

St. Louis hospital on January 2nd. Mrs. Austin had worked in the telephone office at the Frisco at Fort Scott for many years and had made friends with all whom she came in contact with, and her passing leaves a vacant chair that cannot quite ever be filled.

B. & B. Painter Albert Stapp, wife and son visited in Waco, Texas, during the holidays.

B. & B. Painter Glenn Cooper, is now working in E. G. Caskey's paint gang. Albert Stapp having gone to C. T. Shore's gang.

TEXAS LINES

**MECHANICAL AND STORES DEPT.
FORT WORTH, TEXAS**

E. A. PADGETT, Reporter

After having been confined to a hospital at San Angelo, Texas, for a period of six months, Mrs. R. W. Courtney, wife of electrician, is expected to return home in February. Bob is about the happiest person on the job, and we are all glad for him.

Mrs. Woodrow Ferguson, daughter-in-law of J. R. Ferguson, locomotive Inspector, passed away on December 16, after a short illness. The entire shop forces extend sympathy to the bereaved families.

Mrs. R. W. Mouer, wife of boiler-maker, and three daughters spent the holidays visiting relatives at Denison, Texas.

Roy (Dutch) Thompson, boilermaker, having been off sick for several weeks, visited with his parents in Erie, Pa., a part of the time, but has returned home recently much improved, expecting to return to work in a short time.

J. A. Robertson, hostler, and family attended a family reunion at the home of his son at Abilene, Texas, during the holidays.

C. L. Vaughn, locomotive fireman, has been removed to his home from Harris Hospital after quite a siege of illness and is reported as improving steadily.

John (Slim) Foshee, car inspector, reports having killed a deer during a recent hunting expedition in West Texas. The report is all that we saw; the dream we had of a venison dinner turned out to be a vision in the place of venison.

The condition of Fred L. Perkins, from the general manager's office, now in Harris Hospital ill with pneumonia, is being watched with unusual interest by all the boys from the mechanical department, as he was with us before going to the general office. We sincerely trust he will be released soon, fully recovered.

As a reward for his fruitful weeks of hard work under a sizzling summer sun in the interest of the election of Gov. James Allred, it has been rumored around the sand house that Ras Arms, locomotive engineer, is planning on attending the inauguration of the new governor at Austin, Texas, January 15. Now, if we could get R. B. Snow, locomotive fireman, to go along, too, the railroads would get some favorable legislation from the new administration.

**Monett Steam Laundry
Monett, Mo.**

**COME ON LET'S ALL PULL FOR
MONETT**

**TRAFFIC DEPARTMENT
FT. WORTH, TEXAS**

CORYLYNE PLEDGE, Reporter

At present the election of officers for our Frisco Club for the year 1935 is holding our attention and since this will not be completed until the last of this month, we will not be able to announce the winners until the March issue of the Magazine.

Our 1934 president of the club, Marshall Evans, was a recent bridegroom and we wish this young couple many many years of happiness and good luck.

Harry Granger presented all of us with passes to the Believe It Or Not show which is in town this week and must say some of the things seen therein are unbelievable.

Sorry to hear Fred Perkins is in the hospital at this time and sincerely hope to see him back on the job real soon.

**V. P. & G. S. OFFICE
FT. WORTH, TEX.**

M. B. SMITH, Reporter

We are very glad to be able to report that F. L. Perkins, of this office, who is ill with pneumonia, is much better and at this time is able to sit up and have some company. We've surely been missing Mr. Perkins from the office.

Conductor W. D. Casey, who was in the hospital from October 17th to December 24th, is able to be back at work now, and we sincerely hope he will enjoy good health during this year.

Bob Evans' nephew, Jno. H. Cox, of Marionville, Mo., is paying the folks a visit. This is his first trip to Texas and he thinks it is a mighty fine state. Incidentally, his father in his day has shipped many a carload of apples over the Frisco Lines.

From the looks of our particular office, looks like 1935 is really going to be a busy year for us. Hope that goes for our business in general.

Right now, we're electing incoming officers for our Frisco Employees' Club and from the list of candidates, am sure we are going to have some fine leadership again this year. The prospects are bright for another successful club year.

CENTRAL DIVISION

HUGO, OKLA.

BURL WINN, Reporter

X. R. Campbell, assistant superintendent from Texas lines, was a visitor in Hugo during the holidays.

The extra passenger equipment we had to use for the holidays looked mighty good. The cars were loaded, too.

