

*Walker*

# THE FRISCO EMPLOYER MAGAZINE

NOV.  
1926

VOL. IV  
NO. II



"The turkey!"

State

# Ask Your Wife— She Knows Cloth

I will send you FREE a quarter yard of my

## **SUPER EIGHT OUNCE DOUBLE DUTY DENIM**

used exclusively in

# HEADLIGHT OVERALLS

Let your wife compare it with the cloth  
in the overalls you are now wearing.

She'll know why I can truthfully say

"Headlight Overalls  
Outwear Two Ordinary Pair."

## **HEADLIGHT BIG BACK OVERALLS**

The greatest advancement in Overall construction in the history of Overalls. Full protection front AND back. Roomy, comfortable. Heavier, Stronger, Longer Wearing than any other overall on the market, and protected by the famous Headlight guarantee.

The choice of railroad men everywhere—and costing no more than our regular high back and elastic suspender styles, but carrying all the improvements that have made these styles favorites everywhere.

*Send for a quarter yard sample. I want you to take advantage of the greatest overalls on the market.*

*Alvan Larned*  
PRESIDENT

**LARNED, CARTER & CO., Detroit, Michigan**

*World's Greatest Overall Makers*



**Sale  
Price  
NOW!**

**\$1.00**  
**deposit**

**Combination  
Raincoat  
and Warm  
Overcoat**

# Lamb Collar Submarine Coat

Men! Here is the most practical coat ever made, at a bargain price and only \$1.00 deposit! Broad shawl collar of best quality 4x beaverized lamb skin; and warm plaid blanket body and sleeve lining. Outer fabric is rippled submarine cloth with a coating of rubber between making coat absolutely stormproof. Smart stylish double breasted belted style with two large patch pockets with flaps and two muff pockets. Strapped sleeve. Length, 44 inches. Tan only. Sizes 34 to 46.

Order by No. M-1F. Terms \$1.00 with the coupon, then only \$1.70 a month. Total sale price only \$10.95.

## 6 Months to Pay!

Why pay cash when we offer you this big bargain on such liberal terms? Have this serviceable combination coat and *never miss the money!* Because you send only a little each month, so little you can easily save it out of your everyday expenses and not notice it. Six months to pay our bargain price! Send only \$1.00 deposit now and when you get the coat you'll say it's the greatest garment you ever saw. Judge for yourself the big value. Then if perfectly satisfied take six months to pay for it! No risk (see coupon). Send only \$1.00 deposit now while this offer lasts.

**Send Only \$1 Deposit with Coupon Now!**

**Elmer Richards Co.**  
**Dept. 4408 W. 35th St., Chicago**

I enclose \$1.00. Send Submarine Coat No. M-1F. If I am not perfectly satisfied I may return it and get my money back. Otherwise I will pay \$1.70 a month until I have paid \$10.95 in all.

Size  
Wanted \_\_\_\_\_

Name \_\_\_\_\_

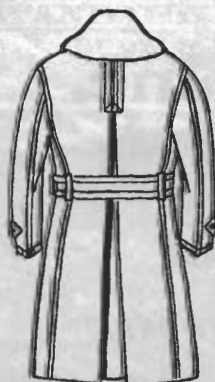
Address \_\_\_\_\_

Post Office \_\_\_\_\_

State \_\_\_\_\_

**Blanket  
Lined**

**No  
C. O. D.  
to  
Pay!**





R. F. CARR, Memphis  
President

W. E. LOWRY, Hickory Flat, Miss.  
Vice-Pres. and General Manager



SPECIALIZING IN  
**RAILROAD BUILDING MATERIAL**

*Strong as Ever for the "Frisco"*

GENERAL OFFICES  
P. O. Box 1032

MEMPHIS, TENN.

Phone, Main 2312

## **Hussey-Hobbs Tie Company**

RAILROAD CROSS TIES AND SWITCH TIES  
POLES—PILING

ST. LOUIS, MO.

ROGERS, ARK.

HOUSTON, TEXAS



## **L. E. Puckett, Inc.**

AMORY, MISS.

HARDWOOD  
YELLOW PINE

## **Lumber**

**"WE HELP MAKE THE FRISCO SAFE"**



ALBERT RUSSELL

T. R. SIMMONS

W. A. SCOTT

# CLEVELAND LUMBER COMPANY

## JASPER, ALABAMA

**Railroad Lumber :- Pine and Hardwood**  
**TWO MILLION FEET PER MONTH**  
**ON THE FRISCO IN ALABAMA**

**JASPER**

Fully Equipped Plant  
and  
Retail Yard

**ELDRIDGE**

Planing Mill  
Car Decking and  
Short Dimension

**SIPSEY**

Dry Kiln and Planer  
High Grade Finish

**DEPENDABLE SERVICE**  
**QUALITY COUNTS**

# Magnus Company

INCORPORATED

**Journal Bearings and Bronze Engine Castings**

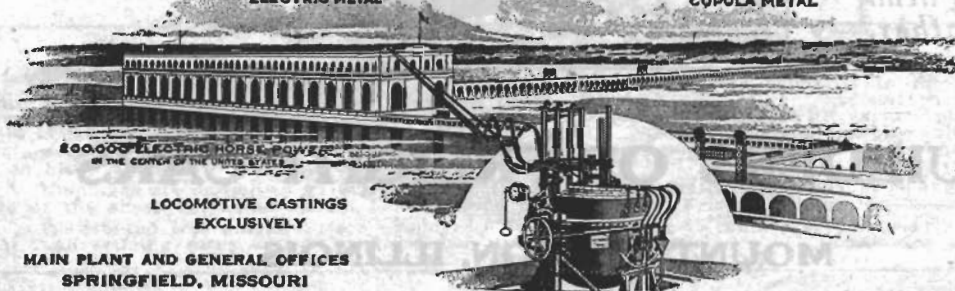
**NEW YORK**

**CHICAGO**

## STANDARD SEMI-STEEL FOUNDRY CO.

KEOKUK, IOWA  
ELECTRIC METAL

CLINTON, MO.  
CUPOLA METAL



MAIN PLANT AND GENERAL OFFICES  
SPRINGFIELD, MISSOURI

HATTIESBURG  
BIRMINGHAM  
ALBANY, GA.

ST. LOUIS

PHILADELPHIA  
NEW YORK  
CHICAGO

# THE HOME LUMBER CO.

INCORPORATED

NEW ORLEANS, LOUISIANA

J. R. PRATT  
PRESIDENT

W. W. BRADLEY  
TREAS.-GENL. MGR.

W. J. ROEHL

1948 RAILWAY EXCHANGE BLDG.  
ST. LOUIS REPRESENTATIVE

WE SPECIALIZE IN RAILROAD AND CAR MATERIAL

# The Mount Vernon Car Manufacturing Co.

*Just completed,  
New Repair Shop,  
500' x 150'.  
Fully equipped with  
Cranes, Electric  
Heaters, etc., enab-  
ling us to work in all  
kinds of weather.*



*Capacity  
10,000 Freight Cars;  
150,000 Wheels;  
20,000 tons Forgings.*

## BUILDERS OF FREIGHT CARS

MOUNT VERNON, ILLINOIS

# THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., Editor

MARTHA C. MOORE, Associate Editor

WM. McMILLAN, Advertising Manager

VOL. IV

NOVEMBER, 1926

No. 2

Permission is given to reprint, with credit, in part or in full, any article appearing in the Magazine

## Contents of This Issue

	PAGES
Frisco Girls Visit Geneva, Lausanne, Venice, Florence and Other Cities on Good-Will Tour.....	6- 9
<i>Part II, by Misses King and Willigan</i>	
"Home of Concord Grapes" Added to Ozark Slogans.....	10
<i>By C. B. Michelson, Farm Marketing Agent</i>	
One of World's Largest Salt Producing Centers on Frisco Lines.....	11-12
Testing Airbrake Equipment Important Job at Springfield.....	13
Amount of Equipment Damage Decreased 17.6 Per Cent.....	14
They're Not "Accidents"—They're "Crashes"—Taxicab Operator Believes.....	15
<i>By Roy Payne</i>	
Doctors of Frisco Lines Assemble at Memphis, September 27-28.....	16-17
Students at University of Arkansas Grateful to Frisco for Service.....	18
<i>By Kenneth F. Hewins</i>	
Playing the Game for Frisco Lines.....	19
Car Miles Per Hot Box Increased .344 Per Cent Since 1921.....	20
Otis Embry Heads Brotherhood Order.....	21
Wm. C. Bush Re-elected President of Frisco Association.....	22
Questions and Answers on Railroad Problems.....	25
Firing of Stoker Equipped Locomotives.....	26
<i>By W. A. Crawford</i>	
Frisco Employees' Hospital Association Statement.....	28-29
The Pension Roll.....	30
Editorials .....	31
Homemakers' Page .....	32
Artful Autumn Accessories for Miss Frisco.....	33
The Twilight Hour.....	34
Frisco Babies .....	35
Flashes of Merriment.....	36
A Page of Cartoons by John L. Godsey.....	37
The Frisco Mechanic.....	38-41
Frisco Family News.....	42-76

### THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

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

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



# Frisco Girls Visit Geneva, Lausanne, Venice, Florence and Other Cities On Good-Will Tour

*European Trains Are Far Inferior to American Railroads and They Sometimes Long for "Home and the Frisco"*

By MISSES AGNES KING and ANNA WILLIGAN

## PART II

WE left you in the October *Magazine* at Paris, and we promised to take you on to Geneva, Switzerland, with us. Alright, here we go!

August 6: Our move today was to Geneva, where we encountered the usual customs officers. We had to get off the train and pass along in line, opening our bags for inspection. For some reason only a few of the bags of our party were inspected.

Arriving at the Metropole Hotel, it was interesting to see the manager and his assistants lined up to receive our group, with porters and helpers wearing bright green aprons over their chests. What a restful change from Paris! So cool, with Lake Geneva giving a picturesque-ness to the place!

We were taken to the Administration Building or the "Palace of Nations", where we heard a twenty-five minute talk by a student of international law. He gave us a clear and concise idea of the character of the League of Nations, which was most interesting to the party, but too lengthy to present here. We were also shown the library with its two thousand volumes, where is found one of the most complete collections of works on the World War.

Next of interest was the Samuel Gompers room, entirely furnished by the American Federation of Labor of the United States. Of particular interest were the furnishings of the various rooms, the gifts of different nations. We saw the memorial to Woodrow Wilson, erected by the people of Geneva. The people of this city worship the memory of Wilson!

We also visited many other historical points, including the Garden of Reformation and the Town Hall.

August 7: Left by steamer on Lake Geneva for Lausanne. On this trip we saw some beautiful views of Mont Blanc and the other surrounding mountains, which we greatly enjoyed. We were off the boat at noon and had lunch—then continued our journey by

rail over the Simplon Route and along the shores of Lake Maggiore to Milan. We arrived here about 8:00 o'clock. After dinner we took a trip through the downtown district, visiting the galleries of Emanuel II, which were erected in honor of King Victor Emanuel II. The galleries are in the form of a cross and the octagon formed at the points of inter-

section is 130 feet in diameter and covered with a glass dome. The gallery is beautiful and the entrance consists of a triumphal arch, the dimensions of which exceed those of any of the old Roman arches. Here there was a veritable sea of faces—peoples from all nations.

August 9: A whole fleet of Fiat motor cars arrived at our hotel to take us on a sight-seeing trip. First to the famous Cathedral. The roof is one maze of marble spires and pinnacles. It is one of the marvels of the world, being ornamented on the outside by 135 spires and 2,000 statues or monuments. It has a capacity of 50,000 persons and every step presents to the visitors rich sculptures and pictures by celebrated artists. The bronze doors are a work of art. Here

we saw Leonardo da Vinci's "Last Supper", painted in 1499—one of the most beautiful frescoes in the world. We also saw the Town Hall, formerly the Marine Palace, with its beautiful courtyard and valuable works of art.

### A Day in Venice

August 10: Venice! The city of canals and bridges—which we reached at dusk. It is a most picturesque spot—water everywhere around us!

With a special guide and amid shrieks of laughter and some fear, we were comfortably seated in gondolas and our gondoliers steered us safely to the Hotel Danieli—the front of which is an old castle over 600 years old, with a new addition built recently. In this



Misses Agnes King and Anna Willigan

country we pay for a glass of mineral water, and long for a cup of American coffee with cream, instead of poor coffee and hot goat's milk!!

Venice is called the "City of Romance" and in the quietness of the night we could feel something of this. Outside our hotel were tables, placed invitingly at intervals, where we were served cooling drinks. Every spot was crowded and there seemed to be an endless procession of visitors, mostly Americans, so we did not feel so far from our native shores.

August 11: Arising early, we visited St. Mark's Square, with its thousands of pigeons and the famous Cathedral, with its rich and rare masterpieces. We visited the prison near "The Bridge of Sighs", and then were free to shop and roam. At least thirty-five shawls were safely added to our list of gifts purchased here. We also took another gondola ride. The streets where we shopped were so small we couldn't walk more than four abreast.

In one store we were unable to find anyone who could speak English. We explained we were Americans. At once the only two intelligent words to strike our ears were, "Americans—Dollars!" That is what we stand for, with those people. It is chiefly Americans who tour the old world, enabling thousands to live on what we spend over there.

Our greatest treat was a visit to Lido, the famous resort, where, after a half hour's journey on the Adriatic Sea, we found a veritable fairyland palace called "Hotel Excelsior". It was palatial indeed—tables arranged under the heavenly canopy, with myriads of soft lights, beautiful trailing vines, a four-spray fountain on which colored lights played—surpassing in beauty anything we had ever seen. Here we danced to the music of three separate orchestras. As one finished a refrain, a second orchestra struck up another, so we had plenty of music and whiled away a very eventful evening. Among the visitors of note were Florence Walton, a dancer, and the famous Peggy Hopkins Joyce, whom everyone knows through our press.

Then there was another delightful ride through the waterways of Venice, viewing for the last time the



"Giddy-up, Napoleon!" Riding in this phaeton of ancient extraction in Florence, Italy, is simply the "cats," and that's all there is to it, declare the returned Frisco tourists. The girls are, left to right: Miss King, Miss Mary Mannix of Chicago, Miss Willigan and Miss Esther Hempelman, delegate from St. Louis of the Wabash Railway.

romantic city via the gondolas, and a short, hot, dusty train ride occupied our time to Florence—the great leather goods city!

Here we are! So this is Florence! Again exclamations of delight to find a cool room, with its balcony and French doors where we had a view of this old and ancient city. One of the most interesting items of our tour, is the great commotion and bustle when our party of twenty-five arrives. The manager escorts

us inside where everything is ready and our cards for our rooms are at once handed us and within five minutes we are ascending the "lift" to our rooms.

We find that water and other beverages, also baths, are extra, with a luxury tax and service tax additional, so at once our thoughts flash to our own "Land of the Free".

We were soon in the dining room, where we had one of the best meals we had enjoyed since leaving Geneva.

We spent a restful night, and in the morning private cars arrived at 9:30 a. m. and conveyed us to the Baptistery, which is the only building in this city which was not destroyed by the Romans. We were shown the three bronze gates leading to this building, which, on account of their exquisite beauty have been aptly termed the "Gates of Paradise".

In the afternoon we were taken for another drive, when we wound around the city, with its high stone walls enclosing villas of the wealthy class. The evening closed with our last night here at the Hotel Italie, and our remembrance of the Uffizi and Pitti galleries, containing masterpieces in sculpture, tapestry and paintings.

August 13: We were loaded on a train and continued our journey by rail to Rome. This was Friday the thirteenth, and we were warned not to put our feet on the seats or we would be fined. Soon the heat of the day caused many to be drowsy and all instructions were forgotten. Very soon a lively discussion arose and we found an Italian soldier was trying to collect a fine of twenty lire because one of the girls had put her feet on the seat! Our guide made a settlement with him—otherwise he was determined to arrest her.

Just a word about the trains in Europe. The seats





The "mayor" of Paris (or whatever they call his nibs), had just finished an elaborate greeting of the American Birthday Tour party when the photographer took this picture. Misses King and Willigan are positively in the forefront of this one. The bored looking gentleman in the grey suit standing in the third row, is the party's "guide" through Paris.

are red plush with lace scarfs, six seats to a compartment. There are no screens in the windows, no ice water, and the meals on the train are hardly appetizing, because of the foreign custom of heavy noonday meals. There are no carpets on the floors of the cars—no Pullman porter to care for our wants.

On one of our jumps in two days we never did see the conductor.

We contrasted this mode of travel with our own clean Frisco trains—comfortable Pullman with "George" on the job to give us a pillow, move our suitcase for us—put the window down when we go through a little tunnel—and we all fell to talking about our railroads and, of course, we Frisco girls led the discussion and brought to the attention of the girls, the great contrast in traveling via Frisco Lines and via foreign rails in Europe!

We wanted badly to tell the conductor about Frisco Service—but we didn't see him—nobody was on the job. I presume he must have taken up our tickets at the start and then amused himself the rest of the time.

When the train stopped at a station, we got out and walked around a bit, nobody came to see if we were all on and they could have left a dozen of us and never missed us until the train had reached its final destination and we were counted by our guide!

So, you see, we are never far away in our thoughts from you all, though we have the pleasure of traveling "Primo Classe" (first class) through Italy.

Nightfall brought us to the "Eternal City"—ancient Rome!

We were soon comfortably domiciled in the Hotel Excelsior. We were delighted with our cordial reception, and we were royally received.

August 14: This day dawned fair and bright. The Misses Frances Maher and Maud Walker, of Kane, Pa., and Pittsburgh, Pa., respectively, went to the American College to obtain permission for an audience with His Holiness. We were unable to get an audience until Monday. Rt. Rev. Monseigneur Burke, Rector of the American College, personally presented the Jefferson Party to His Holiness. It was a solemn occasion. All the ladies were dressed in black mantillas and veils. Through our interpreter His Holiness delivered a special message to school teachers, commending them for their work in training the young.

St. Peter's Cathedral next held us spellbound. The magnitude of this edifice, its rare paintings, where we found art treasures of great value. We spent two hours here and heard the Sistine choir sing the mass.

We paused beside St. Peter's statue in bronze, and



also beside the graves of Pope Leo XIII and Pope Benedict XV. Hours could be spent in describing the interesting things we saw in the largest cathedral in the world.

### *Where Nero Fiddled to Burning Rome*

A long drive over the city permitted us to get a birdseye view of the old walls of ancient Rome. We also visited the Coliseum, then Quo Vadis Church, where a replica of Christ's footprints are seen. This church was so tiny that our party filled it.

Next came Sebastian's Church, and here lighted tapers were handed each one. With a hallowed feeling we followed our guide through the catacombs, seeing signs of early Christianity. One's thoughts flew back down the ages during the trip, ninety feet under ground and ten miles long, to those who had lived long ago.

We saw the old tower where Nero fiddled while Rome burned; the masterpieces in the Vatican; the costumes of the Swiss guards, and the Sistine Chapel and the Mosaic room, occupied our attention. The palace of King Victor Emanuel III simply took our breath! It was built in 1474. The King now lives in his villa just outside of Rome.

Such a display of wealth! Tapestries beautiful beyond our imagination, were unfolded to our eyes. The untold wealth displayed in the palace was a great contrast with the homes of the poorer classes, who get such small wages.

During the war this palace was used as a hospital and since then has not been occupied by the king. We found the streets of Rome narrow and the stone walls surrounding the villas, dusty. The days were warm—especially hot around the noon hour.

Queen Margaretta's palace was opposite the Excelsior Hotel, where we had a good view of it. The old Forum and St. Paul's Cathedral concluded our sight-seeing tour.



*Misses King and Willigan had just placed the wreath on the tomb of the Unknown Soldier at the Arc de Triomphe in Paris, when this picture was taken. The entire party is assembled in the picture. Our Frisco girls stand directly behind the wreath.*

One evening we had dinner at an old tavern, recently unearthed and dating back 100 B. C. Our coffee was served on the original stone of the old Appian Way.

But upon returning to the hotel our joy was soon over.

Bills of our "extras"—water, baths and luxury tax added—sent us to bed with a nightmare.

With the order, "Baggage out at 6:20 a. m.—breakfast at 7:00 a. m."—we sought our bed to seek what rest we could.

The next morning will find us on our way to Genoa.

What marvels we see each day! What memories we will have for a lifetime of this wonderful trip! Always the "next day" to look forward to—always new wonders to see and works of art beyond our wildest expectations!

Just now we're going to bed. 6:20 a. m. sounds awfully early—and, of course, we don't want to get left! We'll take you, good Frisco folk, on to Genoa with us in our next installment!

### *Hon. Phil Donnelly To Law Department*

**A** NNOUNCEMENT has been made by E. T. Miller, general solicitor of the law department, St. Louis, that, effective October 1, Phil M. Donnelly, prominent attorney-at-law of Lebanon, Mo., has been appointed to fill the vacancy in the legal department made by Frank H. Farris, deceased.

Mr. Donnelly assumes the title of assistant district attorney, with jurisdiction over Camden, Crawford, Dent, Laclede, Maries, Phelps, Pulaski, Webster and Wright Counties in the State of Missouri.

He is a native of Lebanon, Mo., was educated in the public schools of that city and attended high school, graduating in 1909. He entered the law department

of St. Louis University, graduating in 1913 and was admitted to the practice of law at the age of twenty-one, while still attending law school.

In 1913 he engaged in the practice of law at Lebanon and has been in the general practice of law since that time in Laclede and adjoining counties. During the years 1917-1918 he was prosecuting attorney of Laclede County, and from 1918 to 1922 acted as city attorney of Lebanon.

Mr. Donnelly has many friends in the counties over which he has been appointed to serve as assistant district attorney, who wish him great success in his new association with the Frisco Lines.

# "Home of the Concord Grape" Added to Deserved Slogans of Verdant Ozarks

*Frisco Ships 1,508 Carloads of Grapes Valued at \$750,000 From Ozarks in 1926—Industry Still in its Infancy*

By C. B. MICHELSON  
Farm Marketing Agent

PRIOR to the year 1924, the production of grapes in the Ozarks along the Frisco, was limited to those grown by two Italian colonies—one located at Tontitown, near Springdale, Ark., and the other at Knobview, Mo., on the eastern division.

Despite the fact that wild grape vines were found in profusion on every timbered slope in this region, and most farms boasted a few grape vines or an arbor, the growing of grapes as a commercial industry was unthought of, except at the two points mentioned above, where grapes were grown for wine purposes only. The total car lot movement of grapes during 1923, as produced along the Frisco Lines, was forty-eight cars. Thirty-seven cars were produced by the Italian colony at Tontitown, about six miles north of Springdale, Ark., and eleven cars by the Italian grape growers at Knobview, Mo., in Phelps County.

These Italian colonies were located through the efforts of the Frisco Railroad about twenty-five years ago. Because of their financial condition they had no voice in the matter of securing good farming land, but were compelled to take what they could get at the lowest possible price, and therefore, located on poor upland soil which could be purchased for from five to ten dollars per acre. All of this land was in standing timber and it was necessary for them to clear it, till the soil, and build their homes under the most unfavorable of conditions.

These Italian farmers were accustomed to growing grapes and naturally planted vineyards as quickly as the land was cleared, having in mind growing grapes for wine making.

These two Italian colonies have been a wonderful asset to the Frisco Railroad, and are responsible largely for the remarkable grape development that has taken place in the Ozarks. They demonstrated the fact that the Ozark territory was a natural grape growing section and capable of producing the very finest quality. When prohibition laws were enacted, these grape

growers were not discouraged, because they realized there would be a need for Concord grapes for table purposes, and accordingly they grafted many of their commercial wine variety plants to the Concord variety, and started on a campaign of increased Concord acreage.

Concord grapes in the Ozark territory ripen about thirty days ahead of the older producing districts in

## BEAUTY IN THE OZARKS



*A dainty Arkansas miss aids in the grape harvest at Springdale, Arkansas.*

Michigan and New York and the agricultural department of the Frisco Lines, realizing the splendid opportunity for commercial grapes in this section, started a campaign of increased acreage. Representatives from the Welch Grape Juice Company canvassed the middle western states, searching for a location, where a large commercial acreage of grapes could be grown for juice purposes. W. L. English, supervisor of agriculture and refrigeration on the Frisco, induced these scouts to visit the commercial acreage being grown by the Italians at Knobview and Springdale, and pledged the co-operation of the Frisco agricultural department on a campaign of grape planting sufficient to supply the needs of a juice plant. After a very thorough investigation, including an analysis of grapes grown in the Ozarks, the Welch people located their plant at Springdale, Ark.

Local business men as well as fruit growers and farmers in Northwest Arkansas, pledged their

heartly support to this movement, and within a period of six months' time over 2,500 acres were planted within a radius of fifteen miles of Springdale, Ark. Grape meetings were held throughout the entire Ozarks along the Frisco in Southwest Missouri and Northwest Arkansas, and sufficient acreage planted at each town to insure car lot shipping. Local grape growers' associations were formed, and in many instances, local business men, including bankers, merchants and professional men, financed the farmers in connection with the planting of vineyards. Grape roots were shipped

(Now turn to Page 23, please)



# One of World's Largest Salt Producing Centers On Frisco Lines At Lyons, Kansas

*Western and American Salt Companies Ship 1000 Cars a Month  
to Markets of World—Via Frisco Lines*

"ALL set?"  
"Yes, let 'er go!"

There was a creaking of heavy joints, then a swi-i-ish of rushing air and daylight faded into blackest night as the sturdy elevator of the American Salt Company at Lyons, Kansas, began its lurching descent 1,000 feet into the bowels of the earth.

Only a few seconds were consumed in the descent, and then the elevator came to a jarless stop in one of the strangest of cities—the "Salt City" of the American Salt Company of Lyons, and the only salt mine located directly on the 5,400 miles of Frisco track was seen in all its glistening glory.

Huge avenues and streets cut out of the solid salt stretched for hundreds of yards to left and right, with smaller "alleys" opening from them. Overhead electric lights gleamed, their sheen reflected from the glistening salt walls, and along a "dinky" track, mules pulled cars of salt to the elevator to be taken up the 1,000-foot shaft and graded and loaded for consumption in the markets of the world. The mules never see daylight. They spend their days and nights in stalls in the mines where the temperature during winter and summer is always seventy degrees, and so well do they know their jobs that no word of command is spoken to them.

From afar comes the rumble of an "undercutter", a machine with a long revolving arm which reaches under at the bottom of the salt walls and cuts a three-foot swath which is blasted loose to be broken and loaded in the cars. The head lamps of the miners twinkle in the haze of salt dust as one approaches the scene of their work, and a drink of water is welcome if one remains too long near the scene of the activity. There are no supporting pillars or pilings in the salt mines. They are not necessary, since the hardness of the salt precludes any possibility of a cave-in such as occurs occasionally in coal and lead mines. There is no dirt, no soot. And with the exception of the salty dust from the "undercutter", the salt mine is a pleasant place to spend an afternoon.

Many have done it in the American Salt Company's great subterranean caverns, too. An entire convention of three hundred people held its sessions in a large, electrically lighted room with floors, walls and roof of salt last summer. The platform was cut out of the salt, the floor planed to a ballroom smoothness, and a dance was held to an orchestra's muted music.

As you dash a speck of salt over your sliced tomatoes or into your soup, you, of course, don't stop to think that the toil of hundreds of your fellow citizens and the work of millions of dollars worth of machinery

goes into the task of delivering it to you in the salt shaker. You didn't think salt grew on trees, but still you didn't think much about it. Salt is salt, and it's on the table, and it comes in little cartons from the grocer's. But let's find out this process of salt-production. It is an interesting study—a part of the dollars which come to you each month from Frisco Lines were brought to the Frisco through the transportation of this commodity mined on the northern division.

The first salt in Lyons, Kansas, was mined thirty-six years ago. It required true genius to convince investors that salt in Kansas was a profitable undertaking, although it had already been tried in fields further away. But the Western Salt Company put its first shaft down in 1890, and today 400 cars of salt leave that company's mines each month, the product of the labor of ninety employees.

Thirty years ago young George Kelly was a laborer in those mines—then the Bevis Salt Company—drawing \$1.25 a day for his work 1,000 feet underground. Kelly determined that some day he would own his own mine, right in Lyons.

Lyons was then a town of six or seven hundred souls, and today its population is 3,000 and a good percentage of its people are working with and for George Kelly, the former day laborer.

For Kelly's concern, the American Salt Company, together with the Western Salt Company, combine to make Lyons, Kansas, one of the largest salt-producing centers in the world.

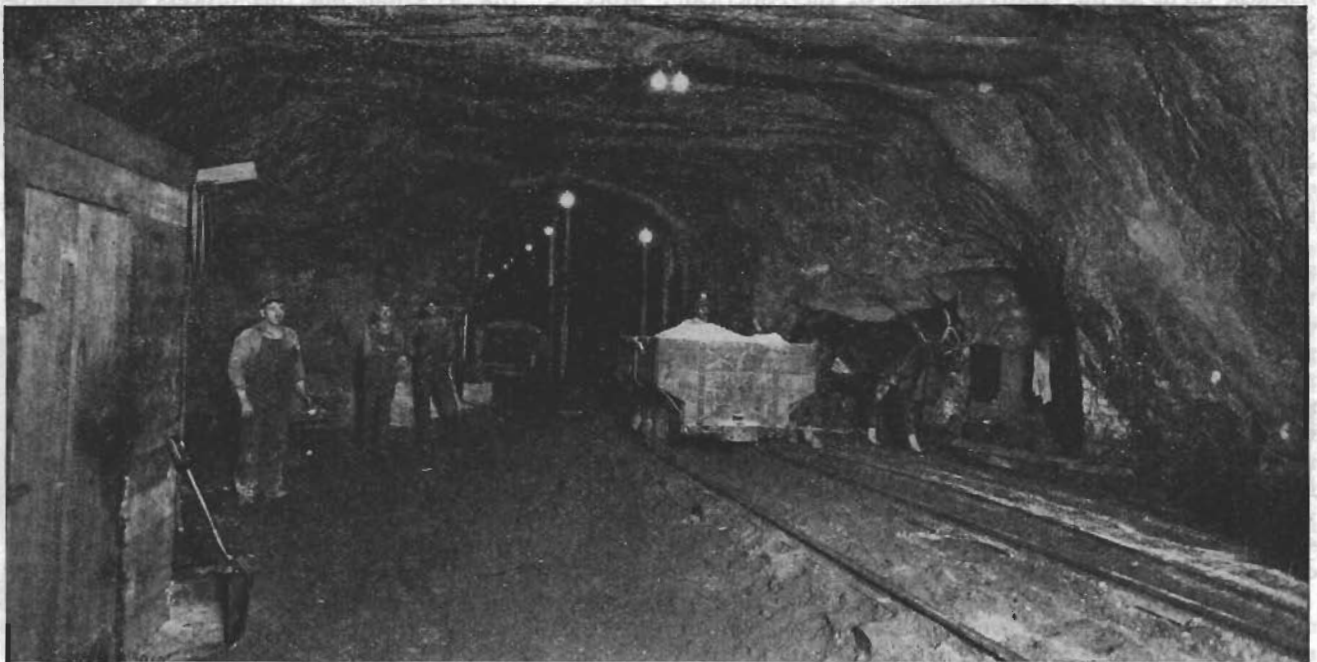
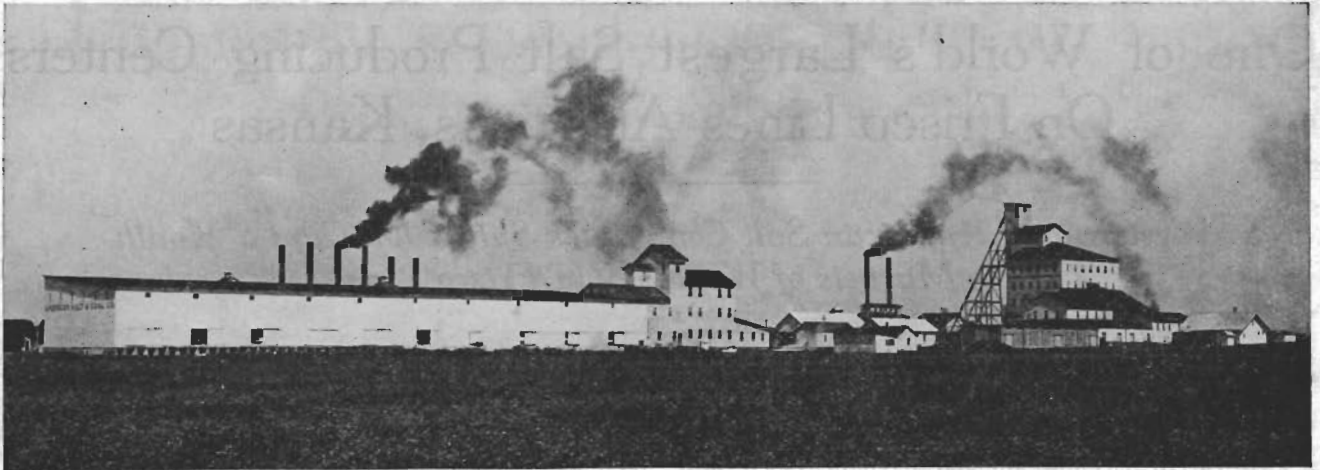
From the American Salt Company 600 cars of salt a month are moved over Frisco rails and 90 men and hundreds of thousands of dollars worth of mine machinery produce it.

