

# THE FRISCO EMPLOYEES' MAGAZINE

Vol. X

DECEMBER, 1932

No. XII



FALL FLOWERS IN FRONT OF OKLAHOMA CITY'S FRISCO-ROCK ISLAND STATION.

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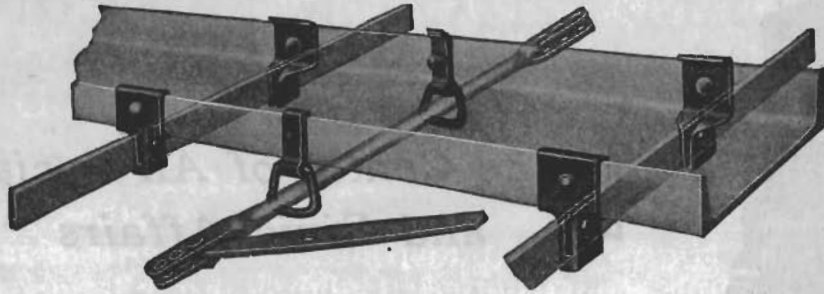
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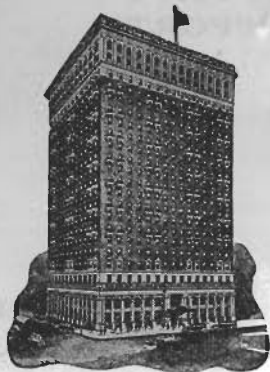
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# THE FRISCO EMPLOYEES' MAGAZINE

ROOM 835 FRISCO BUILDING :: ST. LOUIS

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Vol. X

DECEMBER, 1932

No. 12

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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 employes of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India ink.

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

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

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## A Personal Message from Mr. Kurn

To All Employees:

As all of you know, on November 1, 1932, the St. Louis-San Francisco Railway Company entered receivership. The undersigned was appointed Receiver on that day, and on November 5th Mr. John G. Lonsdale of St. Louis was appointed Co-Receiver. Both appointments were made by Federal Judge Faris of the District Court of the United States for the Eastern District of Missouri.

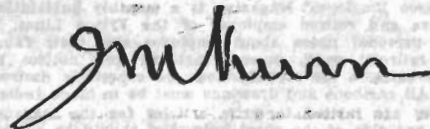
I am sure that all of you regretted as deeply as I did, the fact that our railroad could no longer weather the storms of the worst depression in our country's history, coupled with the unregulated and unjust competition on the highways, water-ways and in the air. I am confident that we fought a good fight and we have the satisfaction of knowing that the odds against us were overwhelming.

As we enter into this new era in the Frisco's history, I want to go on record with each and every one of you as being thoroughly appreciative of the splendid efforts made by every officer and employe of our organization during the past few years. It has been a source of great consolation to me to realize that from the top to the bottom of our organization, we were making every effort.

In fact, we are so well equipped that officers and employes will continue as before, with only the necessary changes, of course, in the titles of our executives coincident with the receivership.

Please impress upon all with whom you come in contact that the Frisco, even though in receivership, is a definitely going organization insofar as its service to the public is concerned. Our freight and passenger service has been improved greatly within the last few weeks, and we will continue to give good, dependable transportation service to all sections of our nine-state territory.

I know I can count upon all of you for the same fine, loyal support as Receiver of this property as I enjoyed during my Presidency, and I have assured Mr. Lonsdale that in his new connection with our company he, too, will have the splendid cooperation of the finest group of employes on any railroad in the nation.



# FRISCO IN RECEIVERSHIP NOV. FIRST

**F**RISCO employes throughout the nine - state territory served by the railroad, read the newspapers on the morning of November 2 with feelings of deep regret. Therein they saw that the St. Louis-San Francisco Railway Company had entered receivership the day before in the Federal Court at St. Louis, and they realized that the depression and unregulated competition had at last, despite a gallant fight, forced a fine railroad system temporarily to accept receivership.

Hobbs Western Company, a creditor of the Frisco Company, filed suit in the Federal Court, based on unpaid bills for supplies, and the Company came into court, admitted the indebtedness, and consented to the appointment of a Receiver. On November 1, 1932, Mr. Kurn was appointed Receiver, and on November 5, 1932, Mr. John G. Lonsdale, President of the Mercantile-Commerce Bank and Trust Company of St. Louis, was appointed Co-receiver.

Shortly thereafter Mr. Kurn announced that Federal Judge Faris had appointed our own Vice-President and General Solicitor, Mr. E. T. Miller, to become General Counsel for the Receivers. Mr. Kurn's announcement that present executives would be retained was made at the same time, thus Mr. J. R. Koontz, formerly Vice-President in Charge of Traffic, became Chief Traffic Officer; Mr. H. L. Worman, formerly Vice-President of Operations, became Chief Operating Officer; Mr. B. T. Wood, formerly Vice-President and Chief Purchasing Officer, became Chief Purchasing Officer; Mr. L. O. Williams remains as Treasurer, and Mr. E. H. Bunnell, formerly Comptroller, became Chief Accounting Officer.

"All other officers and employes of the railway company," Mr. Kurn's announcement stated, "will be continued as officers or employes of the heretofore."

## J. M. Kurn and John G. Lonsdale Appointed Receivers by Federal Judge Faris

Every employe of this railway knows of the remarkable career of Mr. Kurn, who became President of the Frisco on March 1, 1920. The facts of his career, beginning as a messenger boy for the Michigan Central in 1884, at Mt. Clemens, Mich.,



J. M. KURN



JOHN G. LONSDALE

and continuing on up through his railroad life, have been the subject of many articles in the press and periodicals. His thorough grounding and education as a railroad operating man includes work as employe and officer on the Michigan Central, Santa Fe, and the Detroit, Toledo and Ironton, prior to his connection with the Frisco, and among the positions he has held are telegraph operator, agent, train dispatcher, trainmaster, superintendent, and later general superintendent of the Santa Fe. From 1913 to 1918 he was President of the Detroit, Toledo and Ironton, and on March 1, 1918, came to the Frisco as First Vice-President.

The career of the Frisco's Co-receiver, Mr. John G. Lonsdale, is widely known throughout the country,

but Frisco employes may not realize that he, like Mr. Kurn, began at the bottom and came steadily up the ladder of success.

Mr. Lonsdale was born in Memphis, Tenn.,—even then a Frisco town—in 1872. He was left an orphan at the age of six, when his parents fell prey to the scourge of yellow fever that swept Memphis. His education was secured at Dudley Institute in Frankfort, Ky., high school in Hot Springs, Ark., Episcopal High School, Alexandria, Va., St. Johns Military Academy, Martins, N. Y., and Christian Brothers' College in St. Louis. When he was 18, and while Mr. Kurn was breaking into the railroad business on the Michigan Central, Mr. Lonsdale began his business life as a clerk in the real estate office of an uncle in Hot Springs, Ark. As a youth, in the lusty, growing days of railroads, he became more and more impressed with the need of a rail line between Hot Springs and Little Rock. Several similar adventures had met defeat in trying to obtain a right-of-way, but Mr. Lonsdale, then only 20 years of age

surveyed the route on pony and on foot, and to the amazement of many observers obtained a sixty-five mile roadway, secured financial support, and the railroad was built. Two years later, when he was 22, the road went into receivership and Mr. Lonsdale was appointed Receiver under the late Federal Judge Trieber. The road was then known as the Little Rock, Hot Springs and Texas Railroad, and was reorganized as the Little Rock, Hot Springs, Western Railroad, which later became a part of the Missouri Pacific Lines.

Mr. Lonsdale's next venture, before the age of 30, was to enter the brokerage business, and in 1904 he consolidated with the firm of Logan & Bryan and became their New York partner. Within the next 10 years he won both fame and success as a

(Now turn to Page 19, please)



# CARTHAGE WITHSTANDS DEPRESSION

**C**ARTHAGE, MO., is the county seat of Jasper County. It has a population of 10,000 people. All of them, of course, know that the country is going through one of the worst depressions in its history. They realize that commodity prices are low, manufactured products have fallen off in price, employment has been at its lowest peak in history and that conditions are far from what could be desired.

Carthage, however, has not given up the fight. As evidence that the business people of Carthage are putting up a winning battle, let us look at the following statements given out by the Chamber of Commerce. Employment in Carthage has actually increased since 1929. In December of that year employed persons in Carthage numbered 1,566. In December, 1930, they had increased to 1,784, and in October, 1931, that total had grown to 2,061, and in September of 1932 a total of 2,203 persons were employed in gainful industry in Carthage.

Not one industry has been forced to close during the depression and there have been no bank failures and in only a few rare instances has there been a reduction in either force or salary in the Carthage business institutions.

Liberal estimates by Carthage business men place the necessary amount of money to care for Carthage's needy during the winter at \$6,000, a remarkably low figure, and a drive is now under way to raise that amount. The drive, Carthage people say, will be successful.

A contributing factor to this remarkable record is the fact that Jasper county is one of the leaders in agriculture throughout Missouri and is especially noted for the wide diversity of products successfully grown there. More than 200,000 acres of ground are under cultivation in Jasper county and 300,000 laying hens produce more than 1,788,000 dozen eggs; there are 14,800 swine, 16,800 milch cows, producing 66,783,000 pounds of milk, 7,300 other cattle, 6,150 horses, 3,000 mules and 3,150 sheep.

All kinds of crops are grown here, and an average of more than 1,300,000 bushels of corn, 550,000 bushels of wheat, 400,000 bushels of oats and 17,000 tons of tame hay are harvested yearly. The importance of the corn and wheat production is reflected in the large milling interests in Carthage.

All fruit crops grow and yield abund-

## Persons Employed Increase and Industries Continue Normal Business

ant returns, and in dairying, Jasper county has held the distinction of having more breeders of purebred Jerseys than any other county in the United States. Other herds of Guernseys, Holsteins, etc., are found, but



*W. E. Loehr, energetic Frisco agent at Carthage, Mo.*

Jerseys predominate. The raising of beef cattle has long been an important feature of farm activity in this district and poultry production is one of the most important sources of wealth to farmers in the Carthage district.

The business district of Carthage is humming with activity. It is indeed a city of beautiful homes and a city of beautiful churches, there being fourteen denominations represented in the latter.

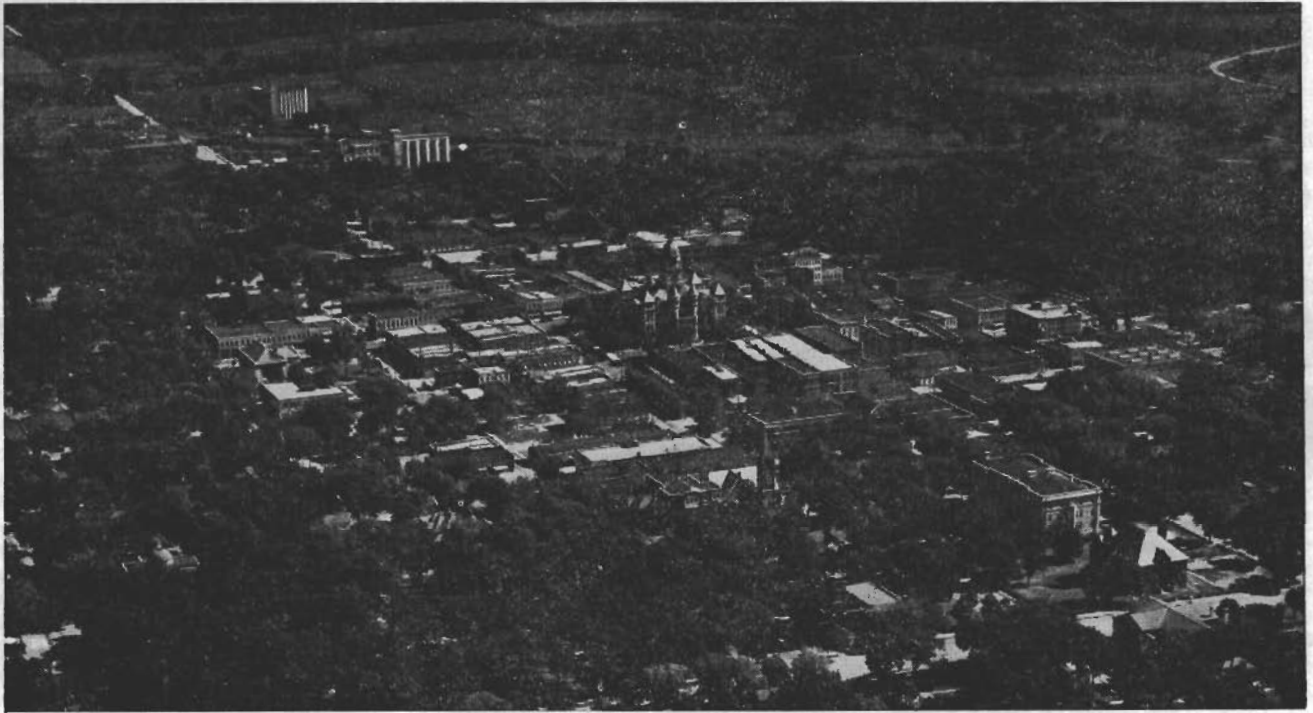
Carthage has many municipal-owned properties and the valuation of these projects represent \$9,341,245.00. The latest and most beautiful of these is the new water and electric plant. The new plant was built from the earnings and plant profits of the old plant, and it is an outstanding project in any community.

There are a great variety of industries located at Carthage, one of the

leading ones being Smith Brothers, manufacturers of work clothing and heavy sport apparel. They moved to Carthage from Sedalia in 1916 and the first year did a \$90,000 business in overalls.

They now manufacture from 175 to 200 different articles of work clothing and have branches in Neosho, Webb City and St. Joseph. The Carthage plant is considered the parent plant. The unit production at this plant has increased every year through the depression, and this year the increase will amount to from 20 to 30 per cent. Here are some figures on the plant which takes in the business from November 1, 1931, to November 1, 1932: Overalls, 102,012 dozen pair (Carthage plant); pants, 47,104 dozen pair (Neosho plant); shirts, 57,740 dozen (Webb City plant); play suits, 8,929 dozen (Carthage plant); one-piece suits, 485 dozen (Carthage plant). The manufactured goods from each of these plants are assembled at Carthage and shipped to all parts of the globe from this station. The garments listed above total 216,270 dozen in 1932, as compared with 177,000 dozen in 1931, and 151,000 dozen in 1930. This company sells direct to retail trade and has a big force of salesmen throughout the country. It is indeed one of the most productive concerns in Carthage. Clayton Smith is president; Ed Smith is secretary-treasurer, and O. E. Vawter is office and sales manager. This company employs approximately 1,000 men and women and there has been but a small cut in force and a slight wage cut in keeping with the times.

Another large concern is the Carmo Shoe Manufacturing Company which has been in Carthage for two years. This company employs approximately 500 employees and has continued to increase this number since the plant was started. They turn out 2,500 pair of shoes a day and are manufacturers of women's novelty shoes. Shoes they manufacture are shipped over the entire country and many of their shipments are by LCL. It is also interesting to know that there is manufactured at this plant, from 185 to 200 styles of women's shoes. The first week's payroll amounted to \$143 (which was two years ago). The payroll for the first year was \$197,086 and now it is at the rate of more than \$257,000 a year. The accomplishments of this plant in the two short years leads one to believe that within a short time it will enable Carthage to



*An airplane view of Carthage, Mo., "where nature smiles a thousand miles"—a city of beautiful homes and churches and active industrial life.*

take its place as one of the most active shoe manufacturing cities in the state. John C. Jacobs is president of the company, Abe Tober, vice-president, and Sam Wolff, secretary-treasurer.

Being in the center of a wheat producing territory, Carthage has its share of milling companies, among the leading the McDaniel Milling Company, Cowgill Flour Mills, Inc., and Morrow Milling Company.

The McDaniel Milling Company was established in '64. It was started up the river near Carthage on a small scale, in fact as a little water power mill, by W. J. McDaniel who drove to that point from North Carolina behind a team of oxen. Mr. McDaniel was also instrumental in hauling pine to erect one of the first big buildings in Carthage. Today this mill is one of the largest, with a capacity of 500 barrels a day, and storage capacity of 250,000 bushels. They also have in conjunction with the mill, a public storage warehouse. They employ a force of about 35 people and have not decreased either force or wages and for the last ten weeks have been operating twenty-four hours a day. This firm has elevators in southeast Kansas and southwest Missouri, and officers of the company include: H. B. McDaniel, president; W. J. McDaniel, vice-president, and George B. McDaniel, treasurer.

The Cowgill Flour Mills, Incorporated,

was originally called the Cowgill & Hill Milling Company, and was organized as a firm in 1875. It was later incorporated and the milling company added. In 1927 the name was changed to The Cowgill Flour Mills, Inc. This firm has a capacity of 600 barrels a day, and a storage capacity of 250,000 bushel. Its employes total about 25 and there has been but slight reduction in wages. Officers of this company feel that its stability is established when it is known that it has been in existence for fifty-seven years. It has one of the most up-to-date plants in the country and all wheat is tested and classified; the plant has modern elevators and up-to-date percentage mixers which makes possible operating on pre-determined mixes and there is no guess work about the mixtures. Samples are tested every day. They put out the Paradise cake flour and pastry flour and also make a hard wheat flour and have their own complete laboratories. Their business at this time consists mostly of carloads of mixed products, such as cotton seed meal, oyster shells, shorts, corn and wheat. H. S. Cowgill is president, A. M. Cowgill, vice-president, and H. S. Cowgill, Jr., secretary-treasurer.

The Morrow Milling Company has two mills east of the city on Spring River, within the switching limits of Carthage. Their milling capacity is 250 barrels a day with a storage ca-

capacity of 100,000 bushels. Their daily production totals 420 bags of meal, 100 tons of mixed feed and 100 tons of cracked corn. Their elevators and mills are most modern. S. O. Morrow is president, S. R. Morrow, vice-president, and K. D. Steadley, secretary-treasurer.

There are two spring bed companies in Carthage, one the Carthage Spring Bed Company, and the second, the Leggett & Platt Spring Bed and Manufacturing Co.

The first was established in 1907 and manufactures coil springs and inner springs for mattresses. Their production is about 200 springs a day and they employ a force of from 35 to 40 people. Their products go from coast to coast, and as far south as the Mexican border. K. D. Steadley is president of the concern, and R. P. Steadley is vice-president.

The second company, the Leggett and Platt Spring Bed Company, has approximately the same daily output and about the same force. Their territory also extends both east and west, north and south, and their products are well known throughout the country. J. P. Leggett is president of the company.

Carthage also boasts of one of the finest of lumber yards, the Putnam-Jones Lumber Company, which does a wholesale lumber brokerage business and covers southeast Kansas, southern Missouri, Arkansas and Oklahoma. There are branches of this concern at



Tulsa and Oklahoma City and it is considered one of the largest firms of its kind in the middlewest. H. W. Putnam, president of the concern, is interested in a line of lumber yards in southwest Missouri and northeast Oklahoma. F. N. Jones is vice-president of the company.

The Carthage Crushed Limestone Company is another splendid concern and was established in 1906. Their capacity is 18,000 tons a year and the limestone is used as fertilizer, as agricultural limestone, fillers, etc., and for feeding cattle. It is a developer of bone and muscle and is used extensively by cattlemen, and is also used in mash for chickens. Records show that eggs in cold storage are found in better condition where the limestone has been fed. It is ground much finer than flour. Sales of this company are confined to the immediate territory of Missouri and Arkansas and there is an active sales organization. This company owns its own quarry and L. E. Koken is president and general manager of the company.

There is also an Independent Gravel Company which has two rock crushers at Carthage and whose offices are at Joplin. Ben D. Reynolds is president and Fred J. Langerhaus is vice-president.

Two prominent marble companies are the Arnosti Marble Company and the Carthage Marble Corporation.

The first mentioned was established in July, 1922, and employs a force of about thirty people. They have not cut wages but have had to cut the force slightly. This firm deals in domestic and foreign marble, and some of their stone work will be found in the Exchange National Bank of Tulsa; part of the Pennsylvania Station at Philadelphia; United States Court House at Portland, Ore.; Massachusetts General Hospital at Boston; Wilshire Profers Building and United States Post Office at Albuquerque, N.

M., and Post Office at Key West, Fla. A. Locarni is president of the company, K. D. Steadley, vice-president, and L. E. Koken, secretary-treasurer.

The Carthage Marble Company quarries Carthage marble. This marble was not used extensively until 1910 when it was placed on the market as a polished marble for interior purposes. This corporation is a vital factor in the economic status of the Carthage district, the annual business of the company is in the neighborhood of a million dollars or more a year and the average cubic output of Carthage stone is approximately 250,000 feet a year. This company has an average payroll in the neighborhood of \$6,000 weekly and employes between 400 and 500 men. This marble is very desirable for exterior purposes because the absorption is one-half of one per cent and according to the Bureau of Standards at Washington, does not show the slightest sign of disintegration at 1,200 freezing. It is the firm belief of many that Carthage Marble will eventually take its place with the leading building stones of the country. It has also won its place in the interior marble field, and may be found in many of the important buildings throughout the country. A. J. Mayer is president, Roy E. Mayes, secretary-treasurer and H. F. Mills, vice-president.

Carthage boasts of a most enterprising and active creamery, the Carthage Creamery Company of which H. W. Jensen is president, W. E. Jensen, manager, and Dr. Louis Hough, vice-president. This creamery came to Carthage from Mountain Grove and the output is six million pounds of butter a year, shipped to the east and southeast. The Mountain Grove plant

was merged with the Carthage plant. There are more men and women employed at this plant than any time excepting during this last summer, and milk is received from a radius of 50 miles. Cream is shipped to this plant from five states, and the plant is considered one of the largest in the state. They ship butter and cream to Boston, New York, Philadelphia, Tampa, points in Alabama and Florida, and have a wholesale, but no retail trade.

The Carthage Ice & Cold Storage Company is another one of the active industries of Carthage. This company stores cream, meat and butter, and has been in existence for forty years, and its plant capacity for making ice totals 100 tons a day. This company also does a big coal business and has a big storage plant where it stores ice for summer consumption. Its president is H. A. Spradling and its vice-president C. K. Nolan, and it is the only ice and cold storage plant in Carthage, and is interested in like plants at Lamar and Greenfield, Mo.

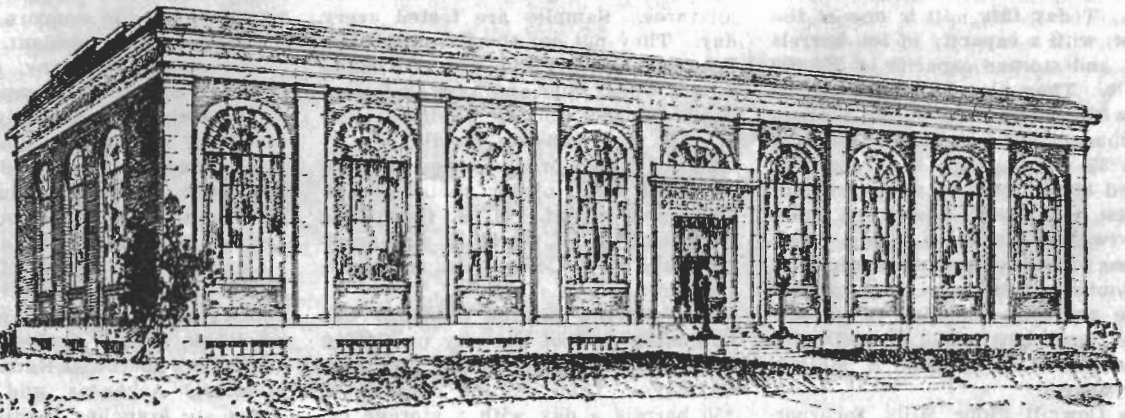
The Carthage Foundry & Machine Company manufactures mining machinery, which is shipped to all parts of the country. This plant also does repair work, specializing in the distribution of stone working machinery. F. B. Moore is president and R. C. Jansen is secretary-treasurer.

The Edward Aaron Poultry Packing Plant is located at the east edge of the city. The headquarters of the plant are in Kansas City. This company ships out dressed poultry and eggs, specializing in a "Gold Bond" egg, of their own naming. This plant has branches at Lamar, Butler and Ft. Scott, and practically all their output of dressed poultry, eggs, etc., goes to New York, Boston and Philadelphia and other eastern markets. Ed. Aaron is president of this concern.

The H. E. Williams Products Company has had a most sensational rise

(Now turn to Page 25, please)

*The new water and electric plant at Carthage, Mo., which is one of the most modern and up-to-date to be found in any community, was erected at a cost of \$1,500,000.*



# 31 WESTERN ROADS LOSE IN SEPT.

**C**LASS ONE RAILROADS of the United States for the first nine months of 1932 had a net railway operating income of \$202,456,126, which was at the annual rate of return of 1.04 per cent on their property investment, as shown by reports just filed by the carriers with the Bureau of Railway Economics. In the first nine months of 1931, their net railway operating income was \$409,337,148, or 2.09 per cent on their property investment.

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

This compilation as to earnings for the first nine months of 1932 is based on reports from 167 Class One railroads, representing a total of 242,185 miles.

### Gross Revenues Drop 27.9%

Gross operating revenues for the first nine months of 1932 totaled \$2,363,830,088, compared with \$3,279,215,951 for the same period in 1931, or a decrease of 27.9 per cent. Operating expenses for the first nine months of 1932 amounted to \$1,851,366,489, compared with \$2,524,366,240 for the same period one year ago, or a decrease of 26.7 per cent.

Class One railroads in the first nine months of 1932 paid \$221,213,744 in taxes, compared with \$245,582,455 for the same period in 1931, or a decrease of 9.9 per cent. For the month of September alone, the tax bill of the Class One railroads amounted to \$23,760,919, a decrease of \$2,493,985 under September the previous year.

Sixty-eight Class One railroads failed to earn expenses and taxes in the first nine months of 1932, of which 21 were in the Eastern, 16 in

## All Class I Railways Earned Only 1.04 Per Cent in First Nine Months

the Southern and 31 in the Western District.

### \$49,646,869 Net in September

Class One railroads for the month of September alone had a net railway operating income of \$49,646,869, which, for that month, was at the annual rate of return of 1.59 per cent on their property investment. In September, 1931, their net railway operating income was \$55,428,260 or 1.77 per cent.

Gross operating revenues for the month of September amounted to \$272,473,363, compared with \$350,255,735 in September, 1931, a decrease of 22.2 per cent. Operating expenses in September totaled \$189,376,913, compared with \$258,201,567 in the same month in 1931, a decrease of 26.7 per cent.

In the Eastern District—Class One railroads for the first nine months in 1932 had a net railway operating income of \$145,770,773, which was at the annual rate of return of 1.56 per cent on their property investment. For the same period in 1931, their net railway operating income was \$215,525,063 or 2.32 per cent on their property investment. Gross operating revenues of the Class One railroads in the Eastern District for the first nine months in 1932 totaled \$1,211,813,729, a decrease of 26.2 per cent below the corresponding period the

year before, while operating expenses totaled \$913,293,568, a decrease of 27.6 per cent under the same period in 1931.

Class One railroads in the Eastern District in the month of September had a net railway operating income of \$25,227,837, compared with \$26,320,630 in September, 1931.

In the Southern District—Class One railroads for the first nine months of 1932 had a net railway operating income of \$11,573,610, which was at the annual rate of return of 0.47 per cent on their property investment. For the same period in 1931, their net railway operating income amounted to \$33,884,254, which was at the annual rate of return of 1.38 per cent on their property investment. Gross operating revenues of the Class One railroads in the Southern District for the first nine months in 1932 amounted to \$234,013,329, a decrease of 29.5 per cent under the same period in 1931, while operating expenses totaled \$239,923,307, a decrease of 27.4 per cent.

Class One railroads in the Southern District for the month of September had a net railway operating income of \$4,243,018, compared with \$2,123,578 in September last year.

In the Western District—Class One railroads for the first nine months in 1932 had a net railway operating income of \$45,111,743, which was at the annual rate of return of 0.53 per cent on their property investment. For the same nine months in 1931, the railroads in that district had a net railway operating income of \$159,927,831, which was at the annual rate of return

of 2.04 per cent on their property investment. Gross operating revenues of the Class One railroads in the Western District for the first nine-month period this year amounted to \$868,003,030, a decrease of 29.7 per cent under the same period in 1931, while operating expenses totaled \$698,149,614, a decrease of 25.1 per cent, compared with same period in 1931.

### CLASS ONE RAILROADS—UNITED STATES

#### Month of September

	1932	1931
Gross operating revenues.....	\$272,473,363	\$350,255,735
Operating expenses .....	189,376,913	258,201,567
Taxes .....	23,760,919	26,254,904
Net railway operating income.....	49,646,869	55,428,260
Operating ratio—per cent.....	69.50	73.72
Rate of return on property investment.....	1.59%	1.77%

#### Nine Months Ended September 30

Gross operating revenues.....	\$2,363,830,088	\$3,279,215,951
Operating expenses .....	1,851,366,489	2,524,366,240
Taxes .....	221,213,744	245,582,455
Net railway operating income.....	202,456,126	409,337,148
Operating ratio—per cent.....	78.32	76.98
Rate of return on property investment.....	1.04%	2.09%



# INTERESTING FIGURES ON U.S. RAILROADS

## GOOD RAILROADING

Ever since the return of the rail-ways to private operation in 1920, after the twenty-six month period of Federal control, the roads have bent every effort toward increasing their efficiency and economy of operation. How they have succeeded is shown in the following paragraphs, the figures covering the Class One lines:

In 1920, 24.5 per cent of the freight locomotives on the lines of the rail-ways were in bad order; in 1929, this figure had been reduced to 16.4 per cent. The necessity for reducing maintenance expenses increased this figure to 20.7 per cent in 1931.