Telegraphers extra board worked some of the younger men around Christmas. Glad to see the boys get in the time and hope it will not be so long until they will be on regular jobs again.

The new year is starting off with good carload business and if this will continue to pick up during the year, 1935 is going to be one we have been

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

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

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

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

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

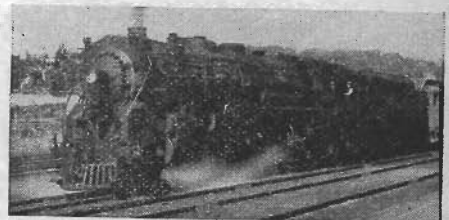
As a pipe smoker for forty years my experience may interest you.

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

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

Yours truly,
C. H. Waddell

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



Edgeworth is an old story to railroad men

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

looking for. A little push on the old wheel and we can make it. A fellow who can't push, let him get on and ride, but don't pull back.

Max. Wright, B. L. Kimbrough and Percy Aubry, trainmen, are working for Texas lines again out of Ft. Worth.

F. B. Poplin, general agent, Bokchito, Okla., moving over to Ardmore, Okla., bid in second trick. Old Pop is going to be a city boy awhile now.

SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

EARL E. DODD, Reporter

J. L. Ryan, mechanical engineer, and Federal Inspector Kane recently spent a day at our roundhouse.

We were pleased to have with us John Conley from Mr. Lister's office. He spent the day with us, January 15th, at the roundhouse. We are always glad to have Mr. Conley with us.

Last month we reported Clarence Jeffries in the hospital at St. Louis. We are glad to say he is improving fast and hope to see him back on the job soon.

Engineer J. S. Hogan is in Little Rock, Ark., as legislative representative of Brotherhood of Locomotive Engineers.

Fireman Fred Fry has been off several days account of sickness, we are glad to see him back on the job.

M. L. Sexton, electrician, was off sick several days but is now back on the job fine as ever.

Mr. and Mrs. A. T. Thorson spent their holidays in Missouri. They spent Sunday, December 23rd, in St. Louis, returning to Springfield where they spent the 24th and 25th with relatives and friends.

Mr. and Mrs. H. E. Gabriel spent their vacation in California going to Palo Alto and San Francisco where they visited their daughter, Mrs. E. Huff. Lt. Huff is attached to the air ship "Macon" at Summerville, Calif.

Mr. Platas was recently the guest of G. L. Presson trainmaster. Mr. Platas stopped off a couple of days with Mr. Presson enroute from Mexico to New York City where he is now a representative of the National Railways of Mexico.

"Some are born great—some achieve greatness and some have greatness thrust upon them," so saith the observer. But our division engineer, E. L. Collette, has another claim to greatness or at least to near greatness. It happened in this way—"Will Irwin", noted lecturer and author, recently lectured at the University of Arkansas at Fayetteville. To reach Fayetteville he rode our train 709, and when he disembarked, neither he nor the Pullman porter, Jack Crawford, could find Mr. Irwin's hat. Consequently Mr. Irwin left the train hatless. The porter, Jack Crawford, possibly a relative of "Brother" Crawford, later found Mr. Irwin's hat and that same evening as 710 went through Fayetteville he gave Mr. Irwin's hat to Mr. Collette with the request that it be delivered to Mr. Irwin at the Mountain Inn and naively said, "Boss, leave that note in the band of Mr. Irwin's hat, what shows I found and kep' it fo' him an' maybe he'll put ma' name in de 'Satedy Evening Post'."

Our division is now being covered by Mr. Bason representing the Railway Educational Bureau of Omaha who is interesting maintenance men in educational courses which will be mutually helpful to them, to their supervisors and to their company. Mr. Bason's middle initial is W.—and he laughingly states this means "Wash" and that his name is therefore "Wash Basin". Mr. Schulthess, assistant director of the

bureau also recently paid us a very interesting visit and informed us that Mr. Buel, an old Frisco employe, is now director of this bureau which is assisting railroad men to become better railroad men and better employes.