Construction of a \$350,000 addition to the already large plant of the American Salt Company has just been completed and the output of the concern will jump greatly within the next few months.

The new addition will house a vacuum quadruple effect system with bowls, 13 feet in diameter and will add a manufacturing capacity of 400 tons daily maximum. Under the vacuum process system the grade of salt manufactured will be about the size of granulated sugar, and because the grain is uniform, practically the whole output can be made into table salt after it has gone through the large centrifugals and dryers.

The centrifugals will take out all but three per cent of the moisture from the brine as rapidly as the salt can be removed from the bowls, and the salt can be shipped the day it is made on all kinds of orders except





Upper—Property of American Salt Company, at Lyons, Kans., which is constructing a \$350,000 addition that will make the plant the largest one in the world. Lower—Photograph shows the interior of a salt mine of the American Salt Company.

fine table salt. This will have to go through the kiln dryers before shipping. Vacuum process salt is sacked and sold to the commercial trade for farmers and others for general purposes. Packing houses buy it in bulk in car loads.

The evaporating plant has no connection with the mine proper, the salt for this purpose coming from deep wells about a mile from the plant, and with the new addition, there will be three big plants one shipping lumps and the coarser grades of crushed rock salt, the second shipping the vacuum process granulated salt and the third supplying the demand for fine table salt. The company in the past has been confined principally to the sale of lump, crushed and block salt upon which the margin of profit is small, but with the new equipment will be able to go into a more profitable field, filling mixed car orders with dispatch as well as supplying the big users with any amount desired and whenever they want it.

### **Smoke Stack 180 Feet High**

The new power house will have a smoke stack 180 feet high, constructed of reinforced concrete, 14 feet in diameter at the base and 8 feet 6 inches at the top. This building will house two immense boilers, which will be able to do the work of the 16 boilers now in use and gas instead of coal will be used as fuel. The gas will be piped from Hutchinson and the new plant, with a capacity of 2,500 horsepower will use about 30,000,000 cubic feet each month. Every particle of steam about the plant, which is now going to waste in the form of exhaust, will be put to work and will add thousands of dollars profit, without any additional cost to the company.

The American Salt Company, with its present equipment, has a maximum daily output of 35 carloads which will be increased to about 50 carloads, when the new addition is completed. The 10 evaporating pans, (Now turn to Page 23, please)

# Testing Air Brake Equipment Is Important Job of Springfield Department

*Air Brake Machinist C. P. Freudenberg Designed Test Racks and Operates Them—Has Had Twenty Years' Experience*

"THESE air brake test racks look pretty complicated to most people, but when you've been handling air brake equipment of all kinds for years, experimenting with the new and trying to improve the old as I have, it all looks pretty easy and simple."

C. P. Freudenberg, air brake machinist at the south shops, Springfield, Mo., who made the above remarks, wiped his hands reflectively on his overalls and critically inspected his handiwork.

For twenty years Freudenberg has studied air brake equipment. During his sixteen years as a machinist with the Louisville & Nashville Railroad, Freudenberg found time in his spare moments to exhaust all available data on air brake equipment, comparative costs at test racks, and other phases.

Naturally then, when he came to the Frisco's Springfield shops in November of 1922, as a floorman and found no racks for testing air brake equipment, he was interested.

L. J. Leysaht, superintendent of the south shops, turned an attentive ear to Freudenberg's proposition to construct two test racks in the mammoth plant, particularly when the machinist said the cost of the construction would amount to very little.

Today Freudenberg's title is air-brake machinist, and the equipment shown in the pictures accompanying this article were constructed during his odd moments at the shop from bits of material salvaged from the route to the junk pile.

There is a decided use for the work of the air brake testing equipment in railroading today. The government requires that all gauges in locomotive cabs be tested quarterly, and every six months all the air equipment must be removed from Frisco engines and given a complete test and inspection. The feed valve on a train line must be taken off every ten days and repaired and inspected, and the air equipment on both passenger and freight engines which go through the south side shops finds its way across the test racks constructed by Freudenberg.

"The average passenger on our trains," Freudenberg said, "knows in a casual way what air brakes are, but doesn't realize what an important and vital

part they play in railroad operation today.

"Take for instance the signaling between the engineer and conductor. Let's suppose the 'Connie' thinks the coaches are getting a little chilly. He grabs the train cord and pulls it six times. The engineer looks at his gauge in the cab and finds that he's let the steam go down a little bit, so he opens up a little more and then answers the conductor's signal with six blasts on the whistle. The passenger doesn't know what's going on. But he gets warm again just the same.

"Then," the air brake machinist continued, "there's the strain placed on the air brake equipment by the constant applications and releases when the train is under way. Air brake failures are so rare in these days that one hardly hears of them. And the credit for this perfect performance is due to the constant testing and complete inspection which railroads give this equipment through plants like the one we have here."

The upper left hand picture in the photographs accompanying this story, is of the locomotive tender and equipment testing rack. This rack is used for testing all engine air brake equipment for defects and is highly important to the work. If some part of the air equipment in the cab of the engine is defective that part is removed and sent to the test racks where Freudenberg

connects it with his rack. The air pressure in the tests is the same as that in the train line and if the part refuses to function as it should, Freudenberg soon locates the trouble and corrects or replaces the affected part.

The second picture is of a combination rack, used for the testing of governors, controllers, feed valves, signal valves, signal reducing valves and air and steam gauges.

"In order to explain the rack more easily, we have placed numbers over the important devices," Freudenberg said. "No. 1 in the picture indicates the unit used for testing and regulating feed valves; No. 2 is a device for lapping in pump governor and controller rings and testing them out; No. 3 is used for testing signal valves; No. 4 for testing gauges; No. 5 is a

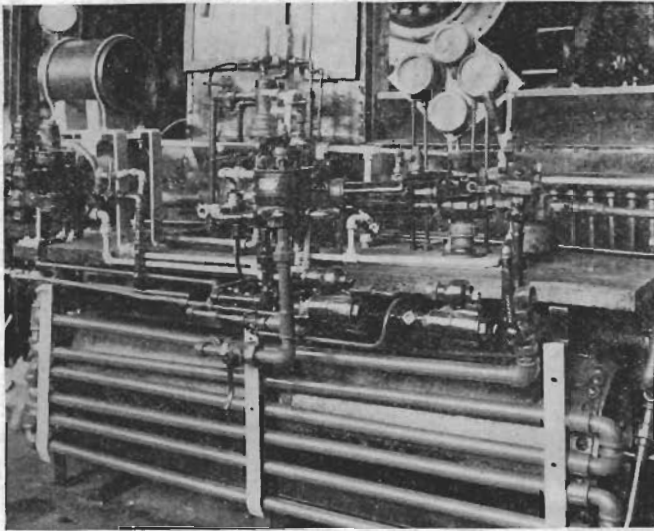
A total of 260,000 people saw the story entitled "Saving \$1,000,000 a Year from the Scrap Heap" which appeared in the St. Louis Globe-Democrat Magazine for Sunday, August 8. The article was written by Chris L. Murray of the Globe-Democrat staff, and presented a graphic picture of the remarkable operations at the Reclamation Plant of Frisco Lines in Springfield, Mo., in reclaiming and turning back into service thousands of articles which in former days of less efficiency were sent to the scrap heap—their usefulness gone forever.

The accompanying story tells of another phase of the work at the south shops, although it deals with the saving of lives instead of money.

Through two test racks he constructed himself, C. P. Freudenberg, airbrake machinist at the plant, sees to it that the brake equipment of both freight and passenger engines is in perfect working condition. Incidentally, the racks cost \$150 to construct, while their purchase price would be around \$700. But their worth to the smooth and safe operation of Frisco Lines can hardly be estimated in dollars and cents.

—W. L. H., Jr.





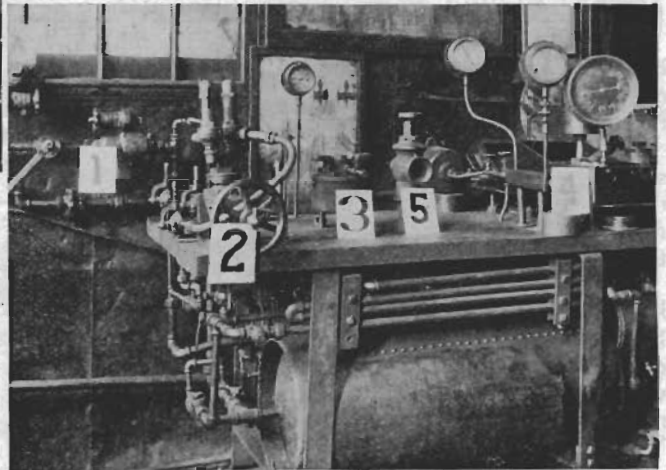
unit for testing and regulating steam heat regulators, signal reducing valves with rubber diaphragms and miscellaneous valves."

The tank below the table in this photograph contains 5,000 cubic feet of air—an equal amount to that used in handling a fourteen-car train. The entire force of the tank can be used in locating trouble with parts on the test rack.

While air testing equipment comparable to that of the Frisco's, is in use on many American railroads, the unique feature of the Frisco equipment is that it was constructed at an approximate cost of \$150.00, while



THE locomotive tender and equipment testing rack is shown at the left, and below the combination rack appears. The oval at the left is of C. P. Freudenberger, of Springfield, air-brake machinist and inventor of the two racks.



an outlay of \$700.00 would be required to purchase it.

### Amount of Equipment Damage Decreased 17.6 Per Cent

FRISCO employees are still waging a winning battle to reduce the amount of damage to equipment, although the number of cars damaged as compared with last year, shows an increase. A decrease in amount of damage of 17.6 per cent is recorded for the first nine months of this year, compared with last year, while the number of cars damaged increased from 966 to 1,065, or 10.2 per cent.

Springfield continues to lead the terminals in the campaign, with 8 cars damaged, or a damage to the total of cars handled of .0013 per cent. The central division leads all of its competing divisions with 10

cars damaged, and a damage to the total handled of .0047 per cent. Springfield's total damage amounts to \$935.00, and the Central division's damage equals \$437.00.

The slogan under which the campaign for the past month was carried was furnished by A. Thackery, a conductor of Chaffee, Mo., and reads: "The Experienced Trainmen Should Educate Our Inexperienced Trainmen and Enginemen to Handle Our Trains Carefully and Deliver Commodities to Destination Without Claims."

The table of percentage for the first nine months of 1926 follows:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
<b>TERMINALS</b>															
Springfield .....	8	17	30	\$ 935.00	\$ 1,751.00	\$ 2,421.50	597,127	636,415	552,812	.0013	.0027	.0054	1	1	1
Birmingham .....	37	56	70	3,378.00	1,734.00	2,330.50	630,758	525,782	459,508	.0059	.0107	.0152	2	2	2
St. Louis .....	64	68	90	2,932.00	3,856.00	3,213.00	592,279	553,066	513,557	.0108	.0117	.0175	3	3	4
Memphis .....	197	113	145	8,097.45	5,399.00	4,481.50	872,707	905,622	926,288	.0226	.0125	.0157	4	4	3
Tulsa .....	136	189	234	2,523.00	5,056.50	7,539.00	559,609	637,177	524,803	.0243	.0297	.0446	5	5	6
Kansas City .....	166	141	153	3,873.00	4,352.00	3,063.00	633,290	528,740	502,302	.0311	.0267	.0305	6	6	5
<b>Total .....</b>	<b>608</b>	<b>584</b>	<b>722</b>	<b>\$21,738.45</b>	<b>\$22,148.50</b>	<b>\$23,048.50</b>	<b>3,785,770</b>	<b>3,816,802</b>	<b>3,479,270</b>	<b>.0161</b>	<b>.0153</b>	<b>.0208</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>DIVISIONS</b>															
Central .....	10	8	29	\$ 437.00	\$ 1,128.14	\$ 593.40	313,668	307,307	272,901	.0032	.0026	.0106	1	2	2
Eastern .....	32	13	38	760.28	656.00	2,140.26	684,170	671,045	547,693	.0047	.0019	.0069	2	1	1
Southern .....	52	55	111	2,818.50	4,781.00	2,653.82	728,558	694,601	647,785	.0071	.0079	.0171	3	4	4
Western .....	20	21	25	2,079.00	691.00	2,116.00	191,842	188,455	165,170	.0104	.0111	.0151	4	5	3
River .....	47	88	233	963.00	3,773.50	5,547.50	368,695	338,794	337,645	.0127	.0260	.0690	5	7	7
Northern .....	141	56	130	2,144.80	2,895.50	3,297.33	851,560	825,404	738,884	.0166	.0068	.0176	6	3	5
Southwestern .....	141	117	216	4,050.50	2,990.51	4,846.25	851,043	853,784	715,345	.0167	.0137	.0302	7	6	6
<b>Total .....</b>	<b>443</b>	<b>358</b>	<b>782</b>	<b>\$13,253.08</b>	<b>\$16,914.65</b>	<b>\$21,194.56</b>	<b>3,989,526</b>	<b>3,879,390</b>	<b>3,425,423</b>	<b>.0111</b>	<b>.0092</b>	<b>.0228</b>	<b>--</b>	<b>--</b>	<b>--</b>
Texas Lines .....	14	24	6	\$ 233.00	\$ 585.50	\$ 129.40	116,886	128,371	118,172	.0120	.0187	.0051	--	--	--
<b>Total System .....</b>	<b>1065</b>	<b>966</b>	<b>1510</b>	<b>\$35,224.53</b>	<b>\$39,648.65</b>	<b>\$44,372.46</b>									

1926 compared with 1925—Per cent increase in number of cars damaged, 10.2% Per cent decrease amount of damage, 11.1% Per cent decrease in number of cars handled per car damaged, .085%



# They're Not "Accidents"—They're "Crashes", Dean of Taxicab Men Believes

## *Safety a Matter of Engineering, Education and Enforcement Among Automobilists and Pedestrians—Roy Payne*

By ROY PAYNE

**A**N old - fashioned Southern gentleman once said to me, "Roy, I've noticed a curious thing about myself. I think I'm a gentleman; at least, I try to be. When I'm walking along the street, I practice the ordinary courtesies which a gentleman is supposed to observe. I don't dash in front of people or elbow them out of the way. And when I meet a woman on a narrow sidewalk, I step out into the street to let her pass.

"But when I get into my motor car, I seem to forget all about being a gentleman. My attitude toward everyone else on the road is 'Get out of the way, or you'll be hit'. Now, how do you account for that?"

I didn't try to account for it, but I told my friend his experience was in no way unique. Many a motorist, ordinarily courteous, finds himself a different man at the wheel of a car. And it is just this disregard for the rights of others and the common decencies of the road which have contributed largely to the appalling increase in motor crashes in the last few years.

It is obvious that no one deliberately drives into another car or knocks down a pedestrian. We say, "Well, it was accidental". But "accidental" is not the right word. It implies that a chance, beyond human control, brought the cars together, or caused one to hit the pedestrian. That is sometimes the case, of course; but I prefer the word "crash", because most often the cause is simple thoughtlessness on the part of someone—the same thoughtlessness which is at the root of all discourtesy.

If my 15 years' association with companies operating motor vehicles has shown me anything, it is that the safest drivers are almost always the most courteous.

The startling increase in crashes, observed in nearly every city in the country, has brought the subject of



Mr. Roy Payne (above), who wrote the accompanying article, is the "dean" of Kansas taxicab owners. As president of the Yellow Cab Companies of Wichita and Topeka, Kansas, Mr. Payne operates more than 100 cabs and trucks, which travel between 4,000 and 5,000 miles a day or more than the distance between New York and San Francisco. He is a pioneer in safety work and a charter member of both the National Safety Council and the Kansas Safety Council. In this story, Payne gives some of his own ideas of safety and tells how he reduced "crashes" in his own companies until his cabs have fewer of them per mile than the average privately owned motor car.

safety to public notice more vividly than it has ever been brought before. Everywhere safety councils are being formed. Under the leadership of Herbert Hoover, secretary of commerce, a National Safety Council has been established, to meet in Washington and co-operate with the state councils. We have just organized the Kansas Safety Council, which held its initial meeting this month at Topeka. The whole problem of safety is being considered with the utmost care.

In general the problem has been divided into three parts—the three "E's", of engineering, education, and enforcement. The engineering, of course, has to do with road construction and such matters.

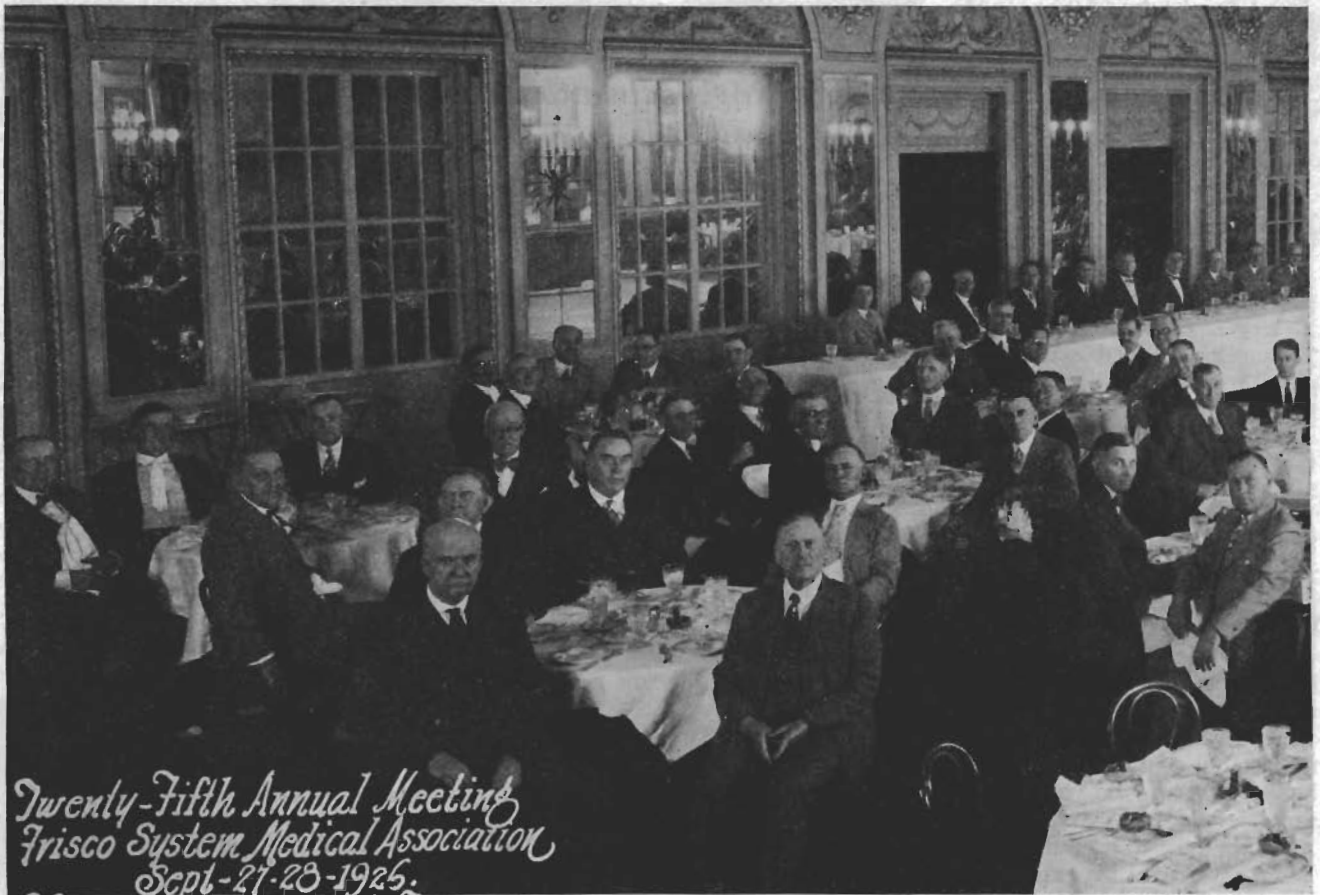
Wherever a grade crossing, for example, has been the scene of several crashes, it obviously should be studied, to see what can be done to improve the situation. Strangely enough, however, the number of crashes occurring at the so-called "blind" crossings, where the driver's field of vision is badly limited, is distinctly smaller than at the "open" crossings, where he can see along the tracks in both directions. The fact is simply another proof of the importance played by non-thinking on the part of the drivers in these crashes.

The matter of education affects chiefly three classes of persons, the children, the pedestrians, and the motorists. A start has already been made with the children. School heads and teachers throughout the state have been enlisted in a campaign of education in safety. I have heard children in the motor bus taking them to school, start chanting in unison, as they came to a grade crossing:

"Railroad crossing, railroad crossing, Stop. Stop! Stop!"

As the campaign touches the pedestrian, it attempts  
(Now turn to Page 41, please)

# Doctors of Frisco Lines Assemble



**D**R. S. A. WOODWARD of Fort Worth, Texas, a Frisco surgeon for many years, was elected president of the Frisco System Medical Association at the twenty-fifth annual meeting of that body in Memphis, Tennessee, September 27 and 28, and Fort Worth, Texas, was chosen as the convention city for 1927. Dr. Robert Vineyard of the general staff, St. Louis hospital, was re-elected secretary, and the following were elected vice-presidents, representing their various states: Dr. R. M. Jones, Missouri; Dr. M. O. Usery, Arkansas; Dr. R. S. Kirk, Mississippi; Dr. E. Dunlap, Texas; Dr. E. S. Edgerton, Kansas; Dr. R. L. Murdoch, Oklahoma; Dr. A. C. Jackson, Alabama; and Dr. W. V. Pruitt, Tennessee.

Dr. Woodward, the new president, has had a long and distinguished career in medicine. Born in 1872, he entered the medical profession upon his graduation from the Hospital Medical College in Memphis in 1894, and immediately entered his father's office at Carthage, Texas. He served twelve years in the house of delegates of the Texas State Medical Association and also on the board of medical examiners and with the board of health at Fort Worth. During the war he was

commissioned a captain in the Medical Corps at Camp Logan and in 1916, he was made a Fellow in the American College of Surgeons.



DR. S. A. WOODWARD

Two hundred of the five hundred physicians and surgeons in Frisco territory on the staff of Dr. R. A. Woolsey, chief surgeon, had registered

at the Hotel Peabody at 9 o'clock the morning of Monday, September 27, when the convention was called to order.

Doctors do not believe much in preliminary sparring. Theirs is a profession which requires immediate "getting down to cases." That is the way the convention was held.

Following a prayer by the Rev. C. H. Williamson of the First Presbyterian Church of Memphis, the meeting was called to order, and the first paper was read by Dr. Whitman Roland of Memphis, on "Liver Function: Its Relation to Diabetes and Chronic Diseases of the Biliary Tract."

Then followed in succession during the morning hours:

Discussion by Dr. Ellsworth Smith, St. Louis, Mo.

"Artificial Respiration"—Dr. Samuel R. Benedict, Birmingham, Ala.

Discussion opened by Dr. Ralph Smith, Tulsa, Okla.

"Osteomyelitis"—Dr. C. A. Jackson, Jasper, Ala.

Discussion opened by Dr. J. A. Cusler, Memphis, Tenn.

"The Importance of Focal Infections in Peptic Ulcers"—Dr. R. L. Haden and Dr. J. R. McVay, Kansas City.



# At Memphis, September 27 and 28



Following the morning session a brief respite for luncheon was held.

The following program took up the afternoon:

"The Lumbar Spine and Sacro-Iliacs"—Dr. J. R. Gardner, chief surgeon, West Point Lines, Atlanta, Ga.

Discussion opened by Dr. M. L. Klinefelter, St. Louis, Mo.

"Common Skin Diseases Observed in Railway Employees"—Dr. W. L. McBride, Kansas City, Mo.

Discussion opened by Dr. J. L. Kimbrough, St. Louis, Mo.

"Report of a Case of a Colossal Fakir"—Dr. W. H. Wilder, Birmingham, Ala.

Discussion opened by Mr. H. W. Hudgen, chief claim agent, Frisco Railroad, St. Louis, Mo.

"Ureteral Stricture"—Dr. W. J. Wills, Springfield, Mo.

Discussion opened by Dr. W. R. Brooksher, Ft. Smith, Ark.

The afternoon meeting adjourned at five o'clock and the doctors retired to their rooms to prepare for the annual banquet at 7 o'clock.

Mr. George Thomas, editor of the Memphis News-Scimitar presided at the banquet which was served in the mezzanine floor banquet room of the

Peabody Hotel. The Peabody orchestra played for the doctors and other entertainment was presented. Short talks were made by several of the attending physicians both from Frisco Lines and other railroads.

Promptly at 9 o'clock the next morning the doctors again adjourned for more technical papers and discussions.

The program for the day follows:

## Morning Session

"The Intravenous Use of Glucose"—Dr. W. B. Malone, Memphis, Tenn.

Discussion opened by Dr. A. A. Gilbert, Fayetteville, Ark.

"Fractures of the Skull"—Dr. Ernest Sachs, St. Louis, Mo.

Discussion opened by Dr. Frank R. Fry, St. Louis, Mo.

## Afternoon Session, 2 o'clock

Discussion opened by Dr. M. B. Hendrix, Memphis, Tenn.

"Eye Injuries Met by Railway Surgeon"—Dr. H. B. Davis, Kansas City, Mo.

Discussion opened by Dr. George M. Paine, St. Louis, Mo.

"Pyonephrosis With Stone"—Dr. Robert Vinyard, St. Louis, Mo.

Discussion opened by Dr. H. M.

Moore, St. Louis, Mo.

Report of committees.

Election of officers.

At the election of officers it was decided to set a date for the Fort Worth convention at a later time.

## OFFICIAL PRAISES FRISCO

"You have had me on your honorary mailing list for the *Frisco Magazine* for quite awhile," writes Hon. W. C. Curl, mayor of Winfield, Ala., to the editor, "and I hope you will continue to honor me with its appearance on my desk each month. I have been reared on the Frisco, have worked for it when I was a boy, and have always felt toward the Frisco as 'my railroad.' For the last several years that I have been mayor of Winfield (the best town on the Frisco of its size), I have had lots of business with the Frisco and am glad to say that it has all been pleasant, prompt and efficient. The town of Winfield is one of the best communities on the Frisco and we are proud to say we live on its rails. We are here to help you continue to keep the Frisco the best railroad in the South."



# Students at University of Arkansas Grateful to Frisco for Splendid Service

## *Railroad Comfort and Speed Contrasts Favorably With Inconvenience of Early Day Travel*

By KENNETH F. HEWINS  
Instructor in Journalism, University of Arkansas

**D**RAWN away from their homes perhaps for the first time by the attraction of a college education, hundreds of students railroaded to Fayetteville, Ark., in September to enter the University of Arkansas. Frisco employes know how the students reached the university city and know what they brought with them.

Fayetteville is reached from both the north and the south by the Central division of the St. Louis & San Francisco railroad, and branches from Okmulgee and Pettigrew communicate from the west and east. That tells why Frisco employes knew the fall semester was opening at the state university of Arkansas.

In the early days of the university, when stage coach transportation and Indian molestation hindered travel, students would frequently remain in Fayetteville throughout the four-year period of their college courses. Early graduates of the university tell stories of their difficulties in reaching Fayetteville. These old-timers can appreciate in full the part played by Frisco Lines today in assisting their sons and daughters to get a college education at the same place they went to school.

Did you ever ride on a train with a collegiate crowd aboard? If you did, you are aware of the comfort and pleasure afforded students by railroads today as against the inconveniences of antiquated means of conveyance. As the train travelled smoothly along at high speed, one student perhaps was writing a letter home to be posted in the mail car. Another was reading a magazine or newspaper bought from an agent on the train. Groups of students were enjoying a game of bridge played on suitcases held on their laps.

Think of trying to write a letter or read while bouncing over a bumpy road. Think of trying to play cards with one hand and holding in a stage coach with the other. Then think of what railroads mean to students today when they're on their way to college.

College youths are a carefree group of young men and women. They are wont to follow the road of least resistance and logically look to the railroads.

With many leading universities of the country placing bans on students owning and operating automobiles, it seems reasonable to predict that



*Students arriving at Fayetteville, Ark., on board the northbound Frisco train No. 704 for the opening of the fall semester at the University of Arkansas. The frame building shown in the background is serving as a temporary depot while work is rapidly progressing on an attractive new station in the university city.*

trains will play even a greater part in student transportation in the future. While no steps have been taken at the University of Arkansas to prevent students from driving cars, many institutions prohibit it with a penalty of suspension from school for violation of the rule. The reasons given for such measures being enforced are that automobiles are too expensive to be driven by students and that they attract too much of the students' attention from their studies.

Through transportation facilities afforded by the Frisco Lines and because more students today are demanding a college education, the University of Arkansas has realized marked development in recent years. The university at present is composed of the following divisions at Fayetteville: the college of arts and sciences, the college of agriculture, the college of education, the college of engineering, the school of law, the school of business administration and the general extension service. The school of medicine and the agricul-

tural extension service are located at Little Rock, and the agricultural, mechanical and normal school branches are at Pine Bluff. The teaching force at Fayetteville this year is composed of 140 persons in addition to administrative officers.

A new and attractive Frisco depot is being erected conveniently with reference to the university. The new station is being built on the site of the old depot, which was torn down early in August, just two blocks east of the University of Arkansas campus.

Fayetteville is located in Washington County in the northwestern part of the state. Being in the heart of the Ozark mountains, the city is built on uplands at an elevation of about 1,500 feet. The surroundings are of natural beauty and the excellent climate of the region in all seasons is known throughout the southwest. Fayetteville's \$300,000 hotel to be built on Mt. Sequoyah, at the eastern border of the city, doubtless will be an attractive drawing-card for tourists over Frisco Lines.

## Playing the Game for Frisco Lines

WHEN the responsible officer of a rival railroad sent a circular letter to his employees, congratulating them upon their splendid showing in the reduction of freight loss and damage claims, and confidently predicting that the pennant for the lowest ratio would rest with his railroad at the end of the year, he reckoned without the Frisco and General Manager Fred Shaffer.

By firing straight facts and figures at the opposition, Mr. Shaffer literally impaled the rival officer on his own petard, in a letter to all employees under date of September 30. It will be good news to Frisco employees who are working valiantly and successfully—to keep their railroad to the forefront in the nation-wide campaign among railroads for further reductions in freight loss and damage claim payments.

