIKE TRUE, who is to undergo open heart surgery.

Kansas City Frisco Credit Union will hold its annual meeting October 24, 1979 at 7:30 p.m. at Executive Inn Motel for election of new officers. We hope everyone will attend.

Clerk C.R. LEONARD went on a two week navy reserve cruise in July and was able to spend some time in Hawaii and Seattle. Some people have all the luck.

Best wishes to Engineers A.J.

PERKINS, C.C. BOSELEY, and J.K. HAHNER in their retirements. HAPPY RETIREMENT!!!

KCT is wishing LOIS BUCKNER, wife of Superintendent H.L. BUCKNER, a speedy recovery from her elbow injury.

### THE UNITED WAY. . . is a better way

**Fredonia, Ks., Memphis, Tn., Paris, Tx., Tupelo, Ms., Springfield, Mo., and Mobile, Ala., are only a few of the communities served by the Frisco. But, in every city and town where Frisco people live and work, there are people who need help. Meeting the needs of those less fortunate than ourselves can be accomplished in several ways, but time has proven that the United Way is the better way.**

**Volunteers within each community determine the needs and how to meet those needs. That's what it's all about, people caring for people.**

**Frisco people have a strong tradition of sharing with those less fortunate than themselves. Again this year you will be asked to support your local United Way in helping your neighbors. You are encouraged to join with your fellow employees in supporting the United Way. It's the better way.**

# Retirements

**H.S. ADAMS**, yard foreman, Memphis, Tenn.

**F. ATKINS**, agent, Lebanon, Mo.

**W.R. AVERY**, machinist, Willard, Mo.

**R.L. BAKER**, brakeman, Thayer, Mo.

**P.E. BLUMHOST**, conductor, Clinton, Mo.

**L.G. BOYCE**, car inspector, Newburg, Mo.

**I.F. BRISTER**, car inspector, Sapulpa, Okla.

**G.H. BROWN**, joint mine inspector, Joplin, Mo.

**C. CHERRY**, assistant foreman, Memphis, Tenn.

**J.N. COOP**, brakeman, Tulsa, Okla.

**L.R. CORNELL**, car clerk, Springfield, Mo.

**M.L. COX**, lead carman-welder, Ash Grove, Mo.

**B.F. CRESS**, footboard yardmaster, Okay, Okla.

**C.E. DINKEN**, caller, Birmingham, Ala.

**J.L. DUVALL**, conductor, Springfield, Mo.

**L.C. EASTER, JR.**, yard foreman, Birmingham, Ala.

**H.M. FULKS**, trackman, Aldrich, Mo.

**L.O. GILMER**, engineer, Chaffee, Mo.

**C.F. HANNA**, conductor, Chaffee, Mo.

**D.A. HARTNETT**, sheet metal worker, St. Louis, Mo.

**R.E. HEDRICK**, mason 1st class, Pierce City, Mo.

**W.T. HIGGINBOTHAM**, car

inspector, Quinton, Ala.

**L. HOLCOMB**, track foreman, Gattman, Miss.

**J.T. HURT**, conductor, Ft. Worth, Tex.

**H.J. KEY**, regional sales manager, Largo, Fla.

**I.H. KIRK**, assistant electrical foreman, Springfield, Mo.

**G.L. KIZER**, signal foreman, Chaffee, Mo.

**W.G. MATHIAS**, conductor, Republic, Mo.

**W.F. MAXEY**, scale inspector, Springfield, Mo.

**A.A. MOIT**, trackman, Chaffee, Mo.

**W.A. MOLL**, warehouse foreman, Springfield, Mo.

**A.H. MOORE**, welder, Chester, Ark.

**R.L. NEAL**, trackman, Ada, Okla.





**V.F. NIGHTENGALE**, sheet metal worker, Springfield, Mo.  
**G.E. PASCALL**, brakeman, Springfield, Mo.  
**A. PRATT**, car inspector, Blanchard, Okla.  
**C.E. QUINTEN**, carman, Ft. Worth, Tex.  
**O.J. RITTER**, carman/welder,

Amory, Miss.  
**C.E. SCHAFNITT**, yard foreman, Yukon, Okla.  
**O.P. SMITH**, agent-telegrapher, Okmulgee, Okla.  
**R.H. STRACKE**, superintendent locomotive shop, Mt. Vernon, Mo.  
**J.H. WELSCH**, engineer, Wichita, Kans.

**C.L. WILLIAMS**, clerk, Blytheville, Ark.  
**D.H. WRIGHT**, car inspector, Pevely, Mo.  
**W.O. WYANT**, trackman, Lebanon, Mo.  
**A.L. ZACKERY**, mechanical department laborer, Sand Springs, Okla.

## In Remembrance



**C.M. ADKINS**, retired assistant cashier, Birmingham, Ala., 6/1/79  
**T.H. ANCELL**, retired brakeman, Chaffee, Mo., 6/79  
**C. BYRLEY**, retired car repairer, Oklahoma City, Okla., 7/79  
**T.W. CHAPMAN**, retired lead machinist, Memphis, Tenn., 2/11/79  
**G.G. COOK**, retired switchman, Birmingham, Ala., 7/2/79  
**R. EVANS**, retired trackman, Kansas City, Mo., 6/79  
**A. FAIRLEY**, retired trackman, Carbon Hill, Ala., 6/1/79  
**C.E. FUZZELL**, retired locomotive engineer, Springfield, Mo., 7/79  
**E.H. GRAY**, retired crane operator,