We were very pleasantly and agreeably surprised Sunday, January 13th, to have as our guest, Robt. Ehrlich, who is a Missouri Pacific engineer and now, as he puts it, skipper on the Sperry Rail Service Car which is making its annual tour of the Missouri Pacific Lines. Fortunately they spent their Sunday in Fort Smith. Mr. Ehrlich is an old Frisco employe, having been formerly in the district engineers' office in Springfield, Mo., and also having formerly worked at Springfield for our present division engineer. Mr. Ehrlich and the Sperry Rail Service men proved excellent companions and gave us some valuable information relative to the workings of this remarkable car.

Recently we had an interesting and enjoyable joint meeting of the Frisco Employes' Club and Ladies' Auxiliary. One of the things that stirred our hearts to greater endeavor and at the same time gave us satisfaction in a task well done was the taking care of an elderly couple, who have been unfortunate in material things and in their personal health, we have succeeded in getting the elderly gentleman, who is a former Frisco employe, into the hospital where he is comfortable and well cared for, we have also cared for his wife so that she also is comfortable. Our division surgeon, Dr. J. A. Foltz, is to be commended for his aid and assistance and we express our appreciation to all for their kindness and cooperation.

Mrs. F. E. Brannaman, wife of chief clerk to the superintendent, spent the week of January 13th in St. Louis where she was the guest of Mrs. Vernon Gaston and Mr. Gaston. Mr. and Mrs. Gaston are former residents of Fort Smith. Mr. Gaston is assistant traffic manager for the Katy Railway.

Most every one on the Central division will remember Mr. C. L. Mahan, who was formerly general foreman of B. & O., who was forced to resign because of ill health. Mr. Mahan writes that he is very well and able to read all letters from friends on the Central division. Mr. Mahan and family are now located in Whittier, Calif.

Elmer Holtzman, section foreman on West Hugo Section, returned to work on January 16th, after having spent approximately two months in the hospital at St. Louis with rheumatism.

Roadmaster E. L. Ayles, of the 72nd track division, has moved his office from Hugo to Arthur City.

Z. B. Claypool and Dave Perkins, his able assistant, have recently completed a trip over the Arkinda and Ardmore sub-divisions inspecting the buildings. Zan Claypool, who used to be roundhouse foreman at Hugo about 20 years ago, exchanged greetings with many of his old friends.

The City of Ft. Towson is cleaning up the town and loading auto scrap, and boilers on cars which is given to the Frisco and used to stop erosion where streams are cutting into embankments. This is giving the town a nice appearance and helping us also.

Cornelius Garrison, son of Roundhouse Foreman G. S. Garrison, has gone to Phillips University, where he is studying for the ministry.

Mrs. H. B. Stierwalt, wife of the maintenance clerk at Ft. Smith, was a recent visitor in Hugo.

Geo. Faulkner, section foreman at Dunbar, is in St. Louis hospital sick, and Dan. Macarthy, foreman at Cedars, is also off on account of sickness.

O. W. Howard, passenger conductor, has been off for a few days, confined to his home on account of an infected leg.

Horace Miller, conductor, is back to work after an extended absence due to illness, and all of us are glad to see him back.

Harry Whitenack and J. W. McDonald have completed the rebuilding of timber work at Poteau River bridge, making a nice improvement at this point.

R. H. Glover, agent at West Fork, has been off on account of illness since the middle of December. All of us wish him a speedy recovery.

Section Foreman Joe Sivley of Arden section, has been off since the middle of December account sickness.

SOUTHERN DIVISION

BIRMINGHAM TERMINALS

NELLIE MCGOWEN, Reporter

Sympathy is extended to Ernest Barnes, switchman, Birmingham Terminals, in the loss of his wife, who died on December 17.

G. W. Bower, engineer, who has been out of service for 31 months, has been reinstated effective December 24. All enginemen at Birmingham are rejoicing with Mr. Bower that he has been reinstated.

Mrs. H. C. Wilson, daughters, Ruth and Jean, wife and daughters of clerk, were called to Montgomery, Ala., December 26, account of the illness of Mrs. Wilson's father.

A. P. Carden, clerk, wife and two sons spent the Christmas holidays with Mrs. Carden's father in Griffin, Ga.

R. W. James, terminal accountant, and family, spent the holidays with relatives in Springfield.

L. M. Westerhouse, general foreman, is wearing a broad smile these days—the reason, a young son, Leon Martin, born December 23. Congratulations are extended to Mr. and Mrs. Westerhouse.