Mr. Shaffer's letter follows:

"I am attaching hereto a copy of a circular letter addressed to all employees by the vice-president and general manager of a neighboring and competing railroad, commenting in baseball parlance (which appears to be the order of the day) upon the wonderful record made in the reduction of freight loss and damage claims and directing particular attention to the fact that a ratio of \$0.66 out of every \$100.00 freight revenue was reached in August and a ratio of \$0.84 per \$100.00 freight revenue for the period, January to August, inclusive, of this year, both records being the lowest in the history of that railroad, which it is felt if maintained throughout the year will win the 1926 freight claim prevention pennant.

"I know that every member of the Frisco family will be happy to learn that our ratio of freight claim payments for the month of August was \$0.49 per \$100.00 freight revenue (\$0.17 less than our competitor) and that our ratio for the first eight months of 1926 is \$0.74 per \$100.00 freight revenue, or \$0.10 less than our competitor who expects to win the pennant.

"The record that we have made and expect to maintain throughout the year is the result of the co-operation and support received from the employees in all branches of the service. It is a splendid example of and tribute to team work, so beautifully eulogized in baseball parlance in the poem by Edgar Guest, a copy of which I attach. The poem truly expresses the Frisco spirit in a manner more eloquent than I could hope to express it.

"I want to thank each and every employee on the railroad for the good work they have done and to ask of each of you your continued co-operation, support and assistance throughout the year and knowing that I will receive it, I have no fear of being overtaken by our competitor and feel certain that the 1926 freight claim prevention pennant among railroads,

handling a similar volume and class of traffic, will rest with the Frisco.

Yours truly,  
F. H. SHAFFER."

Mr. Guest's poem follows:

It's all very well to have courage and skill

And it's fine to be counted a star,  
But the single deed with its touch of thrill

Doesn't tell us the man you are;  
For there's no lone hand in the game we play,

We must work to a bigger scheme,  
And the thing that counts in the world today

Is how do you pull with the team?

They may sound your praise and may call you great,

They may single you out for fame,  
But you must work with your running mate

Or never you'll win the game;  
For never the work of man is done

By the man with a selfish dream,  
For the battle is lost or the battle is won

By the spirit of the team.

It is all very well to fight for fame,

But the cause is a bigger need,  
And what you do for the good of the game

Counts more than the flash of speed;  
It's the long, long haul and the dreary grind,

Where the stars but faintly gleam,  
And it's leaving all thought of self behind

That fashions a winning team.  
You may think it fine to be praised for skill,

But a greater thing to do  
Is to set your mind and set your will

On the goal that's just in view;  
It's helping your fellow man to score

When his chances hopeless seem,  
It's forgetting self 'till the game is o'er

And fighting for the team.

## GEORGE N. PECK DIES

G. N. Peck, local Frisco agent at Imboden, Ark., lost his life while swimming in Spring River, at 6:00 p. m. on the afternoon of August 5.

Mr. Peck was born in Lapeer, Mich., December 1, 1877. He completed his course in telegraphy in his home town and went to Tennessee at the age of nineteen and began work as agent at Lexington in the N. C. & St. L. Railroad. He was transferred to Hatchie, Tenn., where he married Miss Ella Nerren in the year 1900. They afterwards moved to Perryville, Tenn., and then to Memphis, and in 1908 came to Imboden, where Mr. Peck accepted the Frisco agency and remained until the time of his death.

## ABOUT THE WORLD'S SERIES

There was sickness aplenty on Frisco Lines the week of October 3 to 9! Oh, yes, there was. Grandmothers were dropping off with convenient regularity—aunts and uncles suddenly developed drowsy, Bright's disease, hiccoughs or what have you—cousins and nephews were seized with malodorous maladies of one type and another—and the mighty Babe Ruth was in St. Louis with the Yankees, battling for the world's championship which never came, though the Mighty Bam broke almost every world's series record there was and almost gave heart failure to many St. Louis rooters.

It was a grand and glorious three days, October 5, 6 and 7. If there was a business concern within a hundred miles of St. Louis that did enough business to warrant keeping its doors open—well, there wasn't any. But what a time the boys and girls had!

Frisco Lines handled more than thirty extra sleepers on various overnight trains; ran two sections of Nos. 9 and 10, both ways; and special excursion trains from Springfield and other points, principally on the river division.

Most of the incoming Frisco fans fought shy of the general offices at Ninth and Olive Streets! No, there was no particular reason! They just didn't show up. John McCormack and C. J. Stephenson showed up the last day of the series in St. Louis, but they were among the few.

Among the out-of-town visitors (ah, this is good): J. E. Potts, Springfield, Mo.; R. C. Gentry, Kansas City, Mo.; F. A. Beyer, Springfield, Mo.; J. K. Gibson, Springfield, Mo.; O. H. Reid, Tulsa, Okla.; H. W. Johnson, Springfield, Mo.; C. H. Bergstrom, Springfield, Mo.; L. E. Elliott, Springfield, Mo.; J. T. Fite, Springfield, Mo.—and many others whose names have slipped. We didn't keep a registration list in the editorial offices. Didn't we just tell you they didn't come around?

Besides that, only the office boy was here to see that they registered. And we doubt if he stayed in the office. We weren't here to know about it, anyway!

## Too Much

Ollie: "Ollie, will you marry me?"

Ollie: "Yes, Ollie."

They drove along in silence for about five miles.

Ollie: "Ollie, aren't you going to say something?"

Ollie: "I think I've said to damn much already!"



## Car Miles Per Hot Box Increase 344 Per Cent Since 1921, Record Shows

### Campaign to Reduce Number of Hot Boxes Brings Total Down From 1,200 to 425 a Month

ONE of the most baffling problems in railroad operation is the elimination of hot-box trouble, mechanical men say. On every railroad in America strenuous efforts are being made to reduce this "malady" which is taking thousands of dollars in revenue from the roads each year. Since 1922 a strenuous campaign has been in effect on Frisco Lines to bring hot-boxes down to a minimum, and so well has the campaign succeeded that the car miles per hot-box in 1926 was 344 per cent greater than it was in 1921.

In 1921, September, the operating calendar showed up with a total of 1,200 hot boxes. The mechanical department "hit the roof," figuratively. There were several "hot" sessions about hot-boxes. Then the campaign began in earnest. Not a trick was missed to insure the reduction of hot-boxes in both freight and passenger service on the railroad.

The results warrant publicity. They are splendid and every employe on the road has a right to thump his chest with pride about the showing.

For in September this year, there were only 422 hot boxes on freight trains and five on passenger trains on the entire system. And this record stands in the face of 33,396,683 car miles made that month. In September of 1921, when the 1,200 hot-box record came to light, Frisco trains made only 21,142,511 car miles. To carry the average further: In September of 1921 the Frisco made only 17,619 car miles per hot box; while in September of 1926, the Frisco made 78,212 car miles per hot box, or an increase of 60,593 car miles or 344 per cent over the same month five years ago.

A hot box on a train can delay it for hours at a time. It may get so hot that the waste catches fire, and long tongues of flame shoot from out of the box. A box of this kind has tied up trains and put them into the terminals hours behind schedules.

But the cause of a hot-box, like many other sources of trouble, can be eliminated to a great degree. H. L. Worman, superintendent of motive power is the man responsible for the engines making their schedules over the line. If the train is delayed by a hot box or by any mechanical failure, he is responsible. Therefore he issued orders to the master mechanics, car foremen, box packers and roundhouse men that hot boxes

must be eliminated, and better attention must be given the inspection of the trains at terminals to locate trouble.

There are three major causes for hot boxes: dry waste, worn out brass and cut journals. The brakeman is the man who packs the boxes on line of road on freight and passenger trains, and on each train a supply of waste and oil is carried for emergency use. On passenger trains this supply is carried in the baggage car and on freight trains, in the cabooses. If the box is found to have worn out brass, the car is set out, and at the next station the agent is notified so that he may arrange to have new brass applied, and the car picked up by another train.

"It cannot be estimated in dollars and cents what a hot box costs a railroad," Mr. Worman remarked, "however we do estimate that every hot box that is set out on line of road costs us \$10.00, not to mention the delay and loss to the shipper, should it be a load."

There is only one way to pack a box, according to Mr. Worman, who says:

"Pull out all the old waste with a packing hook. See that the brass, and the wedge that holds the brass in place, are in proper condition. Take waste that has been thoroughly saturated with oil and twist up a roll and put it underneath the journal at the rear-end of the oil box. This is done in order to keep the dust and dirt from getting in through the oil box to the waste. Then proceed to fill the rest of the box with waste up to the center line of the journal. After this is completed, place a small handful of waste up against the end of the journal which acts as sort of a wedge to keep the waste from working out of the box."

Each terminal has its quota of box packers, who meet every train and inspect it thoroughly. St. Louis has four and this number is the same at the other large terminals, while other stations require the services of only one or two.

This showing is a splendid one, and is due to the untiring efforts of those directly connected with terminal inspection. The campaign which was started in 1921 has never for an instant lagged. Rigid inspections have been given at terminal points, and every precaution taken to avoid delay due to this cause.

## MEET AT TEN POINTS

### Accident Prevention Sessions Attract 200 Employees

TWO hundred employees and visitors attended the ten accident prevention meetings which were held at various points on the system, September 15 to October 8.

An interesting meeting was held at Ft. Scott, Kans., on September 15. W. H. Bevans, superintendent, acted as chairman. Twenty employees and twenty-three visitors were present. C. C. Mills, from the accident prevention bureau of St. Louis, assisted Superintendent Bevans. All accidents which had occurred since the last meeting were taken up and discussed, and reports of hazardous conditions were given careful consideration.

Another of the larger meetings was held at Kansas City, in the mechanical department, on September 21, when thirty men answered the roll call. W. B. Berry, master mechanic, acted as chairman, assisted by Harry Harrison of the accident prevention bureau, St. Louis. The injuries at this point for the month of August, 1926, compared with a year ago, showed a decrease of 6.3 per cent.

J. M. Flanigan, superintendent of terminals at Kansas City, Mo., called an accident prevention meeting on September 16, at which fifteen men were in attendance. A discussion of rough handling, train and car delays, damage to property and livestock on the right-of-way, took place, and many suggestions were offered for the good of each subject.

Harry Harrison, of the accident prevention bureau, St. Louis, acted as chairman of the meeting held at Hugo, Oklahoma, on September 17, which was attended by fifteen men. J. W. Bowler, general chairman of the engineers was an interested visitor.

W. J. Foley, master mechanic at Enid, Oklahoma, called a meeting at that point in the interest of accident prevention at which there was an attendance of fifteen men. Harry Harrison of St. Louis assisted Mr. Foley.

Meetings were also held at the following points on the dates shown, with a good attendance at each: Chaffee, Mo., September 27; Memphis, Tennessee, September 28; Kansas City coach yards, Kansas City, Mo., October 4; Springfield west shops, Springfield, Mo., October 4; Eastern division, master mechanic's office, Springfield, Mo., October 8.

## WELCOME VISITORS

George Daniels, pensioned engineer, and Mrs. Daniels passed through St. Louis on their return home to Fort Smith on the morning of October 8, after a three-months' visit to a married son at his summer home, Lake Boone, Mass., about thirty miles from Boston.



## A REAL VACATION

## C. J. Stephenson Takes First Vacation in 27 Years

**M**R. C. J. STEPHENSON, assistant to the general manager at Springfield, Mo., and affectionately known as "Steve" to thousands of Frisco workers, has blithely passed by the vacation period of two weeks for a total of 27 years. There has been nothing in the way of mountain scenery, fishing holes, or seaside resorts that appealed to "Steve" as much as staying on the job and devoting eight or ten hours a day to keeping Frisco trains on time and the work of the general manager's office in "caught up" shape.



Some how Fred Shaffer, general manager, heard that his right hand man had spent twenty-seven years without a vacation.

And one morning "Steve" was called on the carpet for the first time in his life.

"You are hereby instructed to leave this office immediately if not sooner, and not return to it for a period of two weeks, under penalty of the dreaded ire and terrible fury of the general manager," Shaffer told Stephenson. He smiled when he said it, but "orders is orders" and "Steve" prepared to vacate for a while.

"I didn't like it at all at first," he said. "The first forty-eight hours were like a nightmare. Then I decided to go fishing. I got hold of my son-in-law, Morris Jess, and we decided to take a two and a half day float down the Current River between Van Buren and Doniphan. I hadn't had a fishing pole in my hand since boyhood days, I guess, but we got a lot of tackle and plenty of old clothes and food and started out.

"Well, sir, I caught the first fish, and it was the biggest one of the bunch. On the first day and in the first couple of hours, I hauled in a two and a half pound bass. Jess never did equal it. Between the two of us we caught thirty-seven fish and they averaged one and three-quarters pounds. The rest of the time I loafed around home, fixed up some things around the place and drove through the Ozarks some. All in all I had a good time. I see now where I missed it by not taking the two weeks a year all of us are supposed to get. It freshens a man up, makes him feel better and gives him, in base-

## Otis Embry Heads Brotherhood of Locomotive Firemen and Enginemen



OTIS EMBRY

**M**R. OTIS EMBRY, of Sherman, Texas, was elected general chairman of the Brotherhood of Locomotive Firemen and Enginemen at a meeting of the brotherhood September 23 at Springfield, Mo. The new general chairman has had twenty-three years' service with the Frisco and his record shows that he has never been involved in a serious accident, never has been out of service and has never lost a day as a disciplinary measure. He succeeds the late W. S. Blennerhassett to the position.

Embry was born June 7, 1880, in Wise County, Texas, near Decatur, and grew up in his natal state. He received a common school education at Decatur and later graduated from the Metropolitan Business College at Dallas, Texas.

His first service with the Frisco Lines was on August 19, 1903, when he was employed as engine wiper at Sherman, Texas. He made his first trip as a student fireman on October 5, 1903, and established his seniority as a fireman on November 4 the same year. He was promoted to engineer February 20, 1907, and in the same year was elected local chairman of the Brotherhood of Locomotive Firemen and Enginemen. Mr. Embry was a member of the general committee at Springfield in 1907 when the late W. S. Blennerhassett was chosen gen-



CHAS. L. GRIMES

eral chairman to succeed Mr. Steel Campbell. In 1910 Embry was elected vice-chairman of the B. of L. F. and E., at the St. Louis meeting and in the following year he was chosen secretary-treasurer of the organization succeeding Mr. F. M. Yingling.

Mr. Embry was married on June 16, 1907, to Miss Edith Marie Jones of Fort Worth, Texas, and they have one son, Joe Otis, aged 14 years. The Embry's will make their home in Springfield, moving immediately from Sherman, Texas. His offices will be at 218 Holland building, Springfield.

Mr. Charles Louis Grimes was elected to the position of secretary-treasurer left vacant by Mr. Embry's promotion. Grimes was born June 19, 1889, at Moberly, Mo. He moved with his family to Clinton, Mo., in 1894, where he graduated from the Clinton High School, and was later married to Miss Mildred Adkins of that city. The Grimes' have two children, C. L., Jr., aged 12 and Jim Adkins, aged 10.

He entered the service of the Frisco on February 22, 1916, as locomotive fireman and has never been out of service since that date. Mr. Grimes was elected local chairman of his organization in September, 1921. He resides at 439 West Scott Street, Springfield, Mo.

ball language, a 'change of pace.' Yes, I'm going next year without being urged."

"I almost had to throw 'Steve' out of the office to get him going on that

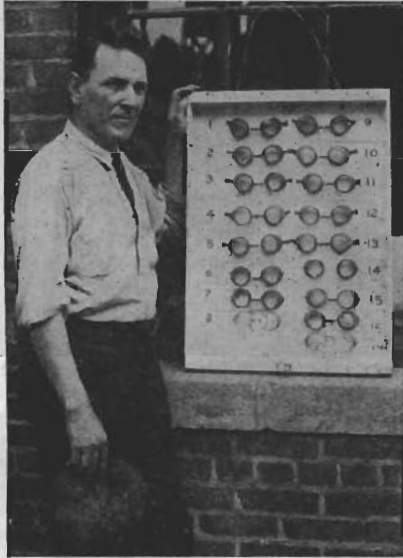
trip," General Manager Shaffer said.

In the accompanying picture, Stephenson and his son-in-law show the results of their float. Stephenson is on the right.

## Shattered Goggles Are Safety Reminder To Shopmen

**M.** L. RYAN is safety inspector of the West Shops at Springfield, Mo. Practically all of his time is spent in inspecting machinery and appliances and in instructing the men along safety lines. He is the only man with such a title on the Frisco Lines, with the exception of the representatives from the accident prevention bureau of St. Louis, Mo.

Mr. Ryan has only been with the Frisco since January, 1924, but since his arrival he has worked unceasingly



M. L. RYAN

and with remarkable results in the interest of accident prevention. Before he took service with the Frisco he had had years of experience in contract shops, two years with the Central of Georgia in electrical work and a number of years with the American Car Company inspecting new equipment.

"I have always been interested in safety from any standpoint, and especially have I been eager to see and eliminate every hazard in these great west Springfield shops," he remarked.

He has made a special campaign to see that the men who are engaged in hazardous work wear goggles, and he has been collecting and exhibiting the broken pairs which he finds—every pair of which has saved an eye.

"I have derived great satisfaction from collecting goggles, broken in the performance of hazardous work by the men, and knowing that through my efforts and those of the foreman, these men did not forget to put them on, and today they have their eyesight," he continued.

He went into his office and returned with a board, on which he had mounted seventeen pair of broken goggles.

"Each pair of goggles on this board has a story," he said, as he stood be-

side the collection shown in the accompanying photograph.

"The goggles shown opposite the number '8' are perhaps my most valuable pair, at least F. Sharp, the boilermaker who was wearing them at the time they were broken, says he would not take \$50,000 for what is left of them. He was busy in the operation of expanding flues when the snap came out of the gun and broke the lens in one side of the goggles. It hit with such force that it shattered the glass, but did not touch the eye ball. It was fifteen minutes before we could convince him that he still had his eyesight. We had to take him to a doctor before he would believe it, so great was the shock. He was one of the happiest men when he was finally convinced, I think I ever saw, and needless to say, he is one of my most valuable boosters in the safety work."

"How do you get your different messages to the men," he was asked.

"I find the bulletin boards of value, aside from my own personal instruction and warning. However, even a bulletin board can be overworked, and sometimes for a day or so at a time, I leave them all blank. Then when I again add posters, they create renewed interest," was his response. "I have a total of forty-four bulletin boards in the various shops here. There is one bit of advertising which the men hate to see me put up, and I do it only once in awhile. I have a little glass case and inside of it a glass eye, and a pair of goggles. The lesson is obvious. Then men hate to see me give them this warning, but it always brings about an extra amount of caution, I find."

Mr. Ryan claims that most accidents are due to carelessness.

"Carelessness," he said, "is just a form of suicide, yet the term suicide does not altogether fit the case. The person who will not discard careless habits has a very good chance of meeting accidental death. In other words, of becoming one of the 70,000 who annually are victims of the habits of carelessness in industrial America. Thus the suicide and the person with careless habits, travel side by side."

The average number of accidents at the west shops is low compared with the number of men employed in the various buildings, and this low average is due to the co-operation which Mr. Ryan has received from the foremen and workers.

There is a unique system in effect, whereby each man who is slightly injured, or who accidentally injures a fellow workman, is asked to attend the monthly safety meeting as a visitor. Here he listens to the various recommendations and safety talks, and he cannot but help receive great benefit and an impression which will last.

## WM. C. BUSH CHOSEN

### Popular President Re-elected Head of Frisco Assn.

**L**OCAL No. 1 of Springfield, Mo., Frisco Association of Metal Crafts and Car Department Employees met on the night of October 8 at 214½ East Commercial Street.

The most important business of the evening was the election of officers and W. C. Bush, president of the local, was unanimously re-elected for a second term. Virgil Johnson and Chas. Melton were elected vice-presidents, and the following men were chosen as committeemen: Tom Ladd, A. E. Godfrey, Chas. Melton, J. F. Thompson, O. S. Bradley, Chas. Bailey, Roy Triplet and Joe Brandon of the west shop; W. C. Bush and Chas. Labounty of north shop; Virgil Johnson, Lon Van Winkle and Leaford Johnson of the south shop. Virgil Johnson, Tom Ladd and W. M. Shelton were also appointed on the executive committee.

Following the business session, the ladies were admitted to the meeting where they enjoyed an interesting program, the first number of which was an address by Harry Harrison of the accident prevention bureau, St. Louis, who spoke on safety. Frank Junkins, new general chairman, made a splendid talk on which he outlined the policies he expects to pursue in the discharge of his new duties. L. J. Leysaht, superintendent of south shops, and W. M. Underwood, former general chairman, were also present and made short talks. Mr. Walpert, president of the Monett, Mo., local, was a visitor.

Two wrestling bouts greatly interested the men, one a four-round bout between Carl White and Chester Ferguson, and the other a six-round bout between Jimmie Larkin and Kenneth Lee, employees of the Springfield shops. Otto Henderson refereed both bouts to the satisfaction of all present. Evelyn Jane and Jerry Coring carried off first honors in the Charleston contest.

The wives of the men present expressed themselves as willing to assist any other locals in arranging a ladies' auxiliary.

## FRISCO ASSOCIATION MEETS

The fifth annual meeting of the Frisco Association of Metal Crafts and Car Department employees was held at Springfield on October 23, in the assembly room of the Frisco general office building. Wm. Underwood, chairman of the association had charge of the meeting.

This meeting was called primarily for the purpose of discussing progress of the association since its last meeting, its aims and plans for the coming year. At the end of the morning session and after luncheon, H. L. Worman, superintendent motive power addressed the men.



## Flowers Thrive Amid Smoke and Cinders at North Springfield Shops



Flowers and shrubs thrive in hot houses and in gardens tended by expert gardeners, but H. H. O'Neal, gardner at the North Springfield shops has performed nothing short of a miracle in transforming the yards in and around these shops, into a perfect riot of color.

Most of the flowers which he has planted, and which go to make up the beautiful display are old fashioned flowers; snap-dragon, petunias, wild moss and bachelor buttons, beds of gaily-colored zenias and four o'clocks!

They grow, seemingly, out of chat and coal dust, and they grow profusely.

"I haven't any rule that I go by. I know of course, when to plant the seeds, and I just give them plenty of water to drink and that's about all," O'Neal explained.

It has always been told that flowers should never be watered in the heat of the day, or when the sun is on them, but employes going to and from work in these shops, find him watering his flowers in the heat of the day. Engines come into the yard blowing off the boilers, and the sediment is sprayed over the yard, but doesn't hurt the flowers.

The yards are a source of much comment from passersby on Commercial Street, where they can be seen to the best advantage and Mr. O'Neal is very proud of his accomplishments in the gardening line.

### "HOME OF THE CONCORD GRAPE"

(Continued from Page 10)

into this territory in ear loads, and distributed broadcast.

#### 16,000 Acres of Grapes

At the present time there are approximately 16,000 acres of grapes in the Ozark territory along the Frisco. The yearly carload movement attests the rapid growth of this industry. During 1924 there was a movement of 248 cars of grapes from eighteen producing points; in 1925, 442 cars from twenty-nine producing points and in 1926, a total of 1,508 carloads from forty-five producing points. Springdale, Ark., alone, during 1926, produced 641 carloads of grapes. Exeter, Mo., was the second heaviest producing point, with 106 cars. This is, indeed, a remarkable development within so short a period, and the industry is still in its infancy. Undoubtedly within the next three or four years there will be a movement of from four to five thousand cars of Concord grapes from the Ozark territory. It is estimated the grape industry brought to the grape growers in the Ozarks during 1926, over \$750,000.00.

In connection with the encouragement of grape planting in the Ozarks, it was suggested that a fair average on an acre of grapes would be from

two and one-half to three tons. The average yield during the season 1926 far exceeded anything anticipated by those who were most optimistic. It is expected that when the final returns are compiled, the average yield for the entire Ozarks, on an average, will be between four and five tons per acre. Not only was the tonnage per acre a surprise to all, but the quality surpassed anything ever produced elsewhere. Letters are being received by growers from all parts of the country, testifying as to the wonderful quality and high sugar content of Ozark grown grapes. There have been many instances of most unusual returns per acre during this season. Mrs. O. B. Irwin, of Springdale, produced this year from one acre of grapes planted in 1921, over eight tons. Professor J. R. Cooper, in charge of the experiment station at Fayetteville, Ark., advised that on one acre he gathered over nine tons.

#### A New Industry

A new industry has come into the Ozarks. The Ozarks have often been referred to as "The Land of the Big Red Apple" and regarding its strawberries, as "The Strawberry with the Ozark Flavor." The slogan, "High Quality Canned Tomatoes" refers to the Ozark-produced tomatoes, and we now realize that it is also "The Home of the Concord Grape." It is truly, "The Land of a Million Smiles!"

### WORLD'S LARGEST SALT CENTER

(Continued from Page 12)

now in use, are capable of producing about 900 barrels of refined salt daily. The mine, which is worked on the "room and pillar" plan, has a depth of 1,000 feet and covers about 10 acres of workings. It is laid out in streets, avenues and alleys in much the manner of a city, and 60 per cent of the salt is taken out, with the other 40 per cent left in the form of pillars for support.

In connection with the plant, the company owns 32 four-room cottages for the use of its employes. They are all painted white like the other buildings of the plant, and each is equipped with water and lights. With the new addition the number employed will be increased to 165, and additional cottages will be required to house them.

And so here is another already large industry on Frisco Lines which is growing by leaps and bounds. It is important, too, as you know if you've ever tried a saltless meal. The next time you grab the salt cellar, stop and think of this Frisco industry. For the chances are good that the salt you're about to sprinkle over your food came from a Frisco industry, in a Frisco car, and to Frisco people.

## TELEGRAPH HEADS MEET

First of Efficiency Sessions Held in Springfield, October 15

ON Friday, October 15th the first of a series of semi-annual meetings of division linemen and wire chiefs was held at Springfield, Mo., the object being to improve the service and increase the efficiency of our employes, and there is no doubt but that a big advance was made in that direction.

A great deal of good is derived from these get-together meetings and it is hoped we can have them at least twice a year in the future.

On account of the nature of the work of linemen, it is not possible for all of them to attend at one time, making it necessary to bring in only every other man, so that the neighboring man can protect both his own territory and that of the absentee. It is the intention to hold the second meeting October 29th.

Mr. Brennan presided. The following subjects were discussed:

"Better Handling of Correspondence and Reports," by W. C. Rogers, chief clerk.

"Co-operation Between Wire Chiefs and Linemen," by G. F. Linster, assistant superintendent of telegraph.

"Maintenance of Equipment," by C. H. Williamson, telephone engineer.

"General Outside Maintenance," by S. B. Musgrave, general foreman.

Those in attendance were: Chief Lineman John Stowe; Division Lineman R. A. Nelson, Valley Park; E. N. Wood, Springfield; S. L. Canady, Fayetteville; H. E. Jordan, Hugo; J. E. Smith, Enid; Wm. Kramer, Afton; Wm. Spratley, Oklahoma City; R. C. Wise, Madill; M. H. Wood, Olathe; R. W. Honse, Pittsburg; C. C. Fawcoter, Springfield; A. B. Tribble, Thayer; W. E. Cave, Memphis; J. W. Harkins, Jasper; D. N. Ryder, Hayti; Geo. Shields, Kennett; B. W. Elliott, relief man; W. O. Wise, storekeeper; Telephone Maintainers J. R. Moore, Frank Bayless and E. D. McGuire; Manager and Wire Chief A. B. Sherwood, Springfield; W. B. Holland, Sapulpa; R. R. Lamkin, Memphis; J. S. Frieze, St. Louis; C. A. Craig, Springfield; W. I. Christopher, Springfield.

## A NAME FOR "GEORGE"

There will be no need, within a short time, to call every Pullman porter "George", for a recent order from the Pullman Company advises that the name of every porter in charge of a car will be conspicuously displayed.

The order went into effect on October 14, on the Twentieth Century Limited out of New York and will be carried out on all Pullman cars on the many railroads.

## "Hooray for the Cardinals"—Says City Ticket Office at St. Louis



The joint ticket office of the Frisco Lines at 322 North Broadway, St. Louis, was the only one along the "Avenue" that responded to the spirit of St. Louis, when the Cardinals finally cinched the pennant for St. Louis.

Perhaps it was because the crew of workers shown in the accompanying picture secured so many thousand reservations far out of town fans, and were so imbued with the spirit of the occasion that they had to put up their sign of patriotism to the home team.

It is estimated that the Frisco Lines brought into the City of St. Louis, 5,000 people who "hoped" they would be able to secure a ticket for one of the games, if not all.

Reading from left to right: J. M. Ward, city ticket agent; Wm. Bergman, Elmer Herries and Ray Robertson, his assistants.

The sign attracted hundreds who stopped to pay respectful homage to the picture of the greatest baseball team St. Louis has had for years.

## LUTHER RAY HONORED

Luther L. Ray, has been agent for Frisco Lines at Antlers, Oklahoma, since September, 1908. He numbers every citizen of the progressive Oklahoma city as his friend and his co-operation and support has done much to build up the city to its present prominence.

But Ray didn't realize how much Antlers folks thought of him until he was notified of his transfer to Tahlequah, Oklahoma, as Frisco agent, last month.

On the evening of Friday, September 23, Ray was invited to attend a little dinner party at the Ellis hotel in Antlers. He accepted. When he arrived he found exactly twenty-three of his best friends in attendance and was told that the dinner party was in his honor.

In a short address, Judge C. E. Dudley of Antlers referred to Ray as "a splendid citizen, a supporter of all public enterprise and a man who served the public in the fullest sense of the word in his capacity as agent for the Frisco Railroad Company."

## HIS CONSCIENCE RELIEVED

Four years ago a man bummed his way from Springfield to Rolla, Mo., and from Newburg to Springfield on a Frisco train and was not apprehended.

Even though he escaped without paying fare, his conscience troubled him, and F. H. Shaffer, general manager received a check from him on October 12, for the amount of fare and the following letter:

"On April 22, 1922, I bummed my way from Springfield to Rolla, and from Newburg to Springfield back. The fare, I understand, is \$4.64 and \$4.34 to these places. Enclosed find \$12.20 which is the fare and interest at eight per cent on the fare up to this date. Will you please credit your conscience fund with same, and many thanks."

The check was forwarded to Mr. F. H. Hamilton, vice-president, secretary and treasurer to be placed on the books of the road and credited to the "Conscience Fund."



## General Agent James Delivers in New Style



## BOOST FOR THE FRISCO

(By Charles Swingler, Retired)

Charles H. Swingler of 1828 North Grant avenue, Springfield, Mo., is one of the old-timers of Frisco Lines. His years of service over, and with his eyesight gone, Mr. Swingler nevertheless lives within hearing distance of the great industry to which he devoted his working life. But all the worthwhile things in life aren't gone for this valiant veteran and his days are far from cheerless. In a rhyming letter to the editor he writes:

"I reside within a block of the Frisco railroad north yard track where my daughter Hazel is taking care of me. I am a disabled old Frisco employe to tell the fact, and the noise of work in the railroad yard sounds good to me. I lie and listen to the rumble of the long and heavy trains as they pass through the yard on their way and it all a pleasing story to me explains. Business is good, as we boys used to say. Your great army of employes that old saying have heard or will know—"It takes business to make money and money to make the old mare go." So let us all do our best and boost our Frisco Line, and not give our trains a rest but keep them moving on schedule time. And give thanks for this years' plentiful produce everywhere which to move to market, the Frisco gets its share. And when that is done get out and rustle for more and get the imported produce from every foreign shore. In this way keep the wheels of commerce on the spin, till next years' produce we trust will come in. Another word or two, don't forget to remember to offer a word of thanksgiving the last Thursday in November. My reason for these words of comment or boost that I am giving for the Frisco I will say to you; for my labors it has furnished me and my loved ones a living since January, 1882. Now that I am blind and helpless, a pension to me they give from our noble pension department which helps me to live. A word or two I would choose to say of our *Frisco Employes' Magazine* which brings us news of some old timer who for years we have not seen, and it is our magazine staff which fills its pages full of cheer and through their strenuous efforts give us a magazine most dear. Every month you receive your copy, of this there is no doubt, which helps many of us when feeling luffy or in other words down and out. So let us all contribute a line to our magazine and our Editor's success. Do not forget to send it in before the next one goes to press."

possible advantage and original account sales and copy of remittance with statement of facts at once forwarded to superintendent freight loss and damage claims.