In 1920, 7.0 per cent of the freight cars on the lines of the railways were in bad order; in 1929, this figure had been reduced to 6.0 per cent. Again, necessity for reduced maintenance in-creased this figure to 7.9 per cent in 1931.

In 1920, each freight car traveled on the average, 25.1 miles each day; in 1929, this figure had been increased to 32.3 miles per day, an increase of 29 per cent. Reductions in traffic cut this average to 24.5 miles per day in 1931.

In 1920, each freight car performed each day, on the average, a service equal to carrying 498 tons of freight for the distance of one mile; in 1929, this figure had been increased to 547 ton-miles, an increase of ten per cent. Traffic losses in 1931 reduced this daily average to 332 ton-miles.

In 1920 the average freight train carried 708 tons of freight; in 1931 this figure had been increased to 733 tons, an increase of 4 per cent.

In 1920, the average freight train consisted of 37 cars; in 1931 this figure had been increased to 48 cars, an in-crease of 30 per cent.

In 1920, average freight train speed (counting all stops) was 10.3 miles per hour; in 1931, this figure had been increased to 14.8 miles per hour, an increase of 44 per cent.

In 1920, each freight train per-formed each hour, on the average, a service equal to carrying 7,303 tons of freight for the distance of one mile; in 1931, this figure had been increased to 10,816 ton-miles, an increase of 48 per cent.

In 1920, 197 pounds of coal were re-quired in the freight service to move 1,000 tons of freight and cars for the distance of one mile; in 1931, this fig-ure had been reduced to 137 pounds, a reduction of 30 per cent.

In 1920, 18.8 pounds of coal were required in the passenger service to

In the accompanying article, Frisco employes will find the second installment of our series "Interesting Figures on United States Railroads".

This chapter deals with good railroading and the far flung service furnished by the rail-ways, including comparative fig-ures on passengers carried, freight service performance, the serious losses to motor competi-tion, reductions in rates and force and the surprising drop in the railways' rate of return.

—W. L. H., Jr.

move a passenger-train car for the distance of one mile; in 1931, this fig-ure had been reduced to 14.5 pounds, a reduction of 23 per cent.

In 1920, the payments made by the railways for loss and damage to freight amounted to \$2.66 for every car loaded with revenue freight; in 1931, this figure had been reduced to 66 cents, a reduction of 75 per cent.

In 1920, car shortages were severe and costly; since 1923, car shortages have been practically eliminated.

## Depression Reduces Equipment Maintenance

During the year 1920, 24.5 per cent of the freight locomotives on the lines of the Class One railways were re-ported in bad order—unserviceable. In 1923, however, the strenuous efforts of the railways to improve the con-dition of their motive power began to show definite results, the percentage of unserviceable freight locomotives being reduced successively each year to the 1927 figure of 16.1 per cent. There were slight increases in 1928 and 1929, and greater increases in 1930 and 1931, these latter increases being due both to the reduced de-mands upon motive power and to the drastic necessity of curtailing ex-penses. The percentage of freight locomotives on the lines of the Class One railways which were reported as unserviceable is shown below for re-cent years:

1920.....24.5%	1926.....16.4%
1921.....24.0%	1927.....16.1%
1922.....25.5%	1928.....16.3%
1923.....21.6%	1929.....16.4%
1924.....18.8%	1930.....17.5%
1925.....17.8%	1931.....20.7%

As in the case of freight loco-motives, so also has there been a sub-stantial increase in the last year in the number of freight cars reported as unserviceable. Here again this in-crease has been caused both by the

necessity for economy and by the fact that it is useless to repair cars when there is no prospective traffic in sight for them to handle. The percentage of total freight cars on the Class One lines which were reported as un-serviceable is shown below by years from 1920:

1920.....7.0%	1926.....6.5%
1921.....13.1%	1927.....5.9%
1922.....12.8%	1928.....6.2%
1923.....8.0%	1929.....6.0%
1924.....7.8%	1930.....6.2%
1925.....7.7%	1931.....7.9%

## THE RAILWAYS' SERVICE Fewer Passengers in 1931 Than in 1901

In 1931, the Class One railways of the country carried a total of 596,339,000 passengers. The passenger business of the roads has been declin-ing steadily in recent years, due to the competition of the motor bus and the private passenger automobile. Figures follow showing the number of passengers carried by the Class One lines:

1911.....938,655,710	1925.....888,267,296
1916.....1,005,954,777	1926.....862,361,333
1920.....1,234,862,048	1927.....829,917,845
1921.....1,035,496,329	1928.....790,327,447
1922.....967,409,205	1929.....730,468,302
1923.....986,918,075	1930.....703,598,121
1924.....932,678,462	1931.....596,339,000

## Passenger-Miles 53 Per Cent Below 1920

The foregoing figures do not take into consideration the length of the trips made by the various passengers. To include this factor of distance also, a measure of passenger service has been adopted, known as "passenger-miles". This term means for the passenger service just what "ton-miles" means for the freight service. In 1931 the Class One roads handled the smallest passenger traffic in any year since 1904, the 1931 figure repre-senting a decrease of 53 per cent be-low the total for 1920. The actual figures of passenger traffic of the Class One railways are shown below in terms of passenger-miles:

1911.....32,371,444,793	1925.....35,950,222,811
1916.....34,585,952,026	1926.....35,477,524,581
1920.....46,848,667,987	1927.....33,649,706,115
1921.....37,312,585,066	1928.....31,601,341,798
1922.....35,469,961,582	1929.....31,074,134,542
1923.....37,956,594,827	1930.....26,814,624,535
1924.....36,690,886,478	1931.....21,898,500,000

## 1931 Freight Service Per Individual Shows Big Drop

In 1931 the Class One railways per-formed a revenue freight service equivalent to hauling 2,493 tons of freight for the distance of one mile for every man, woman and child in the country. This average freight service per individual performed in 1931 rep-resented a decrease of 20 per cent be-

low 1930, and a decrease of 32 per cent below the corresponding average in 1929. The revenue freight service performed per inhabitant by the Class One lines is shown below:

1911.....	2,667	ton-miles
1916.....	3,597	ton-miles
1920.....	3,851	ton-miles
1921.....	2,836	ton-miles
1922.....	3,088	ton-miles
1923.....	3,700	ton-miles
1924.....	3,431	ton-miles
1925.....	3,603	ton-miles
1926.....	3,808	ton-miles
1927.....	3,627	ton-miles
1928.....	3,612	ton-miles
1929.....	3,051	ton-miles
1930.....	3,113	ton-miles
1931.....	2,493	ton-miles

**Passenger Service Per Inhabitant Also Decreases**

The passenger service performed per inhabitant has shown a marked decline in recent years. In 1911 this service was equivalent to carrying each person in the United States on a trip of 346 miles. This average had increased to 440 miles in 1920, after which a great drop occurred, due principally to motor vehicle competition. In each of the last eleven years the average passenger service performed per inhabitant has been less than in 1911, the lowest figure—177 miles, or a decrease of 49 per cent below 1911—being reached in 1931. The following figures show, for the Class One roads, the average passenger service performed per inhabitant:

1911.....	346	passenger-miles
1916.....	343	passenger-miles
1920.....	440	passenger-miles
1921.....	345	passenger-miles
1922.....	323	passenger-miles
1923.....	340	passenger-miles
1924.....	319	passenger-miles
1925.....	313	passenger-miles
1926.....	304	passenger-miles
1927.....	285	passenger-miles
1928.....	264	passenger-miles
1929.....	256	passenger-miles
1930.....	218	passenger-miles
1931.....	177	passenger-miles

**Motor Competition Causes Losses in Passenger Traffic**

The great losses in railway passenger traffic which have occurred in recent years are due mainly to competition resulting from the increased use of motor vehicles, both private and public. The railways have no disposition to limit the proper development of motor transportation. At the same time, however, the rapid growth of such transportation has presented a number of difficult problems to the steam roads, which must be solved in the public interest. The number of passenger automobiles registered in the United States is shown below:

1911.....	619,500	1925.....	17,496,420
1916.....	3,297,996	1926.....	19,237,171
1920.....	8,225,859	1927.....	20,319,224
1921.....	9,346,195	1928.....	21,379,125
1922.....	10,864,128	1929.....	23,121,589
1923.....	13,479,008	1930.....	23,042,840
1924.....	15,460,649	1931.....	22,347,800

**Trucks Retard Freight Growth**

At the same time, the rapid extension in recent years of the use of the motor truck as a transportation agency has had a marked effect upon railway freight traffic. The following figures show the number of motor trucks registered in the United States:

1911.....	20,000	1925.....	2,440,854
1916.....	215,000	1926.....	2,764,222
1920.....	1,006,082	1927.....	2,914,019
1921.....	1,118,520	1928.....	3,113,990
1922.....	1,375,725	1929.....	3,379,854
1923.....	1,612,569	1930.....	3,480,939
1924.....	2,184,724	1931.....	3,466,303

**THE RAILWAYS' RATES United States**

**Rates and Fares Cut Since 1921**

The best available measure of the level of railway freight rates is found in what is termed the "average revenue per ton-mile", that is, the average amount received by the roads for hauling one ton of freight for the distance of one mile. There was a practically constant downward trend in the level of freight rates from 1921 through 1931, the 1931 average revenue per ton-mile being 18 per cent lower than that received in 1921. The actual figures for the Class One roads are shown below:

1911.....	0.743 cents	1925.....	1.097 cents
1916.....	0.707 cents	1926.....	1.081 cents
1920.....	1.052 cents	1927.....	1.080 cents
1921.....	1.275 cents	1928.....	1.081 cents
1922.....	1.177 cents	1929.....	1.076 cents
1923.....	1.116 cents	1930.....	1.063 cents
1924.....	1.116 cents	1931.....	1.051 cents

Corresponding to the average revenue per ton-mile in the freight service, the level of passenger fares is measured by the "average revenue per passenger-mile", that is, the average amount received by the roads for hauling one passenger for the distance of one mile. There has been a steady decline in average revenue per passenger-mile ever since 1921 (due in part to the relatively increasing proportion of commutation traffic), the 1931 figure showing a reduction of 19 per cent below 1921. The figures are as follows for the Class One lines:

1911.....	1.964 cents	1925.....	2.938 cents
1916.....	2.042 cents	1926.....	2.936 cents
1920.....	2.745 cents	1927.....	2.896 cents
1921.....	3.086 cents	1928.....	2.850 cents
1922.....	3.027 cents	1929.....	2.808 cents
1923.....	3.018 cents	1930.....	2.717 cents
1924.....	2.978 cents	1931.....	2.513 cents

**Western District**

**Large Reductions in Western Rates**

There have been two important differences in the course followed by Western freight rates since 1911, when compared with rates in the country as a whole. First, from 1911 to 1921, Western freight rates were increased relatively much less than were rates in the entire country. Second, from 1921 to 1931, Western

freight rates were reduced relatively more than were rates in the entire United States, this reduction amounting to 20 per cent on the Western lines. Figures of revenue per ton-mile are shown below for Class One railways in the Western District:

1911.....	0.939 cents	1925.....	1.195 cents
1916.....	0.836 cents	1926.....	1.187 cents
1920.....	1.170 cents	1927.....	1.179 cents
1921.....	1.422 cents	1928.....	1.166 cents
1922.....	1.292 cents	1929.....	1.162 cents
1923.....	1.227 cents	1930.....	1.149 cents
1924.....	1.208 cents	1931.....	1.136 cents

The average revenue per passenger-mile received by the Western lines has likewise decreased practically steadily in the last ten years, the figure for 1931 showing a reduction of 24 per cent below 1921. The following figures show the average revenue per passenger-mile received by the Class One Western roads:

1911.....	2.120 cents	1925.....	2.975 cents
1916.....	2.182 cents	1926.....	2.988 cents
1920.....	2.874 cents	1927.....	2.961 cents
1921.....	3.271 cents	1928.....	2.910 cents
1922.....	3.168 cents	1929.....	2.853 cents
1923.....	3.125 cents	1930.....	2.753 cents
1924.....	3.065 cents	1931.....	2.497 cents

**THE RAILWAYS' EARNINGS United States**

**1931 Rate of Return Far Lower Than 1916**

The revenues and the expenses of the Class One railways of the United States are shown below for the years 1916 and 1931:

Account	1931	1916
Operating revenues.....	\$4,188,343,237	\$3,596,805,766
Operating expenses.....	3,223,567,417	2,357,398,412
Net operating revenue.....	964,775,820	1,239,467,354
Taxes.....	303,560,479	157,113,372
Uncollectible revenues.....	891,138	797,486
Railway operating income.....	660,324,203	1,081,556,496
Rentals for equipment and joint facilities.....	134,045,951	41,471,079
Net railway operating income.....	526,278,252	1,040,084,517
Other income.....	298,077,860	210,066,879
Total income.....	824,356,112	1,250,151,396
Rent for leased roads.....	143,293,841	158,377,958
Interest on funded debt.....	494,706,521	406,067,507
Interest on unfunded debt.....	16,756,898	14,854,425
Other deductions.....	27,837,917	23,370,773
Total deductions.....	682,595,177	603,270,723
Net income.....	141,100,935	646,880,673
Property investment.....	26,300,000,000	17,636,722,230
Rate of return.....	2.00%	5.90%

From 1916 to 1931 the operating revenues of the Class One railways



increased 16 per cent. In the same time operating expenses increased 37 per cent and taxes increased 93 per cent, with the result that the net railway operating income of the roads (which is their return upon their investment) showed a reduction of 49 per cent. From 1916 to 1931, the total property investment of these lines increased 49 per cent, so the average rate of return earned on each dollar invested in railway property fell from 5.90 per cent in 1916 to 2.00 per cent in 1931. In other words, each dollar of property earned 66 per cent less in 1931 than in 1916.

**United States**

**Revenues Fall \$1,100,000,000 in 1931**

The gross operating revenues of the Class One railways in the United States amounted to \$4,188,343,237 in 1931. This figure represented a reduction of \$1,092,853,633, or of 21 per cent, below 1930, and a reduction of \$2,091,177,307, or of 33 per cent, below 1929. The total operating revenues of the Class One roads are shown below:

1911.....	\$2,752,497,297	1925.....	\$6,122,509,856
1916.....	3,596,865,766	1926.....	6,382,939,546
1920.....	6,178,438,459	1927.....	6,136,360,270
1921.....	5,516,508,242	1928.....	6,111,735,511
1922.....	5,559,092,708	1929.....	6,270,520,544
1923.....	6,289,580,027	1930.....	5,281,196,870
1924.....	5,921,406,325	1931.....	4,188,343,237

**Expenses Cut \$700,000,000 in 1931**

The total operating expenses of the Class One railways in 1931 amounted to \$3,223,567,417, a reduction of \$707,361,270, or of 18 per cent, below 1930, and a reduction of \$1,282,438,845, or of 28 per cent below 1929. The total operating expenses of the Class One railways follow:

1911.....	\$1,902,904,333	1925.....	\$4,536,880,291
1916.....	2,337,308,412	1926.....	4,660,330,736
1920.....	5,827,501,146	1927.....	4,574,177,821
1921.....	4,562,665,302	1928.....	4,427,895,036
1922.....	4,414,522,334	1929.....	4,506,656,282
1923.....	4,895,166,819	1930.....	3,930,928,687
1924.....	4,507,885,037	1931.....	3,223,567,417

**Western District**

**1931 Rate of Return Far Lower Than 1916**

The revenues and the expenses of the Class One Western railways in 1916 and in 1931 are shown below:

Account	1931	1916
Operating revenues.....	\$1,580,637,949	\$1,452,270,142
Operating expenses.....	1,192,065,743	915,072,046
<b>Net operating revenue.....</b>	<b>388,572,206</b>	<b>537,207,696</b>
Taxes.....	121,295,953	71,892,777
Uncollectible revenues.....	373,921	380,328
<b>Railway operating income.....</b>	<b>246,902,332</b>	<b>464,993,991</b>
Rentals for equipment and joint facilities.....	57,354,317	8,914,327

Net railway operating income.....	200,748,015	456,049,664
Other income.....	138,999,610	94,766,304
<b>Total income.....</b>	<b>348,747,625</b>	<b>550,815,968</b>
Rent for leased roads.....	21,274,621	70,481,784
Interest on funded debt.....	232,437,276	191,425,639
Interest on unfunded debt.....	6,239,406	3,824,061
Other deductions.....	7,868,736	7,227,009
<b>Total deductions.....</b>	<b>267,820,039</b>	<b>272,950,093</b>
<b>Net income.....</b>	<b>80,927,586</b>	<b>277,865,875</b>
Property investment.....	11,000,000,000	8,150,292,775
Rate of return.....	1.91%	5.50%

From 1916 to 1931, the operating revenues of the Western railways increased nine per cent. In the same time, operating expenses increased 30 per cent and taxes increased 69 per cent, with the result that the net railway operating income of these lines, (which is their return upon their investment) showed a reduction of 54 per cent. From 1916 to 1931 the total property investment of the Western lines increased 35 per cent, so the average rate of return earned on each dollar invested in Western railway property fell from 5.59 per cent in 1916 to 1.91 per cent in 1931. In other words, each dollar of property earned 66 per cent less in 1931 than in 1916.

**Western District**

**Operating Revenues Decline \$439,000,000**

The total operating revenues of the Class One lines in the Western District amounted to \$1,580,637,949 in 1931. This was a reduction of \$438,524,788, or of 22 per cent, below 1930, and a reduction of \$812,003,985, or of 34 per cent, below 1929. Operating expenses of the Class One Western railways in 1931, amounting to \$1,192,065,743, showed a reduction of \$282,696,539, or of 19 per cent, below 1930, and a reduction of \$494,940,022, or of 29 per cent, below 1929. The operating revenues and operating expenses of the Class One Western lines are shown below:

Year	Revenues	Expenses
1911.....	\$1,129,935,133	\$ 759,025,696
1916.....	1,452,270,142	915,072,046
1920.....	2,454,315,400	2,187,185,796
1921.....	2,178,805,204	1,739,860,450
1922.....	2,127,113,508	1,645,969,776
1923.....	2,309,393,833	1,764,025,771
1924.....	2,231,208,135	1,671,455,184
1925.....	2,261,329,593	1,650,225,909
1926.....	2,318,425,819	1,671,504,996
1927.....	2,286,963,622	1,679,307,679
1928.....	2,346,317,655	1,674,780,252
1929.....	2,392,641,034	1,687,005,765
1930.....	2,019,162,737	1,474,762,332
1931.....	1,580,637,949	1,192,065,743

**Freight Revenues Drop \$828,000,000**

The freight revenues of the Class One lines in 1931 amounted to \$3,254,809,000. This total represented a decline of \$1,570,813,000, or of 33 per cent, below the corresponding 1929 figure, and a reduction of \$828,433,000, or of 20 per cent below 1930. Freight revenue of the Class One railways is shown below:

1911.....	\$1,856,504,287	1925.....	\$4,552,756,017
1916.....	2,575,210,622	1926.....	4,809,640,768
1920.....	4,328,297,621	1927.....	4,643,517,011
1921.....	3,924,119,819	1928.....	4,601,147,326
1922.....	4,005,558,722	1929.....	4,825,622,121
1923.....	4,022,364,980	1930.....	4,083,241,558
1924.....	4,345,538,231	1931.....	3,254,809,000

**Passenger Revenues Decline \$178,000,000**

Passenger revenues of the Class One roads in 1931 amounted to \$551,950,000, a decrease of \$322,514,000, or of 37 per cent, below 1929, and a decrease of \$178,420,000, or of 24 per cent, below 1930. This 1931 total also represented a reduction of \$737,454,000, or of 57 per cent, below the corresponding 1920 figure. The following figures show the passenger revenues of the Class One lines:

1911.....	\$ 636,341,465	1925.....	\$1,037,704,231
1916.....	708,044,033	1926.....	1,043,070,646
1920.....	1,288,503,573	1927.....	976,177,636
1921.....	1,153,791,025	1928.....	962,329,805
1922.....	1,075,930,844	1929.....	873,564,246
1923.....	1,147,588,884	1930.....	729,470,279
1924.....	1,076,450,788	1931.....	551,950,000

**Freight Unit Expenses Reduced**

In 1930, the latest year for which information is now available, the freight operating expenses of the Class One railways, together with the freight proportion of their equipment and joint facility rentals, amounted to 77.47 cents for every hundred tons of revenue freight carried one mile. This amount was slightly higher than in 1929, because it was impossible to reduce expenses in the same proportion that freight traffic fell off, but, except for 1929, the 1930 figure was the lowest since 1918, representing a reduction of 29 per cent below the peak 1921 figure of 109.63 cents. Average freight unit expenses per 100 revenue ton-miles are shown below. As stated, these figures cover only freight operating expenses and freight equipment and joint facility rentals; taxes and a return on property investment are not included:

1915.....	54.53 cents	1925.....	82.07 cents
1916.....	48.62 cents	1926.....	80.23 cents
1920.....	107.61 cents	1927.....	81.03 cents
1921.....	109.63 cents	1928.....	77.81 cents
1922.....	96.85 cents	1929.....	77.07 cents
1923.....	90.67 cents	1930.....	77.47 cents
1924.....	87.23 cents		

Hanna—"Pears to me yo' husban' is reformin' lately. Am he gittin' religion?"

Mandy—Lordy, no. He done hab de rheumatism!



## Announce Faster Freight Schedules October 30

**A** PRONOUNCED improvement in car loadings on Frisco Lines, and reliable indications that the increasing trend will be maintained, have resulted in a general revision in the running time of practically all through freight trains on the railroad. Effective at midnight, October 30, drastic changes in the schedules of the trains were made, and in some instances the saving in time was as great as 17 hours.

One of the most advantageous features of the new schedules is the improved service from Texas and Florida points to the Middle West, which results in perishable products from both regions arriving in the great distributing centers of St. Louis and Kansas City many hours earlier than heretofore. Eastern seaboard merchandise delivered to the Frisco at Birmingham, Ala., also receives the benefit of the improved schedules.

The most important changes includes: inauguration of one new through train from Birmingham, Ala., to Kansas City, Mo., which will make the 735 mile run, 17 hours shorter than at present; another new train from St. Louis to Memphis and return, which reduces running time between those points  $4\frac{1}{2}$  hours; improved service between Kansas City and Ft. Smith, Ark., which results in 24 hours earlier delivery of Kansas City merchandise in Ft. Smith and an additional improvement in service between Kansas City and Oklahoma City, which allows four hours earlier arrival in Oklahoma City than at present.

Under the October 30 schedules, the new train, No. 135, leaves Kansas City at 9:30 a. m., arriving in Memphis at 7:00 a. m. and Birmingham at 2:00 a. m., a saving over present schedule of five hours and thirty minutes. This train is materially speeded up on its return trip, leaving Birmingham at 7:00 p. m., arriving Memphis at 5:00 a. m. and Kansas City at 4:00 a. m., a saving of 17 hours over the present schedule.

The night freight service from Kansas City to Birmingham, No. 131, under the new schedule, leaves Kansas City at 9:30 p. m., arrives Memphis at 3:30 p. m., and Birmingham 3:00 a. m., a saving of 9 hours and 15 minutes. Returning as No. 136, this

train leaves Birmingham at 4:00 a. m., arriving Memphis at 2:00 p. m., and Kansas City at 11:59 a. m., again saving the shipper 17 hours over the present schedule.

A saving of 24 hours over present schedules from Kansas City to Ft. Smith, Ark., was effected under the October 30 changes. Train No. 135 leaves Kansas City at 9:30 a. m., arriving Ft. Smith at 6:30 a. m. The new service from Kansas City to Oklahoma City results in a net saving of 5 hours, leaving Kansas City at 9:30 a. m., arriving Oklahoma City 3:00 a. m. the next morning.

A saving of  $4\frac{1}{2}$  hours in schedule time between St. Louis and Memphis, Tenn., and an additional saving of 3 hours between Memphis and Birmingham, became effective with the new schedules. Train No. 835 leaves St. Louis at 9:00 p. m., one hour later than at present, arriving Memphis 8:00 a. m., 3 hours and 30 minutes earlier, there connecting with No. 135 out of Memphis for Birmingham, arriving at 2:00 a. m., 3 hours earlier than at present. This schedule takes off a total of 7 hours and 30 minutes in running time between St. Louis and Birmingham.

Establishment of a new train, No. 833, was also announced between St. Louis and Memphis, leaving St. Louis at 10:00 p. m., arriving Memphis 12 o'clock noon. This train acts as a follow-up for No. 835 and performs local service, making connections at Memphis with other fast trains for Birmingham and Pensacola, Florida.

Returning from Birmingham to St. Louis, the schedule of No. 136-832, between Birmingham and St. Louis was shortened 6 hours and 40 minutes, leaving Birmingham 4:00 a. m., connecting at Memphis with No. 832 for St. Louis, leaving there at 9:00 p. m. and arriving in St. Louis at 11:00 a. m.

Another new train which brings Florida perishables into St. Louis  $11\frac{1}{2}$  hours faster than at present, is No. 834, which connects at Memphis with a fast through freight from Birmingham, arriving in St. Louis at 1:00 a. m.

Many other changes, all of them tending toward faster freight service, have been made to trains throughout the Frisco System.

## REAL RECORD ESTABLISHED

Members of extra gang No. 209, on the Frisco's Southern division believe that they have established a record which will be a difficult one to beat. L. D. Gardner, foreman of this gang, reports that there has not been a personal injury to any member of his gang during 1931 and up until October 23, 1932. It is presumed that they will continue the non-accident record, but this report was made as of October 23.

In commenting on the record Foreman Gardner said: "I believe that if all foremen would stay on the job and personally supervise the work that our accidents would be quite a bit less. On my extra gang, 209 up to date, I have not had an accident of any kind in 1931 and 1932. I have done all kinds of construction work, have unloaded, laid and loaded fifteen miles of rail, surfaced about twenty-five miles, unloading about five hundred cars of cross ties, unloaded and placed about one hundred cars of one-man boulders and have installed about fifteen switches in this period.

"I believe this is a good record for an extra gang and I wish all section foremen knew this as they say that the extra gangs have all the accidents. Also since I have been employed on the Frisco, I have not had but two accidents where any time was lost, each of them two days only."

Mr. Gardner has been in Frisco service since August 3, 1926, as extra gang foreman and has been on extra gangs continuously during that time. In speaking of his remarkable record S. J. Frazier, superintendent, said, "we think he has a remarkable record for only two accidents in his entire length of service and in the handling of extra gangs."

## MORE MEN TO WORK

One hundred and twenty-five train and enginemen were placed back in service on October 30, as a result of establishing additional service and the revision of the running time of through freight trains throughout the system. The addition of these men will increase the Frisco payroll \$30,000 a month, distributed throughout its nine-state territory.

The new through freight train schedules went into effect at midnight October 30 and effected a decided improvement in service between the Frisco's important cities. Drastic changes in the schedules of the trains were made, and in some instances the saving in time was as great as 17 hours.

### Was it Euphonic?

"What do you think of my gal, Sam?"

"Dat gal's all right, sho' nuff, but her figger jes' don't rhyme, dat's all!"

### One Reason

"Why is it easier to fly from America to Europe than the reverse?"

"Apparently you can't get financed on the other side."

# NEWS of the FRISCO CLUBS

## Afton, Okla.

Fifteen members and one visitor were present at the October 31 meeting of the Frisco Employes' Club of Afton, Okla. Mr. Wm. Estes, former president, acted in the capacity of president for H. L. Freeman, who was absent, and W. H. Shedlebar, agent, served as secretary in the place of E. H. Carver, who was also absent.

Agent Shedlebar told of the tips he had received from the members and of the work done on each. A report of business from the sectionmen was reported, which showed they had been busy working on tips received. Tom Wilde, member of the club, reported securing two passengers to Baxter, Kan., who had previously decided to go by bus.

Ted Shedlebar, son of the agent, entertained the members with a few selections on his guitar. Mr. Shedlebar has been most generous in offering his services to this club at their meetings and he is a great favorite. He is broadcasting over station WMBH at Joplin, and may be heard from that station.

## Thayer, Mo.

Twenty-six members attended the October 21 meeting of the Frisco Employes' Club of Thayer, Mo. T. H. Edmundson, president, presided.

The feature of the evening was a review of the digest of the bus and truck laws of various states in Frisco territory, and a number of good suggestions were offered by the various employes in connection with preventing truck and bus operators from violating laws now in effect. President Edmundson also offered the complete digest to any employe desiring to read it at his or her leisure.

P. A. F. Ingle, local agent, advised that the Thayer station had secured fifteen cars of stock and had shipped them out of Thayer since October 1. These cars were all secured from one party. Mr. Ingle advised that the local meat shipments to Thayer had increased since the August meeting.

President Edmundson reported that the Oregon County Fair was very successful this year, and that the Frisco booth attracted a great deal of attention. The Fair was held the week of September 12-17.

S. J. Frazier, superintendent, addressed the members, stressing the fact that every effort be made to get

trains through the terminals with the least possible delay. This in order to keep business, and secure more, through prompt movement and co-operation of all employes.

C. H. Baltzell, a visitor at the meeting, advised that accidents over the Frisco system had been reduced 57 per cent. He also advised that each and every employe should be on the alert to furnish passengers with information regarding connections of trains at various points.

C. B. Callahan, assistant superintendent, brought out the fact that the new freight schedules would provide work for more men in the operating department and urged that every effort be made to secure more business and reinstate more men now out of work due to depressed business conditions.

The meeting was adjourned at 9:00 p. m. with the date for the November meeting not decided upon at that time.