W. W. Lane, wife and son, spent the holidays with relatives in Memphis.

R. L. Stevenson, roundhouse clerk, and his mother from Amory, Miss., are visiting in California, after having witnessed the Alabama-Stanford game at Pasadena on New Year's Day.

J. A. Graves, clerk, also went out to California to witness the Alabama-Stanford game.

Mrs. F. O. Perkins, wife of clerk, is visiting in Shreveport, La.

Everett Hansen, caller, and family, who spent the holidays with Mr. Hansen's parents in Willow Springs, Mo., have returned home.

John Goss, age 26, son of J. G. Goss, switchman, passed away in a local sanitarium on December 13, after an illness of several months. Sympathy is extended to Mr. Goss and family in their bereavement.

C. J. Thompson, chief clerk, and Mrs. Thompson have returned from St. Louis, where Mr. Thompson was confined to the Frisco Hospital for a short time.

Mrs. C. M. Chance, operator, has returned home after being called to New Orleans on account of the illness of her daughter.

G. G. Grissett, operator, is improving after being overcome by gas fumes from a small gas stove in his room several days ago.

Mrs. J. R. Cochran and sons, wife and sons of switchman, are spending some time with relatives in Texas.

R. T. Hynson, dispatcher, Amory, who has been in the Frisco Hospital

since December 20, is improving. His many friends wish for him a speedy recovery.

PENSACOLA, FLA.

GERTRUDE BAZZELL, Reporter

General Agent and Mrs. W. H. Crow and family spent a few days in Memphis during the Christmas season, as guests of relatives.

Raymond Chesser, who is attending Bob Jones College at Cleveland, Tenn., was the holiday guest of his parents, Engineer and Mrs. W. R. Chesser.

James Bryant, a student at the University of Gainesville, at Gainesville, Florida, spent his Christmas vacation with his parents, Yardmaster and Mrs. J. E. Bryant.

Deepest sympathy is extended Operator and Mrs. J. H. Perkins, in the death of their daughter, Mrs. Byron Coats, and infant grandchild, who passed away on New Years Day in Akron, Ohio.

Messenger Collier spent two weeks recently in Amory, Miss., with relatives.

The mother of Conductor C. C. Miller and Fireman G. H. Miller passed away recently. Sympathy is extended them in their bereavement.

Hayward Manning, of New Orleans, La., spent several days during December with his parents, Chief Clerk and Mrs. G. F. Manning.

Harry Martin, clerk in the local office, spent Christmas with his family in Thayer, Mo.

The "Memphis", which is one of the two new Ultra-Modern Sleeper-Buffer-Coach cars built by Frisco Lines for service between Pensacola and Memphis, Tennessee, was on display at Pensacola Thursday, January 10. Over 500 people took advantage of the exhibition of this beautifully appointed, air-conditioned combination car, which provides a six-section sleeper at one end, buffet in center and 30-passenger coach at the other end. Many complimentary remarks have been made and expressions of praise extended to Frisco officials for their further progressiveness in the way of comfortable railroad travel.

The other car, "Pensacola", was formally dedicated by Miss Dorothea Kurn, niece of Mr. J. M. Kurn, trustee of Frisco Lines, just prior to its initial run out of Pensacola, January 15. Presentation was made by Samuel Pasco, Frisco attorney, and acceptance by Hon. H. Clay Armstrong, Mayor of the City of Pensacola. The entire City Council, City Manager Geo. J. Roark, and all the Presidents of the various Civic Organizations, such as the Kiwanis, Lions, Forum, Pilot, Rotary, Chamber of Commerce, Junior Chamber of Commerce, Woman's Club, Propeller, Labor, American Legion, Auxiliary to American Legion, Garden Club, County Commissioners and Women's Good Government League, were present at these ceremonies dedicating to the public, between Pensacola and Memphis, the service of this excellent new combination car, which will meet the requirements of the most fastidious traveler.

**TRAFFIC DEPARTMENT
MEMPHIS, TENN.**

KATE MASSIE, Reporter

The Nineteenth Century Club Library committee has decided to begin a scrapbook of source of material to find out how things came about, especially the origin of words and why things and places are called certain names, which seems to me quite interesting. Recently the derivation of the word "maverick" was disclosed in a bill of sale for seven slaves by Samuel A. Maverick, South Carolina planter, 100 years ago. Leaving his large estate

in South Carolina to move to Texas, en route sold seven slaves. Rapidly becoming one of the largest cattle owners in the world, he was unable to brand all his cattle, and soon over the entire southwestern range unbranded cattle became known as "mavericks" by which they are known today.