## Questions and Answers on Railroad Problems

### MECHANICAL DEPARTMENT

(Answers by F. G. Lister)

**Q.** Since the two wheels of a railroad car are so built as to form one solid piece, does not one of the wheels slip in going around a curve?

**A.** Since one of the wheels travels farther than the other, there must ordinarily be a slip. It may happen, however, that the outside wheel runs high up on its tread while the inside wheel runs low and that this increases the relative diameter of the outside wheel and compensates it for the greatest distance it must travel.

**Q.** Why are trailing trucks used on locomotives?

**A.** There are two principal reasons for applying trailing trucks to locomotives. One is to permit the application of a larger boiler, with a wide and deep firebox. This is accomplished by placing the firebox back of the driving wheels and over the trailing truck, thus providing ample grate area and furnace volume without raising the boiler to an objectionable height. Furthermore, the lengthening of the boiler provides increased heating surface and high steaming capacity is secured without overloading the driving wheels. The other reason is to enable the locomotive to traverse sharp curves and switches without being derailed or of injuring the track.

**Q.** How many gallons of fuel oil are considered equal to one ton of coal?

**A.** Ordinarily 168 gallons of fuel oil is equal to one ton of coal. Some railroads, however, use 180 gallons of fuel oil as being equal to one ton of coal.

**Q.** What is lignite coal?

**A.** Lignite is a brown imperfect fuel of partially carbonized vegetable matter, between peat and true coal. A good class of lignite consists of

thirty-three parts of fixed carbon, forty-five parts of volatile carbon, twelve parts of ash and ten parts of moisture. Lignite, as it comes from the mine, contains from 30 to 40 per cent moisture. It slacks and falls to pieces much more rapidly than bituminous or anthracite coal when exposed to air.

**Q.** Why are locomotive boilers designed with sloping back heads?

**A.** The sloping back head provides additional room in the cab, which is very desirable. It also reduces the weight of the boiler and at the same time provides a maximum length of firebox.

### LOSS AND DAMAGE CLAIMS

(Answers by J. L. McCormack)

**Q.** What is a "damage" report?

**A.** A damage or "bad order" report is a report issued by junction or destination showing damage existing at time of shipment received or delivered by him.

**Q.** When a shipment is refused by consignee, what procedure should an agent follow?

**A.** When a shipment is refused by consignee, disposition should at once be requested by the agent. In case of a carload of non-perishable freight, this request may be made by telegram if it will reach office superintendent freight loss and damage claims by 8:00 a. m. following day, otherwise, request must be made by telegraph. If shipment is livestock or perishable disposition must be requested by wire immediately. In case of less carload non-perishable freight, disposition should be at once requested on Form 78 local, while disposition of perishable freight should be requested by wire and confirmed by Form 78 local with notation "confirms my wire." Agents should not allow perishable goods to spoil, but if necessary to do so before disposition received should be sold to best

## The Firing of Stoker Equipped Locomotives

By W. A. CRAWFORD, Supervisor of Fuel Economy

UPON arrival at the engine, we should "be sure we are right, then go ahead."

By this I mean the fireman should previously have in his mind the things to which he should give particular attention before commencing his trip, in order to know that he is getting off to a good start. It has been often and properly said that the first mile is the best or most important mile on the trip, so far as fuel performance and steam are concerned.

First we should find the water level in the boiler, inspect the fire box and flues to know there are no leaks in same, and see that the fire is free from clinkers. It is very important to start out with a clean fire, as a stoker will put just as much coal on top of a clinker as it will at any other place in a fire box, thus causing a bank to form at this particular point and the clinker to grow larger, as clinkers never grow smaller in a fire box. Next you see that the grates are level and in proper condition for operation when necessary. Note stoker distributors to see if properly lined up and tips and wings in good condition. See that dividing rib is in proper position so that more coal will not be fed to one side than the other. See that the ash pan is clean and closed tight so fire will not fall through. Make sure you have all necessary firing tools and punch bar to clean out distributors in case they become stopped up. Make sure that everything is in good condition before starting, as in most every case the way you get started is the way you will end your trip. Try out the stoker to see that it operates freely, and is oiled properly, then spread the fire over the entire grate surface. After you have coupled on to your engine, build up the fire with shovel. It is not necessary to have engine hot and full of water before coupling on to train, as in most cases you can build up the fire and get plenty of water in boiler while air is being tried. You should have the fire a little heavier in the back corners and under the door than at any other place in the fire box. After the train get under way, start the stoker and adjust steam jets so they will scatter coal evenly over the fire bed. Work the stoker fast enough to supply the coal as it is burned and no faster.

### Keep Stoker Working

I have found the best method is to keep the stoker working when the engine is working steam and as engineer changes reverse lever or throttle, change speed of stoker to throw more or less coal as the case may be, also when drifting down hills, work stoker occasionally to prevent coal being packed in conveyor trough and hopper, causing stoker to stop.

Keep thin, bright fire at all times. Move grates occasionally to remove ash and refuse from under the fire

bed, and prevent grates sticking and clinkers forming on grates, and to admit plenty of air through grates to mix with the carbon in the fuel, thus forming complete combustion in the fire box.

Watch your water level closely as it is very important to keep your water to a proper level. Too much water in the boiler will cause your valves and cylinders to become dry, which will cause a waste of fuel. Also work in perfect harmony with the engineer.

Keep posted on all orders and meeting points, and know when engine is going to be shut off so you can stop firing back far enough to prevent pops raising. It is not necessary for stoker fired engines to pop off, as when steam gauge hand gets near popping point, ease off on stoker or shut it off entirely if necessary. It is a very easy matter to maintain a uniform steam pressure on a stoker fired engine if the fireman takes interest in the work and he and the engineer will work together.

The work on a stoker fired engine is not very hard, therefore the fireman should take great pride and interest in the work and try to see how well he can fire his engine with as little fuel as possible.

It is quite generally stated and is, to a large extent, true, that stoker fired locomotives burn in general practice from 10 to 12 per cent more coal than the same engine will burn when hand fired, but in certain tests it has been determined that it is possible for stoker firing to equal hand firing, and I believe we should all aim at this goal. The stoker is certainly "a friend" to the fireman and as one fireman recently stated, "it has made it possible for many of us granddads to stay on the railroad".

## MANSFIELD, MO., STATION BURNS

The station employes at Mansfield, Missouri, are housed in temporary quarters due to that station and all contents having been practically destroyed by fire on the night of September 13.

The fire was discovered about 10:30 p. m. on that night. Train 101, due at this station at 9:57 p. m. had unloaded ten sacks of mail and five or six parcel post packages. This truckload of mail was moved into the freight wareroom, being placed near a wood partition between the freight room and the express company's quarters, and when the fire was discovered it was confined to the mail on this truck, therefore it is presumed fire was caused by some combustible package in one of the mail sacks.

The loss sustained by the railway company totaled \$3,582.42.

## RULES ON HAND FIRING

### Locomotives Fired by Hand Take Different Treatment

By P. V. HAMMERLY, Fuel Inspector

TO properly hand fire a locomotive, the fireman should understand the particular fuel he is using. Some coals do not ignite readily at a temperature at which others may, requiring more time in preparing the fire, while with others it is profitable to allow fire to let down in depth much lower between times, requiring heavy engine effort, than could be properly done with a slower igniting coal.

A good start always is made with a properly built fire. The blower should be used moderately and fire built up gradually. Get fire burning over entire box evenly and of only sufficient depth to withstand draft while starting, and until engine is "hooked back", then, when it becomes necessary to put in a fire, immediately level up fire, covering the thin spots only so as to burn fire evenly over entire box. Fire should be as light as possible to give the greatest admission of air through it without allowing the draft to jerk holes in fire.

Close fire door with each scoopful and spread each scoop of coal over the greatest area of fire possible, three to six scoops to the fire at one time, depending on the size of the engine fired.

Keep banks and holes out of fire and feed coal only as needed, keeping as bright, white fire light as possible. Banking fire serves to make clinkers, wastes coal and make additional labor, while the light, evenly fed fire gives the best results with the least fuel and least labor.

Use grates only when necessary for air admission and know when leaving terminal that they are level. Then keep them level. Keep the pops down as the boiler pressure nears the popping point, let off on firing, if necessary, crack the fire door.

Work in close harmony with the engineer's operation of engine. Keep the steam as needed, but do not waste by making more steam than required. Plan and prepare fire and also regulate water to keep pops down when drifting and at stops.

Feed water to boiler very gradually and only enough to supply. By keeping the coal wet down the finer particles of coal will be kept from blowing away and will aid gas mixture in the fire box. When completing trip, stop firing in time to burn down the fire so that there will be no coke left to be wasted at the ash pit.



## New Station Completed at Crystal City, Mo.



Crystal City, Mo., residents are happily proud of the new Frisco station recently completed in their city. The new building is a one-story combination of passenger and freight facilities and cost \$25,000. Its construction is of glazed tile with cement floors. The station contains spacious general waiting room, ticket office, freight and baggage rooms with a four hundred foot long passenger platform of brick, and a wooden freight platform. The roof is of tile. Crystal City has one of the largest plate glass plants in the world within its boundaries—the Pittsburg Plate Glass Company. Glass from this plant is shipped to all parts of the United States and to Canada, Mexico, South America, Cuba and the Philippine Islands. The Frisco workers at Crystal City in the picture above are, reading from left to right: G. A. Meyers, helper; J. W. Braden, cashier; L. Haney, operator; and W. H. Poggemier, agent.

## More Good Fuel Records for October

Co-operation, interest and saving are reflected below in the fuel records made by different engine crews on the divisions of the Frisco Lines.

A fuel record does not mean alone that a record was established, but means also that fuel was actually saved in making a record performance.

These records are only a symbol of what Frisco men are doing in the effort to save more fuel.

### Eastern Division

Engineer Yanskey and Fireman Burgett were on engine No. 7, train No. 1/32, October 2, Newburg to St. Louis; on duty 5 hours 45 minutes, handled 51 loaded and 1 empty cars, 2,364 gross tons; did not take coal at Stanton, 13 tons needed to fill tank on arrival at St. Louis, including amount for firing up engine. Average of 97 pounds per 1,000 G. T. M.

Engineer W. A. Carter and Fireman Earp were on engine No. 7, train No. 2/34, September 9, Springfield to Newburg; 57 cars in train, 2,794 tons, used 16 tons of coal; consumed an average of 99 pounds per 1,000 G. T. M.

Engineer Casselman and Fireman Sandifer were on engine No. 24, Springfield to Newburg, train No. 1/32, September 23; handled 2,092 gross tons, used 9 tons of coal; an

average of 137 pounds of fuel per 1,000 G. T. M.

Engineer Fitch and Fireman White were on engine No. 1066, train No. 12, Monett to Springfield, September 22, 6 cars in train, used 190 gallons of oil, an average of .72 gallon per passenger car mile. This is a local passenger train and unusually low fuel consumption.

### Southern Division

Engineer White and Fireman Frizzell were on engine 4143, train No. extra south, September 29, Springfield to Thayer; handled 1,620 gross tons, used 12 tons of coal, an average performance of 107 pounds per 1,000 G. T. M.

Engineer Prow and Fireman Henry were on engine No. 21, train No. 135, Memphis to Amory, September 1; handled a total of 304,153 G. T. M., used 15 tons of coal, an average of 98 pounds per 1,000 G. T. M.

Engineer Bauer and Fireman Ingram were on engine No. 4007, Thayer to Jonesboro, September 27; handled 3,454 gross tons, used 9 tons of coal, an average of 64 lbs. per 1,000 G. T. M.

Engineer Anderson and Fireman Chambers were on engine 4015, train No. 135, Thayer to Jonesboro, September 22, handled 2,939 gross tons, and used 8 tons of coal, an average con-

sumption of 67 pounds per 1,000 G. T. M.

Engineer Daggrell and Fireman McNeil were on engine 32, train No. 135, Memphis to Amory, September 2, handled 318,661 gross ton miles, and used an average of 112 pounds of fuel per 1,000 G. T. M.

Engineer W. B. Ryan and Fireman Brown were on engine 30, train No. extra south, Amory to Yale, September 3; handled a total of 270,187 gross ton miles and consumed an average of 118 pounds of fuel per 1,000 G. T. M.

### River Division

Engineer Robinson and Fireman Dork were on engine No. 1299, Chaffee to Harvard, September 12; handled 2,045 gross tons, used 11 tons of coal, an average of 72 pounds per 1,000 G. T. M.

### Northern Division

Engineer Yantzi and Fireman I. C. Miller were on engine No. 1319, Ft. Scott to Kansas City, September 21; on duty 4 hours 45 minutes, handled 193,545 gross ton miles, used 6 tons of coal, an average performance of 63 pounds per 1,000 G. T. M.

Engineer Lane and Fireman Pitts were on engine No. 1331, train No. 1/131, September 29, Kansas City to Ft. Scott, handled 160,677 gross ton miles, used 7 tons of coal, an average performance of 85 pounds per 1,000 G. T. M.

Engineer Casey and Fireman Poslick were on engine 1333, train No. 3/131, Kansas City to Ft. Scott, September 29, 46 cars in train, a total of 1,752 gross tons, consumed an average of 91 pounds of fuel per 1,000 G. T. M.

Engineer Dunham and Fireman Sehlingman were on engine 1313, Ft. Scott to Springfield, September 9; 41 cars in train, a total of 1,689 gross tons, and used 12 tons of coal, an average of 139 pounds per 1,000 G. T. M.

### Southwestern Division

Engineer L. K. Ary and Fireman Wm. Rash were on engine No. 4164, train No. 535, Sapulpa to Francis, September 24; handled 2,331 gross tons, used 14 tons of coal, an average performance of 117 pounds per 1,000 G. T. M.

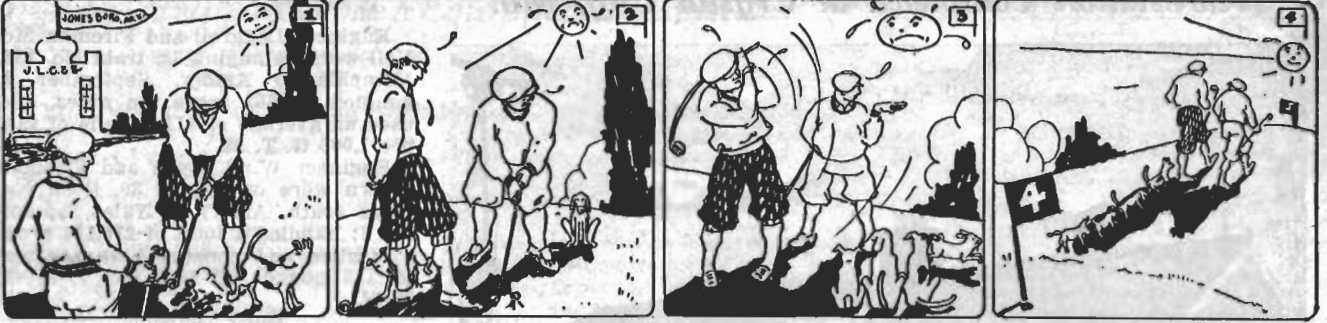
Engineer Cole and Fireman T. C. Thompson were on engine 4147, from Francis to Madill, September 3; 55 cars in train, a total of 2,400 gross tons, used 9 tons of coal, an average consumption per 1,000 G. T. M. of 119 pounds.

Engineer F. C. Thornton and Fireman H. A. Bryan were on engine 1023, local passenger train No. 510, from Francis to Sapulpa, September 25, 5 cars in train, used 3½ tons of coal for the entire run, an average of 15.9 pounds per passenger car mile.

### Central Division

Engineer H. J. Blakeslee and Fireman Dallas Smith were on engine No. 1297, train No. extra south, Seligman to Ft. Smith, September 5; handled 126,806 gross ton miles, used an average of 97 pounds of fuel per 1,000 G. T. M.

## BUCK, SID, AND JONESBORO SHADE - HOUNDS !



The above cartoon tells its own story to those "in on the know" around Memphis. But to those thousands of other employes who know R. E. "Buck" Buchanan, executive general agent of Frisco Lines at Memphis, this story is addressed.

"Buck" and "Sid" (W. S. Nunnery, district traffic agent of the Nickel Plate Railroad at Memphis) recently had business together at Jonesboro, Arkansas. These two affable southern gentlemen are good friends and the early hours of the afternoon found them with their business completed and ready for other and more pleasurable endeavors. The answer was golf! Armed with borrowed clubs and borrowed "kilties", the two

comrades journeyed to the first tee of the Jonesboro golf course. The afternoon was stifling hot and shade was at a premium.

At the first hole the "two-some" was joined by a friendly cur from Jonesboro or some neighboring precinct. At the second hole the pup was still along. At Number 3, "Sid's" drive was seriously interfered with by the intent gaze of a second dog, a long-legged hound who appeared from over the horizon and solemnly inspected the perspiring Nickel Plate agent as he addressed his ball in none too pleasant and polite terms.

By the time No. 4 was reached the "two-some" had increased to a "six-

some"—two players and four dogs.

But the dogs were the smart set of the outfit. When the players moved forward into the blistering sun, the dogs followed in the shadows of the players. Nor did they respond to the repeatedly vicious swings of brassies and niblicks with which the railroad-golfers attempted to chase them from the fairways. The dogs were there to stay until the game was finished.

At the eighteenth hole two badly done-up golfers limped to the clubhouse. But the "shade hounds of Jonesboro" were fresh and fit.

They had followed in the shade—let the sun beat where it may.

### AGENCY CHANGES FOR OCTOBER

H. A. Daly installed permanent agent, Antlers, Oklahoma, October 1.  
T. W. Robertson installed permanent agent, Gilmore, Arkansas, October 1.

J. F. Gentry installed permanent agent, Olden, Missouri, October 1.

L. T. Roberts installed permanent agent, Wishart, Missouri, October 4.

Effective October 4, 1926, Marie, Arkansas, ticket only agency closed.

R. P. O'Brien installed temporary agent, Summit, Alabama, October 4.

G. Richardson installed permanent agent, Empire, Alabama, October 4.

A. H. Charleville installed permanent agent, McBride, Missouri, October 5.

N. A. Kinney installed permanent agent, Rolla, Missouri, October 5.

A. W. Holmes installed temporary agent, Amory, Mississippi, October 6.

Effective October 6, 1926, Belden, Mississippi ticket agency closed.

O. S. Donaldson installed permanent agent, Hardy, Arkansas, October 6.

L. L. Ray installed permanent agent, Tahlequah, Oklahoma, October 7.

M. Buttram installed temporary agent, Prairie Grove, Arkansas, October 7.

Effective October 7, 1926, Harviell, Missouri, opened as a freight agency, E. L. Mayse installed, freight and ticket agent.

H. T. Jarrett installed temporary agent, Galena, Kansas, October 7.

## Frisco Employes' Hospital Association

Receipts and Disbursements after June 30, 1926, through September 30, 1926.

Balance brought forward from June 30, 1926.....		\$ 16,180.32
<b>RECEIPTS:</b>		
From assessments on members.....	\$59,911.20	
" interest on daily balances in bank.....	74.96	
" interest on securities in Treasury.....	4,949.36	
" donation by St. L.-S. F. Ry. Co.....	125.00	
" sundry accounts collectible.....	917.86	
" proceeds sale Illinois Central Rd. Co.,		
Equip't. Trust 4 1/2 % Gold Notes, sold July		
13, 1926.....	\$5,000.00	
accrued int. Feb. 1, 1926, to July		
13, 1926, 5 mos. 12 days.....	101.25	5,101.25
" proceeds sale U. S. A. 4 1/2 % Treasury Notes, Series		
B-1926, matured Sept. 15, 1926.....	15,000.00	86,079.63
		<b>\$102,259.95</b>
<b>DISBURSEMENTS:</b>		
For payrolls.....	\$25,695.34	
" professional, ordinary and emergency services.....	12,469.25	
" labor, material and supplies.....	7,794.00	
" provisions.....	6,722.91	
" drugs.....	4,142.66	
" light, water, ice, gas, fuel and telephones.....	1,747.67	
" all other expenses.....	816.69	
" \$6,000.00, face amount, St. L.-S. F. Ry. Co.		
Equip't. Trust 5 % Notes, Series AA (ma-		
ture Sept. 1, 1932), purchased July 13,		
1926, at 101.8518 (4.65% basis).....	\$6,111.11	
accrued int. 4 mos. 12 days.....	110.00	6,221.11
" \$15,000, face amount, U. S. Treasury 3 1/2 % Cfs. of Indeb.		
Series TJ-1927 (mature June 15, 1927), purchased Sept.		
15, 1926, with an equal face amount of U. S. Treas-		
ury 4 1/2 % Notes, Series B-1926, matured Sept. 15, 1926.....	15,000.00	
" \$4,000.00, R. I. F. T. Ry. Co. 1st Mtg. 5 % Gold		
Bonds (mature Jan. 1, 1927), purchased		
Sept. 29, 1926, at par plus 5/16.....	\$4,012.50	
accrued int. 2 mos. 28 days.....	48.39	4,061.39
Balance September 30, 1926, p. m. at:		
First National Bank, St. Louis, Mo.....		17,588.93
		<b>\$102,259.95</b>

(Statement concluded on next page)



## Frisco Employees' Hospital Association

(Continued from Preceding Page)

### THE ASSOCIATION OWNS:

	Par Value
Rock Island-Frisco Terminal Ry. Co. 1st Mtg. 5% Gold Bonds, (mature Jan. 1, 1927).....	\$ 14,000.00
Southern Railway Co. Equipment Trust 5's, (mature March 1, 1927).....	5,000.00
U. S. A. 4% Treasury Notes, Series B-1927 (mature March 15, 1927).....	15,000.00
New York Central Lines 5% Equipment Trust Certificates of 1924 (mature June 1, 1927).....	5,000.00
U. S. A. 3 1/2% Treasury Certificates of Indebtedness, Series TJ-1927 (mature June 15, 1927).....	15,000.00
Current River Railroad Co. First Mtg. 5% Bonds (mature Oct. 1, 1927).....	4,000.00
Edison Electric Illuminating Co. of Boston 4 1/2% Coupon Gold Notes (mature Jan. 15, 1928).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. Equipment Trust 5's (mature April 1, 1928).....	2,000.00
Chesapeake & Ohio Ry. Co., Series V, Equipment Trust 5% Notes (mature July 1, 1928).....	20,000.00
Canadian National Rys. Co. Equipment 4 1/2%, Series H, Gold Certificates (mature July 1, 1928).....	20,000.00
Kinloch Telephone Co. First Mtg. 6% Bonds (mature Aug. 1, 1928).....	10,000.00
U. S. Third Liberty Loan 4 1/2% Bonds (mature Sept. 15, 1928).....	7,500.00
Illinois Central Rd. Co. 4 1/2% Equipment Trust Certificates, Series L (mature Nov. 1, 1928).....	3,000.00
New York Central Rd. Co. 4 1/2% Equipment Trust Notes of 1917 (mature Jan. 1, 1929).....	6,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Feb. 1, 1929).....	2,000.00
St. L.-S. F. Ry. Co. 4 1/2% Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929).....	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes (mature March 1, 1929).....	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5% Gold Notes, Series B (mature April 1, 1929).....	7,000.00
St. Louis Bridge Co. 1st Mortgage 7% Bonds (mature April 1, 1929).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. Equipment Trust 5's (mature April 1, 1929).....	2,000.00
Southern Pacific Co. Equipment Trust 5's (mature May 1, 1929).....	5,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Aug. 1, 1929).....	1,000.00
New York Central Lines 4 1/2% Equipment Trust Notes of 1922 (mature Sept. 1, 1929).....	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes (mature Sept. 1, 1929).....	4,000.00
New York Central Lines 4 1/2% Equipment Trust Notes of 1924 (mature Sept. 15, 1929).....	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4 1/2% Notes, Series C (mature Oct. 1, 1929).....	2,000.00
Illinois Central Rd. Co. 4 1/2% Equipment Trust Certificates, Series L (mature Nov. 1, 1929).....	2,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Dec. 1, 1929).....	2,000.00
Canadian National Rys. 4 1/2% Guaranteed Gold Bonds (mature Feb. 15, 1930).....	10,000.00
St. L.-S. F. Ry. Co. 4 1/2% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930).....	10,000.00
New York Central Lines Equipment Trust 4 1/2% Notes (mature May 15, 1930).....	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930).....	2,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Gold Notes (mature Sept. 1, 1932).....	6,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes (mature Jan. 15, 1935).....	10,000.00
U. S. Fourth Liberty Loan 4 1/2% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4 1/2% Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien, Series A, 4% Bonds (mature July 1, 1950).....	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955).....	5,000.00
	<b>\$322,500.00</b>

St. Louis, Mo., October 2, 1926.

F. H. HAMILTON,  
Treasurer.

### Either Way

A negro went fishing. He hooked a big catfish which pulled him overboard.

As he crawled back into the boat he said philosophically: "What I wanna know is dis: Is dis niggah fishin' or is dis fish niggerin'?"

The Catholic Actors' Guild recently staged a contest with a prize-winning reward of a trip to Europe. A member of the Jewish Actors' Guild won out. He is sailing on a boat commanded by a Presbyterian and owned by an Episcopalian.

—Cosmopolitan.

## VETS' AUXILIARY MEETS

First Divisional Meeting, Held at Sapulpa, October 7, Was Well Attended

THE first divisional meeting of the Auxiliary to the Frisco Employee Veterans' Association was held in the Y. M. C. A. at Sapulpa, Oklahoma, on October 7. Thirty men and women attended including several Frisco officials at Sapulpa.

The morning was spent in organizing committees and the afternoon session was called at 2:30 p. m., after a luncheon at the Harvey House.

Mrs. Robert Whelan, president of the auxiliary took charge of the meeting. Other officers including Mrs. W. R. Boyd of Springfield, Mrs. W. G. Wolfe of Pittsburg and Martha C. Moore, secretary, were present.

Mrs. Whelan introduced J. W. James, executive general agent of Tulsa, Oklahoma, who made the opening address, in which he offered the hearty support of Frisco folk at Tulsa, and his own efforts to aid the auxiliary in its work, and introduced Mrs. J. Cheek, chairman of the southwestern division, who outlined her plan of work for the coming year and asked that all those present assist her in her efforts.

Mrs. Walter Boyd of Springfield, Mo., who is acting as chairman of the eastern division, stated that in and around her home there were sixty-seven pensioned Frisco men. "I am making an effort to personally see each of these families at different times and outline to them the work of our auxiliary," she said.

Mrs. W. G. Wolfe of Pittsburg, Kansas, who is chairman of the northern division, Messrs. C. C. Mills and J. W. Morrill of the accident prevention bureau also spoke. Little Miss Mary John VanNess entertained with readings, which were enthusiastically received.

Mrs. Ed Brodie of Sapulpa reviewed for the visitors the early days of that city, which proved most interesting. She worked untiringly for the success of the Sapulpa meeting, and is one of the most enthusiastic members of the auxiliary at that point. Messrs. Geo. Dornblaser, W. L. Heath and John Stroud each made a brief talk, followed by Mrs. John Carter and Mrs. C. C. Mills.

Most of the guests left on the Meteor at 5:40 p. m., and the meeting adjourned at 5:15 p. m.

The next divisional meeting will be held at Springfield, Missouri, on October 27, in charge of Mrs. Walter Boyd. A third meeting will be held at Ft. Scott, November 10, Mrs. W. G. Wolfe, presiding.

Traffic Cop—"What's your name?"

Truck Driver—"It's on th' side of me wagon."

Cop (trying to read name)—"It's obliterated."

Driver—"Yer a liar! It's O'Brient!"

# The Pension Roll

**CHARLES HARDENBURG WILLIAMS**, steam derrick foreman, Springfield, Mo., was retired from active service on June 30, 1926, due to total disability. He was sixty-one



years of age, born December 31, 1865, at Youngsville, New York. His father was a millwright. Mr. Williams' entire railroad service has been with the Frisco, and his first job was as laborer in the car department at the north side shops, Springfield, Mo., beginning September 15, 1881. His service has all been on the eastern division. His advance from laborer to supplyman took place in a short time. Soon after this he was assigned as assistant to the foreman on freight work, inspecting cars at contract shops; coach carpenter work, and then to a wrecking outfit, where he served for two months and was later appointed foreman, where he remained from 1902 to 1926. On January 23, 1887, he was married to Martha T. Drumwright of Springfield, Mo., and to them were born three boys and four girls. Two of the boys are now in Frisco service, one a conductor and the other a machinist. The family resides at 1236 North Clay Street, Springfield, Mo. Continuous service of twenty-nine years entitles him to a pension allowance of \$62.85 a month, effective from September 1, 1926.

**FREDERICK WILLIAM POMEROY**, section stockman, Springfield, Mo., store department, was retired on August 31, 1926, due to having reached the age limit. He was born in Parish of St. Just-in-Roseland, Cornwall, England, and his father was a farmer. It was in the schools near his home that he received his education, and at the age of sixteen he assisted with the



farm work. After coming to this country and working in various capacities, he began his Frisco service on October 18, 1905, at the south side

Four veterans, with a total of ninety-one years, seven months' of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held September 23, 1926, in the offices at St. Louis, Mo.

Frisco shops, Springfield, Mo., as supplyman, which position he held until his retirement. On March 7, 1885, he was married to Miss Marian Lodge of Dublin, Ireland, and to them was born one son, Frederick Sydney Herbert Pomeroy, October 14, 1887. Mrs. Pomeroy is dead, but the son is living. Mr. Pomeroy resides at 1015 East Elm Street, Springfield, Mo. Continuous service of twenty years and nine months entitles him to a pension allowance of \$23.35 a month, effective September 1, 1926.

**WALLACE WILLIAM BUTLER**, locomotive engineer, river division, was retired from active service on



July 24, 1926, due to total disability. Mr. Butler was sixty-six years of age, born in Clarinda, Iowa, October 23, 1860. His father was a merchant of that city and the son received his education in the schools there and in Burlington, Iowa. At the age of nineteen he began his railroad service as a brakeman on the Wabash. He later served as fireman on the K. C. St. J. & C. B., and in this same capacity on the K. C. F. S. M. out of Thayer, Mo., after which service he was promoted to engineer and served on the Guatemala Northern Railroad in Central America, and later on the Mexican Central and the Mexican National Railroads of Mexico. His first Frisco service began on June 2, 1905, as engineer out of Cape Girardeau, Mo. Practically all of his service has been on the river division. In 1908 he was married to Cornelia Griffitt of Walnut Ridge, Ark., and to them were born two daughters. The wife and one son are living and reside with Mr. Butler at Willow Springs, Mo. Continuous service of twenty-one years and one month entitles him to a pension allowance of \$50.10 a month, effective from August 1, 1926.

**JAMES ALEXANDER JOHNSON**, train dispatcher, central division, was

retired from active service on August 15, 1926, due to total disability. He was fifty-two years of age, born in Glasgow, Scotland, August 16, 1874. His father was a master mariner of that country, and the son received his education in the schools near his home, and in Topeka, Kans., where he lived after coming to this country, in July, 1884. At the age of seventeen years he began his railroad service as a messenger boy, but it was not until August 7, 1903, that he accepted service with the Frisco as a train dispatcher at Ft. Smith, Ark. In between times, he had served as a messenger and telegraph operator, also as a train and chief dispatcher. He also served with the Frisco as chief dispatcher, Ft. Smith; chief dispatcher, Ft. Worth, Texas; assistant superintendent, Oklahoma City; and assistant superintendent, Ft. Smith, Ark. In May 1904, he married Gertrude Babcock, whom he lost by death, and in August, 1924, he married Cecile E. Miller of Ft. Smith, Ark. To them were born three sons and one daughter. The family reside at 720 North Fourteenth Street, Fort Smith, Ark. Continuous service of twenty years and nine months entitles him to a pension allowance of \$53.95 a month, effective from September 1, 1926.