## Colored Club of St. Louis, Mo.

Members of the colored club of the St. Louis Terminals met on Friday evening, October 14, at the Tower Grove Club Rooms, with nine members in attendance. President Thomas Henry, presided.

Various members of the club addressed the meeting, and Willie Robinson reported having secured eleven round trip tickets on September 23 from Osceola, Ark., to St. Louis and return, also four round trip tickets to Memphis were secured by Rubos Smith on October 23.

Members of this club are enthusiastic and working hard in the interest of Frisco Lines and have requested that all information on excursions, low fare rates, etc., be sent to club members so they may work up business for Frisco Lines.

## Joplin, Mo.

Fourteen members were present at the November 3 meeting of members of the Frisco Employes' Club of Joplin, Mo. The meeting was in charge of S. R. Landrum, president, who asked that the minutes of the past meeting be corrected to include C. K. Bennett, agent at Galena, as a member of the club, instead of a visitor.

The meeting was thrown into a round table discussion of various phases of club work, and everybody present had suggestions to offer.

As to passenger tips received, special mention was made of the work done by Rodger Fletcher of the roundhouse, as well as other roundhouse employes, and all present were urged to continue their efforts toward securing tips on business.

The subject of the play to be presented for the entertainment of the members was brought up, and President Landrum advised that the parts would be assigned within a short time.

Investigations were reported as having been made with various firms to ascertain why more business was not given Frisco Lines, and a discussion of the amount that the trucks and busses were receiving, ensued.

President Landrum reported that election of 1933 officers would be among the matter of business to be brought up at the next meeting, and members present agreed to do away with a nominating committee and to unanimously vote for the officers at the next meeting, either by acclamation or ballot.

The suggestion carried and the meeting was adjourned.

## St. Louis Girls' Club

The handkerchief bridge party, given to raise funds for the Christmas charity program sponsored by the St. Louis Girls' Club each year, was a decided success. The event was held at the Olive Hall, Olive Street, St. Louis, on October 28, and the affair netted the club a total of \$62.25.

One hundred and forty-three tickets at thirty-five cents each were sold, which totaled \$50.05; \$20.15 was derived from the sale of ice cream, cake and coffee, also a cake raffle, and handkerchiefs left over were sold for \$1.75.

Expenses for the affair were only \$9.70, as each girl donated the handkerchiefs which were given for prizes at the bridge tables.

The energetic committee in charge of the affair consisted of Lil Kulage, secretary and chairman, assisted by the Misses Corinne Uhlenhaut, Minette Juhlin, Genevieve Hutchison, and Bernice Hower.

This was one of the most successful affairs of its kind to be undertaken by the club members and they reaped their reward in its success.

The October luncheon of members of this club was called off, in respect to the memory of F. W. Young, late



paymaster of Frisco Lines, and at this writing the November luncheon is scheduled to be held November 29, when an interesting program will be presented.

### *Sapulpa, Okla.*

A masked ball and bridge party was the feature of the October 17 meeting of the members of the Frisco Employees' Club of Sapulpa, Okla. It was considered to be one of the best attended and most successful events ever given by the club, with all due credit being given the president, Joe Robson, and the hostesses.

The evening was spent playing bridge and dancing to the splendid music furnished by Ray Stencil and his Rough Riders. A number of clever costumes were seen, and those deserving special mention were worn by Joe Robson and wife, C. T. Fine and wife, and Frank Campbell and wife. Mrs. Campbell's costume was sixty years old. Many costumes were in keeping with the spirit of Halloween.

The dancers were pelted with confetti and serpentine, and, altogether, it was a gala affair, and everyone spent a most delightful evening.

Members of the Frisco Employees' Club of Sapulpa sponsored a benefit bridge on November 7, which was well attended, there being ten tables.

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

Members of the Frisco Colored Employees' Club of Birmingham, celebrated the third anniversary of the club's organization on the night of November 17 at the St. Paul A. M. E. church at Birmingham, Ala.

There was a splendid crowd in attendance and the program presented was both interesting and entertaining. T. J. Guice served as Master of Ceremonies.

The program was opened with selections by the choir, followed by the invocation. Steve Robinson, president of the club, spoke on the purpose of the club and urged that all members double their efforts in behalf of the railroad in securing more freight and passenger business.

The Continental Gln Quartet furnished some snappy selections for the enjoyment of the audience, and the future of the organization of the club was discussed by Rev. W. M. Sample. Other numbers on the program consisted of: spiritual, Mrs. T. J. Guice; Over the Hill to the Poor House, Mrs. C. J. Johanson, and solo, Oscar Rivers.

C. J. Thompson, of Frisco Lines, Birmingham, introduced the Frisco of-

ficials of Birmingham which attended the meeting. Rev. E. O. Woolfolk presented a well-prepared sermon.

### *Wichita, Kansas*

Twenty-five members of the Frisco Employees' Club of Wichita, Kan., met for their monthly meeting on November 14. J. A. Moran, superintendent, E. E. Carter, assistant superintendent, and Bert Tanguary, agent, from



*Little Miss Merlyn York (pictured above) nine-year-old daughter of M. L. York, switchman for Frisco Lines, and wife, of West Tulsa, Okla., is a talented dancer, and a student of the Burch Holtzman School. She is in great demand at parties and entertainments of the Employees' Club, and other affairs at both Sapulpa and Tulsa.*

Wichita Heights were guests.

Agent Tanguary reported that truck violations in his city were being handled through the State Highway Inspection Department, and S. P. Haas, general agent at Wichita, reported that some business which had formerly been handled by truck, was now being given to Frisco Lines.

E. E. Carter gave an interesting talk on some of the problems of the railroad at the present time, stressing the point that it is up to each and every employe to see that the shipper gets his car in the quickest possible time after the car reaches destination. Mr. Carter was of the opinion that this

would be the means of holding business for the railroad, citing instances where business was lost to the trucks because of slow service in setting cars.

John Connell, brakeman, of Neodesha reported that contract was to be let on the new bridge over Fall River, and solicitation might cause the materials to be shipped via Frisco Lines.

C. S. Underwood made a personal appeal to every man present to put forth every effort to secure every pound of freight possible.

There was some discussion as to having cards printed showing Frisco service from various points to Wichita and President Immele promised to give a report on this matter at next meeting.

J. P. Sheehan, retired roadmaster, reported a new sewer contract let, and Mr. Underwood reported that routing of inbound material for this project was being handled.

It was decided to see that each employe was furnished with routing order blanks for use in solicitation and the secretary was instructed to mail supply of forms to department heads.

J. A. Moran made an interesting talk, speaking generally of railroad conditions today and the need for intense solicitation efforts on the part of all employes.

President Immele called attention to an interesting article from the Traffic World pertaining to the railroads versus truck lines.

The meeting adjourned at 9:00 p. m.

### *Neodesha, Kansas*

The regular monthly meeting of the Frisco Employees' Club of Neodesha, Kan., was held in the assembly room at Neodesha on November 9. There were eleven members present, including E. E. Carter, assistant superintendent, J. A. Moran, superintendent, and C. S. Underwood, division freight and passenger agent, who intended to be present at the meeting were unable to do so account of business in other cities.

A. M. Reed, conductor, gave the club members a tip on a car of meat out of Wichita for Neodesha each week. The matter was taken up and will be handled through to a conclusion.

Club members were also hopeful of securing routing on eight cars of stock into Neodesha for winter and spring feeding. This shipment to move January 1.

Mr. Carter addressed the club, thanking the members for their past activities and explaining the present conditions of the railroad and asked that each member put forth every effort to secure some business or give

every effort in helping to move the business which we already have secured, and he talked encouragingly of future shipments.

O. C. Miller, local agent, thanked the club members for their past assistance and asked them to give their undivided support toward future solicitation.

Another important feature of the meeting, handled last, was the election of officers. H. F. Lee was elected president and G. H. Harbin, secretary. Mr. Lee is employed as operator and Mr. Harbin is a clerk.

Both men thanked the club for the honor bestowed on them and pledged their efforts toward the interests of the club during their term of office.

### Oklahoma City

The first regular fall meeting of the Frisco Employes' Club of Oklahoma City was held on October 20, called by Jesse Moore, president. There were a total of 35 members and guests present, and the meeting was a combined business and social affair.

W. L. Huggins, Jr., assistant traffic manager, was the guest of honor and made a talk on railway conditions today. His address was an inspiration to all who heard him, and he spoke encouragingly of improved conditions, indicating that car loadings had increased substantially—business conditions were such that new freight trains on fast schedules had been put on, and improved service made in other freight trains. He stated that passenger train schedules had also been speeded up.

M. W. Bell, chief clerk, traffic department and recently elected secretary-treasurer of the Railway Employes & Taxpayers' Association of Oklahoma, devoted a few minutes to explaining in detail the plans of this organization, pointing out the necessity of cooperation from all employes in supporting same.

R. C. Mills, general agent, gave a short talk concerning the signing of application blanks for membership in the above mentioned organization, and a supply of these blanks were distributed to those present, and all were urged to become members in the interest of the welfare of the employes and taxpayers alike.

Walter L. Pipkin, demurrage clerk, reported having secured three car loads and one LCL shipment; C. C. Atteberry, chief clerk in the freight department had secured one LCL shipment, and Mr. Baulch, stationary engineer and E. E. Reynolds, ticket clerk, reported having secured one passenger each.

Following the report of business

## Popular Band at Imboden



George Morgan, agent for Frisco Lines at Imboden, Ark., is the leader and instructor of the Frisco Booster Band of that city, and all members (with the exception of three) are shown in the above photograph.

This band has furnished splendid music for meetings of the Frisco Employes' Clubs of Hoxie, Black Rock and Mammoth Springs, and is made up of local talent around Imboden. Their help has been invaluable in advertising the club meetings in that

section of the country and their appearance at any meeting assures its success from an entertainment standpoint.

Members of the band are (left to right, standing), E. S. Baker, Manning Estes, Richard Abee, Buster Abee, Kenneth Ruhl, Marshall Crabtree, W. A. Gray and A. D. Ruhl; (left to right, seated), G. E. Morgan, agent and instructor of the band, Virgil Goff, Hubert Marshall and Burl Gray.

secured, the Sunset Six orchestra furnished music for the dancing. The next business meeting was scheduled to be held on November 17.

### Springfield Girls' Club

On the evening of November 3 the Frisco Girls' Club of Springfield held a dinner bridge and bunco party at the Greene Tavern Hotel in honor of the outgoing officers. Fifty members and guests were present.

Miss Selma Hoffman, the new president, presided at the dinner, during which a number of "pep" songs were sung, led by Miss Pearl Fain and accompanied by Miss Eugenia Seabough. Mr. Harry Hoffman and little Miss Peggy Meyers each entertained with a group of solos, accompanied by Miss Dorothy Rathbun. All were greatly appreciated.

The entertaining rooms were beautifully decorated in autumnal shades, with bouquets of chrysanthemums centering the tables and a favor, in the form of an English Walnut shell which contained a slip of paper on which was written a fortune, at each place.

At the conclusion of the dinner the outgoing officers, Mrs. Hazel Baker, Misses Marie Kidd, Helen Heflin, Hazel Clark, Dazel Lewis and Lillian Fuller, were each presented with a silver spoon, engraved with the Frisco emblem and the words "Frisco Girls'

Club, 1932", as a token of appreciation for their services.

The remainder of the evening was enjoyed at bridge and bunco, the high favors being won by Mrs. Hazel Baker and Miss Marie Kidd, low by Misses Ellen Kerr and Ila Cook, galloping prize by Miss Alice Larkin and door prize by Miss Elizabeth Dunn.

### Tulsa, Okla.

Twenty-five members were present at the November 15 meeting of the Frisco Employes' Club of Tulsa, held in the basement of the new Public Service Building.

President C. E. Retzlaff reported that the dance, given during the month of October, was a social success, but not a success financially.

A letter was read from O. H. Reid, addressed to Walter Adams, brakeman, with reference to movement of steel from the Tulsa Steel Company to a Fayetteville firm. The steel was ordered shipped by truck, but after solicitation by railroad employes, a goodly part of this movement was handled via Frisco Lines.

Additional tonnage via railroad was also secured from a Tulsa firm, and members of the club felt encouraged over the new business secured. Additional switch engines have been put on recently to handle the increase in



## 1933—Important Conventions—1933

Below is a list of important conventions which will be held during 1933.

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.

National League of Com. Merchants.....	Chicago, Ill.,.....	Jan. 16-20
National Education Ass'n, Dept. Superintendence .....	St. Paul, Minn.....	Feb. 24-Mar. 2
Shrine Directors Association of North America.....	Cincinnati, Ohio.....	March 1-3
Coca Cola Bottlers Assn.....	Atlanta, Ga.....	March
American Zinc Institute.....	St. Louis, Mo.....	April
Associated Traffic Clubs of Am.....	Peoria, Ill.....	Spring
Presbyterian Church of U. S., General Assembly .....	Ft. Worth, Tex.....	May 25
Metropolitan Life Ins. Co.....	New York, N. Y.....	May 4-6
Southern Baptist Convention.....	Washington, D. C.....	May
General Federation Women's Clubs.....	Richmond, Va.....	May 22-26
Rotary International.....	Boston, Mass.....	June
M. O. V. P. E. R. (Grotto).....	Chicago, Ill.....	June
National Retail Credit Assn.....	Memphis, Tenn.....	June 20-24
American Institute of Banking.....	Chicago, Ill.....	June
U. S. Junior Chamber of Commerce.....	St. Paul, Minn.....	June
Kiwanis International.....	Los Angeles.....	June 25-29
National Education Assn.....	Chicago, Ill.....	July 1-7
Shrine (A. A. O. N. M. S.).....	Atlantic City.....	July 11-13
National Federation Business and Professional Women's Clubs.....	Chicago, Ill.....	July
Lions Clubs International.....	St. Louis, Mo.....	July
American Dental Association.....	Chicago, Ill.....	Aug. 7-12
Knights of Khorassan (D. O. K. K.).....	Denver, Colo.....	Aug. 8-11
United Spanish War Vets.....	Los Angeles, Calif.....	September
I. O. O. F. Sovereign Grand Lodge.....	Springfield, Ill.....	Sept. 18-23
Nat'l Baptist Convention (Colored).....	Memphis, Tenn.....	Sept. 7-12
American Bankers' Association.....	Chicago, Ill.....	October
P. E. O. Sisterhood.....	Kansas City, Mo.....	Oct. 3-6

business; additional forces have been put on at the freight platform; more car inspectors and car rollers and additional mechanics employed in the roundhouse, and the general outlook for more business seemed good. Several locomotives that have been in white lead for some time, have been placed back in service.

The members were in favor of a big joint party with the ladies' club at Christmas time, and committees were appointed to plan for the event.

Following the business meeting, Mrs. R. W. Berry, wife of soliciting freight agent presented several vocal solos which were greatly enjoyed, and Harry Cozart, machinist apprentice, gave several selections of harmonica music. Henry Blair, car carpenter, delighted the members with two yodeling solos.

Committees will begin work at an early date on plans for the Christmas party, which is expected to be the best ever undertaken by the club.

### Colored Club of St. Louis, Mo.

The November meeting of the colored club of St. Louis, Mo., was held at the Tower Grove station club rooms on the night of November 11,

at 7:30 p. m.

The feature of the meeting was the nomination and election of officers for the coming year. Thomas Henry, who now serves the club as vice-president, was made president; Will Swift was elected vice-president; Jacob Rollins, re-elected treasurer, and Willie Robinson, re-elected secretary. Fred Mitchell and Tom McGuire were renominated for governors.

The new officers will be installed at the December meeting. The secretary reports that Fred Mitchell was fined 50c for having missed four meetings of the club.

The new officers pledged their hearty support to the club and plan to make it one of the strongest clubs on the system and in this endeavor they have the cooperation of all members.

### Clinton, Mo.

Eight members of the Frisco Employees' Club of Clinton, Mo., met for a short business meeting on November 20.

C. K. Morrison, president of the club, spoke on courtesy in handling the public, and the matter of making additional friends for the Frisco.

Correspondence from various of-

ficers was read and the employes present felt that conditions were slightly improved and were encouraged by increased car loadings.

The various employes present made short talks and suggestions as to how to increase business for Frisco Lines.

Following these talks the meeting was adjourned and the next one will be called for the third Sunday in December, the regular meeting date of the club.

## RAIL WORKERS MEET St. Louis Organizes With 500 Members

TWO meetings of railway employes and taxpayers have been held during the past two months, one, an organization meeting at St. Louis, Mo., and the second, a meeting of the already formed Railway Employes' and Taxpayers' Association at Oklahoma City.

There were 500 railway employes and taxpayers present at the organization meeting held in St. Louis at the Railroad Y. M. C. A., on the night of October 28. The men present lost no time in electing officers who are; E. L. Worley, president; R. S. Gaile, vice-president; F. J. O'Sullivan, vice-president; W. L. Heath, vice-president; O. L. Fry, treasurer, and J. M. Montgomery, secretary.

Charles C. Kinney of the Pennsylvania Railroad was a guest speaker and discussed the organization of the association and programs of like organizations being formed in the east. J. A. Witthaus, a St. Louis attorney, also spoke, as well as E. H. McReynolds of the Missouri Pacific Railroad.

The organization was named the Railroad Employes' and Taxpayers' Association of Missouri, and believes that the business of highway transportation has developed with such rapidity that it has outstripped proper legislation and administrative control, and that as a result the public safety and welfare are today seriously jeopardized.

To correct these conditions, this organization advocates: that those engaged in highway transportation for hire should be required to obtain authority to do so from the duly established public supervisory body to the end that unnecessary and destructive competition with rail transportation facilities shall be avoided; that motor vehicles should be required to pay taxes sufficient to produce such revenue as is required to compensate the state for the cost of constructing and maintaining the highways for their use, and to effect an equitable



distribution of such cost between the private automobile owner and the operator for hire; that interstate transportation of persons and property by motor vehicle requires Federal regulation which cannot be reached by the states.

The plans also cover restrictions upon the weight, size and speed of motor vehicles, liability insurance of operators, qualifications and hours of service of employes of motor vehicle carriers, maintenance of proper records with the regulatory body, highway patrol, etc.

Application for memberships have been filled out by hundreds of railway employes in St. Louis, and the organization is expected to be one of the largest ever formed in any state. Representatives from twenty-seven railroads, running in and out of St. Louis, present at this meeting, pledged their support to its policies and to the matter of securing members.


There were one hundred and two members of the Railway Employes' and Taxpayers' Association of Oklahoma present at their November 4 meeting, held at Oklahoma City. This organization now boasts of a membership totaling 2,200.

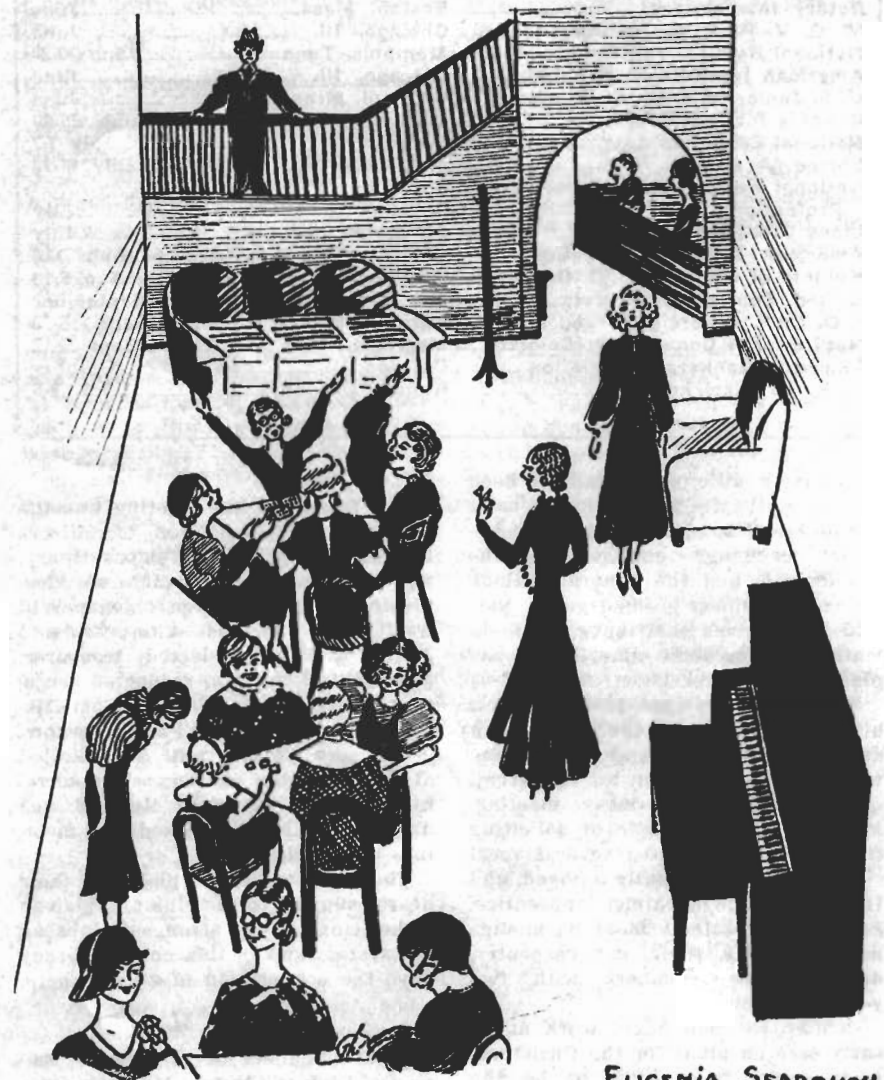
A. S. Johnson, E. G. A., of the M-K-T Railway, made a brief talk on the good work being accomplished by this organization, and advised continued activity along lines laid out. He introduced Geo. C. Smith, general traffic manager of the Katy with headquarters at St. Louis, who reviewed the conditions of the railroads, pointing out certain economic facts pertaining to them. Mr. Smith was most enthusiastic over the plans for the organization, and believed that it would be the means of creating favorable sentiment and legislation favorable to the railroads. His talk was exceptionally good and timely.

M. W. Bell, secretary and treasurer, mentioned that in an address made by W. L. Huggins, Jr., assistant traffic manager of Frisco Lines before the Oklahoma City Chamber of Commerce, vital facts were brought out concerning conditions. Mr. Bell also stated that several candidates had called, soliciting support of the association.

#### Then Came the Deluge

A Scotch traveling salesman, held up by a bad storm, telegraphed to his firm in Aberdeen: "Marooned here by a storm; wire instruction." The reply came collect: "Start summer vacation as from yesterday."

The officers and employes of the General Office Building in St. Louis take this means of wishing their fellow workers on Frisco Lines throughout the System a Merry, Merry Christmas and a Happy and Prosperous New Year. 



EUGENIA SEABOUGH

A story of the Frisco Girls' Bunco party at the Green Tavern Hotel in Springfield is included in this month's "News of the Frisco Clubs." The sketch above was drawn from life by Miss Eugenia Seabough, relief telephone operator at Springfield. Miss Seabough indicates that while the girls are having a hilariously good time, the lone male who appears on the balcony railing is both perplexed and dumbfounded at this feminine invasion of the Springfield hostelry.

## CLUB ROOM FOR VETS

The veteran employes of Frisco Lines at Springfield, Mo., the scene of the big Frisco Veteran Reunions, announce that they have established a club room for veterans in the North Side Community Building on Commercial Street. And the club room is not for the exclusive use of Springfield veterans, but for any Frisco veteran or pensioner who lives in Springfield, or who happens to be passing through the city.

The club room is nicely furnished and is supplied with magazines, etc., and here the Springfield veterans and their buddies spend many a happy hour, talking of the present days of railroading, and of the days when they were in active service.

## FRISCO IN RECEIVERSHIP

(Continued from Page 5)

financier, and in 1915, when the National Bank of Commerce in St. Louis needed a man of financial wisdom and vision, it called upon Mr. Lonsdale to assume the Presidency. He held this position until the merger of that bank with the Mercantile Trust Company, on May 20th of 1929, and then became President of the consolidated bank, known as the Mercantile-Commerce Bank and Trust Company, of which he is now President. His activities, instead of diminishing, have continued to grow from year to year, and now cover many national, as well as local problems. Here are some of his present duties: Member Banking and Industrial Committee of Eighth Federal Reserve District; Class "A" Director of Federal Reserve Bank of St. Louis; Chairman of Advertising Committee of Industrial Club of St. Louis; member of Banking and Industrial Committee of Eighth Federal Reserve District. He is a former President of the American Bankers' Association, former Vice-President of the United States Chamber of Commerce, former head of the Bankers' Club of St. Louis, former President of the St. Louis Clearing House Association, and former member of the Flood Control Committee of the National Chamber of Commerce.

Upon his appointment as Co-receiver of the Frisco, Mr. Lonsdale resigned as a director in the Missouri Pacific Lines, the Texas & Pacific Railway, and the New Orleans, Texas and Mexico Railway Company. When reporters sought to interview Mr. Lonsdale following his appointment, he replied he did not intend to be a "talking receiver", but planned to "dig in" and see what constructive work he could do for the railroad.

"The most wonderful patch of straw flowers I know of in Oklahoma City is in front of the new Frisco-Rock Island depot," wrote Walter M. Harrison, managing editor of the Oklahoma City Times and Oklahoman, in his "Tiny Times" column last month.

The editor saw the item and asked Traffic Manager J. G. Weaver at Oklahoma City to secure a photograph of the flower garden with the Frisco station in the background. The photograph appears on the front cover this month. Both Frisco and Rock Island employes should be decidedly proud of this beautiful station and the splendid landscaping which surrounds it.

—W. L. H., Jr.

## NOTES ON FUEL RECORDS

By THE FUEL AGENT

We now have the record of our fuel performance for the first ten months of the year, and while we have not been able to reach the mark given us the first of the year on the performance alone, (i. e. pounds used per 1000 G. T. M. in freight service, per passenger car mile in passenger service and switch locomotive mile in switch service,) we still have done well, considering the handicap of less tons per train in freight service and less cars per train in passenger service.

In switch service, the barrels of oil used have decreased greater in proportion than the decline in business; also, for five of the ten months, we have been able to show a decrease in the pounds used in freight service per 1000 G. T. M. in spite of the decrease, as mentioned above, in the average weight of train.

The use of stoker coal, which may have caused a slight increase in the amount used, has still effected a nice cost saving.

The speeding up of freight train schedules may result in some increase in fuel performance; on the other hand, the importance of these schedules is appreciated by all concerned. It is going to give us some mighty nice trains to handle and I know many good fuel performances will be made with both coal and oil burning engines. The Editor of the Magazine is glad to record these trips when received and we hope the engine crews and division officers will collect and send them in.

It is encouraging to note in the report of all the 54 railroads reporting to The Railway Age, we have improved

our relative standing, due primarily to the greater use of fuel oil vs. coal and our train load holding up somewhat better than some of the other roads.

Just a word about the performances on the various divisions. The Eastern division again made the best relative showing in freight service, decreasing their performance from 181 lbs. per 1000 G. T. M., October last year, to 174 lbs. October this year, and in passenger service the Eastern division shows a decrease in their fuel performance of 18.46%, due to the fact that they had about the same percentage of increase in their average number of cars per train.

The Texas Lines also made a nice showing in passenger service, reducing their performance from 18.7c lbs. to 16.8c lbs., a decrease of 10.16%.

The St. Louis Terminals should also receive credit for their nice showing in switch service, reducing their performance from 195 lbs. per switch locomotive mile to 169 lbs. in October this year.

The editor is sorry that no performances were reported to him this month. Let us hope that we will have quite a number for the next issue of the Magazine.

## AN OKLAHOMA VETERAN

P. B. Cross, Frisco engineer, between Oklahoma City and Tulsa enjoyed being one of the oldest engineers in point of service of the 400 who gathered in Oklahoma City on October 26-27 for a five-state convention of the order of Brotherhood of Locomotive Engineers. He also has the distinction of serving as division chief of his brotherhood and a gold badge is evidence of the regard of his fellow workers.

Mr. Cross, or "Pete," as he is known to his associates, will round out forty-five years of service as an engineer this winter, thirty of which have been spent with Frisco Lines, after having served an apprenticeship with the Santa Fe and Texas & Pacific railroads.

His career has been particularly colorful, and he can tell of some interesting and hazardous experiences of the days when he first began his service. He has been injured a number of times but has never lost a passenger.

"Was that you singing, Paddy?" demanded the foreman of the road gang.

"Yes," said Paddy. "Why?"

"Well, don't hang on to the top notes so long," said the foreman. "Two of the men have gone home thinking it was the midday whistle."



## JUDGE W. M. ODELL DIES

The countless friends of W. M. Odell, Frisco attorney, will be grieved to learn of his death on November 14, which came after a prolonged illness. He was a member of the firm of Goree, Odell & Allen, attorneys for Texas for Frisco Lines, and resided at Ft. Worth, Texas.

At the time of his death he had been engaged in the private practice of law for 31 years, except for an interruption of two years when he served as United States District Attorney for the northern district of Texas. To accept the appointment to that post he left the firm of Ramsey & Odell which he had joined in Cleburne, Texas, in 1901. Resigning his district attorneyship in September, 1919, he resumed the practice of law as a partner in the firm of Goree, Odell & Allen.

He was a member of the Texas Prison Board from July, 1927, to May, 1929, and also served as regent of the University of Texas. He recently resigned from the latter position on account of ill health.