Tulsa, Okla., 6/4/79  
**R.P. HAMILTON**, retired superintendent safety and rules, St. Louis, Mo., 6/79  
**C.T. HAMMONS**, retired crossing flagman, Oakhurst, Okla., 6/79  
**E.M. HILBURN**, retired trackman, Paris, Tex., 6/79  
**H.C. HULSE**, retired machinist, Springfield, Mo., 6/23/79  
**A.O. JAGGARS**, retired trackman, Wetumka, Okla., 7/79  
**W.M. JOHNSON**, retired trackman, Ft. Worth, Tex., 6/79  
**R.C. KEYES**, retired machinist, St. Louis, Mo., 6/79  
**R.L. KIDD**, retired engine watchman, West Memphis, Ark.,

6/24/79  
**A.L. KLEIN**, retired tax agent, St. Louis, Mo., 6/8/79  
**J.R. LANCASTER**, retired telegrapher, Sapulpa, Okla., 6/27/79  
**J.K. MOORE**, retired roadmaster, Amory, Miss., 6/79  
**B.H. NELSON**, retired conductor, Thayer, Mo.  
**W.Z. POTTER**, retired car carpenter, Meridian, Miss., 6/79  
**W.B. RICE**, retired clerk, Springfield, Mo., 6/79  
**W.L. UNDERWOOD**, retired conductor, Pensacola, Fla., 6/79  
**H.W. WESTBROOKE**, retired claim agent, Springfield, Mo., 3/79  
**J.C. WOLF**, account clerk-rates, Springfield, Mo., 8/6/79

## On The Move



### OPERATIONS

**R.G. Baumgartner**, Assistant Superintendent, St. Louis Terminal Division, Headquarters, St. Louis, Missouri.  
**E.R. Smith**, Trainmaster, St. Louis Terminal Division, Headquarters, St. Louis, Missouri.  
**G.W. Campbell**, Trainmaster, St. Louis Terminal Division, Headquarters, St. Louis, Missouri.  
**C.E. Brooks**, Trainmaster, Tulsa Terminal Division, Headquarters, Tulsa, Oklahoma.  
**J.C. Sherman**, Assistant Trainmaster, Tulsa Terminal Division, Headquarters, Tulsa, Oklahoma.  
**J.W. Tolbert**, Trainmaster, Tupelo and Columbus Subdivisions, Headquarters, Amory, Mississippi.  
**W.L. Martin**, Trainmaster,

Birmingham Terminal Division, Headquarters, Birmingham, Alabama.

**J.A. Austin**, Trainmaster, St. Louis and Chaffee Subdivisions, Headquarters, Chaffee, Missouri.  
**D.F. Ladd**, General Yardmaster, St. Louis Terminal Division, Headquarters, St. Louis, Missouri.

### ENGINEERING

**Robert F. Vanvleck**, Track Supervisor, Willow Springs Subdivision, Headquarters, Thayer, Missouri.  
**Carl N. Deckard**, Track Supervisor, Memphis Subdivision, Headquarters, Thayer, Missouri.

### MECHANICAL

**John D. Donaldson**, Foreman of Inspectors, Headquarters, Birmingham, Alabama.

### SALES

**L.R. Anstey**, North Texas District Sales Manager, Headquarters, Irving, Texas.  
**Larry A. Kinney**, Manager-Intermodal Sales, Headquarters, St. Louis, Missouri.

### ADMINISTRATION

**B.D. Edwards**, Teleprocessing Analyst, Headquarters, Springfield, Missouri.  
**D.H. Wyatt**, Teleprocessing Analyst, Headquarters, Springfield, Missouri.

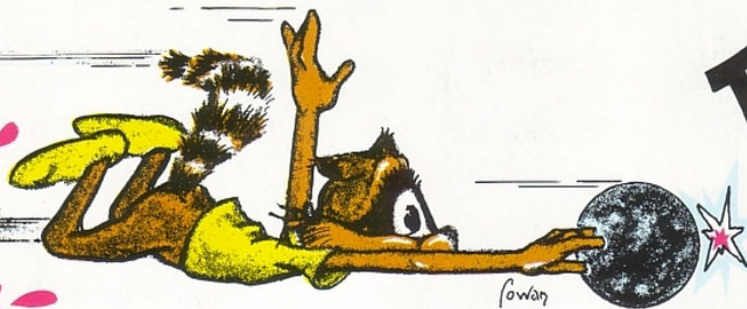
### LAW

**James T. Hanks**, Assistant to Vice President-Law, Headquarters, St. Louis, Missouri.



# ANNOUNCING

## FRISCO'S 19th ANNUAL SYSTEM BOWLING TOURNAMENT!



OCTOBER 20 & 21, 1979  
AT

BATTLEFIELD LANES 1127 E. BATTLEFIELD • SPRINGFIELD, MO.

Open to all active and retired Frisco employees and their spouses  
Entries must be made not later than October 14, 1979.

### TOURNAMENT BANQUET

SATURDAY NIGHT, OCTOBER 20, HOLIDAY INN, 2700 N. GLENSTONE

**FINE FOOD!**  
**DOOR PRIZES!**  
**DANCING at Lucy's!**

- \* Banquet reservations are \$6.00 per person and must be made prior to October 18.
- \* Tournament entry and banquet reservation forms will be available at
- \* all Terminal headquarters or may be obtained by writing: Allen Kuhn, General Office Building, 3253 E. Trafficway, Springfield, Mo. 65802.
- \* Questions concerning the tournament or banquet should be directed to the tournament chairman at (417) 862-2722 ext. 2386.

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