## In Memoriam

### CHARLES ARTHUR FORREST

**CHARLES ARTHUR FORREST**, formerly executive general agent of the freight traffic department at Birmingham, Ala., died at his home in Birmingham on September 25. Mr. Forrest was born at Auburn, New York, October 5, 1870, and entered the service of the Rock Island Lines as traveling freight agent at Atlanta, Ga., on November 1, 1902. He served with the Rock Island in that capacity there and at Oklahoma City until the management of those lines was separated from the Frisco, with which company he remained, being promoted successively to commercial agent at Chattanooga, general agent at Atlanta and San Francisco and finally executive general agent at Birmingham, where he remained until December 31, 1924, at which time he left the service due to physical disability. His pension allowance was \$63.30 a month and up to the time of his death he had received a total of \$1,329.30.



**The FRISCO EMPLOYEES' MAGAZINE**

Published on the First of Each Month

By the

**St. Louis-San Francisco Railway Co.**

Edited by WM. L. HUGGINS, Jr.

827 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 4

NOVEMBER, 1926

No. 2

**Logic in Railroading**

"It has been a long time since I tried to fix my then sophomoric mind upon the dry and brittle realms of 'Plato's Republic', a Frisco official said in our hearing recently. "But I gleaned one thing from him that has helped me a lot in my business career. That thing is that no conclusion may be accurately reached if it originates from a false premise. The first premise of any logical problem must be true.

"It is remarkable," our friend continued, "how many false conclusions are reached in our own profession through non-observance of this cardinal principle of reasoning.

"I was in my business car at a certain Frisco City the other day when one of the local men, a smart chap, too, came aboard. As we sat there chatting, a long train of loads went through the terminal.

"'There's a fine train,' my friend said. 'About 60 loads of grain, oil and automobiles, maybe some perishables. Reckon that train's revenue is about \$6,200. This railroad is surely making money.'

"An then he blithely turned his conversation into another channel. He had made his observation. He saw a big trainload and he had seen the waybills in the yards, and he had guessed the revenue of the train. Perhaps he was right as to that revenue. But he didn't go back far enough. His premise was false and therefore his conclusion was wrong, too.

"He knew, but didn't think of it, that on a 100-mile run there are about \$35 in wages, \$30 for coal, about \$12 for turning the engine at a terminal, and other incidentals.

"He didn't figure the cost of stations, station forces, dispatchers, operators, clerks, yardmasters, switch engines and tenders, supplies and a thousand and one other costs.

"He didn't reckon with cost of repairs to motive power and cars, or the maintenance of tracks, signals, buildings and bridges.

"He passed completely over the fact that it costs money to get the business that went into that sixty-car train. Our agents on and off line draw good salaries, and it costs good money to print tariffs and things of that sort.

"It costs plenty of money to keep track of the business of that trainload that just went by. My friend didn't stop to think that when they ship a box of stuff from here to New York, from our revenue we pay other roads for their handling of it, we keep track of car mileage and pay other roads for the use of their cars and collect in return for the use of our equipment.

"This whole item of bookkeeping and office expense amounts to about \$30, and the whole costs added together amount to more than \$600 per hundred train miles.

"If the rest of our folks figured as this Frisco gentleman did, I'm afraid we'd come out in the hole at the end of the month or year."

There is a tremendous amount of truth in the remarks of this well-known Frisco official. Too many of us are prone to jump at conclusions that our company is making a magnificent return because we see good passenger train business and long trains of freight. In this highly specialized industry of railroading it is impossible for any of us to have more than a general knowledge of the whole of it. We know the work of our own department, but we are a bit hazy as to the functions of our neighbor departments.

The complexity of our modern day railroad operation, far flung and greatly departmentalized as it is, makes it impossible for a division of interests. We must stick to our own task and let the other fellow stick to his, knowing that he will perform it properly. But we must not conclude without facts warranting our conclusion. It is not fair to our company or to ourselves.

And it is to be remembered, too, in addition to the facts set out in the dialogue above, that taxes and interest charges and cost of improvements are not included, and that they, too, must come out of the gross revenue of the railroad after paying the other expenses mentioned.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## SUGGESTIONS FOR THANKSGIVING

In planning your Thanksgiving dinner, do not forget that nuts can be employed advantageously in the menu. It is highly probable that the spreading chestnut tree contributed its share to the success of that now historic meal when, according to legend, our Pilgrim forefathers, though they had only five grains of corn remaining, planned a feast to give thanks for them.

Nuts may be introduced in any course or every course in the Thanksgiving dinner. The following recipes contain some new and unique suggestions:

### Pecan Canape

Cut stale bread into crescents, then saute a delicate brown in butter; drain on brown paper; mix equal parts of olives and pecans and moisten with mayonnaise. Spread crescents with mixture and garnish with pimento.

### Chestnut Stuffing

Cook chestnuts until tender; pass through a ricer and add one-fourth cup of butter, one teaspoonful of salt, one egg, and one cup of hot mashed sweet potatoes. Add also the liver of the turkey, chopped fine. Mix well and add chopped parsley, lemon or onions to taste. If a moist dressing is preferred, add cream or stock.

The salad course offers delightful possibilities. There is, in the first place, this Nut Cheese and Pear Salad, for which you fill the center of a dish with cream cheese passed through a ricer; Peel and core some pears (you can use canned ones, if the fresh are unobtainable), fill the centers with chopped nuts and celery and sprinkle with nuts. Place the pears around the cheese and serve with mayonnaise.

More "different," perhaps, is this Nut Cherry and Cheese Salad, made by removing the stones from large, white or black cherries, and filling them with a mixture of cream, white cheese and English walnuts. Sprinkle with fine ground walnuts and serve on lettuce leaves with French dressing. One-half dozen large cherries are enough for each portion and, as is in the other recipe, canned cherries will do as well as fresh ones although they do not make as pretty a dish.

## The Ideals of Man and Maid in 1926

RECENTLY a prominent clergyman in St. Louis planned a series of sermons on the "Ideal Young Man" and the "Ideal Young Woman." In order to secure first-hand information as to the qualities of mind and soul which youth today considers admirable and essential in members of the opposite sex, the Reverend Doctor sent out a questionnaire to seventy-five representative young men and one hundred and twenty-five young and unmarried women.

Any attempt to make the young people of today think seriously on what constitutes the desirable in a life partner is commendable. Surely this is a matter for thought in an age when statistics show an average of one divorce for every seven marriages throughout the country as a whole, and the State of Nevada looms up with the astounding record of ten divorces for every nine unions. Furthermore, social workers are agreed that hasty and ill-considered marriages are mainly responsible for the marital relation assuming this experimental character.

A consideration of desirable qualities presupposes the existence of undesirable ones, so the first question sent out to the bachelors dealt with the shortcomings of the average young woman. The outstanding censures were that the girls of today lack individuality and are too much influenced by the superficialities of life to the exclusion of worthier things.

The criticism as to the lack of individuality is only too true and the most unfortunate phase of this "standardization" is that the young of both sexes have been approximating rather drearily to a mental and physical outline as undistinguished as it is uniform. The diagnosis is easy, but the remedy not simple. How can one be herself in an age whose slogan is "quantity production of standardized products"?

As usual, the young women were not so gentle in scanning brother man. Their verdict was that the young men of today are selfish, conceited, insincere, materialistic and shiftless;

that they are lacking alike in ambition and respect for the aged; that they are hedonistic, egotistical and irreligious. A severe indictment to be sure, but cast off the gloom, girls and face the truth. Aren't there very few young men against whom all these failings could be scored, and aren't there some men—at least one man, perhaps—in whom none of them are present? May not lack of ambition be merely an absence of swank and the apparent lack of respect for age a modern form of chivalry? Remember many a youth today boasts a grandmother who abbreviates her locks and her skirts, plays a nifty game of golf and mayhap can execute the Charleston.

To the second question, "What do you regard as the necessary traits of character and qualities of life?" the young men set up various ideals which could be summarized as demanding sincerity founded on intelligence and spirituality. Reciprocating, the young women seemed to demand every virtue in the category as essential.

Both men and women were agreed that character was of prime importance in an individual, and the possession of wealth of least significance. Singularly enough, the men laid less stress on personal appearance than the women.

The consensus of opinion was that the best treatment for the now almost extant flapper was to ignore her. The men universally condemned the society costume of today, but did not seem to find much to rail at in the conservative styles of the ordinary dress.

The men were unanimous in condemning the use of cigarettes by women. They agreed equally in saying that rouge, if used with reason, was not inconsistent with good character. Slang, in moderation, was pronounced alright for men, but on the whole regarded as objectionable in women.

Bachelors, as well as maids, expressed themselves emphatically against profanity in any form. Incredible as it may seem to some, excessive spending by the men was derided by the women.

He—"I just got a set of balloon tires."

She (eagerly)—"Why, George, I didn't know you had a balloon."

Johnnie, when asked by his people to define "deficit," said: "A deficit is what you've got when you haven't as much as if you had had just nothing."



## Artful Autumn Accessories for Miss Frisco



With the fashion for brilliants on the up wave, a strand of real crystal beads, beautifully cut, will give just the right accent to almost any frock.

An unusually attractive velour hat for autumn. The folded crown with tailored band of grosgrain ribbon distinguishes it as the acme of tailored smartness.



Girdles again! Worn with frocks, or with coats, a girdle adds just that touch which means autumn chic. This one happens to be a metal girdle, one of the latest modes.



Never was there such a variety of hand bags! One for every occasion. This one is black mocha skin, embroidered and appliqued. Lined in red moire silk.

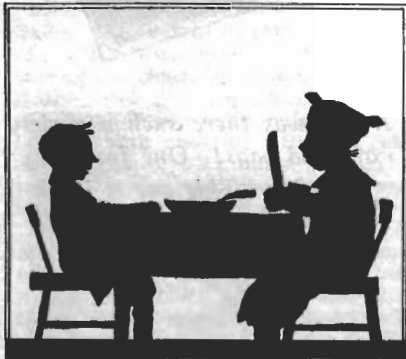


## The Parade of the Nursery Rhymes

"YOU know," exclaimed Mary the other day, as she was talking to her little country cousins with whom she was going to spend Thanksgiving, "Mother said we were the most impatient little bunch of 'youngens' she ever saw and she was going to invent a brand-new game. Guess what it was?"

"Can't guess," said Billy, as he sat on a little stool, with his two chubby fists under his chin.

"Well," continued Mary, "I know you never could guess this, but it was the mostest fun, and mother says we can play it often. Here's the way you do it. It's called the 'Parade of the Nursery Rhymes'. First we had Daddy stretch a sheet over one of the doors and fix the light so it would make the grandest shadow on this sheet. Daddy knows just how to do it. Then we thought up nursery rhymes. First one I thought of was 'Jack Sprat Could Eat No Fat'. We were going to dress two of the kids up like Mr. and Mrs. Sprat and put them back of the curtain and all we'd see would be the shadow. And while they were there posing for us, somebody had to recite the nursery rhyme. Well, for Jack's wife, we got one of Mother's pillows and tied it on Jane's head. Jut a little pillow to look like a funny hat. Then we got her to put on a high collar and an apron and we got a table. Jimmy was so skinny, he was Mr. Sprat. He tied a napkin 'round his neck. We had such fun dressing them up. Here's the way Jack and Mrs. Sprat looked:—"



"Then you know little Joan Emery? Well, she wanted somebody to act out 'Little Bo-Peep, Lost Her Sheep'—and we got Daddy's cane and the nurse's cap, and one of Mother's dresses that wrapped around us, and

we had that one. We just couldn't find any sheep—so we got old Fuzzy, the dog. He didn't look much like a sheep, but he had to do. Oh, it was the most fun.

"Course, you know, somebody had to ask for 'Little Miss Muffett'. That one wasn't hard a-tall! June's got the loveliest curly hair, so we sat her on Mother's little footstool, with a bowl and spoon and Mother made a funny spider for us to hang down—and that one was all over in a jiffy! I think June really got scared of the spider, and we kids just laughed! Didn't she look cute?"



"Oh, there were heaps more—but that whiled away a whole long evening for us and Mother let us use her clothes and Daddy let us use all his things. We didn't near think up all the nursery rhymes, but we got a lot of them acted out. Oh, say, let's ask Cousin Jane if we can't have a parade tonight!" and Mary clapped her hands in anticipation.

"Oh, let's," came a chorus of voices and away they went to find out if Cousin Jane would permit a parade to while away the evening hours.

Suppose every little boy and girl on the Frisco Lines tries out this parade party! It's just lots of fun, and write to the Twilight Lady and tell her what kind of a time you had!

### Can You Beat It?

"Down where I live," said the Texan, "We grew a pumpkin so big that when we cut it, my wife used one-half of it as a cradle."

"Why," smiled the man from Chicago, "that's nothing. A few days ago, right here, three full-grown policemen were found asleep on one beat."

## THE LETTER BOX

This is the first time the Twilight Lady has heard from Marjorie Goetz of West Tulsa, Oklahoma, and the letter was such a lovely one that it was well worth printing.

"Hello, Twilight Lady:

I am ten years old and in the fifth grade at school. I love my teacher and love to go to school, but I love vacation time best of all.

My papa has worked for the Frisco four years as machinist. I have two sisters and one brother. I am the oldest child. I love to help mother of evenings and Saturday. There are so many parks and swimming pools to go to, and we take our lunch and go out often. We live close to a child's park where they have swings and a pool.

We get the *Frisco Magazine* and I enjoy reading the Twilight Page.

As this is my first letter, I will say goodbye.

Your little reader,

Marjorie Goetz."

Thanks so much for the letter, Marjorie. The Twilight Lady is always glad to know that the Frisco kiddies enjoy reading the Twilight Page.

Millard Morrow of 1215 North Main Avenue, Springfield, Mo., sent his picture in for the Frisco Children's Page, which will appear shortly.

"Dear Lady:

Please find my picture and you may put it in the *Magazine*, which I love to get each month.

My papa is a locomotive fireman of the eastern division out of Springfield and has been for ten years. My age is eight years.

So hoping this picture reaches you—my papa's name is Alonzo Morrow and my name is Millard Morrow.

Yours truly,

Millard Morrow."

Thanks so much for the picture, Millard, and the letter also. Won't you write me another one and tell me what you'd like to have on the Twilight Page—a western story, a boy scout story, or a story about animals.

Be sure and let me know.

*Your own  
Twilight Lady*





1



2



3



4



5



6



8



9



7



10



11



12

## FRISCO BABIES

1.—James Lee, Jr., son of Test Engineer Ryan, Springfield, Mo. 2.—Blanch, age 5 years; daughter of Walter H. Price, engine watchman, Grandin, Mo. 3.—Helen Juanita, age 8 years; Emma Jane, age 5 years and Bessie Virginia, age 3 years; daughters of Fred Camon, section foreman, Kenoma, Mo. 4.—Nadine Joyce, age 3 months; daughter of Herbert Johnson, fireman, Springfield Yards. 5.—Charles Lynn, age 20 months, son of P. W. Derks, west shops, Springfield, Mo. 6.—Jacqueline Helen, age 10 weeks; daughter of Chester Kratky, secretary to J. M. Kurn. 7.—Alvin Lee, age 6 months and George age 6 years; sons of T. R. Callow, baggage clerk, Ft. Scott, Kansas. 8.—May Elizabeth, age 5 years; daughter of Mrs. Roscoe Morehouse, clerk, office of superintendent transportation, Springfield, Mo. 9.—Rachael, age 7 years; daughter of A. C. Bentz, operator, Claremore, Oklahoma. 10.—Betty Louise, daughter of John H. Behrens, Ft. Scott, Kan. 11.—Louise, daughter of Oliver Malone, section foreman, Newburg, Mo. 12.—M. Gordon George, age 14 months; grandson of Harry Harrison, safety inspector, Sherman, Texas. 13.—James William, age 3 years; son of Ruben West, section foreman, Stanton, Mo. 14.—Charles and Richard Cardson, age 6 and 2 years respectively. 15.—James Welton, age 16 months; son of J. W. Skelley, locomotive fireman, Hayti, Mo.



13



14



15



### Where To Go

An ardent motorist met at the pearly gates by St. Peter, glanced down the main street of heaven. "Fine," he said, "What a splendid highway. Where are all the cars?"

"There aren't any," replied St. Peter. "You'll find them all below."

"Then I'll go there," pouted the motorist. When he got below he saw many beautiful automobiles, and he asked Satan, "Which car is mine?"

Told to take his choice he climbed in one. "Great," he said. "Which way do I go, where is the road?"

"There isn't any," said Satan. "That's the HELL of it!"—Exchange.

### Try This

"Want to see something swell?" she asked coyly.

"Sure," he replied.

"Drop this little sponge in some water," was her reply.

### Has It Happened To You

She was young and fair and pretty  
She's a girl I'll never forget.

We were in a Pullman sleeper,  
When by accident we met.

Yes, I'll always remember well,  
The girl and time and place;

I was coming from an upper,  
And stepped upon her face!

—Exchange.

### Very True

Being an angel is something everybody puts off as long as possible.

### Me Too!

If I had legs like some of these eggs,  
That roll their socks down low,  
I'd take no chance, with floppy pants,  
Lest the skinny things should show!

### Hard to Get Filled

Aunt Liza's former mistress was talking to her one morning when suddenly she discovered a little pickaninny standing shyly behind his mother's skirts. "Is this your little boy, Aunt Liza?" she asked.

"Yes miss, dat's Prescription."

"What a funny name, auntie, how in the world did you happen to call him that?"

"Ah calls him dat cause as has sech hard wuk gettin' him filled."

### With the Kids

"It's the little things in life that tell," said Sis, as she pulled her kid brother from under the parlor-sofa.

Wanted: Honest lawyer at once to prosecute a crooked one.

### Be Specific

"How old would a person be who was born in 1880?"

"Man or woman?"

### Office Gossip

The pencil has made quite a few pointed remarks about the sponge being soaked all day, and the waste basket being full also. The scissors are cutting up, and the paper weight is trying to hold them down. The mucilage is sticking around to see the stamps get a good licking in the morning. The ink's well, but feels blue because bill is stuck on the file. The calendar is expecting to get a few days off and worst of all, the blotter is taking it all in!

—Old Hickory Smoke.

### He Knew

"I'm getting up a little poker game, Major," invited the friend. "Would you like to join us?"

"Sir, I do not play poker."

"I'm sorry, I was under the impression that you did?"

"I was once under that impression myself, sir."

### That's Why

Friend: "Why is it that your son rides in a car, and you always go on a street car?"

Father: "Well, he has a rich father, and I haven't."

### In, Where?

Husband: "Is my wife in?"

Butler, answering the phone: "I think she's in the bath sir, just a moment and I will see, sir."

Husband: "Never mind, I'll call later."

### Flirting

Sheik, drawing in at the curb: "Can I assist you, mam?"

Flapper: "Are you going south?"

Sheik: "Yes, mam."

Flapper: "Well, bring me some nice oranges when you come back."

### One on the Ladies

Women are all right in public affairs, if you don't mind the affairs being made public!

Wanted: Bookkeeper and assistant to club manager. Apply Piping Rock Country Club.

"The case is more serious than I thought," said the detective, when he saw that both sides of the window glass were broken!

### A Mystery

Customer: "How do you sell this limburger?"

Merchant: "I often wonder myself, ma'am."

Question: "I have a wart on my hand. I have had it just a year this coming Wednesday. What would you advise me to do for it?"

Answer: "Give it a birthday party."

### No Use

There is little use to try to joke with a woman. The other day Jones heard a good conundrum and decided to try it on his wife.

"Do you know why I am like a mule?" he asked her when he went home.

"No," she replied promptly, "I know you are, but I don't know why."

### Another Version

Maud Muller on a summer's day,  
Raked the meadow sweet with hay;  
You'd hardly expect a girl, you know,  
In summertime to be shoveling snow!

—Exchange.

### Rhyming Poets

Two men were saying goodbye to each other at a railroad station.

"Don't forget to see our mutual friends, Mr. Lummac, while you are in Kansas City," said one.

"Lummac?" repeated the other absently.

"Yes, Lummac," said the other, "you can remember the name because it rhymes with stomach."

A week later the traveler returned and meeting his friend on the street, said: "I tried to find that Mr. Kelly every place and I never could locate him."

A little Jewish boy lived next door to Billy Sunday. Every morning at 9:00 o'clock he would go to Billy Sunday's door and say: "Good morning sir, it's nine o'clock and the sun is shining."

Billy Sunday would answer: "Yes, the sun is shining and we are right with the Lord."

Every morning for several weeks this little Jewish boy would go through the same performance.

One morning he knocked at the door and told Billy Sunday it was "Nine o'clock and the sun was shining."

Billy Sunday answered that he knew it was and that he was right with the Lord.

The little Jewish boy called back to him, "Aw, you're off—it's eleven o'clock and rainin' like Hell."



"IF WE ONLY HAD OUR WAY —"

"SITTIN' ON TOP  
OF THE WORLD —!"



FOLKS WAIT ALL NITE  
FOR A BLEACHER SEAT  
IN A WORLD'S SERIES —



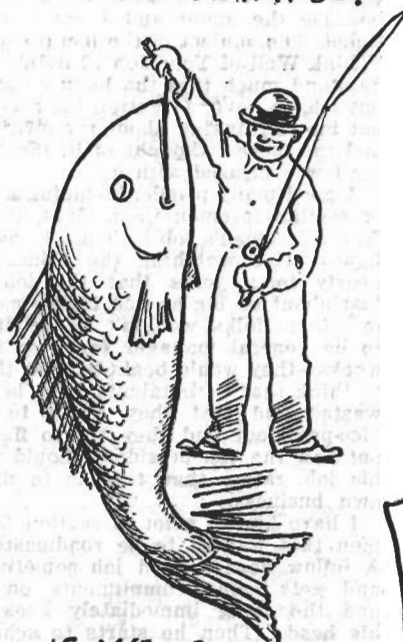
ST LOUIS WOULD ALWAYS  
BE CHAMPS —!



— BUT CAN'T SEE  
WHY A TRAIN  
WONT WAIT FOR  
THEM —.



— IF WE WERE  
PAID WHAT WE  
THOUGHT WE  
SHOULD BE —!

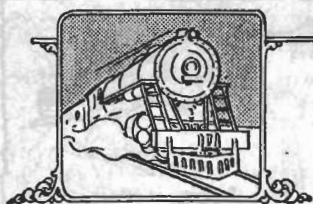


IF WE COULD  
ONLY CATCH  
'EM LIKE  
THIS —!



WHERE LITTLE BOB  
WOULD HAVE HIS  
SCHOOL TEACHER

JOHN GODSEY



# The FRISCO MECHANIC

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



## FRANK JUNKINS CHOSEN

**Kansas City Man Elected General  
Chairman of F. A. M. C. &  
C. D. E.**

**A**T a meeting of the board of the Frisco Association of Metal Crafts and Car Department employees on Wednesday, October 24, Frank M. Junkins, a member of the board was elected to the position of general chairman of the association, vice Wm. M. Underwood, retiring chairman.

Mr. Junkins is 54 years of age and comes from Kansas City, where he has been with the Frisco for about



FRANK M. JUNKINS

six years. All his time has been spent in the Kansas City shops, serving as machinist inspector. He has had about twenty-five years' experience as a mechanic, having served several years time on the Santa Fe.

He has acted as chairman of the shop committee of this organization and as president of the Kansas City local, in which capacity he was serving when he was elected to this new position.

Mr. Junkins is making arrangements to move his wife and three children to Springfield, his new home.

The following were also elected to serve on the board at this meeting: A. A. Jones, St. Louis; L. J. Lyons,

## Some Good Advice From the "Old Man"

*In the following article an anonymous writer—a Frisco employee—gives some excellent advice to his son, in a frank and intimate letter. No matter what your job is on Frisco Lines—read it. It applies to us all.*

—W. L. H., Jr.

Riverview, Ark., Nov. 1, 1926.

Dear Son:

I sure was mighty proud to learn that you had been appointed foreman on Section R-33. I am glad to see you get the promotion and I like to feel that the raising I have given you has helped make you ready for a foreman's job at a time when it is pretty hard to find material from which good foremen may be made.

If you don't mind listening to a little advice from your old Dad, I can tell you a few things that will be a powerful lot of help to you now, and in the years to come. You have heard me say a good many times what I am going to tell you, but it will mean more to you now, because now I am talking about your job instead of mine or the other fellow's.

I remember a good many years ago one of those Chautauquas came to town and I went to one of the lectures because the agent and I got a free ticket. The subject of the lecture was, "Think Well of Your Job". I didn't understand much that the lecturer said, but I have never forgotten his text. It put me to thinking about my own job and the more I thought of it, the better I was pleased with it.

A good many people, including a lot of section foremen themselves, think that a foreman's job isn't much, but I figure after watching the thing for nearly forty years that the job is just about as big as you try to make it. Some folks wouldn't be satisfied to be general manager for over two weeks—they would begin by that time to think that their talents were being wasted and that they ought to be vice-president and they try to figure out how the vice-president should run his job, rather than tending to their own business.

I have known a lot of section foremen that wanted to be roadmasters. A fellow does a good job sometimes and gets some compliments on it, and the thing immediately goes to his head. Then he starts to scheming as to how he can attract attention and pull wires, and the first thing you

know there is a politician running his section instead of a foreman. I like to see men ambitious; don't think it hurts even section foremen to have an idea that there is something better ahead of them some place. But always remember, son, that the job ahead of you is to do today's work the very best way you know how.

### About the Wages

I have had a lot of foremen argue with me that we ought to be paid more. I usually agree with them because I know they would not understand what I am now going to tell you. I can look back forty years and recall the boys I grew up with in the old home town, and not find a one of them as well off today as I am. A lot of them have made bigger money than I have at times and some of them have lived in better homes and had better clothes, but their prosperity has not lasted. One of my old schoolmasters was elected to county office and wore a white vest and later ran for the legislature, but he never acquired the habit of working—dodged around from this to that for a number of years and finally died a few years ago a public charge. I have gone through three panics since I started running a section and while you don't know much about what that means, you can realize that a man should be mighty well pleased with a job that kept his children fed when others were going hungry. Don't misunderstand me to mean that I would not accept more money for my work when the company sees fit to offer it, however, I am not going to forget that the company has enabled me to raise my children and educate them and give them and your mother a home, and today I command a reasonable amount of respect in our community, largely as a result of my connection with the Frisco Railroad. These things are all worth a lot to me, even if I cannot take them to the bank and deposit them to my credit.

### Think Well of Your Job

But you should think well of your job, son, not only because it is a good job for you, but because of the importance to the company which is depending on you to take care of its interests. You and the agent are the only representatives our company has in your town. The folks down there judge our railroad by the kind of a

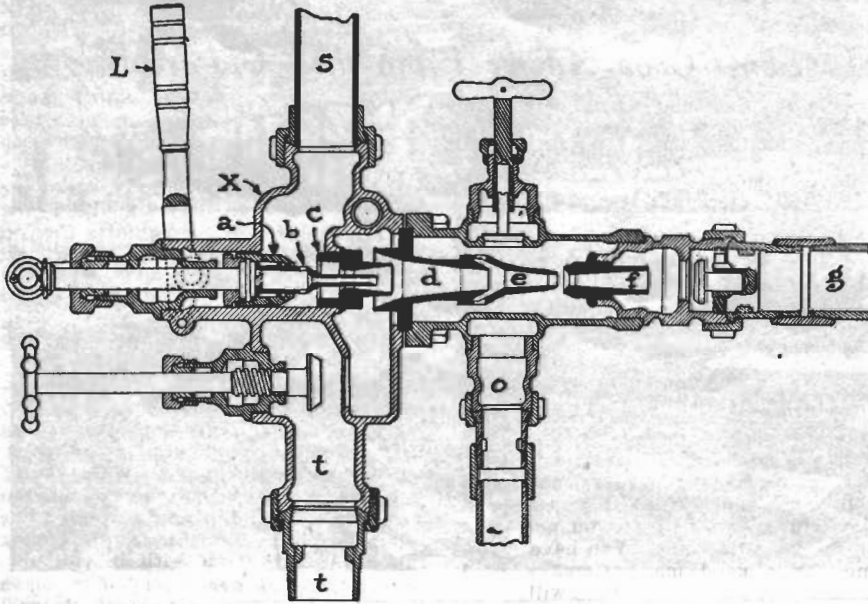
(Now turn to Page 40, please)

Springfield; W. A. Neal, Sapulpa; J. L. Eudy, Ft. Smith; C. C. Bond, Enid; John Sheely, Chaffee; J. L. Way, Sherman; J. E. Rucks, Birmingham; G. T. Youell, Yale; W. M. Underwood, Springfield; S. F. Cooper, car department, Springfield.



## The Operation of the Locomotive Live Steam Injector Lifting Type

By F. G. LISTER



**T**HE operation of the live steam injector and its interior construction are well known to every one who has occasion to use and repair it. But the principle of its operation is not so well known, especially when it is considered that the pressure in the boiler is the same as that forcing the water into it, which offers a great resistance to the water entering the boiler, it having no other energy than that imparted to it by the steam carrying it in.

It may, therefore, be worth while to describe in a brief way how the injector supplies the boiler with water.

There are two general types of injectors, the lifting and the non-lifting. The actions of the lifting injector are explained in the following paragraphs. The non-lifting injector will be explained in a later issue of the magazine.

The lifting injector (see illustration) consists of a body "x" supplied with a steam valve "a", a primer "b", a steam tube or nozzle "c", a lifting or intermediate tube or nozzle "d", a condensing or combining nozzle "e", and a delivery nozzle "f".

Steam enters the injector directly from the boiler through the steam pipe "s". The starting lever "L" opens the main steam valve "a", admitting steam to the primer "b", permitting discharge of steam through the lifting nozzle "d", sucking in the surrounding air along with it. This creates a high vacuum sufficient to lift the water above the level of the tank. As soon as this vacuum is created, cold water is drawn or lifted through feed pipe "t" from the tender tank, discharging it through

the overflow pipe "o". The starting lever "L" is then drawn back, opening the forcing steam nozzle "c", which gives sufficient impetus to the water to carry it through the lifting nozzle "d". This cold water now combines with the steam in the combining nozzle "e", forming an almost perfect vacuum, and at the same time the temperature of the water rises in proportion to the amount of steam it comes in contact with. This heated water is now drawn through the condensing or combining nozzle "e" by the steam entering through nozzle "c", passing on through the delivery nozzle "f" and on into the boiler feed or delivery pipe "g" into the boiler. The first requisite of the combining nozzle "e" is that the water must be sustained during the impact of the steam, and the second is that the mixture of the water and the steam should be as intimate as possible in order that complete condensation of the steam may take place during the passage of the jet through the nozzle.

How can the above process put the water into the boiler with boiler pressure on both sides? The injector can put water into the boiler against boiler pressure in the first place because of the difference between "kinetic" or moving energy and "static" or standing energy, and in the second place due to the fact that the jet of steam under pressure is traveling at a very high velocity when it strikes the water entering the condensing or combining nozzle "e", imparting to the water its momentum and forming with it during condensation a continuous jet of smaller diameter, having sufficient velocity to

## DEDICATE NEW HALL

### Oklahoma City Employees Secure New Meeting Place

**T**HE Frisco Metal Crafts and Car Department employees turned out en masse to commemorate the initial opening of a new meeting place, the Bohemian Hall at Oklahoma City on the night of October 6. This hall has been leased by the association for all future gatherings both business and social. About two hundred and fifty were present to enjoy the opening program.

F. M. Junkins, the new chairman of the association came from Springfield to attend the meeting and the program, made up of local talent for the most part, proved interesting.

H. L. Worman, superintendent motive power, made the first address of the evening, which was well received by the men, who welcome him at all their meetings. He was followed by G. W. Moore, his assistant. Mr. Junkins talked of the association and its purposes. C. C. Mills of the accident prevention bureau and J. S. Jowers, general car foreman of Oklahoma City both made short addresses.