Mr. Odell was born in Cleburne, Texas, March 16, 1878, and received his education in law at the University of Texas and at Georgetown University at Washington, D. C. While attending the University of Texas he was clerk in the office of the Attorney General and was private secretary to United States Senator Charles A. Culberson of Texas while studying law at Georgetown University. He received his master's degree from the latter institution, and in 1901, upon leaving the University he began his legal career.

He took an active part in affairs of the Democratic party in Texas, and at one time was chairman of the Johnson County Democratic party in Texas and served as chairman of the executive committee of that party, and in 1916 was elected to the State Democratic executive committee.

During his student days at the University he became a member of Sigma Alpha Epsilon, national college fraternity. He was past master of Cleburne Lodge No. 315, A. F. & A. M., past commander of Cleburne Commandery No. 12, Knights Templar, member of the consistory, thirty-second degree Scottish Rite, Dallas, and a member of Moslah Temple, Mystic Shrine, Ft. Worth.

His club memberships included the Cleburne Commercial Club, of which he was president from 1910-1911, the Ft. Worth Club and the Torch Club.

He was married on March 3, 1926, to Rita Harris of Ft. Worth, who sur-

## BIG COTTON MOVEMENT

One of the largest cotton shipments ever to leave the Federal Compress Company at Walnut Ridge, Ark., moved over Frisco Lines on October 16. The shipment weighed 413,401 pounds, and consisted of 800 bales of compressed cotton.

This was handled in eight 40-foot 7-inch box cars and moved from Walnut Ridge, Ark., to the Anderson & Clayton Cotton Company at Atlanta, Ga., the Frisco receiving the haul to Birmingham, Ala., where it was delivered to the Southern.

Although there have been shipments of 500 bales at a time from this compress, this is the largest shipment on record from this point.

## INSURANCE RATES CHANGED

The Metropolitan Life Insurance Company with which employes of Frisco Lines participate in a group insurance plan, announced that effective October 1, adjustments in rates for group insurance would be made. These adjustments were caused by increase in average age of insured employes and continued unsatisfactory loss experience.

These factors are largely due to economic conditions which have affected a number of the younger employes. It is understood that if in the future, business conditions improve to an extent enabling the company to reinstate a substantial number of its employes, a reduction in rates may be effected.

The rate for shop group insurance as well as the clerks' group, has been increased fifteen cents per thousand, and the increase in supervisory group rates is relatively the same.

vives him. He is also survived by a sister, Miss Mary Tom Odell of Cleburne; two nieces, Miss Arabella Odell and Miss Frances Odell of Ft. Worth, and a nephew, Frank Lilly of Atlanta, Ga. He was a brother of the late Senator D. W. Odell, who organized the law firm with which Odell first became connected.

The funeral services were at St. Andrew's Episcopal Church, with burial at Cleburne, Texas. Pallbearers were Nelson Phillips, of Dallas, former chief justice of the Texas Supreme Court; Judge J. W. McCleendon of Austin, D. K. Woodward, Jr., of Dallas, and Congressman Fritz G. Latham, Judge Bruce Young, W. D. McKoy, B. K. Goree, W. E. Allen, L. L.

## BEVANS TO MUSKOGEE

W. H. Bevans, former superintendent of the Frisco's Northern division, and assigned in July, 1932, to the position of general agent at Paris, Tex., was appointed commercial agent for the Frisco at Muskogee, Okla., effective November 1.

Mr. Bevans has had a long and distinguished career with Frisco Lines, having entered the service November, 1886, as an agent. His various titles follow: trainmaster, 1905; assistant superintendent, Beaumont-Perry sub, October 1, 1920; superintendent, Western division, November 18, 1920; assistant superintendent, Beaumont-Perry sub, March 22, 1922; superintendent, Western division, May 10, 1922; superintendent, Northern division, January 1, 1926. He remained in the latter capacity until his appointment as general agent at Paris, Tex.

Mr. Bevans took up his new duties as commercial agent, reporting to O. H. Reid, general agent at Tulsa.

## DEPENDABLE SERVICE

C. K. Willis, agent at Marionville, Mo., reported a splendid case of quick handling for one of his patrons. On Saturday, October 29, J. L. Brown, manager Keast Lumber Company, discovered he was out of cement. He wired Kansas City that it would be necessary that he have a car Monday morning, October 31.

The car was loaded at Independence, Kans., and given to the Frisco at Cherryvale by the Union Traction Company, and when Mr. Willis arrived at the station for work on Monday morning, the car was sitting on the track.

Mr. Brown, so confident that the Frisco would secure the car for him, said that when Agent Willis called him Monday morning, before he picked up the receiver he said to himself, "that's my car of cement".

This case emphasizes Frisco dependability, and, in this instance, Mr. Brown's knowledge and reliance on Frisco service.

Gambill and George W. Rice of Ft. Worth.

Honorary pallbearers were judges of the Federal Courts, the justices of the Second Court of Civil Appeals, judges of the District and County Courts of Tarrant County, members of the Board of Regents of the University of Texas and the president and faculty of the University.



## For Meritorious Service

### SOUTHWESTERN DIVISION

October 18—G. C. Burns, conductor, West Tulsa, Okla., while driving on highway No. 75 discovered box car and stock pen on fire at Mounds. Mr. Burns promptly notified the agent and assisted in fighting the fire. In consideration of his watchfulness and assistance in protecting company property, his personal record was credited with ten merit marks.

October 24—H. A. Rooney and C. A. Wages, brakemen, both of Oklahoma City, observed SF 125587, empty box car, on fire at Snyder and assisted in extinguishing the fire, thus avoiding considerable damage to equipment. The record of each of these men was credited with ten merit marks.

October 26—P. C. Crosby, conductor, and M. Chestnut, brakeman, on train 432, discovered a broken arch bar on NATK 684 and car was set out by them at Stroud. In appreciation of their watchfulness their personal records were credited with ten merit marks each.

November 7—J. T. Studley, switchman, West Tulsa, Okla., discovered a broken rail on north storage track at Red Fork, Okla., also broken rail in crossover switch from drill track to WB main line. He was commended for his close observance, and his record was credited with five merit marks.

October 20—J. W. McMillan, operator, Claremore Tower, discovered brake beam dragging on car while extra 4163 was passing the tower. He notified the conductor and train was stopped and brake beam removed. His alertness may have prevented an accident and in appreciation his record was credited with ten merit marks.

### CENTRAL DIVISION

October 22—R. R. Wilson, brakeman, Ft. Smith, Ark., while on train 1/732, night of October 22, had car SF 86154 of company coal in this train and discovered one of the wheels under this car had about ten inches broken out of rim. The matter was taken care of, thereby avoiding possible derailment. His record was credited with ten merit marks.

### WESTERN DIVISION

October 14—E. J. Chadwick, section foreman, Casey, Okla., while inspecting passing train, discovered brake beam down and dragging in train extra 1329 east. He flagged train and

brake beam was removed. His record was credited with ten merit marks.

October 14—Perry Skinner, brakeman, Enid, Okla., caught the signal given to him by section foreman at Casey and stopped his train, extra 1329 (above referred to). For his alertness in being on the lookout, his record was credited with ten merit marks.

### RIVER DIVISION

October 4—J. P. Rice and R. S. Edwards, engineers; E. E. Richmond and Wm. Gregory, conductors, and A. F. Riehl, fireman, made repairs to car door on car of cotton moving in extra 4024, September 27, when it was discovered that car door was open and contents about to fall out, thereby enabling car to move through without delay. The record of each man was credited with five merit marks.

October 22—Wm. Eason, conductor, discovered air hose broken off in angle cock, SF 162559, cotton seed at Wilson, Jct., October 15. He made repairs, thereby preventing a twenty-four hour delay to the load and his record was credited with five merit marks.

October 28—T. M. Hudson, agent at Dell, Ark., discovered packing had been removed from two journal boxes (SF 121899), while he was checking cars on October 21. He secured packing and oil and packed these boxes, enabling cars to go forward without delay. His record was credited with five merit marks.

### NORTHERN DIVISION

E. E. Pruitt, section foreman at Prescott, Kan., noted brakes sticking on car PFE 2266, while inspecting train No. 132, on November 2, and gave the conductor a message regarding the brakes. For his interest and alertness, his record was credited with five merit marks.

### Unhealthy Life?

After a temperance lecture in Scotland one of the audience tarried and greeted the anemic speaker as follows:

"Did I understand ye to say ye never took a drink in a' yer life?"

"Yes, sir, liquor has never passed my lips."

"Weel, sir, my old man now deld was a bit o' a drinker a' his life, an' three days after he deld he was a healthier looking mon than you are now."

### TULSA HOLDS ON

Tulsa station employes are still in possession of the pennant given for the least errors in freight handling, for the sixteenth consecutive month, according to the October statement just issued from the office of J. L. McCormack. This station handled 21,321 shipments with only one error. Memphis and Springfield changed places in this group, the former moving from fourth to second, the latter from second to fourth, while St. Louis 7th Street and Kansas City remained in third and fifth places, respectively.

In Group Two, Birmingham took first place and is entitled to the pennant now held by the agent at Oklahoma City. The performance at both stations was very good, as only one error in handling is charged to each, however, Birmingham is entitled to first place account handling a greater number of shipments.

In Group Three, both Wichita and Hugo have perfect records, and, as the pennant is now with S. P. Haas, he will retain it for a period of 15 days and will then forward it to the agent at Hugo.

Total errors for the month decreased to 164, showing a reduction of 24, or approximately 13 per cent under September.

### INSPECT NEW SHOVEL

One hundred and seventy-five officials and guests of the Marlon Steam Shovel Company of Marlon, Ohio, were handled via Frisco Lines from Pittsburg, Kans., to St. Louis on October 27, in a special train. The trip was made to Kansas City, through Pittsburg and back to St. Louis, thence on to Marlon for the purpose of inspecting Marlon excavating equipment in that vicinity.

Various coal mines along the route were visited, but the eighteen cubic yard electric shovel, recently installed for the Clemens Coal Company in the Pittsburg district, was of paramount interest to the officials and guests. This is one of the world's largest, and certainly the most modern machine of its type, ever built. It incorporates many new and valuable features, such as: hydraulic equalizing - leveling jacks, steering crawlers, inside handle, three-part cushioned hoist, single reduction heringbone gear hoist and counterweighted dipper.

### Antique

She: "This dining room goes back to Louis the Fourteenth."

He: "That's nothing. My whole living room set goes back to Sears-Roebuck the fifteenth."

# The Pension Roll

## DAVID SETTLE PATRICK

**D**AVID SETTLE PATRICK, yard engineer, Amory, Miss., was retired from active service September 30, 1932, due to his having reached the age limit. He was born September 15, 1862, at Greensboro, N. C., and worked on a farm and drove a team for the builders of the Frisco Railroad from Ft. Smith, Ark., to Paris, Tex. He began his service with the KCM&B as a hostler helper

*Eight Frisco Lines veteran employes, with combined service of 255 years and 8 months, were retired and placed on the Pension Roll at a meeting of the Board of Pensions, held October 21, 1932, at the St. Louis general office.*

West Commercial Street, Springfield. Continuous service of 37 years and 2 months entitles him to a pension allowance of \$47.00 a month, effective from October 1.

to 1907. Account of reduction in force, he returned to his position as foreman of coach cleaners, where he served from 1907 to 1909. In 1909 he was made piecework checker. From 1913 to 1920 he was again made coach foreman, later serving as coach cleaner until 1922, when he was made lead inspector. On July 1, 1922, he was promoted to assistant car foreman, then returned to the position of car inspector on July 1, 1924, where



at Amory, Miss., on November 17, 1887. He was promoted to hostler May 17, 1888, to road fireman October 18, 1890, where he remained until his retirement, his entire service having been in and out of Amory, Miss. On December 5, 1889, he married Norma R. Daniel and to them were born a son and a daughter. The son is now an engineer on Frisco Lines. Mr. and Mrs. Patrick reside in Amory, Miss. Continuous service of 44 years and 10 months entitles him to a pension allowance of \$65.95 a month, effective from October 1, 1932.

## MERRITT ERASTUS HAMBELTON

**MERRITT ERASTUS HAMBELTON**, brakeman, was retired from active service on August 4, 1932, due to total disability. He was born October 15, 1864, at East Aurora, N. Y., and came to Springfield, Mo., in 1888, and secured service with Frisco Lines on May 28, 1895, as a freight brakeman out of that point. He ran between Monett and Springfield. He remained in the capacity of brakeman during his entire service. He is not married and resides at 222½



*The photos above are of the veterans pensioned during the month of October. Reading from left to right (top row): J. W. S. Hagan, M. E. Hamblenton, J. P. Kerr, Samuel M. Jones, Marion W. Rose and David Patrick. (Bottom row) J. P. Malley and W. H. Maples.*

## JAMES WM. SCRATES HAGAN

**JAMES WILLIAM SCRATES HAGAN**, car inspector, Monett, Mo., was retired from active service on February 21, 1932, due to total disability. He was born October 7, 1863, at Springfield, Mo., and was educated in the schools at Pierce City, Mo. He began his service with Frisco Lines September 1, 1898, as a coach cleaner at Monett, Mo. He was made foreman of coach cleaners in 1901, and worked as air brake man from 1905

he worked until his retirement. He married Ida E. Lauderdale of Purdy, Mo., on January 10, 1883, and to them were born three sons and two daughters. Mr. and Mrs. Hagan reside in Monett, Mo. Continuous service of 32 years and 4 months entitles him to a pension allowance of \$53.85 a month, effective from October 1, 1932.

## JOHN PRENTICE MALLEY

**JOHN PRENTICE MALLEY**, shop watchman, Springfield, was retired from service September 30, 1932, due to his having reached the age limit, September 25. He was born September 25, 1862, at Otis, Ind., and was educated in the schools near his home. His father was roadmaster for the LS&MS Railroad. His first position was as apprentice in McFarland's Boiler Works in Chicago. He also served as boilermaker foreman for the Gulf, Colorado & Santa Fe, and for several private concerns, coming with Frisco Lines as boiler foreman at the Frisco's North Shops at Springfield, Mo., December 4, 1900. He was made foreman of the West Shops July, 1900, and served as general boiler foreman from 1901 until 1923.



when, due to reduction in force, he was made shop watchman, where he served until his retirement. Mr. Malley married Mary Glennon of Independence, Mo., and to them was born one son, J. G. Malley. Mr. and Mrs. Malley reside at 1204 N. Jefferson Avenue, Springfield, Mo. Continuous service of 31 years and 10 months entitles him to a pension allowance of \$57.75 a month, effective from October 1.

#### WILLIAM HOUSTON MAPLES

WILLIAM HOUSTON MAPLES, brakeman, Central division, was retired from active service December 24, 1931, due to total disability. He was born December 16, 1876, in Christian County, Mo., and attended the rural schools near his home. He began his service with Frisco Lines, July, 1901, in the bridge and building department on the Southwestern division, and was promoted to inspector about September, 1906. In September, 1907, he was transferred to the operating department as a brakeman, and was made a conductor January, 1926. In 1917 he married Mrs. Alice Grammer of Ft. Smith, Ark. There were no children by this marriage, but Mrs. Grammer had three sons by her first marriage. Mr. and Mrs. Maples reside at 1000 North 6th Street, Ft. Smith, Ark. Continuous service of 30 years and 4 months entitles him to a pension allowance of \$48.95 a month, effective from October 1.

#### MARION WALLACE ROSE

MARION WALLACE ROSE, engineer, River division, was retired from active service September 30, 1932, due to his having reached the age limit. He was born September 30, 1862, at Ferguson, Mo., and was educated in the schools near his home. He served as fireman and engineer on the MR&BT Railway, also the St. Louis, Iron Mountain & Southern, and helped to build a railway between Nashville and Lebanon, Tenn., while with the Tennessee Central Construction Company. He came with Frisco Lines on October 2, 1902, as engineer, running out of Cape Girardeau, Mo. He remained in that capacity until his retirement. On October 1, 1888, he married Emily Vogt of De Soto, Mo., and to them were born two sons. Mr. and Mrs. Rose reside at 6708 Marquette Avenue, St. Louis, Mo. Continuous service of 29 years and 11 months entitles him to a pension al-

lowance of \$66.00 a month, effective from October 1.

#### SAMUEL M. JONES

SAMUEL M. JONES, engineer, St. LSF&T Railroad was retired from service June 23, 1932, due to total disability. He was born January 28, 1876, at Bonham, Texas, and was educated in the schools near his home. He was employed in newspaper work, in the cafe business and worked as a carpenter before coming with the Frisco in March, 1903, when he was employed to work in the roundhouse at Ft. Worth, Tex. He began firing about September, 1903, and was promoted to engineer in September, 1906. He has remained at Ft. Worth during his entire service. He married Ethel Clinglesmith, October, 1894, who died leaving four children. Mr. Jones again married in July, 1919, his second wife, the former Myrtle Chambers, residing in New Orleans, La. Mr. and Mrs. Jones reside at 3105 Livingston Avenue, Ft. Worth, Tex. Continuous service of 29 years and 3 months entitles him to a pension allowance of \$68.05 a month, effective from October 1.

#### JOSEPH PERRY KERR

JOSEPH PERRY KERR, yard clerk, Springfield, Mo., was retired from active service, September 30, 1932, due to his having reached the age limit. He was born September 15, 1862, at Sullivan, Mo., and was educated in the schools near his home. He was engaged in the grocery business before coming with Frisco Lines as a brakeman out of Springfield, Mo., in 1889. He became a freight conductor in 1892, and was promoted to passenger conductor in 1896. He married Rosalie West of Springfield, Mo., in 1901, who died later. Mr. Kerr resides at 1539 North Jefferson Avenue, Springfield, Mo. Continuous service of 20 years entitles him to a pension allowance of \$20.00 a month, effective from October 1.

### In Memoriam

#### CHARLES HENRY SWINGLER

CHARLES HENRY SWINGLER, pensioned engineer, died at his home in Springfield, Mo., on October 19. Mr. Swingler had been bedridden for eleven years, having suffered an injury while in the service when he

fell from an engine. He was also blind. Three years ago his engineer friends purchased a radio for him, and it brought untold happiness to him. He was possessed of a happy disposition, refusing to magnify his affliction, and his cheerful disposition was an inspiration to all who visited at his bedside. When the radio was presented to him, he was taken to the scene of presentation on a cot, and responded with a short speech. He was also privileged to be present at the last Frisco Veterans' Association meeting at Doling Park, through the kindness of his many friends, who continued throughout his illness to see that his needs were supplied. Oftentimes he suffered intense pain, but his many friends throughout the system will be glad to know that his last few hours were spent quietly, and death came while he slept. He was born September 17, 1865, at Marinetown, Ill., and entered Frisco service as a stationary fireman at the Frisco's North Springfield, Mo., shops in January, 1882. He worked in that capacity and as brass moulder assistant until July, 1882, when he became a wiper at the North Roundhouse in Springfield, where he served until September, 1882. He then took service as a fireman out of Springfield in September, 1882, and later was promoted to locomotive engineer and worked in that capacity on the Eastern division out of Springfield until June 17, 1914, when he was retired account of disability. His daughter, Mrs. Hazel McCurdy, has been a constant attendant at his bedside during his illness, and wishes to thank his many friends for their personal attentions and many kindnesses extended her father, and wishes to especially thank Engineer Bob Sherry, who was one of the engineers who sponsored the idea to secure a radio for Mr. Swingler. His pension allowance was \$27.95 a month, and during his lifetime he was paid a total of \$6,424.10.

#### THOMAS FRANKLIN EZZELL

THOMAS FRANKLIN EZZELL, dining car steward, retired from active service on October 2, due to total disability, died at his home in Houston, Texas, during the last of October (exact date not known). He was born January 30, 1883, at Hope, Texas, and came with Frisco Lines as dining car steward, April 4, 1901, and was assigned to trains 7-8, Monett to Beaumont, Kans. He was later transferred to Sapulpa to Ft. Worth runs, also Monett to Oklahoma City runs. On December 7, 1907, he married Mrs.

(Now turn to next Page, please)



## IN MEMORIAM

*(Continued from Preceding Page)*

Ethel Neal of Birmingham, Ala. His pension allowance was \$46.85 a month and during his lifetime he was paid a total of \$187.40.

## SYLVESTER WAHL

SYLVESTER WAHL, pensioned car inspector of Carthage, Mo., died at his home on November 3. He was born in Germany, October 10, 1860, and was educated in Detroit, Mich. After engaging in a number of occupations, he entered the employ of Frisco Lines as an engine watchman at Ellsworth, Kans., in 1898, later becoming roundhouse foreman there and serving in that capacity until August, 1911. He then became a car inspector at Carthage and remained in that capacity until his retirement. He married Emma Weber, of Pueblo, Colo., in June, 1895, and to them were born two sons. The widow and sons survive, one son, Clarence, lives in Detroit, Mich., and the second son, Harry, resides in Washington, D. C. His pension allowance was \$44.60 a month, and during his lifetime he was paid a total of \$1,145.55.

## JOSEPH PAT HERD

JOSEPH PAT HERD, pensioned roadmaster of Carl Junction, Mo., died at his home on November 5. He was born at Paris, Tex., June 18, 1861, and attended the schools in Richey, Mo. He entered the employ of Frisco Lines June 1, 1877, as a track laborer at Richey and became section foreman March 2, 1881. He was made extra gang foreman March 16, 1882, and was promoted to roadmaster February 1, 1892, serving in that capacity until his retirement, June 30, 1931. He was a kindly man and people loved him. The wonderful floral offerings and the friends who overflowed the church at his funeral, were evidence of his popularity. The Frisco has lost a loyal servant, his associates a worthy friend and the family a devoted husband and father. The time he spent on earth was well worth while, for during those years he radiated good cheer, and all who knew him absorbed much that was good and wholesome. Surviving are his widow, one daughter, Mrs. E. W. Gibson of Webb City, a son, J. E. Herd of Augusta, Kan., a brother, Thomas Herd of Commerce, and a sister, Mrs. C. W. Milliken of Ft. Worth, Texas. His pension allowance was \$108.90 a month and during his lifetime he was paid a total of \$1,925.55.

## INSPECT FRISCO LINES

After a four-day inspection trip of 2,500 miles of the Frisco System, Receivers J. M. Kurn and John G. Lonsdale announced themselves "well pleased" with the physical condition of the property. The inspection trip was made November 15-18, over the following route: St. Louis to Memphis and Birmingham, thence to Springfield and Kansas City, Tulsa and Oklahoma City, then back to St. Louis. The trip was made on a four-car special train, and, in addition to Mr. Kurn and Mr. Lonsdale, the following Frisco officers were aboard: E. T. Miller, General Counsel for Receivers; J. R. Koontz, Chief Traffic Officer; H. L. Worman, Chief Operating Officer; F. H. Shaffer, General Manager; F. G. Jonah, Chief Engineer, and W. L. Huggins, Jr., Director Publicity and Advertising.

## DOCTORS MEET NOV. 14-15

Dr. Jabez Jackson of Kansas City Heads F. M. A. for 1933

**S**EVENTY-FIVE doctors from over the entire Frisco system, all members of the Frisco System Medical Association, met for their thirty-first annual meeting at the Peabody Hotel at Memphis, Tenn., on November 14-15.

There were a number of outstanding addresses, papers and discussions on various subjects of interest to the assembled, but of paramount worth was the paper on "Diagnosis and Treatment of Brain Tumors" by the world-famous Dr. Walter E. Dandy of Johns-Hopkins Hospital, Baltimore, Md. In referring to the address Dr. R. A. Woolsey said he believed it to be, without a doubt, the best talk ever presented on the subject, and Dr. Dandy gave it in a simple, yet effective manner.

The dinner at the Peabody Hotel on the first night was one of the high lights of the program, and there were many interesting and well prepared talks presented on the second day of events.

Dr. Jabez N. Jackson, consulting surgeon of Kansas City, was elected president of the organization, to take the place of the retiring president, Dr. James A. Crisler of Memphis. Dr. Jackson is a former president of the American Medical Association. Next year's Frisco Medical Association Convention will be held in his home city.

## AGENCY CHANGES

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

Clyde B. Blevins, Rudy, Ark., October 17; Percy A. Weathers, Saxman, Kans., October 18; Ford G. Dye, Scullin, Okla., October 25; Paul J. Miller, Kingston, Okla., October 28; Raymond N. Cox, South Greenfield, Mo., October 31; Robert E. Layman, Elsinore, Mo., October 31; Joe R. Harrison, Elgin, Okla., November 1; Gillard G. Grissett, Gilmore, Ark., November 1; Herschel H. Smith, Memphis (freight), November 1; Otto N. Watts, West Memphis, Ark., November 1; John R. Dritt, Sapulpa, Okla., November 8; Locha D. Pitts, Idabel, Okla., November 12; Elmer W. Cheatham, Crescent, Mo., November 14.

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

James E. Wimberly, Elsinore, Mo., October 26; H. M. Ferguson, Reeds, Mo., October 28; Earl H. McClure, Marston, Mo., November 9; Leo E. Daugherty, Webster Groves, Mo., November 14; Carl L. Davidson, Holdenville (ticket), November 14; Francis G. Smith, Custer City, Okla., November 17.

Tickets were withdrawn from Summit, Ala., in August, 1932, and from Debardeleben in October, 1932, and these agencies are now freight only agencies.

The station of Plantersville, Miss., was closed on November 3, and Eddy, Okla., station closed on November 15.

## CASUALTIES DECREASE

There was a decrease in casualties during the month of October, 1932, in the transportation, maintenance of way and mechanical departments, according to a statement issued on November 9 by C. H. Baltzell, director of accident prevention. The decrease in casualties in the transportation department was 43.7 per cent; maintenance of way department 30.0 per cent, and mechanical department, 7.5 per cent, or a decrease of 29.7 for all employes. The decrease for all departments for the period was 24.6 per cent.

There was an increase in the casualties charged to autoists and licensees, as well as non-employees, but the total of all casualties showed a decrease for the month of October, 1932, of 15.9 per cent, and for the period, 22.1 per cent.

## CARTHAGE WITHSTANDS DEPRESSION

(Continued from Page 8)

to its present structure. It was established in 1921 by H. E. Williams, who serves the company as president and treasurer. His brother F. B. Williams serves as vice-president and secretary. This plant manufactures automobile accessories and here may be found everything to go on an automobile, such as shades, heaters, tire bands, luggage racks, replacement parts for cars, etc. The company started with the manufacture of one article, an outside sun visor. Now they manufacture twenty different articles. Their force numbers about sixty, diminished in the winter and increased in the summer. Wages at this plant have not been cut. The company started with one small room, and now occupies three floors of a building a block square. They have salesmen on the line who distribute the products, and their products are also handled abroad. Their plant is most modern and up-to-date, and they are ever on the alert to secure the latest in accessories for cars.

The United Wood Heel Company is also located in Carthage, and began operations about a year ago. This company started in a modest way with a small payroll, but now employs from thirty to thirty-five employees and has a weekly payroll of more than \$300.00. During the past twelve months more than \$12,000 was paid in wages by this company, and the entire output of this plant is used by the Carmo Company, no heels being made yet for shipment to other plants.

Carthage boasts of two greenhouses, the Padlock greenhouse and the Hyde greenhouse. The Padlock was established first, but the Hyde greenhouse has assumed large proportions. The latter is owned by Stephen Hyde and he has four and one-half acres of ground under glass. He raises flowers of all kinds, tomatoes, lettuce, etc., and at this time is cutting approximately 2,200 roses a day and a large number and great variety of chrysanthemums. Mr. Hyde recently had an unusual experience. Geese flying south passed over his greenhouse at night and the reflection of the moon on the glass caused them to think that it was water. They alighted, went through the glass, and when he went into the greenhouse the next morning, he had to release them from their temporary prison, and repair the damage.

This article does not, by any means, completely cover the many industries

## FRISCO SON ON RADIO

The many friends of T. R. Shedlebar, son of W. H. Shedlebar, agent for Frisco Lines at Afton, Okla., will be interested to know that he has just been employed by the Spearo Company of Joplin, Mo., to broadcast over station WMBH at Joplin, every Saturday afternoon at 12:30 p. m.

"Ted", as he is familiarly known to his Frisco friends, goes on the air



T. R. ("TED") SHEDLEBAR

under the name of "The Challenger", and is an accomplished artist with his guitar. He formerly served Frisco Lines as a telegrapher on the Southwestern division, and, as a member of the Afton Employees' Club, appeared often on their programs as an entertainer.

Letters or telegrams sent to Mr. Shedlebar, in care of the station, requesting certain numbers, will be given special handling, and he invites all his friends on Frisco Lines to tune in on his programs.

of Carthage, but space forbids a more detailed account. The ones mentioned are among those most prominent. There are, however, in addition, two machine shops, three ice cream manufacturers, a bottling factory, a foundry, a broom factory, a casket factory, floor sweep factory, two modern chick hatcheries (with 300,000 capacity), three concrete tank elevators, one mill grinding corn only, two custom feed mills, three bakeries (capacity 20,000 loaves daily), a cigar factory, a powder mill and a dairy.

When one reads of the activity in

the plants described in detail in this story, he cannot doubt that Carthage's industrial life has known but little of the dreaded depression. And now that the country is slowly recovering from the clutches of bad business, these plants will have more encouraging reports to make for the year of 1932.

Carthage has a live, wide-awake Chamber of Commerce. E. L. Dale has succeeded himself to the presidency of this body on three occasions. He is telegraph editor of the Daily Press. Dr. K. E. Baker, vice-president, is also Mayor of Carthage; W. E. Carter, treasurer, is president of the Bank of Carthage; Allan McReynolds, national counselor, is an outstanding attorney on Governor Caulfield's staff and received a commission appointment, and R. C. Grissom is secretary of the club.

Bank deposits of the combined banks of Carthage range from \$2,100,000 to \$3,150,000 a month.