During the Christmas season, Miss Betty Stewart, stenographer, this office, was married to Francis J. Kestler. They are now at home in the Gilmore Apartments. Miss Stewart was succeeded by Mrs. Jean Pegues, of this department. D. D. Bucklin, of St. Louis, taking position vacated by Mrs. Pegues.

Mr. and Mrs. Gilbert J. White, of Birmingham, were guests of the writer during Christmas. Mrs. White was formerly Miss Allie Mae Speight, stenographer in this office, and we were all delighted to see her again.

The new car "Memphis" recently constructed for use on the Memphis-Pensacola line was on display in Memphis, Tuesday, January 8. Preceding departure of the train for Pensacola, the "Memphis" was christened by Mrs. Willis Campbell, president of the Nineteenth Century Club. A large number of Memphis people viewed the car during the day.

The traffic club of Memphis gave another of their delightful bridge-dances January 19, which was well attended.

C. F. Mowbray, soliciting freight and passenger agent, Alabama, Tennessee and Northern Railroad, has been transferred to Jackson, Miss. While here Mr. Mowbray occupied desk space with us and we shall miss the very pleasant association.

The Commercial Appeal, twenty-five years ago, column, January 3, 1910, carried the following item: "R. E. Buchanan, traveling freight agent during the past two years for the Frisco-Rock Island Lines, has been appointed commercial agent of the Frisco at Chattanooga."

Superintendent Frazier, of the Southern division, held staff meeting of all division, mechanical and terminal forces, January 7-8, Hotel DeVoy, Memphis. Agents from all of the larger stations were present, about 75 attending. The traffic club luncheon on Monday, January 7, was attended by the Frisco representatives in a body, and were introduced by Traffic Manager R. E. Buchanan. S. S. Butler, J. R. Coulter and J. W. Nourse, also attended.

**ENGINEERING, BRIDGE AND
BUILDING, WATER SERVICE
DEPARTMENTS—YALE, TENN.**

CREATIE SICKLES, Reporter

Store department force at Yale has had its quota of "flu" cases. Mr. Stone, chief clerk; Will Anderson and Tom Bell, truckers, have each had the "flu" this month. Glad all of them are able to be back on the job.

Jim Herrin, store trucker, spent the holidays with home folks in Birmingham.

Mrs. C. M. Scott and Betty Scott spent the week-end of January 12th visiting relatives at Amory.

Paul Schmitz, completion report clerk, who has been working out of this office for a long time, has recently been transferred to the St. Louis office.

S. J. Frazier is driving a new Studebaker "8". Sure is a pretty car.

Miss Grayce Blaylock was in St. Joseph Hospital for several days recently, threatened with pneumonia. We

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Name.....Age.....

Address.....

Employees of this Road will receive a Special Discount

are glad Grayce has recovered and is back with us.

Accident Prevention - Better Service Meeting was held at the Hotel DeVoy, Memphis, January 7th. Close to one hundred employes attended this meeting, and we are sure much good was accomplished.

Mr. Lile, store trucker, spent a few days the first part of January at Amory.

Rodney Wilcox, clerk at the store-room, spent Christmas Day with his father near Miller, Missouri.

Mrs. Garrett Honey underwent a major operation a few days ago. She is reported as slightly improved at this writing and we hope for a speedy recovery.

We are very sorry to learn of the death of Mrs. R. E. Gaines, Amory, on December 21st. Deepest sympathy is extended the family.

January 16, 1935, marked the passing of James L. Simpson at the St. Joseph Hospital at Memphis. "Uncle Jim", as he was known by every one who knew him, began his services with the Frisco on April 1, 1896. He was promoted to section foreman in April, 1897. During his many years of continuous service he acted in the capacity of roadmaster, extra gang and section foreman. Of rugged characteristics, "Uncle Jim" always had the interest of his company at heart and won the loyalty of the men under him by virtue of his fair attitude toward them. His passing means a real loss to his associates, his friends, his company and his relatives. His place will be hard to fill.

Wish to offer correction in making report in the last issue that Dave Kelly returned to Pensacola during December. His name was mis-spelled, showing as "Fuller".