The program was interspersed with readings and musical numbers. One unique number was a drill given by the employees of this local, entitled "Friscoettes." The following program was given: vocal solo, Mrs. R. E. Stewart, accompanied by Mrs. M. Shaw; reading, Mrs. George Howe; violin solo, Marguerite Baulch, accompanied by Talmar Baulch; song and dance, Eulah Floyd and Edgar C. Moore; reading by Miss Austin and a guitar and harmonica solo by George T. Dobyns.

The Oklahoma City employees extend a cordial invitation to members of other locals, to pay the new hall a visit.

overcome the pressure in the boiler. It is through the delivery nozzle "f" that the maximum velocity of the combined mixture of steam and water is attained, and subsequently reduced by means of the diverging or expanding shape of the nozzle to the velocity and pressure in the boiler feed pipe.

Of all the dimensions in the injector, the small diameter in the delivery nozzle "f" is the most important, for it is from this diameter that all other parts are calculated. It is usual to indicate the nominal size of the injector by this small diameter of the delivery nozzle; for instance, if the small diameter measures 10 millimeters the injector will be known as No. 10.

\*Some injectors are not provided with a primer for starting the water. In such injectors the steam passes directly through the steam nozzle "c", which creates the vacuum to lift the water through nozzle "d", combining in nozzle "e" with the steam.

## Frisco's Birmingham Terminals Are "Backbone of Dixie", Foreman Says



"THE Frisco terminal at Birmingham is 'the backbone of Dixie', said L. M. Westerhouse, general foreman at that point. "I'll back it up too," he continued.

### GOOD ADVICE FROM DAD

(Continued from Page 38)

section foreman they have, a whole lot more than they do by how much business it is doing or how much money it is spending for improvements. You can do more than anyone else on the railroad toward keeping the good will of the folks along your section. You should keep your eyes open for things that are liable to bring about complaints and fix them wherever you can, calling the attention of the roadmaster to the things that you cannot fix. When a man comes to you with a complaint, remember that your conduct will not only have a whole lot to do with his friendship for you in the future, but also his friendship for our company.

Don't ever make any promises that you don't intend to keep or that you are not certain that you will be able to keep. Your word should be your bond, even to the extent of making it good where conditions arise over which you have no control, and when occasionally someone comes to you, asking that the company do something out of reason, don't argue, sympathize with them in a way that will not compromise the company. Most generally, people with a grievance get about all the relief they need when they confide in someone else and get a little sympathy.

"Five, class 5 repairs, and no engine failures is our record for the month of August. We also took care of classified repairs and fifty-six regular inspections, besides some heavy run-

When you are loafing around the post office or the grocery store, don't overlook a chance to say a good word for the company. I don't mean by this that you are to go to extremes, either in the statements you make or in talking too often. When the crack-box statesman gets to discussing the heartless corporations, a word now and then from you about some of the good things your company is doing will do a lot toward keeping down the wild talk that usually comes from ignorance. Men are pretty much like sheep anyway, and the fellow that knows his business and has the gumption to stand up for his ideas, is always the leader.

Write soon. Mother sends her love.  
Dad.

P. S.—I was up to division headquarters last month to a little meeting of the foremen and I heard our old superintendent say that most generally a section foreman did not realize how important a man he was for the railroad and that the majority of foremen did not take their job seriously enough. He didn't mean by that, that you, John Thorpe, are of such importance that you should go around with your chest stuck out, inviting people to look at you, what he meant was that the foreman of Section R-33 was an important man because of his being largely responsible for the railroad's interests from MP R-527 to MP R-534.  
Dad.

ning repairs during this same period of time."

"The photograph shows, at the extreme left a view of the car department which includes the mill shop, outbound tracks, five stalls in the garden. Then the 100 foot turntable and twenty stall roundhouse. The runway for our electric crane is shown, extending from the roundhouse to the machine shop. This runway extends over each drop pit and around the roundhouse, accommodating them with the eight ton electric crane, that is as indispensable as the shop itself," Mr. Westerhouse continued in his explanation of this remarkable photograph. "The Mallet and 71 class engines have no horrors for the mechanic, when he is provided with such machinery, and I often hear the remark that the big power is more welcome than the old timers."

The modern power plant is also shown in the photograph. The appearance of this plant has brought many flattering remarks and usually brings a thought of years ago, when about forty or fifty pounds of steam or air was about all that could be developed in the old power plants, as compared with 100 pounds that is produced with little noticeable effort now.

Other buildings are shown in the photograph, including the superintendent's office in the distance, near the center of the picture; then the offices and storeroom; the backsmith shop; the roundhouse office and washroom, and at the extreme right, the coal chute that operates automatically, with the press of a button.



## THEY'RE NOT ACCIDENTS— THEY'RE CRASHES

(Continued from Page 15)

to teach him to walk safely. Everyone has probably had the experience of walking peaceably along a sidewalk when the person immediately in front of him has suddenly turned around without warning and bumped into him. I've had it happen to me numerous times. It is a type of absent-mindedness which we have to fight in any campaign for safety.

The carelessness of the average pedestrian takes many forms. He will step out from behind a car, or he will attempt to cross the street in the middle of a block, where traffic is heavy. These are practices which would seem to be so obviously dangerous that no one would try them, but they do.

The education of the motorist is chiefly along the lines of common courtesy, as I have said before. My own experience has shown me the value of such teaching. In 1919 the Yellow Cab Company, along with all other concerns of the same kind, was absolutely unable to obtain liability insurance for its cars. No insurance company wanted that class of business. This year five or six of the largest firms bid for our business, and the rate per cab mile was less than that charged by the same companies for private cars.

How did we do it? Education. In 1920 I started a "school" for taxi drivers. They attend for an hour once a week. We teach them to obey the traffic laws of the city and the state to the letter, and to use common sense, common courtesy, and common decency at all times.

We teach them that every motor car in this city has the right of way of their cab, and we have decreased the number of crashes since 1920 by 90 per cent.

The third division of the safety council work is that of law enforcement. Education is good, but it has to be backed up by a club. We are recommending, among other measures, that every police department keep a card index on all drivers arrested for violation of traffic ordinances. Minor infractions of regulations, of course, should receive different treatment than the more important ones. But after a driver has been arrested several times, steps should be taken for the protection of society.

One of the most effective methods yet discovered for controlling the situation, I believe, is the licensing system. In order to obtain a permit to drive in some states, a person must pass a certain physical test. He must have ordinarily good sight and good hearing. He must show his ability to drive a car satisfactorily to the examiner. Then, when from the card index it becomes obvious that he is a dangerous driver, it is possible to deprive him of his license temporarily or to cancel it entirely.

## Two Popular Supervisors of the Texas Lines



J. T. ODELL

J. T. Odell, road foreman of equipment of the Texas Lines began his railroad service with the Southern Pacific firing a switch engine in the Houston Yards in the nineties.

He was promoted to road service, then to the position of traveling fireman and later road engineer. He also served with the G. H. & H. Railway between Houston and Galveston; the I. & G. N. Railway, between Palestine and Taylor; the Mexican Railway out of Acambaro; the L. & N. out of Birmingham and the T. & B. V. Railway out of Teague, Texas.

He then came with the Frisco, working out of Ft. Worth. He was transferred to Birmingham, but returned to the Texas Lines in 1919 as road foreman of equipment, which position he now holds.

Mr. Odell is perhaps one of the best known figures among the enginemen on the Texas Lines.



J. W. SURLES

J. W. Surles, master mechanic of the Texas Lines served his railroad apprenticeship on the Illinois Central railroad, and later went to firing for that road.

His next service was with the H. & T. C. where he served as air brake and headlight foreman and air brake instructor. After that road consolidated with the Southern Pacific, he acted in the capacities of air brake, erecting and general foreman.

He resigned his position with the Southern Pacific to go with the Grant Locomotive Works, but after nine years with this company, he came to the Frisco's north Springfield shops as superintendent. He served also as general roundhouse foreman at Ft. Worth, Texas, and now holds the position of master mechanic of the Texas Lines, headquarters at Sherman.

Hoover's National Council is starting an important reform by trying to bring the state traffic laws into some kind of similarity. It is attempting to introduce the same hand signals everywhere and a uniform method of handling traffic in streams, to avoid confusion.

[From Wichita (Kans.) Beacon]

### INSURANCE CO. PAYS \$18,500

The Metropolitan Life Insurance Company paid a total of \$18,546.08 to officers and employees and their beneficiaries on group insurance contracts during September. The total is divided as, death claims, \$13,000.00; disability, \$2,026.06; health, \$3,520.02.

### ON FLORIDA SERVICE

H. E. Morris, assistant general freight and passenger agent at Wichita, Kans., sent in the following letter of complimentary nature from Mrs. W. W. Robbins of Miami, Florida:

"I suppose when people are not pleased with their trip they write to you, but I am writing to tell you what a fine trip I had to Miami—thanks to you.

The change at Springfield was not the most pleasant, but the balance of the trip was fine. I was in one of the new Pullman cars.

I am 100 per cent strong for the Frisco and will see you all again next summer."



# Frisco Family News

## RIVER DIVISION

### SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

D. E. Gelwix, who has been division engineer at this point for the past three years, has been transferred to the northern division with headquarters at Fort Scott, Kansas, and took charge of his new territory October 1. During the time Mr. Gelwix and his family have resided in Chaffee they have made many friends who regret very much to see them leave. Mrs. Gelwix, Fred and Charlotte will remain here for some time before moving to their new home. G. W. Koontz of Ft. Worth, Texas, succeeds Mr. Gelwix as engineer on this division.

E. L. Brand managed to lay aside his duties in the engineer's office for a few days while he and Mrs. Brand made a trip to Birmingham and other points south.

Tom Levett made a flying trip to Miami immediately after the recent disaster to look after some of his relatives with whom he could not get in communication. We are glad he was able to report all safe, on his return.

Bob Allen (so it is rumored) is thinking seriously of moving to Blytheville. We don't know just why. It seems Bob is so attached to that lively Arkansas city that on a recent visit there it was a hard matter for him to make up his mind to come back to Chaffee.

There was quite an attendance at the better service and accident prevention meeting held in the City Hall October 17. C. E. Mills, supervisor of safety and Mr. Thompson, general chairman for the O. R. C. were among the visitors.

A. L. Davidson, traveling auditor, has been in Chaffee several days checking up forces.

Cletis Price, file clerk and Ralph Stevens, 691 clerk, recently spent a day at Cletis' home in Pocahontas, Ark. Think the proverbial fatted calf must have been killed from reports.

Clarence McDonough, M. W. time-keeper, has had to spend several days in the hospital.

Several of our river division ball fans were fortunate enough to see some of the world series games played in St. Louis; others had to be satisfied to "listen in." Superintendent Moran, Paul Krueger, W. H. Brooke, Dean Underwood, Fred Wilson and Paul Cielan were among those who came home with sore throats as a result of cheering for our Cardinals.

Elizabeth Grieshaber recently spent a day in St. Louis taking in shows and shopping.

M. E. Gesi made a flying trip to Little Rock, Ark., last month to attend court. Paul Kreuger was a busy man during that time.

W. H. Rammage has quit dispatching trains for about two weeks and is vacationing at Key West. Surely he will run over to Havana while so near.

Dean Underwood, Mrs. Underwood and little son have returned from a week's visit with relatives in Illinois.

J. A. McAllen has been sent to Ft. Smith as roadmaster on the central division. After several years of faithful service on this division, we are glad to hear of Mr. McAllen's promotion.

Several of our Frisco family from Chaffee attended the "Neighborhood Day" celebration recently held at Benton, Mo., got to shake hands with the governor and had a good time in general.

W. H. Stubblefield has been on the sick list for a few days.

### MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES F. HALEY, Reporter

Catharine Welsh, steno, has returned from a delightful vacation spent in Washington, D. C., and other points in the east. She was accompanied by her mother of Springfield, Mo.

Robert Mathis and wife have also returned from a vacation trip spent the latter part of September visiting friends and relatives in points in Oklahoma, including Tulsa and Sapulpa.

Baseball season has arrived to its close, and all the shopmen are eagerly looking forward to next season. The Frisco mechanical department employees have never experienced baseball teams up until the past season and we got rather a late start, however, the club will be organized early next spring and we are looking forward to a winning team, that will make a reputation for the Frisco at Chaffee. These baseball teams are a very good method of pleasant and cheap advertising and every shop employee should support the team 100 per cent.

Ed W. Glen has been working at Crystal City as car inspector, relieving W. E. Nichols, who has been off the past month account of sickness.

Leo Sternberg is back on the job again after spending a week visiting his many Frisco friends in Oklahoma and also in Springfield.

Clifford Peacher, piece work checker, spent last Sunday in St. Louis. He is very much worked up about the grandeur of the Ambassador Theatre.

Harry Owens, boilerwasher, who was injured during August, has returned to work after quite an absence. Mr. Owens was painfully burned by scalding water while working on an engine. His many friends are glad to see him fully recovered and at work again.

Fred Glastetter is the proud father of a ten and one-half pound bouncing baby boy, also, Martin Menz, car inspector, announces a new arrival at his home.

Ray Spillman, eldest son of boilermaker Bert Spillman, sustained a very painful injury last week. While climbing a tree young Spillman lost his balance and fell to the ground, breaking both wrists.

Among the Frisco men who are charter members of the newly organized Lions Club at Chaffee are Leo Sternberg, M. H. Stubblefield and engineer Sam Frissell.

Frisco Association of Metal Craft and Car Department Employees held their meeting October 6. Unfinished business was taken care of and the elec-

tion of officers for the ensuing year was held. Boilermaker John Sheeley was elected divisional chairman, Bert Spillman, president; Leo Sternberg, vice-president, and Fred Williams was again elected to the position of secretary-treasurer. The committee was elected as follows: boilermakers, Bert Spillman; machinists, James M. Lyle and for the car department employees, Thomas Abanathie. Mr. Sheeley and Spillman made report on meeting they attended at Springfield.

Engineer Roy Abernathie was one of the many fight fans who witnessed the downfall of champion Jack Dempsey and the crowning of Gene Tunney as champion.

Rube Boswell, hostler, is in serious condition at the Frisco hospital in St. Louis with kidney trouble. Rube has a flock of friends on the river division who are hoping and praying that he will soon be back with us and for his complete recovery.

James J. Appling, machinist, was transferred from Hayti to Chaffee.

John Sheeley, Bert Spillman and "Dad" Beinert attended the meeting of the divisional officers of the Frisco Metal Craft and Car Department Employees Association held recently.

C. O. Wilkins, traveling piece work checker and C. F. Davidson, traveling A. R. A. inspector, are with us this week.

Sam Frissell, engineer, attended one of the Cardinal-Yankee world series games at St. Louis.

Clinton Frock, third class carpenter, is the owner of a new light six Star sport model roadster.

The mechanical force at Cape Girardeau now consists of a car inspector, coach cleaner, box packer, engine watchman, hostler and coal shoveler. Local 848 and 849 now ties up at Chaffee instead of Cape Girardeau.

A. W. Brinkman, who was transferred from Cape Girardeau to Chaffee as machine and dead work foreman, when the terminal at Cape was abolished, has resigned and will accept a position with the Chicago, Illinois and Midland Railway at Springfield, Illinois as general foreman. Mr. Brinkman has made a host of friends during his association with the Frisco and we are all sorry to see him leave but wish him the best of luck in his new location.

W. F. Burgess was made night roundhouse foreman at Chaffee when the terminal at Cape was abolished. Among the employees to transfer to Chaffee from Cape are Louis Kreiger, Harry Hines, Ed Norvell and Pinck Fowler.

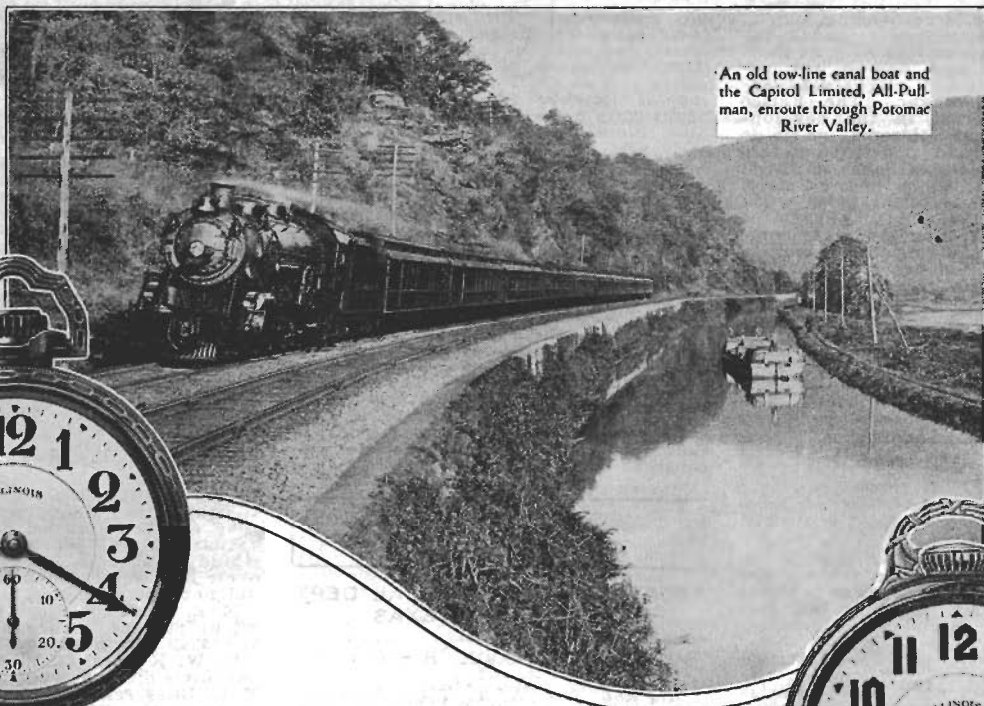
John Ringo, car inspector, was transferred to Birmingham and Frank Lilly who was roundhouse clerk at Cape exercised his seniority rights and bumped G. M. Cohoon as roundhouse clerk at Chaffee.

We would like to suggest to all the shopmen who own machines that they appoint a committee to look into the situation as regards the road from Yoakum Avenue to the shops and see if something can't be done. Last winter cinders were spread over this road, through the efforts of a small group of men, however the road is now in as bad shape if not worse, than ever before. It will be practically impassable this winter.

The small son of Harvey Whisenant, third class carpenter, was injured last week when he was run over



## THE OLD WAY AND THE NEW



An old tow-line canal boat and the Capitol Limited, All-Pullman, enroute through Potomac River Valley.

*New Bunn  
Special*



*Sangamo  
Special*



Buy American Watches Made by Americans  
Under Ideal Working Conditions

# ILLINOIS

## 60 HOUR 6 POSITION

### *Railroad Watches*

Mean greater accuracy,  
greater efficiency and  
greater safety.

Keeping pace with the wonderful improvements made in transportation facilities--ILLINOIS 60 HOUR railroad watches mark an epoch in the advancement and development of the watchmakers' art. ILLINOIS 60 HOUR watches are within the reach of every railroad man's pocketbook.

SEND FOR BOOKLET

ILLINOIS WATCH COMPANY, SPRINGFIELD, ILLINOIS

*Makers of High-Grade Watches Exclusively*

**SANGAMO  
SPECIAL**

6 Position . . . . .	60 Hour
23 Jewel . . . . .	16 Size
14k Filled . . . . .	\$ 90.00
14k Solid . . . . .	150.00

**NEW BUNN  
SPECIAL**

60 Hour . . . . .	6 Position
21 Jewel . . . . .	16 Size
14k Filled . . . . .	\$65.00
10k Filled . . . . .	60.00

by a wagon. He is recovering.

Many Frisco employees attended the Neighbor Day Celebration held at Benton, October 7, and among the officials present was J. N. Cornatzar, passenger traffic manager. The Frisco takes great interest in the development of Southeast Missouri, as it is the largest railroad penetrating this area and the success of Southeast Missouri means added glory to the Frisco.

W. B. McGaugh, student piece work checker, has at last ridded himself of his Dodge "spark Plug" as it is commonly known. Mac purchased a new Nash coach. We sincerely hope that Mac doesn't try to sideswipe another steamboat as he did with the Dodge. Mac attempted to run over the gangplank onto a ferry boat and thereby sideswiped the boat for some reason or other.

Charlie Bess, steel worker, is the proud father of a baby boy, who made his appearance at his home last week.

#### OFFICE DIVISION ACCOUNTANT CHAFFEE, MO.

ILA COOK, Reporter

We are very sorry to lose J. A. McAllen from our division but we are wishing him all the luck there is down in Ft. Smith. Mr. McAllen has just been appointed division roadmaster there.

Kenneth Lankford spent the last two weeks in our office assisting on the general clerk desk until Harold Fariss could be released from the superintendent's force.

On September 28, the Frisco office girls organized a club to be called the F. F. F. Now guess what it stands for. We meet once a week to sew, play cards, attend a theatre or otherwise entertain ourselves.

Henry Grupe, who has been assisting our force has returned to the St. Louis office. We were very glad to have him with us.

I suppose every one was as glad to see the Cardinals win as we were.

Miss Catherine Welsh and Eva Wray attended the football game between Rolla School of Mines and Washington U, which was played in St. Louis last Saturday. Incidentally, they went to the dance at the Chase afterward.

T. J. Sweeney spent Sunday, October 17, in St. Louis.

Mr. and Mrs. E. J. Harrell of Chaff-

fee, announced the engagement of their daughter, Miss Juanita, to A. H. Reser, son of Dr. and Mrs. J. H. Reser, of Galena, Missouri, at a luncheon given at their home on the evening of October 12. The house was beautifully decorated in pink, gold and blue colors and cut flowers which were appropriate for the season.

The announcement was made by Little Mary Rose Arnold and Master Billy Hopkins in the role of a mock wedding. As the little bride pretend passed the cards to the guests, the groom raised a white wedding bell which was in the center of the table, under it was a tiny bride and groom.

The bride-to-be is the daughter of Mr. and Mrs. E. J. Harrell of this city. Mr. Harrell is a conductor and Miss Juanita is widely known and liked in this vicinity as she has grown to womanhood in Chaffee. The date of the wedding was not mentioned.

Mrs. A. W. Fay, wife of chief yard clerk, visited relatives and friends in Columbia and St. James, Missouri, recently.

### TEXAS LINES

#### STORES AND MECHANICAL DEPT. FT. WORTH, TEXAS

H. R. GLASCOCK, Reporter

Mr. and Mrs. A. T. Todd announce the arrival of an eight pound son, September 28. He has been named Eugene.

Joe Williams, storehelper, has been gazing into the mirror lately and at last he is rewarded with one of those little moustaches.

C. C. Clarke, passenger engineer, visited Omaha and Grand Island, Neb., during his vacation. He has now reported back for duty.

Al Cash, passenger engineer, has been off duty the past few weeks account of illness. We hope he will soon be able to be back with us.

Wm. B. Wallis and wife was called to Texarkana on account of the sudden death of their mother. We extend to them our heartfelt sympathy in their sorrow.

Geo. L. McDonald, boilermaker, has purchased a new home. No more moves for him, he says.

Phillip Joyce and Fletcher Richardson, of the roundhouse, are reported on the sick list.

J. S. Payne, roundhouse foreman, and family motored to Wichita Falls. Sam says he would have enjoyed the trip if the roads had been better.

George Joyce, of the car department, is spending his vacation in Oklahoma.

Mark Hallibough, clerk to general foreman, believes that a few days of vacation at a time, is better than none. He is back from his last leave.

Leo Johnson, machinist, formerly of this point, and Miss Bertie Klebold, of this city, were united in marriage, Sunday, October 3.

Mr. C. H. Pendleton, federal inspector, paid a visit to this terminal. All was O.K. which is quite a compliment to the mechanical department.

G. P. Swartz, travelling supply inspector, was here the 13th of this month.

#### FREIGHT OFFICE FT. WORTH, TEXAS

H. A. GRANGER, Reporter

G. E. Littlefair, general agent, back from vacation and reports having a good time.

R. E. Wessenberg, demurrage supervisor, paid us a visit for several days and while here, gave J. E. Duran several lessons on domino playing.

Sorry F. C. that the boll worms ate all the cotton crop up at Magnolia Manor.

Our switching clerk, J. H. Cheshier, has moved into his new home and the bunch are looking forward to a house warming.

Soon be time for Lab to move his desk again as winter is drawing near.

Our messenger, H. B. Cheshier, has been assigned to the yard as yard clerk.

Well Albert, hurry and get the tax and real estate problem solved.

Sorry to see you leave Mable and congratulations from the bunch and may you and yours forever enjoy the happiness and all the good blessings of married life.

#### STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

My, but we have had lots of excitement around here lately. The Red River Valley Fair has just closed. Course we all had to go to that besides watching the fire works and the balloon ascension. And then October 14 the 101 Ranch Show was here. As it rained they did not get to show, so they spent the entire day here in the yards. Thought sure Jimmie Honaker would join them before the day was over, but we watched him so close he did not get a chance.

E. E. Glascock, stock clerk, is laying off at present on account of sickness. We wish him a speedy recovery.

G. W. Koontz, division engineer, left our division and went to Chaffee, Mo. T. E. Bliss relieved him. We are glad to have Mr. Bliss, but sure hated to lose Mr. Koontz as he was very much liked by every one on the Texas Lines division.

J. J. Fortner and wife have returned from Moberly, Mo., where they were called account of the serious illness of their daughter.

### CHAFFEE ADVERTISERS

#### GRISHAM CLOTHING COMPANY

CHAFFEE, MO.

The Home of

Wart, Schaffner & Marx Clothes  
Florsheim Shoes Stetson Hats  
Lee Overalls

Quality Clothing at Reasonable Prices

#### Chaffee Building & Loan Association

Authorized Capital, \$1,000,000.00

ORGANIZED 1909

6% Interest on Full-paid Stock,  
Payable Semi-annually

#### KELLER & WASHBURN

REAL ESTATE AND INSURANCE

1st National Bank Building

OLDEST AGENCY

LARGEST COMPANIES

"THE GOLDEN RULE"

CHAFFEE, MO.

#### J. C. HALEY

GROCERIES

Phone 118

CHAFFEE - - - MISSOURI

### CAPE GIRARDEAU ADVERTISERS

#### St. Charles Hotel

ONE BLOCK FROM DEPOT

E. C. GRAMLING, Owner and Proprietor

American Plan

CAPE GIRARDEAU, MISSOURI

#### Gerhardt Construction Company

General Contractors

CAPE GIRARDEAU, MO.

#### CAPE GIRARDEAU Southeast Missourian

NAETER BROS., Inc.

Has More Subscribers Than Any Other  
Daily Newspaper in a Missouri City  
Under 40,000



Harry Glascock of Wheeling, W. Va., spent Sunday, September 26, in Sherman, visiting his parents. He is stationed in the aeroplane corps at Wheeling and the trip to Sherman was made in a big army plane. The party went on to San Antonio after leaving here.

E. F. Tuck, foreman, Ft. Worth, spent September 30, in Sherman.

W. K. Fuzzelle, electrician, has transferred to Memphis, Tenn. Mr. Bryan of Memphis is now electrician here. We hated to lose "Fuzzy" but welcome Mr. Bryan to our midst.

Iva Sewell and husband attended the State Fair at Dallas, Texas, Sunday, October 18.



This neat and attractive section house rests on the broad bosom of the prairie at Plover, Texas, and is occupied by Section Foreman Richardson of the Texas Lines, and Mrs. Richardson. Richardson is in charge of Section Three of the Texas Lines.

## NORTHERN DIVISION

### TRANSPORTATION DEPARTMENT FORT SCOTT, KANS.

LEO D. CHUMLEA, Reporter

Miss Nell Richardson has returned from a three weeks' vacation. We hardly knew "Our Nell"; she has changed so greatly it was necessary for her to present identifications when she reached the office.

D. E. Gelwick, who succeeded J. A. Reed, Jr., as division engineer of the Northern Division, took up his duties as division engineer October 1.

Miss Bernice Heinbach, who worked in Miss Richardson's place while she was on her vacation, is now working in Miss Bicknell's place who is also off on a vacation.

September 1, cut off position of maintenance of way clerk filled by Earl Shumaker. Earl elected to bump Leon Huff, 691 report clerk, and then for a little excitement took position as extra gang timekeeper on surfacing gang north of Paola. Leon Huff bumped the file clerk, Leo David (Monk) Chumlea. Monk, being rather an ambitious boy, looked longingly at the yard office then decided to take a position as extra gang timekeeper on one of the surfacing gangs north of Paola.

Have recently completed the strengthening of the steel bridges on the Ash Grove sub-division and now operating 4100 and 1500 class engines over this sub-division. Also operating 1000 class engines on Nos. 111 and 112 Ft. Scott to Oklahoma City.

### MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORA L. DENISON, Reporter

Being present on September 21 and October 5, at meetings held by Local number four, was given permission to publish the minutes of these meetings

which were the most interesting and business-like that anyone would ever have the opportunity to attend.

These meetings were held for the purpose of nominating and electing the officers for the coming year. These meetings as all others of number four are well attended and that means that everyone is deeply interested in this local for the benefits that they receive through it.

The president now sounds his gavel and the meeting comes to order. The first for election is the office of president which is carried by Charles Hines who was elected for president. Next is for vice-president which goes to Milligan of the blacksmith shop. Next is for secretary-treasurer which John Nachbar, machinist, gets by acclamation, he being the only officer to retain his office. John Renz was elected as conductor and Mr. Box who gets the office of chaplain. R. E. Braden is elected grievance man in place of Mr. Shockley who has resigned. The office of trustee was left for the committee appoints by division chairman Junkins to appoint. Howard Strack was elected as grievance man for the car painters. The most interesting of all was the election of division chairman, Frank Junkins getting every vote in the house and was escorted in the lodge room by a guard of honor and given a hearty welcome. After this there were a few minor items brought up, the most interesting of all was the resolution brought up by Mr. Whelan from the blacksmith shop which was for the present constitution to conform with the present labor laws. This resolution was adopted by Local number 4 and handed to Mr. Junkins to present at the convention to be held in Springfield on September 22, 23 and 24, which he did and it was adopted.

Carl Hinkle car painter has recovered his new Ford roadster which was stolen recently.

Kansas City mechanical department is on its toes since Frank Junkins has been elected general chairman of the shop crafts and car department employees and can't hardly understand just what it means to have such an honor bestowed on it.

Mr. and Mrs. Virgil Outlaw and son spent the last two weeks visiting in Springfield.

Vance Morgan, sand house man, has been on the sick list but is now back on the job.

Henry Hays and wife have left for Hot Springs, Ark., to spend two weeks where Mr. Hays will take treatment for his health.

Clarence Ehni machinist is still off on the sick list, but is reported to be improving.

Chester Gandy who was injured sometime ago at Rosedale car yard is improving fast and expects to be able to walk soon.

Virgil Outlaw who returned from his vacation the first of the month is now confined in the St. Mary's Hospital with a serious case of nervous trouble.

This has been a record month for births at Kansas City and believe me there is certainly a proud bunch of fathers. The new arrivals are Caroline, daughter born to Mr. and Mrs. Charles Copeland; Geraldine Marie, daughter born to Mr. and Mrs. James Copeland; Alvin, son, born to Mr. and Mrs. Lue Anderson; Ralph C., son, born to Mr. and Mrs. Tony Barrica. Mr. Barrica says he expects his son to learn to be a spring man so he will follow his father's footsteps. We also received the news that Mr. and Mrs. Mike Murphy of Pittsburg, Kansas, have been presented with a fine 12-pound boy whom they have given the name of Robert Lee. We send our congratulations.

We very nearly overlooked this fine big boy that brightened the home of Mr. and Mrs. Melvin McCready last month whom they have given the name of Gene Edward.

Walter Shukert, boilermaker, is back on the job again and says he feels fine.

Slim Kirchner is happy as the result of the world series.

Our new roundhouse and turntable is beginning to take form and will be completed soon if we don't have any more rain, for we all can't be ducks.

John Johnson is one in a thousand since he purchased his new Dodge sedan and Ford roadster. That is what you can call luxury.