And it would only be fitting at this time to bring in the fact that through the energetic agent for Frisco Lines at Carthage, W. E. Loehr, these firms are all good Frisco friends, giving to this road a good percentage of their freight business.

Mr. Loehr has had forty-two years' service with the Frisco, and has been located at Carthage, Mo., for twenty-two years. He can name, without hesitation, the president and each officer in all the above mentioned concerns, and not only that, but to him they are known as "Tom" and "Bill", and they return the familiar greeting by calling him "Wally". They are not only patrons of the road for whom he works, but he has made each of them a personal friend. He is endowed with a great deal of tact and excellent judgment and has outstanding qualifications for the position he occupies, that of contact man for his company. He has held many important positions in Carthage public life, is a member of the Chamber of Commerce and an officer of the Rotary Club.

The Frisco may add a bit of optimism to this story. Mr. Loehr advises that revenue from the station of Carthage shows a 6.67 per cent increase for October this year over last October, and, furthermore, that an increase in revenue has been shown for every month this year, with only one month, July, better than October.

### Natural Mistake

"Shall we dance, dear?" asked the husband, rising from his chair.

"That wasn't the orchestra playing," replied his wife. "The waiter dropped a tray of china."





# The TWILIGHT HOUR

*A Page Just for Children*

## *Jeanne and Teddy Spread Christmas Joy to Their Friends*

THEY were two real pals, Teddy and Jeanne. There was only a few years difference in their ages, in fact, just two and a half, because Jeanne was the younger, but as Teddy had often said she was a real pal because she could play football, marbles, ride a boy's bicycle and really fill in when one of the gang was absent.

School was out for the Christmas holidays. And not only that, but mother earth was covered with a blanket of real white snow. It did seem like Christmas. Oh they loved the hustle and bustle that went on around the house. Mother ordering groceries, Dad slipping to the phone and talking in such quiet tones about trees and ornaments. They knew that Santa Claus must be working on a big order for them.

Even though they had heard Mother and Dad talk about the depression, and they knew that maybe there wouldn't be so many gifts this year as last, they were extremely happy.

Each day found them in the yard challenging the neighborhood boys and girls to snowball fights and Teddy and Jeanne were almost always on the winning side.

One evening as they were seated around the fireplace they heard Mother and Daddy talking about all the poor children who might be forgotten at Christmas time. Their little faces became serious and as they went to bed that night Jeanne said: "Teddy, do you suppose there are any little boys and girls who won't have any Christmas?"

"Well, that's what Dad and Mother said. If we have enough maybe we could take some of our things to the Smith family. You know what ragged pants that little Smith kid wears?"

"Yes," said Jeanne, "and Mary Smith's little dresses are all patched and look like one of Mother's quilts."

They were quiet for a moment, and then Jeanne said: "Oh, I know—Teddy, let's have a snow man contest, and get the fathers to donate a quarter each for every child who makes a snow man, and the winner will get

\$1.00 and all the rest of the money goes to the Smith family!"

"Gee, that's a good idea." And then Teddy called Mother and Dad into the room and they heartily approved and Dad put a dollar bill into Teddy's hand to start the contribution.

The two could scarcely get to sleep,



*The photograph above is of Teddy and Jeanne Brundidge, grandchildren of G. A. Brundidge, general agent at Okmulgee, Okla. The picture was sent in for publication in the Magazine, and the accompanying story was written around it by The Twilight Lady.*

so filled were they with their new idea. And the next morning they assembled the neighborhood children and within the next two days the fund for the Smith family and the first prize for the best snow man had swelled to \$15.00. Most of the fathers were most liberal and so the snow men began to pop up in the various yards.

There were snow men in running positions—snow men standing and snow men in sitting positions, but Teddy and Jeanne created no end of fun when they erected Teddy's scout tent around the one they were mould-

ing from the white snow, and refused to let anybody see it until it was all finished.

They would bob in and out of the tent after more snow, and were busy for hours. When night came they reluctantly left their work and went into the house for dinner and then to bed.

And then, just a few days before Christmas, the snow men were all finished. By common consent the fathers were to act as judges, and so the great crowd which had gathered for the judging went from one home to another, the fathers with pencil and paper in their hands, marking down the prize winners.

At last they came to the scout tent where Teddy and Jeanne had moulded their snow man. Asking the crowd to stand back they took the tent down and there stood as much of a likeness of Dick and Mary Smith as it was possible to mould from snow. But in case those who saw the two little figures did not recognize them, Teddy explained that they were meant to represent Mary and Dick Smith, for whom all the snow men had been made.

The judges walked around in admiration, and there were many "How sweet", and many "Ah's" and "Oh's" from the onlookers.

Teddy and Jeanne were as proud as punch and they walked around and around the snow children, patting the snow here and there so that the forms would be perfect.

And then the fathers went off to the side in consultation. They agreed that the little snow figures made by Teddy and Jeanne were most representative of the spirit of the undertaking. Of course, Teddy and Jeanne's father said he couldn't vote for the one made by his children, although he was proud of their handiwork, and so out of twelve fathers, eleven of them were in favor of giving the prize of \$1.00 to Jeanne and Teddy, and only their own father voted for the snow man constructed by master Billy Johns. Since there





1—William Alfred Reiber, Jr., grandson of W. S. Pollard, claim agent, Ft. Worth, Texas. 2—Floyd Oxley, son of R. F. Oxley, chief clerk to traffic manager, Birmingham, Ala. 3—Richard Louis Head, son of claim agent, Tulsa, Okla. 4—Billie, son of C. C. Dillard, cashier, Springfield, Mo., and his dog, Major. 5—Paul Stewart Bloodworth, son of C. Bloodworth, telegraph towerman, Ashdown, Ark. 6—Mary Joyce Glass, daughter of L. V. Glass, machinist, Memphis, Tenn. 7—Jimmy Ray Norman, son of J. W. Norman, switchman, Okmulgee, Okla. 8—Patricia Belle Weaver, daughter of J. G. Weaver, traffic manager, Oklahoma City, Okla.

were two children and two figures, the committee decided that each child should have \$1.00, and the remaining \$13.00 should go for the Smith children.

The crowd cheered lustily when the prize winners were announced, and Jeanne grabbed Teddy around the waist and they danced in high glee.

But as Christmas approached the weather turned a little warmer. The little Smith children, made in snow, melted into the ground, and their little snow forms were but a memory. But in the meantime the good mothers and fathers had spent the \$13.00 well, and bought with it not only toys, but food and clothes for the Smith children.

And then somebody donated a tree, and somebody else some lovely ornaments and just as dusk was falling on Christmas eve, a great crowd of fathers and mothers and children, led by Jeanne and Teddy, went to the Smith home.

When they were admitted they began to set the tree in place, they put the presents under it—and the grocerman, hearing of the "plot", appeared on the scene with a big basket of groceries and a huge turkey over his shoulder.

Mrs. Smith sat down and wiped her eyes with her gingham apron. Mr. Smith shook hands with the men and a tiny tear trickled from his eye. The Smith children were beside themselves, their eyes dancing and their little faces wreathed in smiles.

The visiting children all stood around, drinking in the scene, and then as quietly as they had come, they slipped away.

And next day Teddy and Jeanne received every toy, every book, every single thing they had asked for for Christmas, and every time they thought of the Smith family, they would smile.

"Gee, it makes you feel good to do things for somebody, doesn't it Jeanne?"

### WATCH CHILD'S DIET!

Mothers are cautioned to check up closely on the proper height and weight of their children when they are sent off to school. Just as it is hard for an empty bag to stand upright, we cannot expect the youngsters' heads to be filled when their stomachs are empty. Undernourished, nervous children, several pounds below normal weight, cannot be expected to give full attention to school work, nor to be active when at play.

Investigations show that poor nutrition is a frequent reason for children beginning school late, and also for frequent minor illnesses, to which undernourished children are so liable.

Jeanne looked at her little brother and said, "I can enjoy my things so much better, 'cause it's lots more fun to make somebody happy than to have lots of things when you know somebody who hasn't any."



# Homemakers' Page



## Suggestions For the Christmas Dinner

**T**HANKSGIVING and Christmas would not seem like the outstanding days they are without the big turkey to grace the dining table. And while some housewives may choose duck or a goose for one of these days, the turkey predominates at most tables.

And so the selection of the meat is comparatively easy for the housewife, and she may turn her attention to the dishes which will make the turkey more enjoyable.

Instead of the regular dish of cooked cranberries, she may serve her cranberries in a salad, using the following recipe:

Take one pint of cranberries (ground) and cover with sugar and let them stand over night. Add to them one pint of grapes (red or white), after the seeds have been removed. Add nuts and one cup of whipped cream and mix just before serving. The result will be most delicious.

Cranberry pie also offers a change, and the following recipe may be used:

1½ cups cranberries      ½ cup water  
¼ cup sugar

Cook the cranberries, water and sugar for about ten minutes. Cool and bake in one crust with a high rim. Put strips of pastry, lattice fashion, across the top.

Since pie is more or less one of our common desserts, date pudding will, no doubt, appeal to many housewives as a fitting finish to the Christmas dinner, and here is a recipe, tried and found excellent:

Take one cup of dates, one cup of nut meats, two eggs, well beaten, two-thirds cup of sugar, one teaspoon of baking powder and two tablespoons of flour. Mix the sugar, flour and baking powder, beat the eggs, add the nuts and dates. Bake slow for about thirty minutes.

And now that the dessert and the salad have been suggested, the Irish and sweet potatoes should not be overlooked—both for variety.

It is also well to serve both hot and cold bread with the dinner, and date graham might be suggested for the cold bread and lemon tea biscuits for the hot.

Recipe for the biscuits follows:

3 cups flour	1 tsp. grated lemon rind
6 tbsp. shortening	½ cup evap. milk
1 tsp. salt	½ cup water
4 tsp. baking powder	¼ cup lemon juice
½ tsp. soda	

Sift the flour, then measure. Re-sift with other dry ingredients. Rub fat into flour. Combine milk, water, lemon juice and rind. Stir quickly into dry ingredients until blended. Turn onto a floured board. Pat dough to ½ inch thickness. Cut and place on oiled tin. Bake in hot oven (450° F.) about 12 minutes.

The housewife should have filled the cookie jar during the week preceding Christmas. Cookies may not be on the diet menu, but most diets are forgotten on this gala day. Homemade candy, temptingly arranged in fancy dishes, also finds a hearty welcome.

Below is a recipe for ice box cookies:

1¼ cup shortening	1 cup brown sugar
3 eggs	1 cup granulated sugar
1 tbsp. cinnamon	½ tsp. salt
4½ cups flour	1½ tsp. soda
1 cup nut meats	

Cream the shortening, add sugar gradually, then the well beaten eggs. Mix well, then add dry ingredients, which have been sifted three times and mixed with nut meats. Pack into mould or form into roll, wrap in waxed paper and leave in ice box overnight. Take a sharp knife and slice as thin as possible, and bake in moderate oven for ten or twelve minutes.

Good old spice cake, like grandmother used to make is always welcome, and below is a recipe of merit:

½ cup butter	½ cup milk
1 cup brown sugar	½ tsp. cloves
2 eggs	½ tsp. cinnamon
1½ cups self-rising flour	

Cream butter thoroughly, add sugar gradually while continuing to cream the mixture, add one egg and beat well, then the other egg and beat. Sift flour once and measure and sift again with the spices. Add the flour alternately with the milk and do not beat any more than necessary. Pour into a greased and floured pan. Bake in a moderate oven (350-375° F.) for about 30 minutes. Use any desired frosting.

This cake may be served cut in small squares for tea or as an accompaniment for any dessert.

Below are two recipes, one for pumpkin pie and one for marshmallow sweet potatoes, to suit the most discriminating taste.

### Delicious Pumpkin Pie

2 cups pumpkin	¼ tsp. nutmeg
2 cups canned milk (not diluted)	¼ tsp. ginger
1 cup sugar	¼ tsp. salt
2 eggs	¼ tsp. mapleine
1 tbsp. cornstarch	6 English walnuts ground in food grinder
½ tsp. cinnamon	

Line deep pie tin with pastry and bake ten minutes or until a very light brown. Mix sugar, spices, salt and cornstarch together and add to pumpkin, milk, mapleine and yolk of eggs. Beat thoroughly, then add ground nuts and whites of eggs beaten stiff. Heat over fire until it starts to cook. Pour in crust and bake slowly until done. Serve with whipped cream.

### Marshmallow Sweet Potatoes

Peel and parboil 6 medium-sized potatoes about 20 minutes. Cut lengthwise in thick slices. Place a layer of potatoes in greased baking-dish, dot with tiny pieces of butter and sprinkle on tablespoon of chopped nuts and 1 teaspoon brown sugar. Add another layer of potatoes, butter, nuts and sugar, and proceed in this way until all potatoes are used. Then put on top a layer of marshmallows. Bake in a hot oven (400° F.) until potatoes are soft and marshmallows are a delicate brown. Makes 8 to 10 servings.

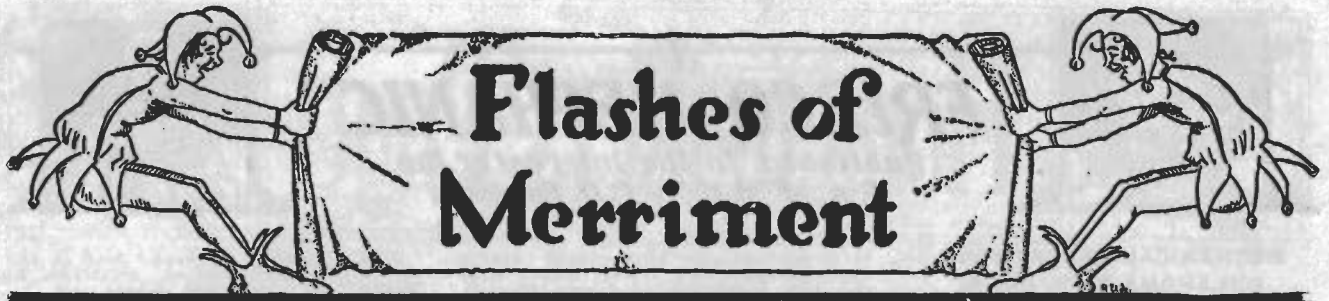
### Cheese Straws

Here is a recipe for cheese straws to serve with appetizers:

½ teaspoon paprika	1 cup self-rising flour
Dash of Cayenne	¾ cup grated sharp cheese
pepper	
Cold water to make a stiff dough	¼ cup fat

Sift and measure the flour; add the cheese and fat; rub them into the flour; add paprika and cayenne. Make a stiff dough by adding water a little at a time. Roll the pastry ¼ inch thick; cut into strips 1/3 inch wide by 5 inches long, using a pastry jagger or a sharp knife. Place the strips on a baking sheet in even rows, and bake in a hot oven (425° F.) until a delicate brown about 15 minutes.





**Help!**

No. 1: "Not only that—but you get uglier every day!"

No. 2: "Another thing that I can do and you can't."

**A TYPICAL ERROR**

Seen in a small town newspaper: "If it rains this evening, the social will be hell tomorrow evening."

**ASSUME THE POSITION**

A young man, attempting to dress in formal attire, had a great deal of difficulty in getting his tie tied. He became so exasperated that he ran out in the street and asked the first man he met if he would tie his tie.

"Surely," replied the gentleman. "But you'll have to lie down."

"Lie down? What for?"

"Well, you see, I'm an undertaker."

**Against Orders**

"I warn you, I'm necking against the doctor's orders."

"Gosh, are you sick?"

"No, but the doctor is my husband!"

**NOW THE BRIDE**

"I want half a pound of mincemeat and cut it from a nice tender mince, please."

**ONE OR THE OTHER**

"I hear you are going to marry that good-for-nothing Smith."

"Yes, I've decided to accept him."

"But don't you know he'll lead a double life?"

"Well, if I don't marry him I'll lead a single life and that's worse!"

**Of Course**

"Is your baby a boy or a girl?"

"Of course, what else could it be."

**WORTH THINKING ABOUT**

"Don't throw your mouth into high gear until you are sure your brain is turning over."

**SIGNS**

Sign in the corner grocery: "We don't know where Ma is but we have Pop on ice."

**ONE WAY TO WORK IT**

In the days before oil was discovered in Texas, a traveling man stopped for the night at a ranch. As he discussed the affairs of the country with his host, he became inquisitive as to how the ranch paid its way. At last he said:

"How in the world do you make a go of things at all?"

Indicating the hired man who was sitting at the far end of the supper table, the host replied: "You see that feller there? Well, he works for me and I can't pay him. In two years he gits the ranch. Then I work for him till I git it back!"

**No, Sir!**

He was studying the menu when the waitress approached to take his order.

"Have you frogs' legs?" he asked.

"No, sir, it's my rheumatism that makes me walk this way."

**YES, YES!**

"—and imagine my embarrassment when, according to my usual custom, I looked under the bed before retiring.

"I had forgotten that I was in an upper berth!"

**SARCASM**

Clerk, pointing to a row of chickens:

"This chicken, ma'am?"

"No."

"This one?"

"No."

"This one?"

"No."

"Well—let me know when I'm getting warm."

**Sudden Service**

An advertisement in a restaurant window was rather misleading. It advertised sudden service, but didn't always give it. One day a man came in and ordered and then fell asleep. He awoke with a start to hear the waitress asking, "Did you order this Sundae?"

"Good heavens," exclaimed the customer in dismay, "what day is this?"

**WHEN?**

"How did you get that smudge on your face?" asked the Frisco engineer's wife of her husband.

"How do you expect me to run a 1500 without getting grease on my face?"

"I don't, but when did the railroad start using red grease?"

**ANOTHER USE**

Grocer: "You want a pound of ochre? Is it red ochre for painting bricks?"

Boy: "No, it's tappy ochre what Maw makes pudding with."

**A Good Answer**

An old darkey was walking along the road talking to himself. A man, coming up behind him said, "Hey, Uncle, why are you talking to yourself?"

The old darkey laid down his sack and scratched his head. "Fust," he said, "I like to hear a smart man talk, and second, I like to talk to a smart man."

**GEE, POPI**

Pop: "Yes, my boy, I'm a self-made man."

Son: "Gee, Pop, that's what I always admire about you—you always take the blame for everything!"

**AN EXPERT**

Lawyer: "Can you tell me if the defendant was expensively garbed?"

Negress: "Deed she was, sah. Ah knows expensive garbage when I sees it."

**An Opinion**

"What is your opinion of George Washington?"

"Most respectful. You can't deny the prestige of a man who has succeeded in placing his picture on everything from a two-cent stamp to a twenty-dollar bill."

**CONTAGIOUS?**

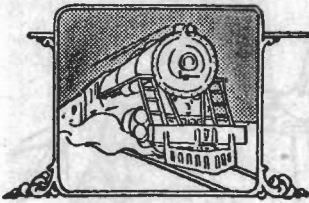
He: "Do you believe kissing is unhealthy?"

She: "I've never—"

He: "Never been kissed?"

She: "No—never been sick."





# The FRISCO MECHANIC

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



## MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

FRANCIS N. JONES, Reporter

We wish to extend our best wishes to W. L. Childs, formerly boiler foreman at Oklahoma City, who has been transferred to Kansas City. We also welcome Fred Lake, of Monett, who has been appointed to that position.

Lee Harder, J. K. Kerce, Leo Sellman and Roy Ayres spent Thanksgiving hunting near Afton, Okla., at Ayers' country home.

At the recent election of officers of Local No. 15, the following men were chosen for the ensuing year: President, George Papin; vice-president, Leo Sellman; secretary, Francis N. Jones; treasurer, F. B. Hammond; chairman of shop committee, Lee Harder.

J. K. Kerce and son, Junior, visited relatives in Arkansas the early part of November.

E. C. Lynn, locomotive inspector, who has been confined in the St. Louis hospital for several weeks is back at home and expects to be back on the job soon. We are all glad to see Ed looking so well and hope to have him back with us soon.

Fred Barnhart visited in Springfield the latter part of October.

The baseball team is planning early for finances for next year. A bridge and domino party will be held the third Wednesday of each month at Local No. 15's meeting hall in Capitol Hill. A small sum will be charged and the proceeds will go into the team's treasury. Come on, you fans, and let's start out and support these parties.

C. M. Leister and wife have returned from a month's visit in the Ozark mountains.

Mr. and Mrs. Carl Ward and children visited with Mr. Ward's parents in Purcell, Okla., the latter part of October.

Oklahoma City went through a unique change of weather Thursday, November 10. It rained, sleeted, snowed and the sun was out between 8:00 a. m. and 12:00 noon.

The shopmen and carmen were treated to a real home cooked dinner November 3, when the ladies of the Snapdragon Flower Club served a hot meal for the small sum of 25 cents. All the coffee you could drink, to say nothing of the roast beef, etc.

Mr. and Mrs. C. F. Bobzien and small son visited relatives in Springfield the latter part of October.

## JOPLIN, MO.

R. C. FLETCHER, Reporter

Mr. Woods, machinist, of Springfield was here the week of October 24 to assist in necessary work on switch engine No. 3678, turning pistons, changing tires and overhauling the motion work.

Mr. James Sapp, engineer, spent a few days in Oklahoma City the last of October visiting relatives.

All our sick folks, as far as can be learned, are back to work. John Haas went to work the first week of November; R. B. Kyler returned to work on the 24th of October, and G. R. Jones returned on November 3.

The Picher Lead Company switcher at Picher, Okla., is working two ten-hour shifts now. Joplin men form

three-fourths of the engine crews. Clyde Gordon and Harry Baker have the two engineer jobs and Dan D. Jackson is on one of the firing jobs. The other job of firing is held by a Frisco man out of Fort Scott, Engine No. 811 is being used in the service.

Death visited four Frisco families the past month, three being buried on the same day—November 7. Sylvester Wahl, retired car inspector at Carthage, died at his home in Carthage on November 4. He was retired on November 1, 1930, having reached the age limit.

Mrs. S. H. Young, mother of Mrs. Earl White, died on November 4 at the home of Mrs. White where she had made her home since the death of her husband. She formerly lived near Mount Vernon. Mrs. Young was buried at Joplin on November 7.

On the same date former roadmaster, Pat Herd, was buried from Carl Junction.

Thos. H. Abernathy, former check clerk at the freight house, died November 1 at the home of his son in this city. He had been retired from service for about three years on account of ill health. His body was shipped to Zelma, Mo., for burial.

## LINDENWOOD CAR DEPARTMENT

D. F. TOBIAS, Reporter

Triple rack man, Jesse Smith, was called to Green Forest, Ark., October 29 account death of his sister.

President John Daniels called the first fall meeting of the Terminals Club to order at the club room, Tower Grove station, October 27. This meeting should have been better attended. Most interesting was the comparative statement of results obtained by clubs over the system with our club far in the lead. At this meeting President Daniels announced he would not be a candidate for re-election, as it has been decided his membership belonged with the downtown club and must affiliate with that body. Considerable enthusiasm greeted his announcement of faster freight schedules and passenger trains returned to service.

At this writing our winter weather seems about to arrive.

Changes at this time include Justus C. Miller and Grover C. Johnson as car repairers on Lindenwood rip; Jerry Shook, Edward Martin and Adam Jurata in Gratiot yard; James H. Martin and Benj. H. Hill at Ewing.

Car Repairer W. E. Gordon is off ill at this time but reported improving.

Our piece work checker, R. H. Snodgrass, went out to try his skill shooting birds, November 10, but hasn't reported his success to this office. Perhaps—well, let's don't mention it.

Car Inspector Geo. A. Schmidt, injured October 4, has not yet reported for duty. We understand he is visiting relatives at Breese, Ill.

Our steno, C. E. Keiser, tells us of his troubles tending the furnace. Most men let their wives have that worry, or discreetly keep silent.

L. D. Criswell, machinist, had the misfortune to have the whole interior of his new Auburn coupe burned up a few nights ago. The origin of the fire was a mystery.

E. E. Roberts, air-brake man in the car department, visited relatives at Heflin, Ala., this last month-end.

We were sorry to lose Mr. Shubert, the mill foreman in the car department, who resigned a few days ago. The vacancy was filled by "Red" Lathen.

The writer and family visited relatives in Missouri last month-end.

We are sorry to report that Mr. Kelly, boilermaker, lost his seven-year-old son a few days ago. We of Local No. 18 express to the family our deepest heart-felt sympathy in their bereavement.

Mr. and Mrs. Wines visited relatives at Springfield, Mo., again this last month-end.

## MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

It has just come to light that John Beck, son of J. A. Beck, pensioned yardmaster, was united in marriage to Miss Helen Bone of this city on October 29th. The happy event took place at Hardy, Ark. We all wish them much happiness.

P. A. F. Ingle agent was taken sick suddenly and rushed to the St. Louis hospital.

C. A. Berry, roundhouse foreman, is now on a quail hunt.

Frank Preston, hostler, is now on the sick list.

W. T. Martin, engineer, and wife are now on a visit to Detroit, Mich.

Mrs. Frank Preston, wife of hostler, is now on a visit to Wortham, Texas.

Mrs. J. H. Mulkey, wife of hostler, is now on a visit to Springfield.

## LOCAL No. 17—TULSA, OKLA.

H. C. PRICE, Reporter

H. R. Cole, locomotive inspector, spent several days in Kansas City recently on company business.

Engineer Pop Zaner has ordered transportation to go to South Texas on a deer hunt.

John Eckley, back shop foreman, and family spent the week-end in Oklahoma City.

Mrs. E. L. Phelps, wife of general car foreman, is confined to a hospital undergoing an operation. We wish her a speedy recovery. Engineer C. E. Conway has been reinstated after being off about forty days. We are all glad to see "Chan" back on the job. Emmitt McKee is wearing a big smile, reason, a fine 8-pound boy, born November 7.

Congratulations to Mr. and Mrs. McKee. Machinist S. B. Coley embarked on the sea of matrimony, November 8th, and we all wish Mr. and Mrs. Coley many years of happy wedded life.

Several of the enginemens have been laying off lately hunting ducks, but haven't heard much about their success.

Local 17 met Monday night, November 7th, and in spite of the disagreeable weather, we had an attendance of about seventy-five. We initiated three new members, and nominated new officers.

We all join in expressing our deepest sympathy to Engineer D. Wortman and family in the loss of their son and brother who was accidentally killed while hunting a few days ago.

**B. & Q. REPORT—SOUTHWESTERN DIVISION**

J. C. WOODS, Reporter

Mrs. E. F. Maggi has returned home after spending two weeks visiting with her relatives at Rogers, Arkansas.

Peter Edgar is sporting a new set of artificial teeth.

Frank Woodward has been spending a couple of weeks at home in old Missouri, where he says he voted to give the Donkey a four-year feed.

Mr. and Mrs. Virgil Leak, Mr. and Mrs. Casey Moore and Mrs. Ernest Lee motored to Sulphur Springs, Arkansas.

S. H. Dean has been laid up a few days on account of an injured ankle caused by cutting it with his adz.

Charley Webster has returned to his home after spending several days in the hospital.

Mr. Charley is confined in the Frisco Hospital, St. Louis, Missouri. While working in West Tulsa he fell from a ladder and received injuries, but we hope they will not prove serious.

The secret surrounding that smile of W. A. Lantz has been solved at last. Mr. Lantz and Mrs. Natura Miller have been united in the holy bonds of matrimony. Mrs. Lantz was a resident of Preston, Oklahoma, where her many friends join with his friends in wishing her a most happy journey through life together. Mr. and Mrs. Lantz will reside at Sapulpa, where they will be at home to their many friends.

J. Y. McCallister is spending a few days going through the clinic at the Frisco Hospital, St. Louis.

**BRIDGE AND BUILDING DEPT. EASTERN DIVISION**

ARTHUR BUNCH, Reporter

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

Ellis Mayfield is unable to work at this time, account of sickness, and has been confined to the hospital at St. Louis, Missouri.

Jim Carter and gang recently have been repairing bridges at Lowry City, Missouri.

Ed. Poe is back working now, after being off for several months on account of reduction in the force.

General repairing on bridges and buildings between Springfield and Monett, Mo., is being done by Charley Wallace and gang.

Bud Peck was off from work a few days, following an accident. He fell and struck his face against the end of a timber, breaking his nose. The accident occurred while assisting in loading a car of bridge timber at the B&B yard at Springfield, Mo.

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

Max Paschl and Arthur Rude recently have been repairing the stationary boilers at the North Shops at Springfield, Mo.

Clyde Cunningham and gang are putting in a culvert at Phenix, Mo.

General repairing of buildings in Springfield is being done by Jim Jones and gang.

**RECLAMATION PLANT SPRINGFIELD, MO.**

T. O. CHAPMAN, Reporter

Jess King has had an injured foot to keep him from work for a while, but we notice him limping about, so expect to see him return to work ere long.

We have been informed our old friend, Henry Warren, was married again, but have not met up with him, as he is laid off, so have no particulars or the lady's name, but wish them well.

The political pot has been boiling very much among our employes the past few months, but now that it is all over and the fire has died down, we expect to hear a new line of conversation.

William Mattox, machinist, who has been at a sanatorium in Topeka, Kans., for some time past, recuperating from ill health, has returned home and reported for work again.

Henry Royal, who has not been on our payroll for nearly two years, dropped in for a few minutes to say he had returned from Kansas, where he has been employed for the past summer, but had returned to Springfield for the winter.

Jess Minnick, James Camp and John Evans spent a night and a day at the Powersite dam on White River, trying to coax the fish out on the bank. It seems that their luck was against them this time.

Mrs. L. J. Leysaht, wife of our superintendent, has been critically ill at the St. John's Hospital the past two weeks. At this writing, her condition, we are told, shows very slight improvement. Our sympathy is extended to her relatives and friends, and hope for a quick recovery.