**LOCAL FREIGHT OFFICE
MEMPHIS, TENN.**

VIRGINIA GRIFFIN, Reporter

D. E. Creeden, disposition clerk, was off Christmas Eve and the day after Christmas, so it seems he had a big Christmas. T. P. Lockhart took care of his work while off.

E. W. Holcombe was down to see us Christmas Eve for the first time in several months.

Daughter and son-in-law of N. R. Walker, clerk, who now live in Crestview, Florida, spent Christmas with their family here, and the Walker's Christmas would have been complete had their son, who lives at Hardy, Ark., been here. He was not able to get off until the following week-end.

Mr. and Mrs. W. W. Humphrey and son, Paul enjoyed the holidays with relatives in Forest City, Ark.

Roy Meadows and family, now living in Oklahoma City, formerly with the Frisco, drove in December 27 and spent several days in Memphis with relatives and friends. It was good to see Roy again.

Wilbur Wright of Hoxie, Ark., son of J. F. Wright, rate clerk, spent the holidays with his dad here.

A. E. Pennington, clerk, visited relatives in Sulligent, Ala., from December 25 to 28, and on return home took the flu and up to this date (January 17) has not returned to work. Mr. Pennington is much better and feel sure he will be back on the job soon.

H. Q. Flannigan, OS&D clerk, was off December 27 to 31 account illness.

Mrs. W. O. Farris, wife of assistant cashier, visited her sister in Madisonville, Kentucky, December 29, 30 and 31.

W. O. Farris was off from January 2 to 14 account illness. We were glad to see him back, but he could have left that mustache at home.

Miss Inez Walker, daughter of N. R. Walker, took pneumonia the day after Christmas, and, even though she was quite sick, she is able to be back at work now.

J. B. Wright, Jr., son of claim clerk, has been real sick with flu. Glad to report he is much better.

Sorry to hear of the death of the brother of Mrs. W. A. Moore, wife of clerk, at Steele, Missouri, January 10.

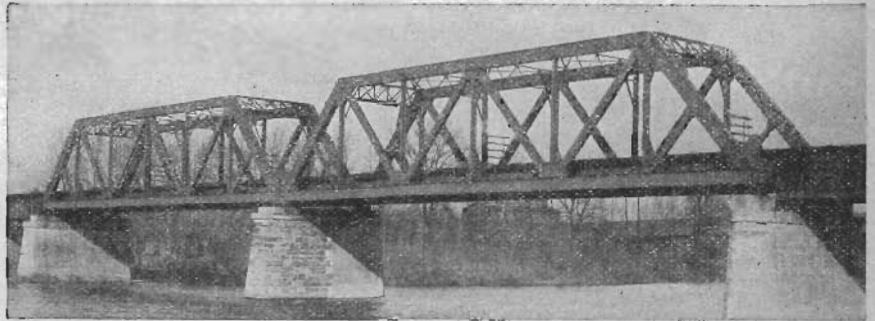
At this writing B. S. Linville, night chief clerk, is unable to report for duty account illness. Hope nothing serious.

St. Louis Surfacer and Paint Company

RAILROAD PAINTS, VARNISHES
ENAMELS

Arlington Ave. and Terminal Belt Ry.

ST. LOUIS, MO.



60% More Maintenance Work With Same Budget

The Engineering Department is extremely interested in the savings effected with NO-OX-ID in steel structures.

One Bridge Engineer, who has many bridges treated with NO-OX-ID, informs us that, through the NO-OX-ID method of preparing and protecting steel surfaces, he has accomplished 60 per cent more work than formerly with the same amount of money.

The method is simple—without preliminary cleaning, brush or spray a coat of NO-OX-ID "A Special". It will soak into the seat of the pits, penetrating old rust scale. Summer temperatures accelerate this penetrating action. This application may be permitted to remain until the next periodic reconditioning, providing it is within approximately four years of the first application. At the next regular reconditioning, the old rust scale, which was present at the time NO-OX-ID was first applied, can be easily and completely removed with very little expense.

Structural steel may be completely protected by this method or, when all rust is killed, a coating of NO-OX-ID Gloss Filler Red or NO-OX-ID Gloss Filler Black is recommended, over which your standard bridge paint should be applied. These two consistencies of NO-OX-ID are recommended as primers on clean steel. They are also used extensively for spot painting.

Consult with Dearborn regarding this great saving for your 1935 maintenance program.

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SICK—

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