## "The Boss Didn't Even Know My Name"

"He said my face was more or less familiar and he remembered seeing me around, but he didn't even know my name until the I. C. S. wrote him that George Jackson had enrolled for a course of home study and was doing fine work."

"Who's George Jackson?" he asked. Then he looked me up. Told me he was glad to see I was ambitious. Said he'd keep his eye on me.

"He did too. Gave me my chance when Frank Jordan was sent out on the road. I was promoted over older men who had been with the firm for years."

"My spare-time studying helped me to get that job and to keep it after I got it. It certainly was a lucky day for me when I signed that I. C. S. coupon."

How much longer are you going to wait before you take the step that will bring you advancement and more money?

It takes only a moment to mark and mail this coupon and send it to the International Correspondence Schools at Scranton. Isn't it better to do this today than to wait a year or five years and then wish you had?

### Mail the Coupon for Free Booklet

— YEAR OUT HERE —

INTERNATIONAL CORRESPONDENCE SCHOOLS  
BOX 8613-C SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

<input type="checkbox"/> LOCOMOTIVE ENGINEER	<input type="checkbox"/> Pharmacy
<input type="checkbox"/> Locomotive Fireman	<input type="checkbox"/> TRAFFIC MANAGER
<input type="checkbox"/> Traveling Engineer	<input type="checkbox"/> BOOKKEEPER
<input type="checkbox"/> Traveling Fireman	<input type="checkbox"/> Cost Accountant
<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> BUSINESS MANAGEMENT
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Private Secretary
<input type="checkbox"/> Round House Foreman	<input type="checkbox"/> Business Correspondent
<input type="checkbox"/> Trainmen and Carmen	<input type="checkbox"/> Stenographer and Typist
<input type="checkbox"/> Railway Conductor	<input type="checkbox"/> Good English
<input type="checkbox"/> MECHANICAL ENGINEER	<input type="checkbox"/> SALESMANSHIP
<input type="checkbox"/> Mechanical Draftsman	<input type="checkbox"/> ADVERTISING
<input type="checkbox"/> Machine Shop Foreman	<input type="checkbox"/> Railway Mail Clerk
<input type="checkbox"/> Toolmaker	<input type="checkbox"/> CIVIL SERVICE
<input type="checkbox"/> Boiler Maker or Designer	<input type="checkbox"/> ELECTRICAL ENGINEER
<input type="checkbox"/> Gas Engine Operating	<input type="checkbox"/> Electrician
<input type="checkbox"/> CIVIL ENGINEER	<input type="checkbox"/> Electric Wiring
<input type="checkbox"/> Surveying and Mapping	<input type="checkbox"/> Elec. Lighting & Railways
<input type="checkbox"/> R. R. Constructing	<input type="checkbox"/> Telegraph Engineer
<input type="checkbox"/> Bridge Engineer	<input type="checkbox"/> Telephone Work
<input type="checkbox"/> ARCHITECT	<input type="checkbox"/> Mining Engineer
<input type="checkbox"/> Architectural Draftsman	<input type="checkbox"/> Stationary Engineer
<input type="checkbox"/> Architects Blue Prints	<input type="checkbox"/> Airplane Engines
<input type="checkbox"/> Contractor and Builder	<input type="checkbox"/> AUTOMOBILES
<input type="checkbox"/> Structural Engineer	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> Concrete Builder	<input type="checkbox"/> Poultry Raising
<input type="checkbox"/> CHEMIST	<input type="checkbox"/> RADIO

Name \_\_\_\_\_ Employed \_\_\_\_\_  
 Present Occupation \_\_\_\_\_ By \_\_\_\_\_  
 Street \_\_\_\_\_  
 and No. \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
**Employees of this road will receive a Special Discount**

Claud Horning machinist in back shop has been off on the sick list for a few days but is now back at work.

Charles Trenary, machinist, has just completed overhauling his new 1916 Ford touring car with the help of Wayne Land. Charles says he thinks it will run better when it is broken-in well.

Ben Greer, engineer in boiler room has left for St. Louis to enter the hospital for X-ray treatment for injuries he received when he fell at his home recently.

Albert Clark has been off two weeks barreling up his grapes to keep them from going to waste.

Wayne Land has a new radio with which he hopes to have some wonderful results.

John Ramsey paid us a visit recently and was mighty glad to see the boys. He says that his health is fine.

Aaron Marconette is now handling the Brown hoist at Kansas City since Bill Doan has been transferred to Enid, Okla.

Mrs. Fred Chaffin, wife of engine inspector is home again after spending eight days in the hospital where she underwent an operation for infection of the jaw.

R. E. Braden, Rosedale car man, is the proud possessor of a new Ford touring car.

Walter Medlock, our roundhouse foreman, has had a very bad cold but is now improving fast.

Some one surely must be getting a wonderful benefit from the safety signs as the mechanical department has had very few accidents the past month. Let us strive to make it 100 per cent next month which means no injuries.

Machinist apprentices D. L. Wright and Arthur Thompson are attending night classes being held at Junior College studying mechanical drawing and machine shop practice. In order that they would not be late for class, Arthur has bought him a "run like" new Ford coupe.

Resolutions offered and unanimously adopted at the regular meeting of Local number 4, Frisco shop crafts and car department employees September 21, 1926:

WHEREAS, This Association (Frisco

Shop Crafts and Car Department employees was organized to conform with the laws governing railway employees as passed by the legislative branches of our government.

AND WHEREAS, This Association through the representatives of same along with the representatives of the Frisco Railway has agreed to and signed agreement governing classification, rates of pay and general working conditions of all employees in above named departments.

AND WHEREAS, This Association (being the only trade association in which we are affiliated) has been and is of vast benefit to the members thereof, socially and maternally both to themselves and their families.

AND WHEREAS, The strict application of the principals and constitution as well as the obligation of our Association undoubtedly greatly benefits our employees as well as ourselves.

AND WHEREAS, It is necessary for the success of this Association that not a few, not seventy-five per cent, not less than all employees in above named departments one hundred per cent—retain membership in this Association after being in the employ of the Frisco ninety days.

AND WHEREAS, No regular dues will be collected but only a small donation requested occasionally to defray expenses for sociability and flowers for deceased member or immediate family to be collected by the secretary and the representative of each department from all employees in above departments equally.

AND WHEREAS, To carry out successfully the provision herein stated it becomes necessary to request the assistance and co-operation of our employees and their representative.

THEREFORE, Be it resolved by the members of Kansas City Local number 4, metal crafts and car department employees that the agreement signed by the representatives and the representatives of the Frisco Railway be lived up to in spirit and letter and that our representatives within the various crafts bring to our attention and the attention of our local board any violation of said agreement by the

supervisor or members of our association.

Sharp practices so closely allied with infringements of the good intentions of signers of said agreement, shall be construed as violations of said intentions.

BE IT FURTHER RESOLVED That the membership of this local realizes the benefits derived by themselves and families and also to the company by adhering to the principals, obligations and general co-operation set forth in our constitution and proceedings.

BE IT FURTHER RESOLVED, That the benefits set forth be extended to all eligible employees and that all so employed ninety days be induced to affiliate and all have equal part in promoting the good of the Association in social affairs as well as the meager financial requirements.

BE IT FURTHER RESOLVED, That in co-operation for the benefits to our employees as set forth we request the management of the Frisco to furnish a list of employees eligible to membership in the Association to our craft representatives semi-annually, and that our secretary check these lists with membership list on his record, so this local may know just who if any may show their opposition to the ideas and principals of this Association by refraining from affiliation with same.

BE IT RESOLVED That copy of this resolution be furnished our district, representative, one to the general chairman and each of our craft representatives, one to our master mechanic and general car foreman and copy retained in care of secretary and one to Frisco employees magazine for publication.

#### MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

B. H. Sinks, traveling air brake foreman paid us a visit sometime ago looking over air brake conditions in general and was very well pleased with the way he found conditions. Incidentally it would appear that air brake men travel in pairs as the same day Mr. Sinks was here, J. R. Scott, also showed up, but no doubt the Marion Talley concert had something to do with Mr. Scott's visit.

We were all very greatly shocked to hear of the death of Mrs. W. J. Craig who passed away in Chicago where she had gone with her husband, who was attending the Chief Joint Interchange and Car Foreman's Convention. Our deepest sympathy is extended to family and friends.

Incident to the return of Mr. Gilliam from his honeymoon, he was asked to step into the main office at noon time where he found a majority of the supervisory and clerical force assembled and L. J. Leigh in a very able manner made the presentation speech, presenting the wedding present, a gift from the supervisors and clerks in the mechanical department. After the presentation speech, Mr. Gilliam was asked to step forward and open up the package so all might behold its beauty. After nervously undoing several strings and removing covering and packing, he brought forth a most lovely silver electric percolator set, also an electric combination waffle and griddle cake iron. Mr. Gilliam in a very gracious fashion accepted the token on behalf of himself and bride and assured all who had contributed to the purchase of the set, that same was certainly appreciated and the use of which would always be a pleasant reminder of the friendship and esteem which prompted the gift.

John A. Moffett employed in this office for several years as a clerk and who on account of ill health has been off on leave of absence for the last year, has sufficiently recovered to resume his duties and has accepted the position of car clerk at Wichita and left for above named point on September 29 to assume his duties on October 1.

### SHERMAN ADVERTISERS

**JNO. C. DANIEL**  
FUNERAL HOME

OFFICIAL FRISCO AMBULANCE  
302 S. WALNUT STREET  
Phone 125 Sherman, Texas

**Sherman Steam Laundry Company**

HIGH-GRADE LAUNDRY  
PHONES 86-137

Lamar at Rusk SHERMAN, TEX.

**Leslie Hardware Co.**

If It Should Be in a Hardware Store  
We Have It

East Side Square, Sherman, Texas

**HALL & BIRGE**

GENERAL INSURANCE  
REAL ESTATE AND LOANS

We Write Every Kind of Insurance Written  
410 M. & P. Bldg. - SHERMAN, TEX.

**Grayson Building & Loan Co.**

Chartered Under the Laws of the  
State of Texas  
Under Supervision of the Commissioner  
of Insurance  
HOME OFFICE  
211-12 Merchants & Planters Nat. Bk. Bldg.  
SHERMAN, TEXAS.

**The Chapman Milling Company**

Manufacturers of

High-Grade Flour and Breakfast Foods

Meal, Bran and Poultry Foods

SHERMAN

TEXAS



N. A. Rickman was here sometime ago and was seen writing a letter.



## Made of STEEL

Stanley vacuum bottles are made of steel, and are guaranteed not to break. Day in, day out, they give satisfaction. Jolts and jars won't damage them. The inner steel shell is finished with a dark blue amalite lining, just as sanitary as glass, but unbreakable.

Carry your noonday coffee the safe way, in a sturdy steel vacuum bottle—guaranteed to keep contents hot or cold, guaranteed not to leak or break. Stanley bottles do away with expensive and annoying filler breakage. The first cost of a Stanley is the only cost.



Stanley lunch kit, equipped with pint Stanley SuperVac bottle—guaranteed not to break. Finished in dark blue—built for service, \$8.50.

For sale at the better drug, hardware, sporting goods and department stores.

**Stanley Insulating Co.**  
Great Barrington, Mass.

When asked who he was writing to, he said—to his wife. Here is what he had written:

"Dear Wife and One Child:  
"Enclosed you will find five dollars and for fear you won't get it, I am taking it out."

Now we will leave it to any one that knows Newt, if that isn't just like him.

The regular monthly accident prevention meeting of the northern division was held at Kansas City on September 21 with a good number present.

While the workmen were blasting out the old concrete turntable ring, the cry of "fire in the hole" was a signal for all of us to have business at the extreme south end of the building especially Pauline Hoffman.

Miss Mary Agnes Juliam is the new steno in this office.

We congratulate Frank Junkins on his election to system chairman of the F. A. M. C. & C. D. employees.

Shepard B. Smith who for some 40 years pulled passengers out of Kansas City and who is now enjoying the fruits of a well-earned pension made a trip back east some time ago to visit relatives and the scenes of his boyhood, relocating the old landmarks of Troy, Pa., the city of his childhood. While on this trip he also visited Philadelphia taking in Sesqui, Atlantic City and Valley Forge. He considered it one of the most enjoyable trips he ever took as he was privileged to attend a reunion at Troy of the Ballard family, there being sixty-nine present. He also paid a visit to Watkins Glen, N. Y., and had the pleasure of eating apple pie made from apples picked from a tree from which he had eaten apples when only a boy wearing dresses. He also had the pleasure of riding from Philadelphia to St. Louis on the Pennsylvania special fare train, this courtesy being arranged through a Pennsylvania railroad passenger engineer.

### OFFICE DIVISION ENGINEER FORT SCOTT, KANSAS

C. B. CATCHING, Reporter

Nothing much new to report from this office this month.

The recent high water that visited this division did very little damage, considering the amount of rain that fell. The track on the Wichita subdivision suffered the greatest.

The relaying of new one hundred pound rail on the Kansas City sub is progressing nicely.

The turntable at Kansas City which is being installed, is practically completed and will be in service within the next week or ten days.

We have a new division engineer on this division, D. E. Gelwis, having been sent here from the river division.

Our steno, Miss Richardson returned from her vacation last week. She reported a fine time, but never has told us where she went.

The bridges on the Ash Grove sub have been strengthened for the 4000 and 4100 class engines. The bridge gang is now at work on the Kansas City sub.

The contractors have been hard hit on the grading of various passing track extensions, due to the heavy rains of the past few weeks.

Assistant division engineer Armstrong has been suffering with an infected eye for the last few days.

Instrumentman Patterson returned to Olathe to continue the re-running the alignment of the curves and tangents on the Kansas City sub preparatory of laying the new one hundred pound rail.

### LOCAL FREIGHT OFFICE KANSAS CITY, MO.

MARIE MCGIRR, Reporter

Messenger McCready is suffering with a siege of boils on his neck.

Quite an interest was taken in the Dempsey-Tunney fight by members of our office. But why not show more interest in home talent, when we have such promising talent as Pierce and Morgan?

A new hand rail has recently been put on the steps leading from the entrance door to the second floor. We understand this improvement was made for the benefit of some of us,

## Sensational Typewriter Offer



### The World's Only Ball Bearing Typewriter

NEVER has there been such a typewriter bargain on as easy terms! A genuine Silent Ball Bearing L. C. Smith at a 40% savings!

Only the L. C. Smith has all these features:  
Ball bearings (636 of them) at all points of wear. All the writing visible all the time. Non-shift carriage. 2-color ribbon. All the latest operating conveniences. Beautiful-renewed.

If you decide to keep it only \$3.00 DOWN EASY TERMS

### Guaranteed 5 Years

Money cannot buy a better typewriter. U. S. Government bought 50,000. The choice of railroads, big corporations like the Standard Oil Co., etc., because of its exclusive ball bearing feature. Easiest running, longest wearing of typewriters.

### Send No Money!

Just mail coupon. Without delay or red tape, typewriter will be shipped you. Use it 10 days. See how speedy and easy it runs—the perfect work it turns out. If not delighted, return at our expense. You'll want to keep it. You can, for \$3 down and \$5 monthly. Now is the time to buy. \$3 worth of extras free. Send coupon now before offer is withdrawn.

### 40% SAVED by Using this Coupon

AMITH TYPEWRITER SALES CORP.  
92B-360 E. Grand Ave., Chicago

Ship me the L. C. Smith, F. O. B. Chicago. On arrival I'll deposit \$3 with express agent. If I like machine, I'll send you \$5 a month until the \$66.70 balance of \$69.70 price is paid; the title to remain with you until then. I am to have 10 days to try the typewriter. If I decide not to keep it, I will repack and return to express agent, who will return my \$3. You are to give your standard 5-year guarantee.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Employed by \_\_\_\_\_

who have taken to falling instead of walking down the stairs.

Fenton Benson has been awarded the position of uncollected freight clerk, recently vacated by Sol Botwinik.

A very pleasing remark was made by a customer to our counter clerk Wilson about the courteous and efficient treatment he was given by check clerk Harris.

Walter Tarpy, claim clerk, was away from the office for ten days. He took in two of the world series games in New York and helped St. Louis win the

title by attending two more games in that city.

J. J. Fitzgerald is planning on leaving the office about the twenty-third of this month for a trip to Philadelphia to attend the Sesqui-Centennial.

Harry Bowers visited the old home town Morganville, Kansas, and looks very much better since he filled up on all that spring chicken.

This will conclude the notes for this time. The writer expects to take a thirty-day leave of absence and quite a number of the readers are interested in finding out just what is to take place during that time. (Well, what is it? Don't keep us gasping!—Ed.)

## Ft. Scott Advertisers

Your Railroad's Official  
AMBULANCE

PHONE 86

**CHENEY UNDERTAKING  
COMPANY**  
FORT SCOTT, KANS.

THE

**Peoples State  
Bank**

FORT SCOTT, KANS.



*Frisco Depository  
and a Good Bank for  
Frisco Employees*

OFFICE DIVISION PASS. AGENT  
KANSAS CITY, MO.

E. V. WALTERS, Reporter

Mr. Cogswell, Mrs. F. R. Newman's father, is seriously ill. We sincerely hope that we will be able to say next month that he is again well and happy.

Mr. Giffey is now back on the job after spending his vacation in Oregon, swimming—at least that is what we

We Route All Our Freight via  
the Frisco

We Earnestly Solicit Your  
Charge Account

We Meet and Beat Competition

**The White House  
Grocery and Market**

"DOT" SPENCER, Manager

OPPOSITE FRISCO STATION

FOR SERVICE, QUALITY AND PRICE—

CALL PHONE 246

**YELLOW CAB AND BAGGAGE CO.**

Official Bonded Railroad Carriers

Phone 25

Fort Scott, Kansas

WOODROW WASHERS THOR IRONERS

**Kansas Utilities Co.**

THE ELECTRIC STORE

A Small Payment Down—Balance  
in Small Monthly Payments—Will  
Secure Any One of the Great Num-  
ber of Useful Electrical Goods.

OFFICIAL BALL WATCH INSPECTORS

**D. PRAGER & SONS**

JEWELERS

18 South Main

FT. SCOTT

WE FILL YOUR HOSPITAL PRESCRIPTIONS

**The PRICHARD-BLATCHLEY  
DRUG COMPANY**

The Rexall Store

S. W. Cor. Main & Wall Phone 170

**Shoemaker & Dunham Motor Co.** Good Used Cars

OVERLAND AND WILLYS KNIGHT

16 North National

Visit With

**G. R. HUGHES**

12 South Main

**CLOTHING AND SHOES**

Your Charge Account  
Greatly Appreciated~

suppose he did—as it rained every day except one.

Charlie spent his vacation in Chicago looking for Lake Michigan, and it is rumored that he is still a bit hazy as to its exact location and not a little dubious as to its reported size.

The next time you see Geo. Light ask him how he would like to be a motion picture operator.

Mr. Werner and son Freddie recently spent a week in New York, and I don't think Freddie has recovered his breath yet after his ride in the subway.

**MECHANICAL DEPARTMENT  
FT. SCOTT, KANS.**

WALLER R. HECK, Reporter

E. H. Baxter and M. O. Calvert were cut off engineers extra board this month. They went back to firing until business picks up, when they will be returned to the engineers' extra board.

We are now receiving the 4100 class engines on the Ash Grove sub and the roundhouse force and road men have been busy acquainting themselves with this new class of power. This is the first time the employees at Fort Scott have had any experience handling engines equipped with boosters. Also two 1500 class engines are now on runs 105 and 106, and 1060 class engines on 111 and 112. These engines cut out at Fort Scott as the bridges and track on north end has not been placed in condition for this heavy power yet. Expect to be able to run this heavy power north to Kansas City sometime after the first of the year.

Fred Clem, employed as tank truckman, was married Sunday, October 17, to Miss Nadine Jones. Miss Jones has been employed for a number of years at Calhoun's department store up-town. Fred Clem and bride left immediately after the wedding ceremony to visit his parents at Decatur, Arkansas. They will be at home after October 24 in their new bungalow on East First St.

D. J. Spencer and wife returned from their trip east. While in New York, Mr. Spencer and wife attended the world series ball games.

The northern division accident prevention meeting was held in Ft. Scott this month and was presided over by Mr. Berry. Mr. Willer came down from Kansas City to take notes and write up the minutes. The meeting was well attended.

The Junior and Senior High School Band in charge of director McCray, visited the shop during lunch hour one day this month and furnished the employees with a concert. Mr. Kassabaum, secretary of the Y. M. C. A. was instrumental in getting up this little entertainment and it was very much appreciated by the shop employees. At the close of the concert a picture was taken of the students and employees.

**WESTERN DIVISION**

**TRANSPORTATION DEPARTMENT  
WESTERN DIVISION—ENID**

Our Slogan—Boost or Blow

CAMPBELL, and CAMPBELL,  
Reporters

Now that the world's series is over, and the result all that could be asked for, the western division is busily engaged in scrambling out of the hole that Mother Nature shoved her into the past two weeks. What with high water, wash outs, soft track, no track in some places, etc., it has been quite a busy place, but the end is coming into view rapidly, thanks to the co-operation evident on all sides.

Strange indeed, that just at the time the Cardinals and Yanks were entertaining St. Louis and the world in general, so many of the folks out



this way discovered that it was high time they took a trip to the hospital, and the Frisco, being of the accommodating kind, having placed the hospital in St. Louis, it was the mecca for all ball fans who could manage a few days leave. We are very glad to report that they all returned in the best of health and spirits.

W. O. Lisenby, check clerk, left today for St. Louis, where he will have his tonsils looked after. Simply too much cheering so he decided to have the tonsils removed, and will not be bothered next baseball season.

Geo. Snyder, clerk, left for a few days' visit with his son, H. G. Snyder, general agent, Seventh Street station, St. Louis. We all know he will enjoy his visit with Hugh.

Just as we thought everything was settled, Matt Conley of the central, and Cecil Jones of the western, exchanged positions, so Mr. Frazier has a new secretary.

As a sure sign of the prosperous times we are reading about, two of our "members" are sporting Nash six cars, and have discarded the "working man's friend." That is a sure sign of good times ahead.

Fall whitewashing is well under way, and it will not be long before this division looks like the "great white way."

Miss Margery Mallaby "Boots," roadmaster and division engineer's clerk, is back at her desk this morning, after a brief but severe attack of typhoid-malaria. We welcome her back with open arms.

Miss Mable Cunningham, division accountant's clerk, found it necessary to take a sixty-day leave of absence on account of ill health, and will leave for the hospital in St. Louis. We hope for her early return.

## CENTRAL DIVISION

### MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Mr. and Mrs. George Daniels have returned to their home in Ft. Smith after having spent about three months visiting in the east. Several weeks of the time were spent with their son, Harry Daniels and family in Chicago. The remainder of the time they visited with another son, Ralph Daniels and family at Swampscott, Mass.; however, while visiting with Mr. and Mrs. Ralph Daniels and sons, they accompanied them to the Ralph Daniels' summer home on Lake Boon. Mr. Daniels paid us a visit since his return to Ft. Smith and we were all pleased to learn that they had such an enjoyable trip and that he and Mrs. Daniels are both feeling much better.

This to introduce grandfather and grandmother Heyburn, who are very proud of their grandson, Robert Heyburn Bullington. This young man arrived on September 21, and is the son of Mr. and Mrs. Robert Bullington. Mrs. Bullington will be remembered as Miss Francis Heyburn.

Mr. and Mrs. Fred. Scholze and daughter Mary Joe, have returned from a short vacation spent visiting relatives in St. Louis, Missouri, and Evansville, Indiana.

We wish to extend our heartfelt sympathy to Mrs. W. W. Claypool in the death of her father, John Sterling, who died after a lingering illness at Newburg, Missouri, on September 24, at the age of 86 years.

Paul Scherrey, machinist, was one of the baseball enthusiasts from Ft. Smith, who was so fortunate as to see all three games of the world series played in St. Louis.

E. T. McKenna recently made a trip to Springfield where he went to accompany his wife and son back to Ft. Smith. Mrs. McKenna and son went to Springfield several weeks ago and while there Mrs. McKenna contracted

the flu, which made it necessary for them to remain there until she had entirely recovered.

A great deal of interest is being displayed among the shop and car department employees at Ft. Smith and Hugo in accident prevention. They have now posted a bulletin board listing the personal injuries by months, giving the names of men injured and the cause of their injury. This is done in order to keep this information before the men and cause a friendly rivalry between the two departments.

General chairman Frank Junkins of the Frisco association of metal crafts and car department employees was in Ft. Smith on October 12, and in the evening they had a meeting of the metal crafts which was also attended by the master mechanic, general car foreman and other supervisors of both the roundhouse and car department. From expressions heard after the meeting, Mr. Junkins created a good impression and left a feeling that he will handle the important position he has been elected to with credit to the men that he represents.

### OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Accident prevention meeting held at Fayetteville last week was well attended even though important matters prevented several division officials being present. Three ward schools were visited and talks on accident prevention made to five hundred children and arrangements have been made to visit the high school at next meeting.

Miss Tyler Baltzell is attending the University of Arkansas where she pledged Chi Omega.

Tim Krone, who is on leave of absence touring the eastern states, had the pleasure of seeing the Cardinals "thrash" the Yanks in New York. Also witnessed the Dempsey-Tunney bout.

Roadmaster A. Scherrey is in the St. Louis hospital suffering from injuries sustained in motor car accident near Avoca, Arkansas. We hope for a speedy recovery.

Dispatcher E. F. Brittain was one of the many from Ft. Smith who attended the world series.

We wish to take this opportunity of extending our sincere and heartfelt

sympathies to conductor W. B. Oakley and wife in the death of their daughter Margaret which occurred October 9, as a result of meningitis. Miss Oakley was twenty-three years of age and was a teacher in the Ft. Smith high school.

On October 5, engineer A. J. Riggins was on the hill engine and noticed something, which looked like a small trunk, in the grass along side of the track. He immediately notified the section foreman but the foreman was unable to locate it so on his next trip Engineer Riggins located it, it being a box of films labeled "Overland Limited" and turned it over to the postmaster who forwarded it to destination. Engineer Riggins was commended for the interest displayed.

Harold Canady, our messenger boy, just returned from a trip to St. Louis, Kansas City and Dallas and says he is now ready to give us the usual good service.

Engineer J. W. Fitzjohn was stricken with paralysis while piloting a freight train between Winslow and Chester last week. Mr. Fitzjohn was relieved at Chester but stayed on the train until he reached Van Buren. According to reports his condition is improved.

Matt Connelly, secretary to superintendent was transferred to Enid as secretary to Mr. Frazier. Cecil Jones coming to the central division as secretary to Mr. Cantrell.

Grape shipments are over, total shipments being 1,172 cars. Apples are being shipped, an average of forty cars daily.

Ark-Hola Gravel Company and Yahola Sand & Gravel Company at Ft. Smith and Ft. Gibson respectively, have had their pits under water for some time. Rivers now receding and pits resuming operation.

Miss Francis Warthen, operator at Ft. Smith yard, has returned from Sapulpa relay office where she was doing extra work.

Dispatcher K. R. Stapleton has gone to Newburg from Hugo, account O. E. Hays being reinstated.

L. L. Ray has been installed permanent agent at Tahlequah. Mr. Ray has been at Antlers for several years.

T. R. Carney, second trick operator at Rogers, spent Saturday and Sunday with his folks at Rudy.

Miss Helen Williams, trainmaster's stenographer, is wearing a diamond ring. No one knows where it came from.

# Save

with the

"Institution for Savings"

## Mercantile Trust Company

Member Federal Reserve System

EIGHTH AND LOCUST



Capital & Surplus  
Ten Million Dollars

-TO ST. CHARLES

SAINT LOUIS

## ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

During the month of August the section foremen, section men and bridge men on the 74th track division, held a business meeting and picnic at Ft. Towson Spring. The meeting consisted of a general discussion of accident prevention. Such topics as reporting accidents promptly, correct use of motor cars, proper handling of ties, jacks, sledges, mauls, etc., and the history of accidents and their prevention were treated of both practically and theoretically.

F. E. Shannahan, roadmaster's clerk at Hugo, was chairman of the picnic plans. The wives of the section foremen served the dinner, which was excellent.

The officials present at this enjoyable affair were: L. C. Beazley, assistant superintendent; E. L. Collette, division engineer; E. L. Ayles, acting roadmaster; F. E. Shannahan, roadmaster's clerk, and Mr. Fraser, Mr. Beazley's secretary. W. A. Sizemore, roadmaster, was not present because of an injury. A resolution was passed and posted on the minutes, a copy of which was sent to his family at Hugo, expressing regret of his inability to be present.

Ft. Towson, the site where the picnic was held, has an interesting historical background. It was the camping ground of the soldiers occupying the Indian Territory and was also a very important military post, being an old military trail between Ft. Smith, Arkansas and Ft. Towson, Oklahoma. This is where Garrison Avenue and Towson Avenue in the City of Ft. Smith received their names. Garrison Avenue was the drill ground of the Ft. Smith garrison, and Towson Avenue the beginning of the trail leading from Ft. Smith to Ft. Towson.

There is a spring here where the present town of Ft. Towson secures its water supply, which is 99 per cent pure.

H. F. Hemphill brought in this one from somewhere:

Have you seen May?

May who?

Mayonnaise.

No she's dressing and won't lettuce.

Mrs. C. L. Mahan has returned from an extended tour of the west coast.

A. Scherry, roadmaster, who was

badly injured in a motor car accident on October 7, is considerably improved according to word received by his friends. Mr. Scherry is in the company hospital at St. Louis.

## STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Joe Ball, formerly material clerk, has resigned and is now with the Federal Motor Company selling Hudson and Essex motor cars.

Earl Johnson, formerly storehelper at Hugo, succeeded Mr. Ball. Mr. Johnson is the first "southpaw" to operate a comptometer in this department and has caused quite a bit of excitement. Mrs. Johnson will arrive from Hugo the latter part of the month and they will make their home here.

Elton Sprouse, of Hugo worked in Ft. Smith during the month of September as storehelper. He returned to Hugo to fill the vacancy caused by Mr. Johnson coming to Ft. Smith.

Dewey Windes of Cassville, Mo., worked in two different capacities during the last few weeks. He first worked as price clerk, during the time that job was vacant, and later acted as extra storehelper.

We are very sorry to report that Oscar W. Harrison has been extremely ill, and was operated on for appendicitis at Sparks Memorial Hospital. Mr. Harrison has been off duty for a month and we will be very glad when he is able to be back to work again.

Porter W. Brown, storetrucker, has also been ill for several weeks, but is now able to be back on the job.

C. W. Wright, traveling storekeeper, spent several days in Fort Smith this month.

Irene Woestmann, of the mechanical department, is finishing up her vacation by making a trip to St. Louis where she will spend a week.

John L. Miller, storehelper, has resigned his position to accept a position at the post office.

The last week has been open season for mice. When they finally got so thick we were walking on them we plunged five cents for two traps and the game season opened. Ten mice caught in five days and on the last day we caught two in the same trap at the same time. Jess Jamison has the pelts and any one wishing a fur coat might apply to him.

Miss Agnes Haley, of Cassville, Mo., has been the guest of her sister, Mrs. R. P. Manley.

J. A. Blankinship, division storekeeper at Memphis, spent a few days in Fort Smith during September, as the guest of his parents, Mr. and Mrs. J. M. Blankinship. Mrs. Blankinship and daughter Helen Doris, accompanied him.

## ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Miss Dorothy Oldham of Ft. Smith has been appointed comptometer operator in this office, taking the place of Miss Grace Harvey, who resigned account ill health. Miss Harvey has returned to her home in Clarendon, Texas, and we all wish her a speedy recovery.

At the time of this writing, we are glad to hear that A. Scherrey, roadmaster, who was seriously injured when his motor car jumped the track and who is now in the Frisco hospital at St. Louis, is reported improving.

Miss Grace Heyburn, stenographer in the engineering department, has returned from a vacation spent in Chicago, Ill., and Tulsa, Okla.

L. O. Mouser and family have moved from South 18th Street and are now at home at 710 North 6th Street.

Mrs. F. C. Hughett is able to be out again after having a light case of the flu.