**LOCAL No. 5—ST. LOUIS, MO.**

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

On October 21 Local No. 5 held a meeting when Eastern division Chairman R. W. Reed told of the proceedings of the system board meeting which he attended.

Mr. Otto Kettlemen, division chairman from Memphis, Tenn., was a visitor at Lindenwood shops on November 4.

Eugene Earl Edwards finished his apprenticeship Friday, November 11. The vacancy is to be filled by Eugene Earl Pikesley.

Mr. W. A. Gale, locomotive inspector, had a bad fire at his home Sunday, October 24. Although the house was not badly damaged by the fire he lost nearly all of his personal belongings before it could be extinguished. The fire started in the basement, caused by kindling piled behind the furnace.

Mr. C. C. Connelly, locomotive inspector, spent two weeks visiting friends and relatives in Ft. Worth, Dallas and Beaumont, Texas.

Mr. and Mrs. E. R. McNabb motored to the Ozarks to visit home folks the latter part of October.

Mrs. E. Yount of Fairbury, Ill., is visiting Mr. and Mrs. Edward Heil at this time.

Mr. and Mrs. Charley Turner entertained a large group of their friends on Halloween night.

On October 17 Mrs. F. C. Henn was called to Canadian, Texas, on account of the illness of her sister-in-law.

Mr. James Hall, car man, is back on the job as peppy as ever after a successful operation performed at the Frisco hospital.

Mr. Sidney Williamson is the proud possessor of a Dodge eight automobile.

Messrs. Coy and Ted Barnett spent two days deer hunting the latter part of October, around Herman, Mo.

Mr. Dick Pikesley had the misfortune to lure his left hand while working. His second finger was badly bruised, but we trust it will heal nicely and no trouble will develop.

Mr. and Mrs. Edward Heil and family spent the week-end of November 5th at Mt. Carmel, Ill., the home of Mr. Heil's father.

**NORTH BACK SHOPS SPRINGFIELD, MO.**

ALEX WATT and GORDON YOWELL, Reporter

Harry L. Alexander, machinist apprentice, has been transferred to the roundhouse to finish his apprenticeship.

Claude Highfill, locomotive painter, third class, and wife have just returned from Portland, Oregon, where they visited relatives the first of the month.

Ralph Cook, apprentice in the roundhouse, has been assigned machine work in the machine shop.

We know that winter isn't far away by one sign which never fails. "Bud" Fisher, boiler maker, has scorched his overalls again on the boiler shop stove. You should wear asbestos, "Bud".

M. L. Wrench, tool dresser in the blacksmith shop, has a new Chrysler sedan of which he is very proud.

On October 15th a son was born to Mr. and Mrs. Wm. Seboldt. He weighed nine pounds and was promptly named William Herman, that being his father's name. He was born on the same day of the month as his father. Bill says "It was the best birthday present I ever had." They have a daughter four years old. Bill is our genial acetylene plant tender.

Frank Delo, mill shop cabinet maker, has a hobby which he indulges in in his spare time, which is raising pigs and chickens on his suburban place of five acres.

The air is full of talk about birds, dogs and guns since the ual season opened. The prize to date goes to Jim Burrell of the blacksmith shop. He shot five quails and five rabbits out of ten shots. A perfect score.

Frank Calvin of Mountain Grove, a former employe of the sheet metal department of the Frisco, was in the shop November 12th greeting old friends. Frank says, "He is rustivating and marking time until the Frisco can put him on again". By the way, he is a good mechanic.

Home Looney, supplyman in car yards, spent the week-end of November 13th with two of his sons that live in Walnut Grove, Mo.

**LOCAL No. 8—ENID, OKLA.**

H. H. FULLER, Reporter

Louis Mayer, 89, father-in-law of Martin Graves, machinist, passed away at the home of Mr. Graves, Sunday, October 30th. Burial was at Marble Hill, Missouri, his former home.

G. W. Clinton, stationary fireman, met with a painful accident recently in cranking his Ford. In some manner the car slipped into gear, crashing Mr. Clinton against the side of the garage and injuring his knee.

A group of Frisco folks enjoyed a Halloween "spook" party on October 31st, at the home of Mr. and Mrs. Roy Richards, 731 North 7th St. Halloween games and stunts, and card playing featured the evening, followed by a lovely luncheon. General Foreman W. J. Foley and wife, and Mrs. Merle Patterson were guests of the evening.

Air Man Willbur Ayers and wife made a trip to Council Grove, Kansas, the week of October 29th, to visit their niece, Mrs. Carol Loomis.

Clifford Bond, son of C. E. Bond, electric welder, was operated on for appendicitis on October 30th. His mother, Mrs. C. E. Bond, being away at the time, was called home from Texas where she was visiting her parents. Clifford is improving at this writing.

Mr. and Mrs. T. E. Carter went to Birmingham, Alabama, on Friday, November 11th, to make plans for moving to that location where Mr. Carter has accepted a position as watchman.

Burleigh Adams, electrician, made a trip to St. Louis, Missouri, recently. Mrs. Adams visited in Springfield, Mo., while he was gone.

**LOCAL No. 24—AMORY, MISS.**

RAYMOND F. DEES, Reporter

Archie Dees and wife have returned to their home in Winfield, Ala., after



a pleasant visit in the home of his brother, Dock Dees, car man.

Mrs. R. F. Dees and sons, wife and children of pipefitter, have returned from a short visit in St. Louis with friends and relatives.

J. H. Branam has returned to work after a brief illness.

R. L. Rowe, coal chute man, is still on the "off" list due to disability.

Coach Cleaner Grand Mirth is much improved since returning from hospital where he was treated for fractured spine.

Dan Reese is the big butter and egg man since he has purchased a home in the rural district.

O. B. Holmquist, Jr., son of our locomotive inspector, spent the week-end with his parents.

Machinist A. B. Holmquist was a recent visitor in Kosciusko, Miss.

Car Foreman John L. Sullivan and Pipe Man R. F. Dees were recent visitors in Columbus, Miss.

#### LOCAL No. 18—BIRMINGHAM, ALA.

W. A. MYERS, Reporter

There was an unusually large attendance at the last meeting of this local. The reason being that it was time for the nomination of officers for the coming year. A few of the old officers will be retained, but there will be several new candidates for offices, which places will be hotly contested for at the election next meeting night. After all nominations were in and business finished, the local adjourned to Greenwood Cafe, where refreshments were served.

#### MECHANICAL DEPARTMENT KANSAS CITY, MO.

W. A. BULLARD, Reporter

On October 31, 1932, Mr. James Bruce, who has been boiler foreman at Kansas City for the past thirty years, was retired from active duty. All of the Frisco employes at Kansas City and elsewhere have become very fond of Mr. Bruce, and it was with a great deal of regret that the employes at Kansas City, from Mr. Berry, our master mechanic, on down, bid him goodbye on the last day of October. To show, in a small manner, their high respect and esteem for Mr. Bruce, the employes gave Mr. and Mrs. Bruce a nice easy chair each, also gave Mr. Bruce a smoking stand, reading lamp, electric clock, and other nice articles. On October 31st a surprise party was arranged, and a large number of Frisco employes gathered at Mr. Bruce's home, and when he came home, after being enticed away, he was very much surprised to find his home full of Frisco employes, who were there to wish him a long and happy retired life.

Mr. William L. Childs, who was boiler foreman at Oklahoma City, was called upon to fill the vacancy caused by the retirement of Mr. Bruce, and the employes at Kansas City wish to take this means to welcome Mr. Childs to our midst, and assure him that we will give him our hearty cooperation.

We are all looking forward to the free dance to be given by the Sunnyland Club on New Year's Eve. Announcement will be made later of the exact time and the place.

Fred Chaffin, locomotive inspector on the second shift, has been absent from work for the past several days, account illness. We hope he will have returned to his job before this issue is printed.

We expect to have the duck story of the season by the next write-up, but, in the meantime, Harry Simpson holds the title for the number of ducks bagged.

Our night boilermaker and inspector, Alex J. Murphy, received a promotion on November 1, being sent to Monett to fill the vacancy of boiler foreman, the boiler foreman at that point being sent

to Oklahoma City in place of Mr. Childs. Mr. Murphy has been an employe at Kansas City for a number of years, and his fellow employes, while glad to see him promoted, were also sorry to lose him. On his last night at Kansas City, the night employes, with whom he had been associated for a number of years, gave him a fountain pen, flashlight and other articles of remembrance and wished him success in his new position.

George Edwards, machinist on the third shift, has been back for several days from Oklahoma City, where he visited friends and relatives.

Mr. Emil Bodam, boilermaker at Kansas City, who has been cut off for a number of months, was sent to Wichita on November 1, to fill a vacancy at that point.

Mr. Walter Shukert, also a boilermaker at Kansas City, who has been off a number of months because of reduction in the force, was recalled to fill the vacancy caused by Mr. Murphy being sent to Monett.

#### LOCAL No. 1—SPRINGFIELD, MO.

J. F. WASSON, Reporter

At the meeting, November 7, Local No. 1 was favored with a visit by H. E. Burgess, general chairman, and Howard Pickens, secretary. Mr. Burgess gave a very interesting talk. The following officers were nominated for the coming year:

President, Frank Stringer and Claude Hereford.

Vice-Presidents, Alec Watt and Jewell Divan.

Secretary, Claude Campbell.

Treasurer, Jim Lozier and Chester Ferguson.

Trustees, John Dalman, J. E. Colman and Earnest Jackson.

Malcolm Doran has traded his city property for a small farm south of Ozark, Mo.

Wm. Mattocks, machinist, who has been off for sometime, account of sickness, is now back on the job.

Earl Gooch and James Camp have purchased radios.

Mr. and Mrs. Charles Beck spent a few days visiting their daughter, Mrs. Jones, at Exeter, Mo.

George Falk, night engineer at the reclamation plant, has been off account of illness, but is now back on the job. Mark Mercer handled the job during Mr. Falk's absence.

J. C. Potts, laborer, is now back at work after a long absence, account an injured foot.

We extend our sympathy to the following members: Lon Hensley, in the death of his father; Tom Clark, in the death of his wife, and Josh Smith, in the death of his mother.

We are sorry to learn of the death of Louis M. Goss, brother of Mrs. Harold Wood. Mr. Goss fell to his death while working on the Boulder Dam at Boulder City, in Nevada. We extend our sympathy to the sorrowing family.

#### WATER SERVICE DEPARTMENT SPRINGFIELD, MO.

CLAUDE HEREFORD, Reporter

C. W. Losey had the misfortune of suffering a compound fracture of his right leg October 22. He with other workmen were engaged in removing some heavy pipe from the general office basement when one end slipped in such a manner as to fall on Bill. He is doing as well as can be expected, resting easily in St. Johns Hospital.

Chas. Robinson has been assigned to Bill Losey's job and Wm. Marrs is working the Monett job.

Continued reduction in water bills in Springfield speak well for the efforts of our foreman, W. H. Brooke, in his campaign against waste and leaks. All

meter points show a decrease except North Springfield, which shows a slight increase resultant from increased traffic.

J. S. Wood, formerly W. S. foreman but now of St. Louis, was a recent visitor in our shop.

Work of renewing the heating system at the general office building here has been completed under the direction of R. C. Stephens.

As these notes are being written, word comes that John Sumner has met with what could have been a very serious accident at Lebanon. He and James Stephens, with others, were pulling the poles from one of the deep wells there when the crab gave way, striking John on the head and inflicting a couple of ugly gashes which we are glad to report did not put him out of the running, as he reported for work again as soon as his wounds were dressed.

Well our national elections are over and now we are able to read some news in our newspapers that concern our neighbors and things we are more familiar with, such as quail and duck shooting for instance. Note in the sports columns where both specie of game are more plentiful than at any time in recent years.

Henry Potter states that the republicans were scheduled to hold an election at Stratford, November 8th, but somebody must have cut up the poles for wood, anyway they failed to deliver them and it was put off for another four years.

#### LOCAL No. 32—NEWBURG, MO.

E. F. FULLER, Reporter

Mr. S. A. Montgomery, general foreman, took a few days off to go hunting about October the 27th and 28th. He saw several deer; he had chances to kill a deer, but he pitifully makes intelligible excuses about missing the deer that he shot at. But \* \* \* On the evening of the 29th, being chagrined at having to fly back to Jefferson City for a wallet that he carelessly left there, he was making quite an effort to treat the Mrs. civil when—Zowiee! Crash! He jammed the brakes, jumped out and there on the dark, cold ground was the victim of his reckless driving—a murdered DEER!

Mr. and Mrs. Ollie Drown and daughter, Olive, enjoyed a pleasant trip to Springfield in that new Chevy coach of theirs.

Mr. and Mrs. Ivan Fuller are the proud parents of a baby girl; born October 19th in St. Louis. Her name is Babbette Jane and she's the first gal in that tribe in forty years!

Miss Helen Fellows, who is stationed at Monett, visited home folk one week-end recently.

Mr. and Mrs. D. B. Ege and son, Bobbie, visited relatives and friends in Marionville and Springfield last month.

Mrs. Tim Fite and daughter, Iva, are back home after a two months' stay at the Dr. L. S. Hunter Chiropractor Home in Springfield, where Mrs. Fite has been recuperating from an illness.

The Do-Do Jones's have been visiting friends in Michigan and Illinois.

Pardon my periodical expansion of the chest but old Newburg again received a few honors. In order words some more of our kids brought home the bacon. The two Morgan girls, Rosemary and Grace, students at Springfield State Teachers College, were recently chosen by popular vote at that institution as "Miss School Spirit" and "Miss Personality," respectively. They once lived here and their pa is none other than Dispatcher Harry Morgan. Oh, yes—er—I might add that my boy was voted the most popular lad on the campus. Ahem!



## LOCAL No. 2—SPRINGFIELD, MO. WEST LOCOMOTIVE SHOPS

VIRGIL B. SMITH, Reporter

The night school classes are being conducted in the manual training department at the Senior High School Building. These classes assemble two nights each week and are largely attended by all apprentices associated with the Metal Crafts from the North and West Shops. Special interest is being taken in blue print reading and drawing. The boys are showing unusual interest this year, realizing blue print reading is an asset to shop practice.

On October 1, J. P. Mally, watchman at West shops, was pensioned. We are very sorry to lose Mr. Malley.

Mrs. C. A. Wooldridge, wife of Machinist C. A. Wooldridge, visited friends in Kansas City the week of the 19th.

Able, the overall King, wishes to announce that he had a very profitable fire sale in November.

Wednesday, November 2, Local No. 2 had nomination of officers, after which the Local enjoyed refreshments.

Adolph Pickering, machinist apprentice, has come back to work to finish serving his apprenticeship. The boys all welcome him back.

H. E. Hall and wife, and W. E. Stucki and wife, are planning a trip to Chicago, November 23.

W. W. Shackelford, clerk to Mr. A. C. Reeves, had a good fishing trip Sunday, October 23, at Bennett Springs Park, catching four Rainbow trout, one weighing three pounds.

## COACH YARD—KANSAS CITY, MO.

J. J. SULLIVAN, Reporter

Ben Reeves, air brake man, has reported for duty after an absence of six weeks due to illness.

James Edwards, coach carpenter, continues to make high scores in his favorite sport of bowling and is now right in line for some prize money.

C. O. Edmisson has returned to work after an absence of sixty days, spent in building a new home on his farm.

Louis Langel has been absent for several days on account of sickness. Tom Conway is relieving him.

James Edwards was forced to lose several days' work on account of an injured shoulder caused by a fall on a bowling alley.

With the election all over no more excitement is in store until Christmas. Very little money changed hands as a result of the election this year.

Mechanical department friends of Bill Bullard have been calling our attention to Bill's lovely new black mustache. John Gilbert should look to his laurels.

Our nearest neighbor, the American Royal Building, is almost a solid mass of humanity these days and nights. The American Royal Live Stock Exposition is in full swing and is attracting greater crowds than ever before. More than 25,000 persons attended the matinee on opening day.

## SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

Clarence Clark, inspector on third trick at passenger station, was placed on first trick and extra man, Millard Sortore, was placed on third trick.

J. Thurston, carpenter at freight station, is off account sickness. We wish him a speedy recovery.

Jesse Bockman and Lee Howell, platform employees, bumped in at stockyards, displacing Mr. Briggs and Luther Trask, who will return to platform.

Sam Hays, inspector, who underwent an operation for appendicitis is getting

along nicely. Thanks to our good doctors.

Louis Sweetin, platform employe, is spending a few days in Arkansas.

Little Miss Joe Ann Hays arrived November 5 to take up her abode with Mr. and Mrs. Sam Hays. Mother and baby are doing nicely.

James Michael has been car carpenter at the freight station for the last few days. He hopes the regular man will return soon.

Avery Lee Robards, 59, died at his home at 1534 North Missouri avenue Sunday night, after a long illness. Mr. Robards was a native of the Ebenezer community, 12 miles out of Springfield on the Bolivar road, and farmed at Ebenezer until about a dozen years ago when he moved into Springfield and was employed by the Frisco. He has been retired of late years because of ill health. Mr. Robards is survived by his wife, Mrs. Cora Robards, one daughter, Miss Jessie Robards, four sons, Gus, Floyd, Samuel and Earl Robards, two sisters, Mrs. Emma Boren of Springfield, and Mrs. Mollie Ross of Willard, and two grandchildren, Charles and Mary Lou Robards. All employes express their sympathy to the family.

## NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The System Committee of the F. G. M. C. & C. D. E. held a called meeting October 19-20 at the general chairman's office here. Only routine matters were handled but there were many good reports made and much optimism prevailed according to Burl Hough, committeeman, from the roundhouse.

Mr. and Mrs. George Miller made a trip to Huntington, Ind., during the past month where they visited relatives. They report a good time. Mr. Miller is a machinist on the third shift.

Don Monroe, supplyman, is at present in the general hospital at St. Louis where he underwent an operation. We hear that he is recovering nicely at this time and will soon return home.

Ralph Cook, machinist apprentice, who has been working in the roundhouse air room for some time, is now in the back shop. This move was made to gain machine experience.

Harry Alexander, machinist apprentice, who has been working in the back shop, has been transferred to the roundhouse. This in order to gain roundhouse experience.

Thomas Clark, laborer, has the sympathy of the roundhouse force in the loss of his wife, whose death occurred November 2.

W. J. Lozar, machinist, has traded his 20-acre suburban place near the northwest city limits for a 160-acre farm several miles out in the county.

Edward Goswick, boilermaker, is also a victim of farm fever, having traded his place at 1948 Prospect avenue, this city, for a farm near Fair Grove, Mo.

Gorden Yowell, machinist apprentice, finally succumbed to the charms of a radio and now has a brand new one installed in his home.

Your reporter feels highly honored over the fact that we now hold the rank "Exalted Ananias" of the Tall Story Club, and our certificate as such bears the signature of Lowell Thomas, as Grand Giraffe of the Tall Story Club. This is an honor we have long sought, as we have always been taught the first requirements to be a successful reporter (and editor) is the ability to "tell 'em tall."

## LOCAL No. 30—PITTSBURG, KAN.

HAROLD CLARK, Reporter

Earl Gibbons, car inspector, was off duty several days, due to the illness and death of his father. Our sympathy is extended to Mr. Gibbons and his family.

Dave Dewar, machinist, spent three days in the Ozarks, hunting.

John Clark, coach cleaner, was off duty, due to illness. George Birdsell of Cherokee relieved him.

Jesse Grub, Dave Dewar, Paul Marquet and Truman Mahan, spent October 18 hunting prairie chickens.

## KANSAS CITY RIP TRACK

LEE WARFORD, Reporter

Kansas City is now blanketed with eight inches of snow. Cold weather has its grip on us. Every one is digging out winter clothes.

Last October 25, Local No. 4 gave a dance at the regular meeting place, 13th and Troost. There were about 200 people there. The dance started about 9 p. m. and lasted until 12 p. m. At intermission, sandwiches, coffee and cake were served in the dining room. I am sure everyone enjoyed themselves very much and we are all looking forward to the next dance.

Now that the streets are all covered with snow and ice, Lee Warford will have to abandon his motorcycle and ride street cars.

Mrs. M. J. Juhl, wife of Millman Mart Juhl, has been ill the last month and is now on the road to recovery.

Laborer Mike Yuron has not put on his boots yet so we know it isn't very cold, altho the mercury has gone down to 1 degree.

Carl Sternisa, painter, who lives in Independence, Mo., which is about fifteen miles from work, will have to start to work earlier since the change in weather.

Carmen Chas, Pummel and Elmer Oman don't seem to enjoy this weather. They don't like to work when it gets cold.

Bert Purinton, car man, worked last pay day, which is rather out of his line.

Mrs. Wm. Buck, wife of air brake man, has been ill and is now on the road to recovery.

Mrs. Evelyn Smith, daughter of Orville Sawtell, will spend Thanksgiving at home with her parents. Mrs. Smith is from Hutchinson, Kansas.

# Galloway Coal Company

EXCLUSIVE MINERS OF

## ELK RIVER and GALLOWAY COAL

General Office:

Memphis, Tenn.

MINES AT

GALLOWAY, CARBON HILL  
and HOLLY GROVE, ALABAMA

MINES LOCATED ON FRISCO  
RAILROAD



# Frisco Family News

## EASTERN DIVISION

### SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Mr. and Mrs. William Behnken and Miss Esther Miller of St. Louis spent the week-end, October 14 to 16, with Mrs. Behnken's and Miss Miller's parents, Mr. and Mrs. M. J. Miller. Mr. Miller is signal maintainer at Lebanon.

Mrs. H. W. Wait, wife of signal maintainer at Thayer, is visiting relatives at Aurora, Mo.

Mr. Alexander Vaughn, signal maintainer at Rosedale, Kan., was injured in an automobile accident October 15 and succumbed to his injuries Tuesday, October 18. We were very sorry to hear of Mr. Vaughn's death and extend to the bereaved family our heartfelt sympathy.

Dick Uhr, son of I. A. Uhr, signal maintainer, who is attending Oklahoma Military Academy at Claremore, has returned to school after a short visit with his parents in Springfield.

Mr. A. Lawrence has succeeded Mr. A. Vaughn as signal maintainer at Rosedale, Kan.

Mr. G. J. Drummond, signal supervisor on the Northern division, is off duty on account of illness. We trust Mr. Drummond will soon recover his usual good health and be able to resume his duties.

Mrs. M. J. Miller, wife of signal maintainer at Lebanon, and daughters visited in Springfield recently.

Mrs. C. A. Kennedy, wife of leading signalman, has been called to Lincoln, Neb., account the death of a relative.

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

PEARL A. FAIN, Reporter

Now that the Democrats have full swing of politics we hope that Health, Happiness and Prosperity will be enjoyed by all.

Already prosperity has come Sam Gaston's way it appears, for he is driving a new Plymouth sedan and likes it fine. He is now a booster for Plymouths.

The writer recently received a letter from Mrs. Geo. A. Stephen of Ottawa, Ill., who was formerly Miss Bertha Reed of this office, and she wishes to convey to all her old friends her best of the Season's Greetings.

Ann Elizabeth Brandon, 8-year-old daughter of Mr. and Mrs. Paul C. Brondon, had the honor of being chosen to sing over KGBX one Saturday afternoon recently.

Two brothers of Mr. W. T. Sloan from Dixon, Mo., of Miller County, visited relatives and friends in Springfield recently.

Mr. A. T. Laughlin, stock clerk, has recovered from his attack of rheumatism and is able to be back to work again.

O. H. Miller has quite a stiff neck and is suffering considerable pain as a result of three boils on the back of his neck.

Mr. and Mrs. C. C. Meyer and Mrs. Roland King motored to Sedalia and on to Jefferson City and visited our beautiful Capitol Sunday the 13th; however, on their return they met with misfortune. As they turned a corner near Tunas, Mo., in loose gravel, before they realized what was happening, Mr. Meyers tells us, the wheels were up in the air. The car was turned completely over and the occupants suffered bruises but no serious injuries.

J. G. Akridge and Jack Gannon went hunting recently but you hear no boasting from them as all they brought back was three quails. Jim says they killed "time"—that is all.

Sincere sympathy is extended to Miss Jessie Robards, from this department, in the recent death of her father. Mr. Robards worked for the Frisco several years ago and no doubt will be remembered by many. Funeral services were held Tuesday the 15th, but account illness Jessie was unable to attend. We sincerely hope for her complete recovery soon.

We are glad to see Dan Case working at the general store room at the present time.

Many friends welcomed Clarence Millikin, who was a recent visitor to this department. He formerly worked on the supply cars.

And now—last but not least—comes an old message but yet ever new: "A Merry Christmas to all and to all a Bright and Happy New Year."

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

DAZEL LEWIS, Reporter

We know nothing about pie counters, but Mrs. Hannah I. Dickerson fixed up the cake supply for Bob Gilbert in full and complete satisfaction of the debt of one party to the other as a result of what happened November 8. Then big-hearted Bob, to satisfy all the hungry winners, let them eat the cake at the office.

Then along came Louie Bangert and further filled the long void in the gastric region of the winners by furnishing a daily ration of salted elephant food.

We are glad to learn that F. H. Schumacher, building electrician, has so far regained his former health and vigor as to be able to return home from the Frisco hospital in St. Louis, where he has been for several months.

G. T. Blankenship has been hunting again. The hunting trip, so it has been reported, was more of a searching party than a hunt. Some of the fellows say he bought a few dressed broilers on the way home which he tried to make the family believe were quail. Too bad he did not have L. C. Cox's son along to carry the artillery and incidentally kill the game.

Virgil F. Anderson, former employe of this department and radiotrician, has been notified of his election as an associate member of the Institute of Radio Engineers in New York.

C. S. Smith, supervisor, dead freight house, is happy again with goodly numbers attending his Thursday auctions.

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

HELEN ALDRICH, Reporter

Miss Maude Bedell was absent November 14 account of illness.

Mr. and Mrs. Paul Lowery and daughter spent the week-end in St. Louis recently visiting relatives.

Paul Blume, who is attending Kemper Military Academy, was the guest of his parents, Mr. and Mrs. A. W. Blume, for a recent week-end.

We are glad to have Marjorie Renshaw, Gladys Bell, Beatrice Arnold and Anna Mason with us due to the extra work occasioned by inventory.

Our sympathy is extended to Miss Jessie Robards in the death of her father.

Word comes from Miss Esther Carlson, who is away on leave of absence, that she is having a wonderful time in Sunny California.

We are glad to report that Mrs. Edgar Burdette is speedily recovering from a serious operation performed several weeks ago.

Miss Barbara Murray was absent from the office the week of November 8 suffering from a severe case of poison oak.

Paul Lowery had the misfortune to be in an automobile accident recently and although he was fortunate to escape serious injury, he received some painful cuts.

### AUDITOR REVENUES DEPT. ST. LOUIS, MO.

E. L. KOHRING, Reporter

F. W. Griffith dropped in for a friendly visit looking the picture of health. Yes, sir, how we envy him.

Wm. Hagan, away on leave of absence account ill health, dropped in the other day looking greatly improved, however, it may be some time before Bill will be able to resume his duties.

Ed Volkert, fishing expert, has now turned huntsman. During a recent week-end trip Ed reported getting a nice mess of birds and rabbits.

Walter Kupersmith was away Saturday afternoon, November 12, to accompany his wife home from the hospital where she recently underwent a double major operation. At this writing Mrs. Kupersmith is improving as rapidly as can be expected.

Now we know why Andy Roach has that big grin on his face. Folks, the secret is out—he voted for a winner on November 8.

Wanted—One large stable to store a huge dry elephant; reason for storing, have a small donkey. Colonel Stoehr, can't you do something about this?

Girls, what's the matter, letting another chance slip by you. Here Ernie Thielker is really and truly going in again for wedded bliss. Sorry it is not a Frisco romance. Ernie, but we certainly do wish you nothing but good luck and happiness.



**OVERCHARGE CLAIM-REVISING DEPT.—ST. LOUIS, MO.**

J. H. KOEHLER, Reporter

O. E. Heins represented the office in the Armistice Day parade. Oscar can't quite understand why King Winter had to pick on that day to usher in the cold weather. We'll see to it that the next war ends in July.

Prosperity must be just around the corner. John Daly is sporting a new suit, and promises to come down in another new one.

Have you noticed Bill Egan since he left the department? He looks like a million dollars in that new brown suit. More prosperity.

Mrs. J. A. Manion and children are visiting in Europe. Joe is living the life of a bachelor, spending his time here and there with the boys. It's a great life.

Johnnie Williams aspires to be a star radio announcer. Anyone questioning his ability along this line can remove all doubt by conferring with a certain Group Head.

Mr. F. R. Griffith paid us a visit recently, looking better than ever. We are always glad to have him call.

Now, with the election over, Hughie Finnerty has quieted down and is enjoying the fruits of victory. Everything came out satisfactorily, but Hughie can't quite understand what the matter was with those other six states.

Andy Roach is also jubilant and favors appointing a receiver for the G. O. P.

Joe Kelly would like to have someone explain what is meant by "economic stability." He heard it mentioned so much lately on the radio. I give up.

A sure sign that prohibition is on its last legs. Someone in the office broke a 6-gallon crock just before election day.

**OFFICE OF SUPERINTENDENT TRANSPORTATION**

EULA STRATTON, Reporter

Well, this office certainly experienced some BIG DAYS during November.

First there was November 3, when Nell Ross, Eula Stratton, Pearl Hut-ton, Myrtle Miller, Bertha Schumacher,

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Emily Pennington and Irene Schaller were among those called REPUBLICANS. It was awful, but we tried to lose gracefully, and all really had quite a gay time.

Then November 15 is always a big day for all of us, being pay day, but was an exceptionally big one for F. H. Masters, for it was not only his twenty-seventh wedding anniversary, but at High Noon the Rev. J. T. Bacon said: "Who gives this Bride?" and he had to step up and say: "I do," for his daughter, Mary, became the bride of Mr. Edward James King of Oklahoma City. It was a lovely wedding; Mary was a lovely bride and the groom a very fortunate man.

November 8 was also something more than election day in the Lyons household, for word was received from Los Angeles, Calif., that Mr. and Mrs. J. E. Clyman (nee Marguerite Lyons) were the proud parents of an 8½-pound baby girl, and was Daddy Lyons delighted? . . . to say nothing of "Auntie" Florence.

Then on November 16 Mary Prophet was pleased when she was able to take her mother, Mrs. L. S. Prophet, home from the hospital where she had undergone a serious operation. To add to the joy Mary's sister, Mrs. V. P. Trantham, formerly our own Mildred Prophet, and little daughter, Mary Ellen, arrived to welcome the mother home. It was a regular family reunion.

On November 18 the Frisco Girls' Club had that wonderful cake and candy sale. Mary Howell, of this office, acted as chairman of the committee in charge and certainly put same across in a successful way.

Speaking of the Girls' Club, reminds us that the very first day of the month Catherine Lyons and Lenna Solomon were chosen as contact girls to represent this office, which was a big day for them as it will mean plenty of gratis work.

Then, of course, the 24th was BIG THURSDAY . . . most everyone enjoyed baked chicken, goose or stuffed turkey with all the trimmings, and some of us didn't even have to prepare them, for Carl Gardner and family were "invited out"; E. A. DuBois took the wife and kiddes to Cabool, Mo., for one of those big Thanksgiving dinners at grandfather's house; Merle Platte spent the day at Verona; Nita Mooney went to Kansas City; Mrs. H. P. Chranford and daughter, Virginia, visited relatives in Chicago and spent the time in Atchison, Kan., enjoying a ritzy dinner, football game, n'everything.

Maud Mills, in company with her aged mother, spent a most delightful week-end in Kansas City, as did Luna Wilder and her mother, visiting relatives.

Those of us who love the Ozarks so much, thoroughly envied Clara Alderfer her delightful trip to Hollister and various points in Arkansas recently when the new highway bridge across White River was formally opened.

Letter comes from Savina Fellin from California that she is having a grand time in Santa Monica enjoying the ocean, etc. Bertha Sutherland has been working extra for Miss Fellin. While we have missed Savina's cheery laughter, it has been more than nice having Bertha with us again.

The office also received another letter of marked interest—a very cheery one from Mr. A. H. Evans, former secretary to our big boss. Mr. Evans is now traffic manager of the Ohio Tank Company and sent his best regards to all the "old timers," and said he liked "The Frisco Magazine" splendidly. Guess you, Mr. Evans.

Guess it would be impossible to have a whole month of all good days . . . for we did have a very near tragedy one day in November. Harold Johnson, 15-year-old son of Mr. H. W. Johnson, was seriously injured while riding his bicycle to Senior High school. He is

still in the hospital but seems to be improving nicely, which pleases us greatly.

And so ends another month and starts the last one of the YEAR OF DEPRESSION.

**MONETT YARDS**

LINZY LLOYD, Reporter

O. W. Bruton returns to Monett after being away for a number of years, taking a job as helper on the 8:00 a. m. middle lead engine. He has not planned to move his family here as yet.

S. O. Rittenhouse has been displaced on the 8:00 a. m. middle lead engine as helper, causing him to bump Jas. Mansfield on 2:00 p. m. job.

Jas. Mansfield, after being off duty for a few days, returned to work, taking the job as foreman on the 11:59 p. m. engine, displacing A. P. Brown, who has taken the job of pulling pins on the same shift.

In recent change in time card the 10:20 coach crew have had their hours changed to 11:15 account of passenger trains arriving later.

General Yardmaster Wm. Caffey has been off duty for several days, taking advantage of the quail season which has just opened up.

Some of the extra men have been laying off account of the slow moving of the extra board. Since our recent cold snap they have begun to work again.

W. L. Cannady and wife have returned from a visit with their daughter and her husband who live in Dallas, Texas. They report a very enjoyable visit.

J. A. Griffith, foreman on the 11:20 coach crew, has been off a few nights giving the extra men a chance to get in a few nights.

Dave Marshall and Sam Rittenhouse slaughtered the quails the first two days of the season. They evidently got ashamed of themselves and hesitate about going out again for fear of not leaving any quails for anyone else.



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Occupation.....Employed by.....

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Employees of this Road will receive a Special Discount



# Resume SPEED to health!

Do you start your job each morning feeling like a lazy yard engine? Do constant headaches and lack of appetite dull your vitality like "Go Slow" signs?

Make an investigation into your physical condition. Possibly you are being bothered with constipation. If so, cross over to the through track to health and resume speed.

Try eating two tablespoonfuls of Kellogg's ALL-BRAN daily. ALL-BRAN brings "bulk" to exercise the intestines and vitamin B to help promote regular elimination.

Unlike drugs, ALL-BRAN is gentle in action. Its bulk is much like that of lettuce. It also furnishes iron for the blood.

ALL-BRAN is served everywhere. Sold by all grocers in the red-and-green package. Made by Kellogg in Battle Creek. **Quality guaranteed.**



## OFFICE OF GENERAL MANAGER

ORVILLE COBLE, Reporter

We are glad to report that Paul Arnold, after a very serious case of pneumonia, is able to return to his home from the hospital. We hope he may continue to improve and that before long he'll be back on the job. W. C. Rogers visited his mother in Texas this month.

## OFFICE OF DIVISION AND STORES ACCOUNTANT SPRINGFIELD, MO.

ILA COOK, Reporter

Inventory comes but once a year, but we are glad it is here now as it gives us Miss Ruth Owens as comptometer operator and puts Harry Likens back on the job. We are hoping H. H. McGarvey and others will be drafted before inventory is over.

We have newlyweds in our midst. In our last report we said "Here they come," and now we say "There they go." It is no other than Mr. and Mrs. C. N. Small (Mrs. Small was Miss Nellie Clifton, formerly of this office). They were presented with a beautiful occasional chair from the "force," along with the best wishes of everyone. They are now at home on Grand Avenue and Oak Grove Lane, R. F. D. No. 5.

A number of parties were given for Mrs. Small, among them a delightful buffet supper by Mrs. G. W. Barnes (Miss Vashti Grimes). The bride received many beautiful, as well as useful gifts for her kitchen. Everyone agreed that Nellie made a lovely bride and that Vashti is a charming hostess and a splendid cook.

Miss Mary Newton enjoyed a short visit with her brother and family in Cuba, Mo., this month.

Miss Ethel Copeland has been "batching" for the last three weeks, so she is glad her mother has returned from a visit with friends in California.

It is surely a pleasure to report E. G. Sperry very much improved. He is now able to walk a little each day, so we have hopes he will be back with us before another report is written.

Along with the election and the sleet and snow, which we have had the last week, no one has ventured to go places, so in view of this, we offer apologies and hope to have a better report next time.

## MONETT LOCOMOTIVE DEPARTMENT NEWS

MARGUERITE FROSSARD, Reporter

Prematurely and unexpectedly, mad winter has swooped down upon us with fiendish and diabolical glee, calling for extra labor force to keep the round-house fires roaring, and engines and equipment from freezing up. This near-zero weather, with a covering of ice and snow over every exposed surface, certainly can wreak a world of discomfort and havoc, especially when catching us unprepared.

After trodding through these familiar aisles and stalls for twenty-one years, Fred Lake, boiler foreman, had to stifle a feeling of nostalgia when bidding adieu, preparatory to departure for Oklahoma City to take up his appointment as boiler foreman at that terminal. Many were the regrets expressed at his leaving, and as a token of esteem and respect he was presented an attractive watch charm and handsome Gladstone bag.

But while extending a regretful farewell to our kind friend, Mr. Lake, we turn to give hearty welcome to his successor, Alex J. Murphy, formerly of Kansas City. It is our hope that he find his surroundings pleasant and his associations agreeable.

O. F. Linebarger, boilermaker, is at

present confined to the hospital at St. Louis, confronted with the unwelcome prospect of an appendicitis operation. Senior Yard Engineer R. L. Peters was removed from active service on October 15, account physical disability. Mr. Peters has been working in Monett yard since 1910, always a loyal, conscientious employe; his total years of railway service number about forty-five.

With reports that the quail family

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Good Railroad Town  
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## LOGAN D. McKEE

Drugs and Books  
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Rooms With or Without  
Private Bath  
PENSACOLA, FLA.



American National Bank  
Pensacola, Florida  
U.S.A.  
CAPITAL AND SURPLUS \$1,000,000.00



abound in unusually large numbers throughout the surrounding area, this bids fair to be a sportive season for the native hunters. George Geister, electrician, is taking a ten-day vacation, indulging in the sport, and T. L. Hanlon and Ralph Williams, inspectors, have made several successful sallies into the cane fields which garnered them the limit.

## TELEGRAPH DEPARTMENT

O. L. OUSLEY, Reporter

F. M. Barry, telegrapher, "S" office, has resumed work after a ten-day leave of absence during which time he visited relatives in Pennsylvania.

Ed Erke, messenger, resumed duty in Springfield telegraph office November 16 after having spent two weeks in St. Louis.

C. H. Williamson, telephone engineer, still contends that the Democrats held their election without giving the Republicans advance notice enough to get out their votes.

Pat Paulsell, extra telegrapher, was recently displaced in "S" office by Tom Maxwell.

Mrs. Edith M. Austin and Alice Hogan, PBX operators, Ft. Scott, spent the week-end of November 5 at Cherryvale with Miss Gladys Roth of the division engineer's office.

R. H. Hubbard, trainmaster, Ft. Scott, attended the funeral of Pat Herd, pensioned roadmaster, who passed away November 4. Funeral was held at Carl Junction, November 6.

O. W. Anglum, agent, Everton, Mo., was on vacation several days during first half of November. Thos. E. Keating, extra telegrapher, has moved to Ft. Scott. He did relief work at Everton and Last Chance Tower first half of November.

F. H. McCann, trainmaster's clerk, Ft. Scott, accompanied the American Legion drum corps to Parsons November 11, where they took part in a parade.

A. L. Zieger, agent at Fulton, visited in Ft. Scott November 13.

HELEN FELLOWS—MONETT

C. W. Roberts worked third trick, Southeastern Junction, while it was on bulletin. He was off one or two days, being relieved by R. Wills.

C. S. Prewitt relieved E. V. Wilkes, third trick Swedeborg, for several days.

P. S. Pittman, second trick MO Monett, was off three days account the death of a relative. R. Wills relieved him.

R. Armistead relieved E. H. Dyer, second trick Sullivan, for two days.

D. H. Leek, agent, Phillipsburg, was off one day, being relieved by C. S. Prewitt.

L. E. Daugherty relieved D. H. Leek, Phillipsburg, one day.

E. H. Dyer, second Sullivan, off several days. He was relieved one day by E. J. Sutterfield, who was bumped by J. W. King.

L. E. Daugherty relieved R. D. Ringling, agent, Moselle. We presume E. D. caught all the quail in Franklin County while he was off. We know his skill of old.

E. B. Shepherd was successful bidder on first trick, Southern Junction, and H. McNutt bid in third trick there.

W. M. Christopher worked third trick, Southern Junction, while it was on bulletin.

R. Wills worked one day, third Nichols, while job on bulletin, being bumped by W. M. Christopher.

J. F. Lick was successful bidder on third trick, Southeastern Junction.

E. V. Wilkes, third trick Swedeborg, was off one day, being relieved by R. Wills.

## SOUTHWESTERN DIVISION

### TRAFFIC DEPARTMENT TULSA, OKLA.

MARGERY A. O'BRIEN, Reporter

Tulsa, Oklahoma is in the limelight this week; on Wednesday evening, November 16, we will celebrate our Silver Jubilee. Tulsa will be twenty-five years old. We expect many visitors from surrounding towns as we have a very elaborate program arranged.

The Frisco Employees' Club held their first dance of the winter season October 19. Had a very nice attendance and everybody had a good time.

Glad to report that Letitia Maloney, of this office, has returned to duty after an absence of ten days due to nervous condition, and is feeling much improved.

Mr. and Mrs. O. P. Rainey and Oswald, Jr., spent a week-end visiting with their parents in Springfield, Mo.

Frisco employees regular monthly meeting will be held Tuesday evening, November 15.

Had a pleasant visit with our supervisor of telephones, Miss Hoffman, at Springfield the other day. We were glad to see her.

We had a special train of fourteen cars which left Tulsa at 6 p. m. en route to Houston for the A. P. I. convention with one hundred twenty delegates on board this train which was accompanied by J. E. Payne, assistant general passenger agent.

The LCL rates effecting state of Oklahoma are going into effect and this, we hope, will be the means of bringing a lot of business back to Frisco rail service.

Many members of our staff are making plans to spend Thanksgiving day out of town.

### OFFICE OF SUPERINTENDENT SOUTHWESTERN DIVISION TULSA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Ella Thrasher accompanied Mrs. Celia Horn, of the Oklahoma University at Oklahoma City, during the latter's entry in the Atwater-Kent Audition. Mrs. Horn placed fourth. Miss Thrasher did not compete this year.

W. C. Wood spent the week-end with his family at Francis, Okla. His father, who is agent at Sasakwa, and mother were also week-end guests at the Wood home.

Walter Robinson spent a few days at his home in Chillicothe.

Mrs. Thelma Cobb, formerly of the superintendent's office, is working as stenographer-clerk in the agent's office. The Misses Jennie F. Aitchison and Maurine Mahan attended the Notre Dame-Kansas football game at Lawrence, Kan., on November 5.

M. E. West was a recent visitor in the office. Mr. West is spending the winter with his mother at Springfield.

### OFFICE OF ASSISTANT SUPT. WEST TULSA, OKLA.

EDNA A. WOOTEN, Reporter

Mrs. Edw. Brodie has returned from Louisville, Ky., where she was called account the serious illness of her aged father.

Mr. and Mrs. H. E. Warren have gone to Maric, Ind., where they will visit for several days with relatives and friends.

Mrs. H. W. Miller and son are visiting relatives in Ottawa, Kans.

The many friends of Mr. and Mrs. Denny Wortman extend deepest sympathy to them in the loss of their fifteen-year-old son, who was fatally shot while on a hunting trip November 3.

We are glad to report little Beverly Oakes, small daughter of E. F. Oakes, operator, improving, after being seriously ill for several days.

H. W. Purcell, switchman, has gone to Kansas City, where he was called account the death of his brother.

Mrs. H. M. Offield and little daughter, Ruby Jean, have gone to Oklahoma for a visit with relatives.

D. J. Lyons, night general yardmaster, has been absent from work for several days, account illness. He has gone to St. Louis where he entered the hospital. Mr. Lyons is being relieved during his absence by J. C. Morman.

The many friends of Mack Carley, of the water service department, will be glad to know he is recovering from injuries sustained by falling from a ladder some time ago. Mr. Carley is still confined to the St. Louis hospital.

W. J. Sexton, switchman, who has been in the hospital for several days at St. Louis, is getting along nicely and expects to return home within the next few days.

G. B. Brown, switchman, who has been absent from work for several weeks, account having been injured, has returned to duty.

## RIVER DIVISION

WILSON, ARK.

C. W. FERGUSON, Reporter

We extend sympathy to A. L. Stanley, section foreman, and family in the loss of Mr. Stanley's father, who died at McDougal, Ark., November 11.

Mr. and Mrs. Ray Boyd, of Pocahton, visited Mr. and Mrs. W. J. Ludwig the latter part of October. Ray was formerly operator here.

Conductor W. F. Eason has been off duty since November 3 account of illness. He is being relieved by Conductor Cunningham. Fireman Williams and Brakeman Montgomery are now on the Wilson Branch locals.

B&B foreman, Jim Inmann, and Mrs. Inmann spent a week-end with agent and Mrs. M. Owens at Bassett.

The position of helper here was abolished, effective November 12, at which time Elgin Stausing was protecting the job.

Agent W. J. Ludwig secured long haul routing order on three carloads of baggage from Galveston, Texas, through Lee Wilson & Co., of this place.

Extra gang in charge of Mr. Green are doing repair work on the Wilson Branch between Wilson and Marie. It has already begun to look like a main line.

Agent W. E. Head and family, Agent and Mrs. M. Owens and Agent O. L. Jenkins and family motored to Poplar Bluff, Mo., for a visit with Mr. and Mrs. Jim Inmann the first Sunday in November.

Operator V. S. Whitener spent the week-end of November 19 with his family at Marquard, Mo. Mr. Whitener recently secured routing from traffic department of the Kansas City Shook Mfg. Co. for long haul on four cars of box material from Wilson to Wichita, Kan. The consignee had requested routing over a competitive line.

Miss Margaret Dolen, daughter of Conductor J. W. Dolen, visited friends here the first part of November.

Agent W. J. Ludwig and family spent Thanksgiving with their parents, agent and Mrs. F. R. Ludwig, of Reyno, Ark., and Mr. and Mrs. F. J. Baltz, of Pocahton.

Account of decreased price of cottonseed, Lee Wilson & Co., of this place, and Hill & Wilson of Marie, are storing

cotton seed at present. We have learned that they contemplate shipping the seed by rail when the market advances.

Agent Ludwig and Operator White-ner unsuccessfully commanded a posse into Mississippi River bottoms Sunday afternoon, November 13, in search of wild "Pecans." They report "Pecans" cheap at ten cents per pound, however, expect a much better crop next fall under the leadership of Mr. Roosevelt.

**CAPE GIRARDEAU, MO.**

**INEZ LAIL, Reporter**

Cape Girardeau at last knows the real meaning of depression. The Sturdivant Bank of Cape Girardeau, one of the oldest banks in Southeast Missouri, failed to open on November 7 and as a result fifteen hundred depositors are wondering what the outcome will be.

Conductor Claud Coker, who has been off duty account of an infected hand, has now fully recovered and is again on the job.

Mr. and Mrs. John F. Neal spent a week-end in Fredericktown, Mo., visiting relatives.

Mrs. J. P. Reynolds, wife of retired engineer Reynolds, is confined to her home account of illness.

Mr. Henry B. Heft spent the week-end in Cape Girardeau with his wife. Mrs. Heft was formerly Miss Maurine Lloyd, daughter of Conductor and Mrs. J. S. Lloyd.

Mrs. J. W. Claiborne, wife of Assistant Superintendent Claiborne, has left for California. Mrs. Claiborne expects to be gone about a month.

Mr. L. C. Beasley, dispatcher at

**JERRY RINGLESBY, President**  
**FRED STEINRAUF, Sec'y-Treas.**  
**Missouri Ambulance Co., Inc.**  
 VALENTINE 3186—VALENTINE 5748  
**FRISCO SERVICE—PULMOTOR SERVICE**  
**DAY and NIGHT 819 East 31st Street**  
**SERVICE Kansas City, Mo.**

Chaffee, Mo., has started work on the reconstruction of his home, which was partly destroyed by fire recently.

Superintendent and Mrs. J. S. Mc-Millan have had as their house guest, Mrs. Green and children, and Miss Hoester, all of Kirkwood, Mo.

Mr. and Mrs. Frank Neal of Memphis, Tenn., have been visiting at the home of Mr. Neal's father, Mr. John F. Neal.

**POCAHONTAS, ARK.**

**CLEATUS PRICE, Reporter**

Cotton movement from this territory has been very good. We have shipped from this station this year up to first of November 6,555 bales. Movement last year same time was 5,059 bales. We are very glad to report that we have not lost one load of cotton or cotton seed to the truck transportation yet.

We had with us last of October and first of November Harry Sayles and his B&B gang, doing some repair work to the Frisco station and some bridges in this vicinity. They moved from here to Success.

We had Special Agent Patterson with us a few hours recently. He was much interested in the big deer hunt he had just completed. Says was only out about four hours and saw five deer, killing the largest buck he saw, of course. Mr. Patterson says he is already making arrangements to kill another next year. Anyone interested in deer hunting should see him and learn just how to bring them down.

J. W. Summers, local agent, together with Mayor J. W. Burrow, spent the most of the night of November 14 in the woods fox hunting.

Dr. W. E. Hamil, Frisco doctor, attended the Frisco doctors' convention at Memphis, Tenn., November 14.

W. J. Schoonover, Frisco attorney at Pocahontas, Ark., is in Memphis hospital very ill at this time.

Claim Agent Harry Allen was in Pocahontas, Ark., a few hours recently settling some claims.

J. M. Odom, clerk, has been working clerk's position at Walnut Ridge for the past two months, position being reduced to helper. Mr. Odom goes to

Caruthersville, Mo., on clerk's position. E. C. McDonough takes position as helper at Walnut Ridge.

**TEXAS LINES**

**MECHANICAL AND STORES DEPT. FT. WORTH, TEXAS**

**J. D. WACEY, Reporter**

F. A. of M. C. & C. D. E. Local No. 25 met on Tuesday, November 1, and elected the following officers: J. R. Ferguson, president; Wm. Witt, vice-president, J. D. Wacey, secretary. Several matters of importance were disposed of and a general good meeting was enjoyed.

C. M. Rogers, locomotive engineer, off duty on account of sickness for several weeks, is again able to take his place in pool turn three on the north end.

An extra switch engine has been put in service at West Yards, also switcher service at Brownwood has been established, so everything is taking on a rosy appearance in this terminal. On the engineer and firemen's board men have been called back that have been on the emergency board for a year. This revival of business is coming at a very opportune time, right when it will be appreciated the most.

C. M. McAlister, switch locomotive fireman, has recovered from a recent spell of sickness and is able to report for work again.

A chair car has been added to trains 5 and 6 on account of a pick up in business. Now with a woman governor assured us and the vice-president elect being a native Texan, it does not look like we are going to have such a hard winter.

**STORES DEPARTMENT SHERMAN, TEXAS**

**IVA SEWELL, Reporter**

Mrs. P. L. Stenger, wife of machine shop foreman, was called to the bed-

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side of her daughter-in-law, Mrs. W. P. Stenger, at Monroe, La., recently. Mrs. Stenger is seriously ill and we wish

for her a very speedy recovery. We extend sympathy to the family of Wilmot M. Odell, general attorney for the Frisco Lines in Texas, who died at his home in Ft. Worth on November 14.

Dr. H. I. Stout and Dr. J. Sterling Dimmitt of the Stout clinic, physicians for the Frisco here, are in Memphis, Tenn., at present attending a meeting of Frisco railway company doctors.

J. E. Breedlove, car inspector, has recovered from an illness of pneumonia. He was a patient at the Wilson N. Jones hospital during his illness. Accompanied by their son, Warren Hall, and family of McKinney, Texas, W. G. Hall, master mechanic, and wife spent Sunday, November 13, visiting in Paris, Texas.

Leonard Way, son of Jack Way, blacksmith, and a member of the Sherman Bearcat football team, has just recently recovered from an illness of typhoid fever.

F. F. Griffin, former machinist in the machine shop here, died November 4. He was employed at the Washington Iron Works until he became ill about four months before his death.

Ye scribe visited her sister, Mrs. B. O. Cook, and family in Dallas, Texas, recently.

**TRAFFIC DEPARTMENT  
FT. WORTH, TEXAS**

CORYLYNE PLEDGE, Reporter

Old man winter, with his blustery voice, has finally pounced down upon us, after teasing us along with such balmy weather for the past month. Even with the present freeze, the sun is shining bright, and we have hopes it will not freeze the radiators.

We wish to extend our sympathy to the bereaved family of Judge W. M. Odell, for many years attorney for the Frisco in Texas, whose death occurred November 14th.

There certainly has been a siege of bad colds in this department lately. Frank Hubert started it off with a real whopper, and Mr. Steele followed in his footsteps and now Helen Horrell is coming along in the same "rut".

Incidentally, Mr. Steele says he got his cold while trying to round up the turkey movement.

By the time this issue of the Magazine is published, Thanksgiving will be past, but at the present we are planning for the "big feed" and looking forward to the holiday.

I'm sure prosperity has at last gotten 'round that corner and that is really something to be thankful for.

Mrs. H. J. Perkins and daughter, Harriett are planning a trip to Houston the last of this month to attend the B. Y. P. U.

**TEXAS LINES—VP&GS OFFICE  
FORT WORTH, TEXAS**

MARY BESS SMITH, Reporter

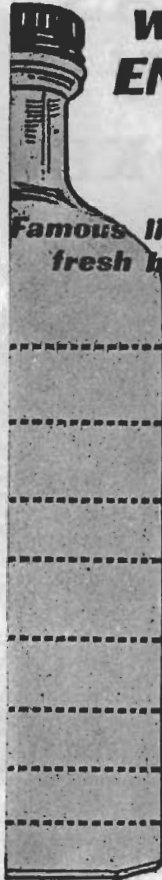
We wish to take this means of expressing our deepest regrets in the loss of Judge W. M. Odell, who passed away Monday, November 14, after an illness of several months. Judge Odell had been connected with the law firm of Goree, Odell & Allen, attorneys for Texas Lines, at Ft. Worth, for the past 12 years, and was loved and admired by all who knew him. We will all feel his loss very keenly.

Visitors during November have been: Mr. F. G. Lister Springfield; Mr. Rogers, from Mr. Bagent's office, St. Louis; Mr. W. G. Cook, claim agent, Kansas City; Mr. B. A. (Barnie) Hamilton, former claim agent for the railroad, and Mr. and Mrs. H. W. Hudgen, Springdale, Ark., guests of Ft. Worth friends recently. Mr.

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- ← Limbered up stiff joints. (Neighbor).

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Hudgen was formerly claim agent for the railroad.

We never have been so busy before. The poultry and livestock business have both been rushing and business certainly looks on the "up and up".

For the benefit of friends in St. Louis, the W. O. Moore's are enjoying the best

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**STOPS** when sickness or accident keep you off the job. Doctor and hospital bills rapidly consume savings while regular living expenses go on just the same. Protect your family against hardship and want with a

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policy, which will assure an income when you are sick or hurt. "The Railroad Man's Company" has already paid its policy holders and their beneficiaries over \$95,000,000 in claims.

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or for only... 75¢

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Ask your nearest dealer to show you these Christmas packages. If he cannot supply you, send us your order for the packages you want, with remittance, the names and addresses of those you wish to remember, and your card of greeting for each friend. We prepay all delivery charges. Please be careful to specify Edgeworth Ready-Rubbed or Edgeworth Plug Slice. Address Larus & Bro. Company, 108 South 22d Street, Richmond, Va. Thank you—and a Merry Christmas.



of health and looking great. Seems a little early, but "Merry Christmas", everybody, and may this one be the very happiest yet!

## NORTHERN DIVISION

OFFICE OF GENERAL AGENT  
KANSAS CITY, MO.

MARK CASSIDY, Reporter

At the dance given by the Frisco Sunnyland Club on Friday, October 21, a very small attendance was noted. This was very disappointing to the members of the committee, who had tried very hard to make this last dance of the season a success. We hope that there will be a better crowd at the New Year's dance.

It is very pleasing and gratifying to note that in the annual charities drive staged in Kansas City the week of October 17-22, the Frisco employes subscribed generously to this worthy cause. The local office, considering the number of employes, responded nobly, and gave generously. They made the best showing that has been made so far. Gentlemen, a fine spirit!

There has been a great deal of talk of a "Share-the-Work" movement, but it remained for the employes of the local office to actually put the plan to lay off one day each half and have the clerks on the extra board fill in, into effect. The employes have agreed. This will give each extra clerk a few days each month, and enable them to "get by" the winter a bit more easily. The plan was accepted and adopted almost unanimously, all except a few agreeing to the plan.

Speaking for the extra clerks, I can assure the clerks of the local office that their action is deeply appreciated.

Preparations are going forward for the free New Year's Eve dance. Of course we will not be able to furnish as much as expected, account of the poor showing at the dance, but we can guarantee a good hall, a good orchestra, favors, noise-makers, serpentine, and all it takes to make a New Year party. Attendance will be limited to employes and their families and friends, and admission will be on ticket only. All who plan to attend will please give their names, with number of guests to accompany them to any of the following: Messrs. Frizzell, Bullard, Abercrombie, Sartain, Lindeman, Cassidy, Kehoe and Young. The purpose of this will be to eliminate purchasing too much, or not enough, of anything.

Well, now that the election is over, and a "new deal" furnished, the next big event is Christmas. So, Republicans and Democrats, we wish you a very, very Merry Christmas!

OFFICE OF SUPERINTENDENT  
FORT SCOTT, KAN.

BLANCHE BICKNELL, Reporter

Mrs. J. J. Grueninger and sister-in-law, Mrs. J. E. Brenner, of Kansas City, spent several days in Fort Scott visiting the Konantz family. Mr. Grueninger is foreman of the metal department at Kansas City.

G. R. Carson substituted two days for bill clerk W. R. Caskey, who laid off to move his family here from Wichita.

Claude Reeder has been working a few days in the yard office. The yard clerks have a new office now, having been moved in the office formerly occupied by the engineering force.

Mrs. Herman Clark, wife of yard clerk, was called to Los Angeles on October 22, account death of her father, Will Yeakel. Mrs. Clark expects to

## THE FRISCO EMPLOYEES' MAGAZINE

spend a month visiting with her mother and sisters.

Account his position of ticket clerk abolished, D. A. Stevens bumped on the warehouse foreman job at Pittsburg.

D. L. Johnston has placed his bump on the clerk job at Carthage. Mr. Johnston has taken a sixty-day vacation leave before going to work.

Brakeman J. S. McClure and wife spent several days visiting in Houston, Texas.

Paul Green spent Sunday, November 6, in Springfield, attending a meeting of the Local Chairmen of the Clerks' Union.

Mrs. Frank McCann and daughter, Clara, spent Sunday, November 6, in Kansas City.

Brakeman Roy Reece spent a few days in Omaha visiting his sister, who was ill.

Mrs. G. L. Nelson, wife of conductor, spent a week-end in Kansas City. Her son, Leonard Bowers, accompanied her home.

Miss Eda Nigh has placed her bump on the steno-clerk job at Neodesha. She has taken a sixty-day vacation leave before going to work.

OFFICE OF SUPERINTENDENT  
TERMINALS  
KANSAS CITY, MO.

TOM KEHOE, Reporter

Mr. F. E. Morgan, chief clerk, has made several trips to Bolivar recently to visit his mother who has been seriously ill. We hope that her condition will soon be improved.

P. J. Murray, switchman, left October 29 for a sojourn in St. Louis hospital. It is to be hoped that his illness will not prove serious and that he will soon be recovered and back on the job.

Earl Pollock, car repairer, has proved himself a well qualified entomologist in being able to discover and run the weevil from his favorite haunts. It might be added on the side, that Earl is also infallible in discovering perfect flour cars, especially on a rainy day.

The Railroad Division of the Allied Charities Drive in Kansas City, Mo., received the cup for the largest percentage of donations. The railroad employes should be congratulated on their enthusiastic co-operation in this campaign. Mr. Skaggs was chairman of Railroad Division No. 13.

Mr. M. L. Sellars, switchman, has been confined to his home for some time account a severe attack of pneumonia fever. We shall be glad to see him completely recovered and back on the job.

Nick Fracul, we learn, is budding into a dangerous football halfback. In fact, if recent reports are true, we shall recommend that his name be changed to "Fraculvitch," in an effort to having him installed on that famous Fighting Irish Team of Notre Dame, thus bringing the team back to its 1930 standard.

Andy Brennan, pilot, has been off the past month account serious illness. We hope he will soon be completely recovered.

We wish to extend our congratulations to Mr. and Mrs. J. R. Coulter, who became the proud parents of an 8-pound baby girl September 14.

May we extend our sincere sympathy to Geo. F. Macgregor, retired Traffic manager, upon the death of his daughter, who passed away on October 15. The daughter had recently returned from an extended schooling abroad, and was looking forward to a bright future in her chosen field of education.

MAINTENANCE OF WAY DEPT.  
FORT SCOTT, KAN.

GLADYS ROTH, Reporter

Jud Hughey and J. D. Parker are now working in Frank Jones' gang No. 6.



# LAVA SHADOW PICTURES

working on Kansas City Sub at present.

Mike Abbiatti bid in position in E. G. Caskey's paint gang No. 5.

C. C. Rogers has accepted position in H. N. Searcy's bridge gang No. 4, now working on west end.

Hugh Matlock was appointed temporary foreman on section L-7 at Scammon, filling Earl Long's vacancy.

Frank Darter is filling temporary vacancy on section M-6, at Weir.

Harry Kahmann, B&B man, is now working in B. O. Coleman's gang No. 3.

Tony J. Rauniker, relief foreman on the Afton Sub, is now working on L-1, Fort Scott.

The painting of steel bridges on this division has been progressing rapidly. Gang is now working on the Ash Grove Sub.

Section Foreman Young of Everton, who recently was dismissed from the hospital, is reported as getting along nicely and will soon be able to return to work.

H. J. Dierolf is back at work as foreman at Crestline after having been off for quite some time account sickness.

Water service gang foreman, A. C. Scherman, is visiting relatives in Washington state.

Recent snow storm made track work rather difficult. Made us think winter was surely here.

Frog repairer and helper are now working at Wichita, repairing frogs in Wichita yard.

Miss Teresa Bayless visited friends and relatives in Fort Scott Sunday, November 13. Miss Bayless is now employed in the offices at Neodesha.

O. C. Miller, agent at Neodesha, also was in Fort Scott recently. Enjoyed the short visit we were allowed while waiting for the meeting to begin.

Wish to express our sincere sympathy to relatives and friends of Pat Herd, who passed away. Mr. Herd was roadmaster on this division for many years, had numerous friends and was loved by all.

OFFICE OF MASTER MECHANIC  
KANSAS CITY, MO.

LEOTA FRIEND and MARY DAILY,  
Reporters

King Boreas, the ruler of the north, visited Kansas City November 14 and left snow-covered streets. The snow fell thick and fast for several hours and it seemed, for a time at least, that we were truly going to be "Snow Bound." While we suffered from cold feet, the near rich of our office force also had their difficulties—frozen radiators, skidding, etc.

Seen About—Waller Heck in a new suede windbreaker. We have our suspicions that the jacket is a souvenir of the recent election.

Lee Taylor came into the office the other morning with his hat at the proper tilt—one look and we knew he had been victorious at the bowling alley the night before. Needless to say Bill Edwards and Lee Taylor are vying for honors bowling this year. About the only thing they seem to really agree on is that Kansas is the best state in which to live.

The recent presidential campaign had us all a twit, not being full-fledged politicians and being guided mostly by what "they say" over the radio, one minute would think Hoover would win and in the next breath felt sure that it would be a walk away for Roosevelt. Now that it has been definitely decided we are anxiously awaiting the promised "prosperity."

We were happy to see John Moffett, who has been absent several months account illness, in the office the other day.

October 31, Boller Foreman James Bruce was retired account having reached the age of 70. He having been

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WERE ALL OUT OF SOAP AGAIN.



HENRY BRANDT  
I AM TIRED OF SEEING YOU TRY TO GET THE GREASE OFF WITH MY TOILET SOAP. TRY THIS LAVA SOAP I GOT TODAY!

MRS. BRANDT

1 MINUTE LATER



GOLLY, THIS LAVA CERTAINLY IS GETTING THE GREASE OFF QUICKLY!

HENRY BRANDT

MRS. BRANDT

THE STORE KEEPER SAID IT WOULD. IT LASTS LONGER AND SAVES MONEY TOO

Lava Soap—specially made to save you money and clean hands quicker!

We've never counted the exact number of times you can wash your hands with a cake of Lava Soap. But we make it in big, husky cakes. And we know it lasts a lot longer than most hand soaps. That's the way Lava saves you money.

The most important point about Lava is the speed with which it gets any kind of grease off your hands. It does the job in less than a minute. And an unusual feature is that it works in any kind of water—hot or cold, hard or soft.

Lava is easier on the hands than gritty paste and powders, too. Each

cake contains a generous supply of glycerine. Glycerine, you know, is an important part of many excellent hand lotions.

Order a large cake of Lava Soap from your grocer today. It comes in two sizes—6¢ and 10¢.



# LAVA SOAP

TAKES THE DIRT . . . PROTECTS THE SKIN

boiler foreman on the Northern division for the past 20 years and certainly holds an enviable record on this division. Mr. Bruce is held in the highest esteem by all employes and supervisors on this division and it is with regret that we see men like him retired from the service. We've been missing his kindly smile and pleasant greeting daily and we're truly hoping that he won't be skipping visiting us often. The office force presented Mr. Bruce with a handsome electric clock and now he has "time on his hands."

Anticipation is greater than the realization has often proved true, but this time we're hoping it is reversed and the realization is greater by far than the anticipation—the big event is Agnes Lynch is planning a vacation, two whole weeks, and she's going to visit her brother in Tucson, Ariz., and friends in Amarillo, Texas. We've cautioned Agnes that we're to be fully informed on her return to Kansas City and we're hoping she doesn't hold out on us.

W. B. Berry is recovering from a severe cold.

E. C. Henshaw, wife and son, Carrol, visited friends in Fort Scott recently. Mr. Henshaw still enjoys visiting "Kansas" occasionally. However, we've about convinced him Kansas City far surpasses Fort Scott.

Mary Dalley visited home-folks in Pierce City recently and ye roving correspondent visited relatives in St. Louis.

We welcome W. L. Childs, transferred from Oklahoma City to Kansas City as boiler foreman, and feel quite sure he is going to like being here a lot.

Frank Welch has been quite busy lately aside from his many other duties. Frank has been attending the Chiropractor's Convention, which was held in Kansas City this year.

The American Royal stock show certainly brought crowds to Kansas City both via trains and automobiles, this, together with the Teachers' Convention, held in Kansas City this year, gave some of us an opportunity to see folks we used to know.

**WICHITA, KAN.**

LOTA L. WILLIAMS, Reporter

Election and Stock Show over, we can settle down to our usual tempo of

living and thoughts of Thanksgiving—to which the flocks of turkeys are no doubt looking forward to with considerable dismay. (The 13 per cent more turkeys this year than last year should provide amply for the heartiest of appetites.) So soon after comes Christmas, snappy weather and snow flurries, holly wreaths in every window—evergreens! May your Christmas be a day of friendliness and good cheer.

Miss Lena Wilson, stenographer-clerk at local office, was relieved this month by Miss Madaline Sheehan while she enjoyed a two weeks' vacation.

Friends of L. E. Armstrong, section laborer, are glad to know that he is now recuperating at St. Louis hospital after an appendicitis operation.

Howard Kelchner, night roundhouse

foreman, has returned to work after recent short illness.

E. W. Bodam of Kansas City is now employed here as boilermaker.

Bert Tanquary, agent, Wichita Heights, challenges anyone to secure bigger LCL shipment than one which he billed out on November 15 from Continental Oil Co., weight 11,200 pounds, routed Frisco-Kansas City-C. B. & Q., destined Frannie, Wyo.

'Tis said that Paul Bartlett, machinist, has just traded for another Chrysler, his third this year.

J. E. Hutchinson of Springfield, Mo., spoke on tax situation at meeting of Cowly County Taxpayers' League, Winfield, Kan., October 22. C. S. Underwood, DF&PA, and E. J. Immele, rate

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clerk, attended the meeting from the Wichita office.

F. W. Archer and family recently visited relatives at Neosho, Mo., over the week-end.

Ed Immele, rate clerk, says he is giving his Ford a new coat of paint, celebrating its seventh year of service November 24, and still going good.

Traffic men experienced a sense of distinct loss in the recent death of E. E. Maschal, traffic manager of the Shellabarger Milling Co., Salina. C. S. Underwood and H. E. Morris from this office attended the funeral at Salina on October 24.

The football team from Wichita University had a special car out of Wichita on 310 October 23, connecting with the Union Pacific at Ellsworth, the occasion being a game with Kansas State Teachers' College at Hays. The Hays team plays at Pittsburg, Kan., November 18, and movement has been actively solicited in connection with Frisco Lines.

Recently noticed an interesting item in the "Happenings of Fifteen Years Ago" in the Wichita Eagle, stating that Stormy Stevens, veteran Frisco engineer, was smoking cheap cigars and contributing the difference in price of good cigars to cigarette fund for the boys in service. That was in the perilous days of 1917.

C. S. Underwood, division freight agent, anticipates some increased tonnage in connection with the revised schedules of practically all through freight trains on the railroad, in some instances saving as much as seventeen hours in running time. The later leaving time of 332, out of Wichita, is of great advantage to mills and packing houses in that cars are out of Wichita the same day loaded. With the hearty co-operation of agents and other employees, Mr. Underwood hopes to make a good showing with this improved service.

Miss Martha Moore, associate editor, was in Wichita on November 10 in interest of the magazine. Miss Moore was a guest at the Traffic Club luncheon while here and graciously favored the members with a short but interesting talk.

## CENTRAL DIVISION

OFFICE OF SUPERINTENDENT  
FT. SMITH, ARK.

EARL E. DODD, Reporter

We are glad to see Brakeman John Graham back on the job. Mr. Graham has been in the hospital off and on for several months, but has now fully recovered his health.

Last writing, Mr. and Mrs. J. A. Hamm were on their way to Fort Scott, Kans., via auto. Near Goodman, Mo., Mr. and Mrs. Hamm had a collision with another car, damaging their car considerably, and making it necessary that they continue by train. Mr. Hamm went to Goodman November 13 and returned with his car all fixed up.

Mr. Walter Mayfield, our yardmaster, is a very proud grandfather. His grandson was born September 21. Mr. Mayfield struts around the yard office like a proud, old gobbler, calling himself granddad.

Speaking of gobblers—it is about that time, and no doubt, many a nice, fat one will lose its head the 24th.

Mrs. McGiffen, mother-in-law of Mr. A. M. Litzell, general agent at Fort Smith, is very ill.

Geo. Hinnant is back with the freight house force as steno-car clerk.

Account car clerk's position being made steno-car clerk, Mr. Floyd Coulter displaced Mr. E. Dewey Bass as demurrage clerk. Mr. Bass has not placed himself as yet.

## SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE McGOWEN, Reporter

M. W. Reese, brakeman, is confined to the employes' hospital at St. Louis.

Mr. and Mrs. A. E. Red are the proud parents of a baby boy, born November 15, who has been named A. E., Jr. Mr. Red is a switchman in Birmingham terminal.

Mrs. W. J. Isaac, wife of car inspector, was called to Vandiver, Ala., recently on account of the death of her sister.

R. H. Lamm, chief joint inspector, has returned from a short stay in the employes' hospital at St. Louis.

Miss Gaynell Overby, daughter of assistant general yardmaster J. L. Overby, is visiting in Montgomery, Ala.

E. R. Johnson, office messenger, is wearing a smile that won't come off. Find that this smile is occasioned by the arrival of a baby boy at his house on October 30.

Mrs. J. C. Frazier and two children, wife and children of switchman, are visiting in Nashville, Tenn.

Mrs. C. H. Vaughn, wife of clerk, is spending some time in Miami, Fla.

Mrs. J. H. Bryan and son, wife and son of switchman, who have been visiting in Manchester, Ga., for some time are expected to return soon to join Mr. Bryan, who has been called back to work.

W. T. Hughes, messenger, is visiting relatives in Knoxville, Tenn.

J. H. Johnson, clerk, and Mrs. Johnson attended the funeral of Mrs. Johnson's aunt in Jasper on November 14.

TRAFFIC DEPARTMENT  
MEMPHIS, TENN.

KATE MASSIE, Reporter

Annual election of officers by the Traffic Club of Memphis was held at the Gayoso hotel evening of November 12. Herman Mendow, traffic manager of Southern Cotton Oil Company, was elected president. The Frisco had two candidates in the field, M. W. Dunkin, general agent, for vice-presi-

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dent, whom we regret was defeated by C. A. Bevis, general agent, Southern Pacific Lines, and Hubert F. Hastings, soliciting freight and passenger agent, for office of director, elected.

Many friends of H. H. Smith were very glad to learn of his appointment as local freight agent, Memphis, succeeding S. L. Oliver, deceased. Mr. Smith served as chief clerk to Mr. Oliver for several years prior to his appointment as agent at West Memphis, Ark. Mr. Smith made many good friends at West Memphis and surrounding territory, but we are glad to have him back on this side of the river with us.

Sam L. Peoples, commercial agent for the Central of Georgia, Memphis, has been transferred to Chattanooga, Tenn. Mr. Peoples has been here for a number of years and will be missed. He has been succeeded by R. P. McCollough, from Cincinnati, Ohio.

PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

Harry Martin, formerly of Pensacola, but now of Kimbrough, Ala., called in the various offices while on a week-end business trip here recently.

Mrs. C. C. Miller and Bernice, wife and daughter of Conductor C. C. Miller, recently returned from Minneapolis,

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## LEND A HAND TO HELP THE RAILROADS

By W. G. GREENE

The losses of business men and farmers because of inadequate transportation service in 1920 prompted our railroads to make enormous expenditures on improved standards of main tracks and structures; heavier rails, fastenings and appurtenances; heavier bridges; second, third and fourth tracks and sidings. Besides additional terminal facilities, stations, train control, signals and the like, they have made a very large investment in equipment, both locomotives and cars. The cars are of larger capacity. The locomotives not only have more power and increased efficiency, but much greater axle loads.

During the past ten years there is a showing of increased operating efficiency. This is not only due to the more efficient equipment and additional facilities but much should be properly credited to increased skill of management. Apparently the railroads were working in some places at an overload at which they were not efficient, as was manifested by congestion, overtime and other symptoms, and the remedies applied

by them have eradicated such. While there undoubtedly were operating reasons for improving and adding facilities, it must be admitted that we have shown a decided lack of appreciation for what the railroads have done in the development of our country, particularly in the past ten years during which they lacked an increase in physical volume of business. At least the record for more than a decade approximates a horizontal line and this is a better gauge than is the dollar volume for trend and outlook.

Regardless of what may have been their earlier disabilities, the railroads had the courage to prepare to give us more and better service on the assumption that we would take it up, as we did in 1920. They did not expect to be hamstrung by political intrigues and government competition, although they had then been under government supervision for many years. There was no thought of bus and truck competition, or the heavy taxation to extend waterways and highways to be used against them. There was, however, a demand for

heavier passenger car equipment to provide more safety. The railroads met this demand at large cost until today they provide about 3,000 pounds weight per passenger in the coaches which they haul on excellent roadways with rails to guide them, train control, signals, high speed brakes and other safeguards, against approximately 200 pounds in the competitive bus which speeds at about the same rate against every kind of hazard on highways largely paid for and maintained by the railroads. The public thoughtlessly accepts these buses and trucks without regulation, and, with the railroads, pays for destruction of the highways through increased taxation. About the only complaint the public makes is on the interference provided by buses and trucks for privately owned automobiles.

The results that have been shown in operating efficiency are, of course, not all that the railroads hoped for since Federal control. But if the railroads, lacking an assured increase in physical volume of traffic, or tonnage and passengers, are not able to increase



rates and may, perhaps, look forward to a continued shaving of the rate structure, this is likely to discourage new investment for a while.

It is indeed an optimist who can now figure justification for further substantial increases in capital outlay by the railroads on any ground other than increased efficiency, productive of substantial savings. The public demand for more, better and safer railroad transportation was provided but has not been supported. Even the Federal Government is stimulating the States to make improvements that will result largely in grade crossing eliminations and trunk highway improvements. All of these will speed up motor competition. The Federal Government is subsidizing the airplane industry and air transport and recently one of the air lines reduced its rate from Coast to Coast to a level with the railroads'. The Federal Government is committed to an enormous waterway development. How can anyone figure from all these things that there is going to be a favorable change in the trend of physical volume of the railroads' traffic unless all competitors are placed equally before the law.

There never was a greater crisis confronting the future of railway investment and all dependent industries than there is with the outlook of today. Granted that the railroads cannot stop; that the country needs them; that their cattle and grain and refrigerator cars and service have helped to make our great farming industry profitable as well as to raise the European masses from a condition of semi-starvation; granted that the railroads must continue to make improvements for the purpose of increasing efficiency, not only to get additional income to support the increased capital investment, but to meet the increased competition growing on all sides. Are we going to take all this for granted and sit idly by, or are we going to help the railroads to

the traffic that rightfully belongs to them? To turn the traffic back to our railroads will stimulate business in general. It will enable railroads to buy new types of motive power that will produce greater efficiency in starting, acceleration on grades, and, particularly, to make long runs without terminal attention. It will enable them to eliminate physical impediments on the line that cause slow speed and stops. Sometimes these can be eliminated by merely rearranging the method of operation, but usually it requires physical changes and improvements.

The future operation of successful railroads will probably be based, to a large extent, on the proper solution of their problems with a minimum capital outlay. As railroads do not originate traffic for themselves, it is evident that public sentiment must first be changed so that the traffic now going to unregulated and subsidized carriers by water and highway be turned back to them.

It may be said that the railroads are "sick in bed" with over investment. Some of this is due to making track and supporting structures heavier than were needed to carry the equipment that conveys the paying load. Locomotives were built that would haul a mile and a half of cars, but now, and for what to the railroads has been a long time, there is only a half a mile of business. There will be revealed types of motive power of adequate capacity for which track suitable to bear the paying load will be adequate. Additional investment in heavier track and bridges and intermediate terminals may thus be deferred and perhaps ultimately avoided.

It seems obvious that passenger train service the world over needs speeding up in the sense of shortening the elapsed time between points of travel—not in the sense of substantially increasing speed, however. To increase maximum speed changes the relationship of

equipment to track, brakes, signal spacing and other factors, including the human factor of fallibility. The capital outlay necessary to do these things is not available, yet our railroads appreciate the need for changes that will remove the causes of slow or subnormal operation. They are now using, in a small way, supplemental power devices to increase acceleration, eliminate starting shocks and improve performance on grades, and they will extend this attractive and profitable idea so as to reach maximum speed—or approximately so — cheaply and satisfactorily without a change in the factor of safety. The essential hazard is at increased maximum and not at moderate speeds. Our railroads know how to handle us safely, and they not only give us ample protection in equipment, but they man their trains with crews of experience and judgment on how to act in an emergency. Compare this with the one man on a bus that travels at perhaps higher speed without signals, control of opposing traffic, the alert trackwalker, dispatchers or any of the innumerable safeguards provided by the railroads.

Yet such competition is accepted without regulation, and with the very great tax burden for twenty-year bonds to build and extend roads which trucks and buses wear out in ten years or less. The source of funds for the highway and waterway competitors is chiefly from the taxpayers and not from charges collected for the service performed.

To correct the troubles of our railroads and enable them to continue their essential service to the country, all of us, politician, farmer and business man should do our utmost to help them, bearing in mind that the only source of funds the railroads have is from the charges made for service and from the use of their own credit, which is founded on the results of operation.

where they spent a most delightful vacation.

Satsuma Oranges are now moving

via Frisco Lines from Ensley, Fla., twelve cars having moved up to and including November 14.

R. E. Buchanan, traffic manager, Memphis, was a visitor to the traffic office November 11.

30. Reported good roads, good time and a good car.

Mr. and Mrs. J. R. Scott of Springfield recently visited at the C. M. Scott home at Memphis. Mr. J. R. Scott is very much at home among the railroad boys at Yale.

Roadmaster and Mrs. A. Parsons of Columbus spent several days the latter part of October visiting friends in Springfield.

Mr. and Mrs. W. H. Owens, of Newburg, spent several days the latter part of October visiting Mrs. Owens' sisters and brother at Memphis.

We welcome Joe McCartney to Yale. Joe has taken the position of water service mechanic, made vacant by the resignation of Mr. Campbell recently.

Mrs. John Sickles, of Willow Springs, visited at the Cunningham and Sickles' homes at Memphis recently.

October 29 Miss Betty Scott entertained a number of friends at her home, the occasion being Betty's birthday. Needless to say a grand time was had by all present and we wish Betty a great many more happy birthdays.

Mr. H. B. Barry, of Springfield, was in the office for a short time. Mr. Barry is looking good but says he doesn't have time to land at any one place for very long.

Mr. G. W. Moore, assistant superintendent motive power, has been looking conditions over at Yale.

We are proud to know that the special made the run over the Southern division without the slightest mishap.

**ENGINEERING, BRIDGE AND BUILDING, WATER SERVICE DEPARTMENTS**  
YALE, TENN.

CREATIE SICKLES, Reporter

Miss Vivian Justice enjoyed a two-day visit at her home in Springs, November 12 and 13.

Mrs. Harvey, of Monett, spent the week of October 17 visiting at the Paul Peck home in Memphis.

Sincere sympathy is extended from this office to bridge foreman, D. W. Hughes, in the recent death of his mother, who had reached the ripe old age of 84 years.

We are very sorry to learn of the loss by fire of the new home of W. A. Chastain, pile driver foreman, at Koshkonong recently. It was a modern wood and stone structure and had just been completed a short time.

Miss Bertha Harris and some friends tried out her new Nash sedan by taking a trip to Newborn and back on October



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A ragged, dirty newsboy blurted, "Gimme one, me sister's got it," and dropped on the marble counter a single penny that tinkled lonesomely. He was buying one of the first Christmas Seals sold in the United States for anti-tuberculosis work. The need was great. He knew. His sister had it.

Today, Christmas Seals help protect you and your family, for although the death rate from tuberculosis has been reduced two-thirds it still kills more people between 15 and 45 than any other disease. Your pennies make possible free clinics, nursing service, preventorium, and educational work that mean cure for some, relief for many, and hope for all.

\*In the lobby of the Philadelphia "North American," Dec. 13, 1907

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**BIRMINGHAM GENERAL OFFICE**

**LAURA M. CHEW, Reporter**

T. F. Temple, brakeman, trains 105-106, spent several days during October with his parents, near Warm Springs, Ga., the occasion being the celebration of their fiftieth wedding anniversary, October 29. An old-fashioned barbecue was held in the oak grove near the house. About one hundred relatives and friends were present to wish this much-loved and popular couple many years more of prosperity, wealth and happiness.

Bonnie Chew, son of the writer, has returned from a two weeks' visit with friends and relatives in Memphis.

Little Floyd Oxley, 4-year-old son of R. F. Oxley, chief clerk, attended his first birthday party recently. That was one morning his parents were forced to awaken early.

The Women's Traffic Club are expecting a large attendance at their Semi-Annual Banquet, honoring O. L. Snow, V. P. American Zinc, Lead & Smelting Co., of St. Louis, Mo., on the evening of December 1. Several Frisco girls are members of the club.

**TRAINMASTER'S OFFICE  
AMORY, MISS.**

**VIOLET GOLDSMITH, Reporter**

Mrs. Bradway, mother of O. E. Bradway, yardmaster, has returned to Springfield after several weeks' visit in Amory.

Mrs. Dan Cutcliff, wife of boiler inspector at Birmingham, has returned to her home after a visit with her sons in Amory.

Miss Elizabeth Poe, daughter of A. Poe, brakeman, spent several days visiting her parents in Amory.

Mrs. Sam Stegall, wife of brakeman, spent several days in Jackson attending the Federated Club Convention, representing the Fortnightly Culture Club of Amory.

Miss Annabel Flinn, daughter of dispatcher E. W. Flinn, spent several weeks in Nashville visiting friends.

Mrs. R. T. Hynson, wife of dispatcher, spent ten days in Little Rock attending the Eastern Star Convention. Mr. Hynson and Miss Jean Lee Jones spent the week-end in Little Rock.

**LOCAL FREIGHT OFFICE  
MEMPHIS, TENN.**

**VIRGINIA GRIFFIN, Reporter**

Mrs. H. Q. Flanigan, wife of OS&D clerk, was in an automobile accident morning of October 22. She was returning with friends from a visit in Senatobia, Miss., when they ran into loose gravel, turning their car over. Mrs. Flanigan was brought to a hospital here but was dismissed shortly afterwards as she was not seriously injured and has now fully recovered.

John Watts of Chaffee, Mo., son of O. N. Watts, acting agent, spent Saturday, October 22, with his dad here.

And we had the pleasure of meeting Mrs. O. N. Watts, the wife, the following week-end, which she spent here.

We are mighty glad to have Mr. H. H. Smith with us again, having been appointed agent here November 1. He was for 15 years chief clerk in this office before going to West Memphis, Ark., as agent and we feel he can best take Mr. Oliver's place.

Mr. O. N. Watts has been appointed agent at West Memphis to succeed Mr. Smith. We enjoyed having him with us as acting agent.

H. A. Markham's death on November 5 was quite a shock to us, even though he had been off several weeks account illness. He had a heart attack one afternoon on his way home from work and from which he never recovered. Mr. Markham had been with the Frisco several years, working positions of yard, per dlem and interchange clerk. We sympathize with his family deeply in their loss.

B. C. Scruggs, expense clerk, was off November 7 account illness.



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TREAT a cold quickly and treat it *decisively!* Don't fool yourself with half-way measures. Half-way measures lead only to half-cured colds. A cold calls for a COLD remedy. Don't depend on preparations good for half a dozen things besides colds. Many popular remedies actually make a cold worse because they are constipating and also make the system acid.

Don't depend, either, on mere surface treatments. A cold is an *internal* infection and calls for internal treatment.

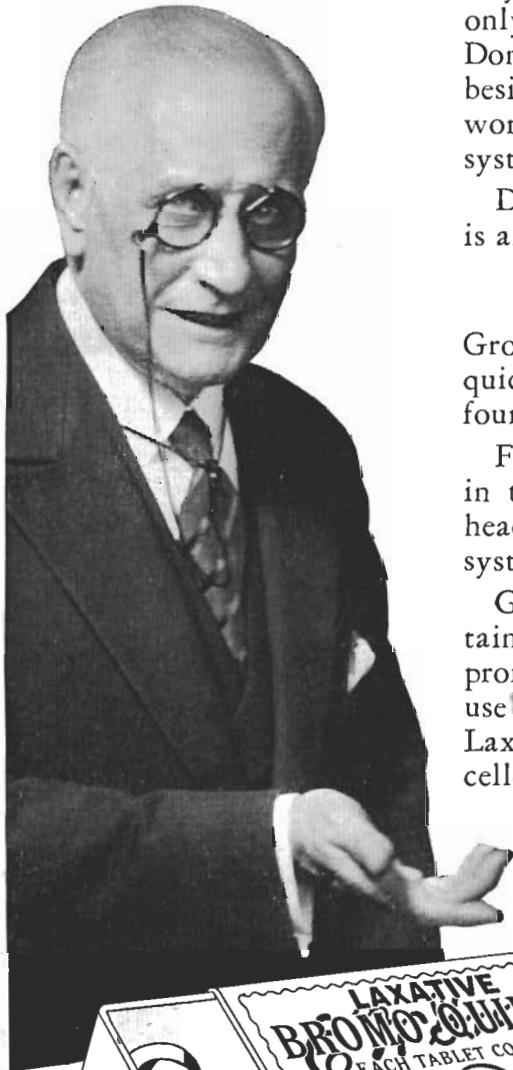
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Saint Louis