Mr. and Mrs. H. A. Likins spent a week end recently in Springfield visiting friends and relatives. We were surprised to hear that Harry would leave his radio long enough to take a trip.

The Ft. Smith papers recently reported that engineer Fitzjohn of the Frisco brought his engine into Chester, Arkansas, after having suffered a stroke of paralysis. Engineer Fitzjohn was unable to speak during the latter part of his journey but continued to Chester, where he was relieved and brought to a Ft. Smith hospital. This is surely a case of true loyalty and all the Frisco should be proud of this man who stuck to his post under such a serious handicap.

Mr. and Mrs. O. W. Russ and small son recently enjoyed a most pleasant visit with relatives in Oklahoma City. Mr. Russ was in the city four days while Mrs. Russ remained for a longer visit.

Don B. Fellows, mechanical accountant, is in Ft. Smith checking special A. F. E. work.

It has been observed that Miss Grace Heyburn has acquired a new dignity since the arrival of Robert Heyburn Bullington, son of Mr. and Mrs. Robert Bullington. Mrs. Bullington before her marriage was Miss Francis Heyburn. After seeing little Robert, we don't blame Grace for being proud of her young nephew.

## SOUTHERN DIVISION

### SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

E. W. Flinn, trainmaster, Amory, Miss., spent a few days at Pensacola during his vacation. Assistant superintendent H. E. Gabriel also made a trip to the Florida city and was very enthusiastic over the Frisco's new holdings.

A new siding has been installed at MP-571 Tupelo sub-division. It has been named "Reese" for "Uncle" Jack Reese, now retired engineer, and one of the best known and best loved men on the Tupelo sub.

Miss Creatie Sickles, recently returned from her vacation, which she spent visiting at Willow Springs and Newburg, Mo. Miss Mary Sickles returned to Memphis with Miss Creatie.

R. F. Carr, formerly with the Frisco, has been awarded the contract to ballast the M. S. B. & P. from Pensacola to Kimbrough.

D. P. Edmundson, also a former Frisco man, is now associated with Mr. Carr.

M. F. Shannahan, chief clerk, returned from a summer spent in Den-

## Wilson-Bear Realty Company AUTHORITIES ON REALTY VALUES

High-Class

Business and Residential  
Property

Real Estate Rents  
Mortgage Loans Insurance

Sales Agents for

**RINGLING & WHITE, Inc.**

111 South Palafox St.

PHONES 687-688

**PENSACOLA, FLORIDA**

## A&B Battery \$2 Charger ONLY

### SATISFACTION GUARANTEED



Charges any type of storage A or B battery, using a few cents worth of ordinary house current, either alternating or direct. Cannot injure battery. Complete directions enclosed. Anyone can operate. No expensive "extras" to buy. Why pay \$10.00 to \$15.00 for a charger when you

can get this splendid GUARANTEED R. B. Charger by mailing us two dollars (bills, money order, check or stamps) plus ten cents in stamps or coin to pay mailing costs. Charger will be sent postpaid. If you are not satisfied, return within five days and we will refund your money. Order at once—TODAY.

**R. B. SPECIALTY COMPANY**

Dept. D-4, 308 East Third Street  
CINCINNATI, OHIO



—SPEND YOUR VACATION IN—  
 "THE WONDERFUL CITY OF ADVANTAGES"

**PENSACOLA**

## "UNDISMAYED—

**P**ENSACOLA was assailed on September 20th by one of the worst tropical hurricanes in history, suffering very heavy loss along the waterfront, and quite some property damage.

But the elevation of the town itself proved its salvation once more. You'll find it worth looking over, for home, for business and for investment."

**REALTY CORPORATION OF PENSACOLA—REALTORS**  
 200-202 SOUTH PALAFOX STREET FLORIDA PHONE 2051-52

## START A CHECKING ACCOUNT TODAY

Checks are super money. A checking account with this bank makes your money 100 per cent efficient. You always have the exact change, you make payments readily from hand to hand, you make them in a kind of currency which is as good as gold for the person or corporation to whom you pay it, but as useless as waste paper to anyone else. And every payment carries an automatic receipt.

We are opening new checking accounts for your friends, neighbors and business acquaintances every day. We will welcome you as a checking depositor.

## THE CITIZENS & PEOPLES NATIONAL BANK

PENSACOLA, FLORIDA

## SAN CARLOS HOTEL

Pensacola, Florida

**ABSOLUTELY  
FIREPROOF**

*Headquarters for  
Frisco Visitors*

## To All Frisco Employees:

Pensacola, the Frisco's only seaport city extends to you the glad hand of welcome. It will be a pleasure as well as our public duty to show you about this wonderful city of ours. Pay us a visit real soon and accept our hospitality without obligation.

## THE BOLAND CO. REALTORS

15 West Garden St.

PENSACOLA, FLA.

## YOUR BANK

Provides a safe place for your money.

Supplies a receipt for every payment made, (your cancelled check.)

Furnishes you up-to-date information so that you may draw wise conclusions for yourself.

A company where the word "Trust" means what it says.

## FIRST BANK & TRUST CO.

Garden and Palafox Streets

PENSACOLA, FLA.



ver, with Mrs. Shannahan, who has been located in that city for about a year account of ill health. We are glad to learn Mrs. Shannahan is improving and expects to be able to return to Memphis within a few months.

### LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

J. F. Walsh, bill clerk, spent several days the latter part of September in New Orleans.

T. P. Lockhart, of the accounting department, spent a part of his vacation in New Orleans seeing the Dixie series, September 21, 22, 23 and 24.

We are all glad that Joe B. Wright's little daughter, Inez, age eight years, is recovering nicely from an appendicitis operation.

E. D. Cauble, assistant disposition clerk, was off September 25, 27 and 28 on vacation which he spent in Mansfield and Springfield, Mo.

W. D. Welch, platform foreman, spent the first week of October in St. Louis and Kansas City; while in St. Louis he saw the Velled Prophet parade.

W. W. Humphrey and family, switch order clerk, went to St. Louis for October 5 to see the Velled Prophet parade.

Jasper Tankersley put one over on us October 4. He and Miss Willie Marshbank drove to Hernando, Mississippi and were married. Mrs. Tankersley formerly lived in Hoxie, Ark.; living here now with a married sister, and was employed by the Hessig-Ellis Drug Co. We all wish for this young couple every happiness.

Leon Rohrbough, demurrage clerk, drove through to Shawnee, Okla., the first of October and spent a few days of his vacation there.

After thirteen years service Mrs. Edith Huddleston, stenographer, resigned October 9, having decided to keep house as she recently moved into her new home. After having been here so long Mrs. Huddleston will be greatly missed.

### BIRMINGHAM TERMINALS

MRS. NELLIE McGOWEN, Reporter

Now that the vacation season is over there is very little happening in the terminal.

The Birmingham State Fair is closed and it was conceded to be the best fair held here in years. The exhibits at the fair this year rivaled any of the previous years with many counties

in Alabama represented. The Reuben Cherry Shows occupied the midway and the free attractions in front of the grand stand, were exceptionally good.

Have always heard it was "better to be born lucky than rich." Evidently Switchman W. D. Jolly must have had a horse shoe hung over his door recently as good luck seemed to be following his household. Miss Alva Jolly (Mr. Jolly's daughter) won second prize in the movie contest at the Temple Theatre conducted by the Birmingham Post. The prize being an \$1800.00 lot in Hollywood, one of the exclusive sub-divisions of Birmingham. The pictures of different actors and actresses were flashed on the screen with a mask over their faces and she was fortunate in guessing them correctly. Mrs. Moody Gunn, another daughter, also wife of a yard engineer, won the seventh prize in same contest which was a 100-piece china dinner set.

B. B. King, yard clerk, had the misfortune to have his thumb broken recently while cranking his car. You can never tell what a Ford will do.

Train clerk J. M. Darrah is wearing a smile that won't come off, because of the fact that he is the proud father of an eight and one-half pound son born September 30, and who bears the name of Marvin, Jr. Congratulations, Marvin!

A. P. Carden, record clerk, wife and baby have returned from a visit to Mr. Carden's sister in Newark, N. J.

J. J. Connolly, trainmaster, is back at work after an illness of several days.

John McGregor, switchman, was called to Pittsburg, Kansas, recently account of the illness and death of his brother-in-law. Our sympathy is extended to Mr. McGregor and family.

Switchman Earl Gray has returned from a visit of several days to his parents in Amory, Miss.

G. A. Wilkinson, demurrage clerk, has resigned, effective October 1, and has accepted a position with the City of Birmingham as license inspector. While we regret to give Mr. Wilkinson up, our best wishes go with him to his new position.

R. E. Hule, record clerk, Mrs. Hule and daughter Miss Myrtis have returned from a short visit to Anniston.

J. A. Whitten, chief clerk, is now the proud owner of a Buick automobile. Mr. Whitten states the distance between his country home at "Shady-side" and the office at East Thomas seems quite short now.

J. H. Johnson, demurrage clerk, has been carrying a very hoarse voice for the past few days and we find it is the result of attending the world series matinees. Evidently Johnnie was betting on the winning side.

William Morton, Jr., son of demurrage clerk J. A. Morton, came up from Auburn where he is in college and spent the week end with home folks recently.

R. A. Kilpatrick, interchange clerk, has been absent from the office for several days moving into his new bungalow recently completed. We are all looking forward to the "house warming" we are sure he is going to give soon.

It has just been learned that switchman F. A. Lay was married a few days ago but up to this time have been

unable to find out who the fair lady was, however, we wish to extend to Mr. and Mrs. Lay our congratulations.

### BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

We are glad to see Miss Evelyn Franklin, assistant to Drs. Wilder and Woodson, back on the job after a week's illness.

Hugo F. Stender, traveling freight agent, spent a very quiet vacation renewing acquaintances in his home town.

L. M. Cannon, assistant city ticket agent, has returned from a two weeks' vacation spent in New York.

Harry J. Brown, depot passenger agent, also spent his vacation "seeing" New York City and reports a delightful time.

We received a short visit from former local freight agent C. J. Snook the other day; glad to see him looking so well.

We have Jno. Connolly, terminal trainmaster with us again after a slight illness; glad to see him out again.

T. A. Graff, assistant yardmaster, Kansas City, spent a few days of his vacation with us. Hope Mr. Graff's impressions of our magic city will warrant a return visit.

While waiting at the crossing for L. & N. No. 1 to pass, noticed road foreman of engines, D. Forsythe, jump off the train, run up to an ice truck and grab a hand full of ice and run back as the train was pulling out! Suspicious!

J. E. Sexton, bill clerk, Bessemer agency, spent his vacation in Miami, just returning two days ahead of the storm.

### FREIGHT TRAFFIC DEPARTMENT ATLANTA, GA.

ETHEL GERRY, Reporter

Suppose the majority of the Frisco family have heard of the death of Chas. A. Forrest, former general agent, freight department, Atlanta, who passed away Saturday evening, September 25, and was laid to rest in Westview Cemetery, Tuesday afternoon, the 28th. The floral offerings and funeral services were very beautiful. G. F. Macgregor, of the Kansas City office and A. P. Matthews of the Memphis office were pallbearers, also Mr. Springer and Mr. Morrow of the Atlanta office. Mrs. Forrest's address is 675 Peachtree Street, Atlanta, should any of Mr. Forrest's many Frisco friends desire to write her.

J. F. Jedlicka, of the St. Louis office, paid us a visit, and told us a fish story, about a 65-pound fish he caught while in Florida. We were somewhat doubtful about the size of the fish, until he showed us a picture of same, from the picture, it was some fish. L. C. Hollinsworth of the M. & N. A. Railway, Mobile, Ala., accompanied Mr. Jedlicka.

L. A. Powell, one of our T. F. A., returned from his vacation in Arkansas, accompanied by two flappers. It developed they were his sister and cousin. He has rented an apartment and is now enjoying homelife and home-cooking, for these two Arkansas flappers are good cooks.

Mr. and Mrs. W. E. Post, of our passenger department, have returned from a wonderful trip to California, with the American Association of T. F. A's.

F. C. Werner, T. F. A., Kansas City, accompanied delegates to the National Restaurant Men's Association, which was held in Atlanta, October 5 to 8, inclusive, and came by the office to see us.

D. E. McKethen, our other T. F. A., is giving New York a visit. Know Mac will have plenty to tell us on his return, about his boat trip, etc.

Last but not least, Mr. and Mrs. J. E. Springer, are vacationing in Cali-

## SAPULPA, OKLAHOMA

### BANK OF COMMERCE

CAPITAL, \$50,000.00  
SURPLUS, \$15,500.00

Sapulpa, Okla.

FRISCO DEPOSITARY

We Appreciate Your Checking  
Account

4% Paid on Savings Accounts

### Cowman's Pharmacy

THE REXALL STORE

Two Registered Pharmacists Subject to Your  
Call, Day or Night

Phone 472 Odd Fellows Bldg.

### FUNERAL HOME

Respectful Considerate Service  
SAPULPA, OKLA.

Lewis and Landrith



fornia, and will stop at several places in New Mexico on their return trip. One thing else, would like to know if the baggage master, Memphis, has found "Sally?" If he hasn't, the Atlanta force is thinking of going to Memphis, to join in the search, in hopes of locating this airedale, and the reward, as Mr. Lindsay wants his dog, and we the \$50.00.

### DORA, ALABAMA

F. M. SCOTT, Reporter

V. E. Morgan is wearing a smile. He has just received his new billing machine, no waiting on him for billing. Oscar Clay has returned to work after an absence of several weeks account of illness.

W. V. Earl bid in second Carbon Hill mine run.

T. J. McCabe has come back to the Empire Run, he has been on passenger run for past few weeks.

The following have moved to Dora: L. S. Shiffett and the Gaylor Brothers, George and Dave! Welcome.

Understand Charlie Hunt is off few

days on a visit to Kansas City.

"Red" Ganz is back to work after having been in hospital. He recently had a dispute about the right of way with No. 106. 106 won!

The steel gang passed here with the new 100-pound rails. Smothers and Foster, foremen with the assistance of Strouss the timekeeper, put down a mile of track a day.

Business is good, plenty of coal cars and no overtime.

### ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. D. WILLIAMS, Reporter

A. E. Biggers is ill in St. Louis hospital. He was stricken with inflammatory rheumatism in his right wrist. He is missed very much at the office and we will all hope he will be up and around again soon. Mrs. Biggers is with him to see that he gets the proper care and attention.

Cecil E. Kern of the engineering department, has resigned to accept a position with the construction department of the Missouri Pacific. He will

be located at Washington, Mo.

Miss Florence Sjoberg of Springfield, sister of Mrs. S. W. Booth is visiting in Memphis.

S. W. Booth made a business trip to St. Louis—at last we have the dope on just how the Cardinals won the world series.

Everybody is getting ready for inventory of track materials to be taken November 1st. If the present nice weather continues, it will be eeny, meeny, miny, mo, to see who will get to go.

### SOUTHWESTERN DIVISION

#### 40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MACMILLAN, Reporter

Mrs. Proctor, of Foyil, Okla., left for Shreveport, La., where she is taking her little son Cecil, for special treatment.

Richard Clark has been relieving the foreman at Racine. He is now relieving the foreman at Catoosa.

Mrs. M. E. Matlock spent a few days visiting in Cuba, Mo.

Lawrence Strickland of West Tulsa, spent a visit with his parents in Roosevelt, Okla.

A. S. Walker, foreman at Bristow, Oklahoma, has been assigned to foreman's job at Wyandotte.

Mr. and Mrs. Ellis Childs of West Tulsa are visiting in Dallas.

E. C. Herndon, foreman at Garnett, has been assigned to position of foreman at Racine, Mo.

Extra gang No. 21 has finished the work of extending the passing track at Racine.

Miss Clara Wiles of Afton is visiting in Kellyville.

James A. (Jim) Rollen, who has been our roadmaster on the 40th track division for the past year, has resigned to take charge of the work of re-ballasting, re-tieing and re-laying steel on the Pensacola Line from Kimbrough, Ala., to Pensacola, Florida.

With Jim go the very best wishes for success from the maintenance of way department, and we all know if he builds up the Pensacola Line as well as he built up the Cherokee sub, we'll have "some" railroad down south.

Mr. and Mrs. M. Ramirez are spend-

### BIRMINGHAM ADVERTISERS

Mines on the Frisco at Carbon Hill, Alabama

## MOSS & McCORMACK

MINERS AND SHIPPERS

COAL—Blacksmith, Bunker, Steam, Domestic—COAL

1901-4 American Trust Building

BIRMINGHAM, ALA.

**RIDOUT'S FUNERAL HOME**  
2117 Fifth Avenue

MAIN 9

**AMBULANCE SERVICE**  
NIGHT AND DAY

F. A. Grider

S. L. Yerkes

## GRIDER COAL SALES AGENCY

Mine Agents

OVER 3,000,000 TONS ANNUALLY

BEST GRADES ALABAMA STEAM AND DOMESTIC COALS

*Railroad Fuel a Specialty*

1414-18 American Trust Bldg., Birmingham, Ala.

## REID AND LOWE

RAILROAD CONTRACTORS

Grading and Concrete Bridge Work

Birmingham, Ala., and Charlotte, N. C.

## WEIR-KILBY CORPORATION

RAILROAD CROSSINGS  
FROGS AND SWITCHES

MANGANESE  
TRACK WORK

CINCINNATI, OHIO  
BIRMINGHAM, ALABAMA

**C. G. Kershaw Contracting Co.**  
INCORPORATED

GENERAL CONTRACTORS

697 WOODWARD BLDG.

BIRMINGHAM, ALABAMA.

## Flood Waters at Tulsa, Oklahoma



The above picture gives some idea of the enormity of the floods in Kansas and Oklahoma during September. The picture is of the Arkansas River Bridge at Tulsa, Oklahoma, and was taken by Geo. A. Gladson, passenger inspector at Tulsa. The water was fourteen feet and four inches above the low water mark when this picture was taken.

ing their vacation in Pittsburg, Pa.

A. Gutierrez is relieving M. E. Matlock, foreman, at West Tulsa.

S. A. Coleman, foreman, on the west section at Pierce City, is relieving the foreman on the east section, while the work of installing No. 15 cross overs to take the place of the present No. 10's is under way. Mr. Coleman is being relieved on the west section by G. K. Hawley.

A. C. Jones is in charge of extra gang No. 21 during the absence of Noble Overby. They are now engaged in general track work near Foyil and will soon move to Catoosa.

Mrs. G. K. Hawley of Pierce City is spending a few days in Phillipsburg, Missouri.

Received a wire from O. F. Peteet, fence gang foreman a few days ago reading as follows:

"Will be off duty account getting married."

Best of luck to you, Frank.

Robt. Mackin of Catala is visiting relatives in Bristow.

On October 10, W. T. Trisler, roadmaster on the 43rd track division held a foremen's meeting at Tulsa. The meeting was one of the most successful ever held on the 43rd territory. Mr. Trisler gave a very good talk and instruction on various new standards put in effect recently, and a general discussion took place by all present as to the method of applying same. Talks were made by E. A. Hamilton, claim agent and W. C. Brown, motor car maintainer. At the conclusion of the meeting Mr. Trisler thanked each and every one for their hearty co-operation and introduced P. B. Shedd who has been appointed to succeed Mr. Trisler in the terminals. Mr. Trisler has been transferred to the 40th track division as roadmaster, effective October 12.

Jake Night is going to spend a few days in the old home town, Tallahassee.

Jake just has to see the boys once in a while.

Mrs. Wm. Jones of Tulsa is visiting in Oklahoma City.

Received a very interesting letter from Otis Ward, our foreman, at White Oak reading as follows:

"Everything good is happening here. A ten-pound blue-eyed, brown haired girl is here, came September 19. She is listening to bridge foreman S. H. Dean remodel my motor car, and he is doing a good job, as he likes to be around the girls. Mother and daughter doing fine."

The fence gang has moved from Neosho to Catoosa. They will soon start on fencing the right-of-way from Claremore to Foyil.

The Mid-Continent Petroleum Corporation at West Tulsa is constructing a 930-foot spur to serve their agitators.

### CITY TICKET OFFICE TULSA, OKLA.

D. M. HICKOX, Reporter

P. E. Buesse, C. P. & T. A. is winning his laurels on the local golf courses of Tulsa. Paul, as he is better known, holds course record at Kennedy's. Par for this course is 72. Paul cut it four strokes for a 68. At McFarland's par is 71. Buesse shot an easy 68, entitling him to one course record and an amateur course record at McFarland's, the record being a 64 made by the professional of that club.

Buesse has eliminated three contenders in match play for club championship at Kennedy's and has to put two more out of the way to win. Good luck to you Paul in your try for the coveted cup.

Roy Dawson, our new ticket seller, from Oklahoma City, is all smiles today as his wife and two children came over from Oklahoma City to see that Roy gets to work on time and, of course, home on time.

### DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANNAHAN, Reporter

W. P. Kent and wife have returned home after visiting Pittsburg and Joplin, Mo.

James E. Manning has returned from California and expects to return to the west next year.

Dan McCool and Pike Halley enjoyed two world series games in St. Louis.

A. L. West, night agent, is strong for the old home town team—the St. Louis Cardinals.

L. B. Remy and wife have started on a trip to the west and also expect to visit across the river at El Paso, Texas.

E. W. Shannahan is planning to take trip to Memphis to visit his brother.

D. L. King and wife have returned from Kansas City, Mo.

Tulsa County Fair will be attended by all the boys in the office, because it is free.

### TELEGRAPH DEPARTMENT SAPULPA, OKLA.

G. SANDERSON, Reporter

Mrs. W. B. Holland, wife of our much-liked wire chief, and children, are enjoying farm life in Idaho. There is an unusual smile on Mr. Holland's face when the postman comes. Wonder why little Billie does not write us all a letter.

Mrs. Clarence Dunbar, wife of our second trick wire chief, returned from Toronto, Canada, where she spent her vacation.

Mrs. Mary E. Laxton, who has been visiting her son, A. E. Laxton, lineman, has returned to her home in Washington, Kansas. Mr. and Mrs. Laxton accompanied her home.

Operator Garrett from Holdenville, bid in Sapulpa relay office, and is stepping right along with his work.

Minor Boydston, who has been doing extra work at the yard office, is back on his old job in the telegraph department.

Miss Florence Lacher, who has spent the past thirty days in California, has returned.

Mrs. Ruey Miller, wife of operator Miller, has been visiting her mother in Enid.

Glen Martin, operator in relay office, we understand, has taken unto himself a wife. We have been unable to obtain any further information, however we all wish them happiness, and we hope we will soon have the pleasure of meeting Mrs. Martin.

Chief Lineman W. B. Parrott has had to postpone his vacation, because of so many rivers overflowing. Too much work for him to get away. Too bad, Polly! Better wait for summer when there is no rain.

### OFFICE SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Fred Morgan, chief timekeeper, spent his vacation on a two weeks' fishing trip. Fred substantiated his fish stories by distributing some of his catch.

Lola Flanigan, formerly of the agent's office at Vinita, is working as stenotypist in the superintendent's office. Nancy Kengle, who previously held this position, has been assigned to the agent's office in Oklahoma City. Miss Adams is also working at Oklahoma City, having relieved Jack Davis, roadmaster's clerk, who is still ill in the St. Louis hospital.

Fairba Jean Justice spent a very pleasant week end in Springfield, visiting Mrs. Wm. Grey, who will be re-

WEN! DON'T WORRY ABOUT BUTTONS



FILCHER'S BACHELOR BUTTONS snap on. No sewing necessary. Quickly detachable, too. Use them over and over again. If dealer can't supply, send his name and 25 cents for full assortment of 3 colors, 3 sizes.

FILCHER MFG. CO., Inc.

Louisville, Kentucky

Dept. 402

## BOYS AND GIRLS Earn Xmas Money

Write for 50 sets St. Nicholas Christmas Seals. Sell for 10c a set. When sold send us \$3.00 and keep \$2.00. No work—Just fun.

ST. NICHOLAS SEAL CO.

Dept. 557-J

Brooklyn, N. Y.



membered as Miss Blanch Evans and who was married Labor day. Mrs.



S. R. Kennedy, terminal superintendent at Tulsa, Oklahoma, is shown above with J. E. Whalen, fuel supervisor of St. Louis looking over the beautiful scenery of the Boston Mountains over which the Frisco Lines run.

These mountains form one of the most scenic routes via Frisco Lines. They begin near Seligman, Missouri, and run on to Fort Smith, Arkansas.

## MONETT ADVERTISERS

**La Fredrick Cigars**  
Standard for 30 Years  
**MONETT, MO.**

### McKee's Drug & Book Store

We Fill Your Frisco Hospital Prescriptions

**DRUGS, BOOKS  
STATIONERY, PERFUMES**

310 BROADWAY Phone 15

45 Rooms—24 with Bath European Plan  
Steam Heated Rates Reasonable

### The Broadway Hotel

NEW—COMPLETE—MODERN  
Popular Fried Cafe in Connection

MONETT, MO.

### THE MONETT TIMES

Booster for Monett, Her Industries and the Ozark Playgrounds

Daily, \$5.00 per Year by Carrier; \$4.00 per Year by Mail. Weekly, \$1.50 by Mail

**TIMES PUBLISHING CO.  
PEARL PETERS, Editor**

212 Fifth Street MONETT, MO.

Grey is still a member of the Frisco family, as Mr. Grey is connected with the Frisco in Springfield.

C. F. Husted has returned from an extended trip throughout the west, visiting Colorado, Arizona and California.

Mrs. Mosteller, assistant file clerk, has resumed duty after a sixty-day leave of absence, during which time, she underwent an operation in the St. Louis hospital. Mrs. Mosteller has fully recovered and we are glad to have her back among us.

Aaron Morgan and wife were among those who attended the American Legion Convention at Philadelphia. Mr. Morgan is a member of the Tulsa Legion Drum Corp who went in a body. They had the distinction of being among the last five to compete for the laurels. Their costumes attracted considerable attention and created quite a sensation. They wore blankets and feathered headgear. One of the remarks heard by Mr. Morgan from an easterner while on parade was "Well, they are real anyway." They also visited Washington, but being Sunday and after 1 o'clock, did not have the chance to shake hands with "Cal."

A number of the girls of the general office assembled at the home of Mrs. Bartz to organize a bridge club for the winter. A very pleasant evening was spent and it was unanimously voted to make it a regular Tuesday night affair.

There has been several changes in the engineering department the past month. Charles Shaffer, who has been at Sapulpa for several years, has gone to Pensacola as office engineer; Bill Conrad, one of the most amiable of the staff and who has made many friends among us, has resigned and accepted a position with the Independent Oil Company at Tulsa. We wish Bill success in his new work. James Du Bois has also resigned to accept a position with the Prairie Pipe Line Company. He was succeeded by Jule Tate. Clifford Bassett, who joins the engineers each summer vacation has returned to Oklahoma U where he is studying medicine.

Glad to report conductor Fred Campbell is out and back to work.

Mr. and Mrs. J. Armbrust have returned from a trip to Cleveland and Columbus.

## SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK,  
Reporters

The duck season is now open and there is much talk of hunting. Engineer Dick is oiling his shot gun up, as he has only been able so far to claim second place in this sport, engineer Jasper Cheek, holding first.

Fireman C. J. Dunham, also fireman J. F. Jones, are proud fathers. We hesitate to say which boy is the best, though Mr. Jones' son must be an exceptionally good one from the number of cigars he passed to the boys.

W. R. Stansill, engineer, Z. Biggs, and Wm. Seylor, firemen, are off just now account illness.

Several of our shopmen at Sapulpa were injured during the month of September. This is a report that we dislike to make nevertheless Joseph O. Light sprained his ankles and that did not appear to be enough of the same kind of injuries so L. F. Frear, electrician also managed to sprain an ankle.

Thord D. Salsman, coach cleaner at Sapulpa, who has been away for some time account illness, has now resumed work.

Engineer P. Geraghty and fireman P. W. Lee are both taking thirty-day vacations and a number of our employees are off account illness. Those included in this list are: John Stroud, engineer, N. J. Gibson, Roy Bogard, third class machinists, D. B. Farris, box packer at Sapulpa, Frank Lewis colored laborer West Tulsa, S. L. Arnold and Harvey Yost, coach cleaners at Okla-

homa City.

S. G. Manlove, road foreman, has just returned from his vacation. Our traveling fireman, Mr. Rankin, is at present working on the Pensacola Lines.

Just to prove that we had a good fire brigade at Sapulpa, they responded to a call to extinguish fire in the car department dope house, at 1:15 p. m. one day last week, and succeeded in extinguishing it within ten minutes. The fire was result of spontaneous combustion.

In connection with the fire brigade and their regular practice or fire drills, certain members are assigned to the task of learning how to administer artificial respiration, in case of need. This work is followed up and is included in the fire drills regularly.

## MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

MISS AMELIA GARRETT, Reporter

A most successful meeting of the Frisco Metal Craft and Car Department Employees was held on evening of October 6, in the Bohemian Hall at Oklahoma City. There were over two hundred present, composed of the employees and their families. We were honored by having present H. L. Workman, Geo. W. Moore and Frank Jun-

## TULSA ADVERTISERS

### Nichols Transfer & Storage Co.

DISTRIBUTORS OF CAR LOADS

THE OLDEST AND MOST  
RELIABLE

North Boulder and Frisco Right-of-Way  
Phone 2-1117 & 2-1118 TULSA, OKLA.

### Oklahoma Steel Castings Co.

MAKERS OF

Railroad, Oil Field and  
Commercial Castings in

### OKLAHOMA ELECTRIC STEEL

Tulsa, Okla., Box 658

### Oil Flyer Cafe

A Good Place To Eat

15 North Main Street  
Tulsa, Okla.

Official Frisco Ambulance

PHONE—2-6186—PHONE

### STANLEY & McCUNE

FUNERAL DIRECTORS

TULSA, OKLA.

kins of Springfield. \* J. S. Jowers, division chairman of Sapulpa, was also present. About thirty cakes, fifteen gallons of ice cream and several cases of soda pop were served. The program was splendid.

The addresses and music were enjoyed and the officials of the association wishes to take this means in expressing their appreciation to all who helped to make this social event such a decided success.

The "Friscoettes" were considered the hit of the evening. Each little girl represented a letter in the word "Frisco" and recited a verse which harmonized with the letter which she was holding. Much credit for the success of this feature can be given to Mrs. Jess Moore, who originated this little play.

We are all hoping to have many more events of this kind in the future, as it brings about a better spirit between the employees and the officials.

Paul Cummings, machinist was called to Altus, Oklahoma, account death of his sister.

Harvey Yost, coach cleaner, is in the St. Anthony hospital at Oklahoma City, recuperating from a recent appendicitis operation.

Geo. Jones, coach foreman, and family are spending their vacation at Omaha, Neb.

Samuel L. Arnold, coach cleaner, submitted to a serious operation at St. Anthony hospital recently, but is doing nicely at this time.

Gary A. Walker, engineer, is boasting of the arrival of a new baby girl at his home.

Roy Bogard, machinist, has returned from St. Louis hospital where he has been for treatment. Mr. Bogard is still unable to return to work.

C. A. Hardin and wife of Lawton, were in Oklahoma City, October 6, attending the meeting of the employees.

Francis N. Jones, was called to Galena, Kansas, account of the death of his father.

Earl Vice, fireman, announces an addition to his family of a new baby girl.

#### TULSA FREIGHT OFFICE TULSA, OKLA.

MINNIE J. KRUSE, Reporter

Olin B. Sparks, assistant platform foreman, accompanied by his wife and son Olin B., Jr., spent two weeks' vacation visiting relatives in Arkansas.

Ford Hufford, cash book writer, just returned from two weeks' vacation spent in Missouri, Arkansas and Kansas. Mr. Ford made the trip overland and reports a very enjoyable trip even though he encountered some rather rough roads and had a puncture or two.

Claude Davis, check and delivery clerk, accompanied by John E. Patton,

chief claim clerk, spent Sunday, October 18, visiting at Claude's home at Haskell, Oklahoma. Pat is still talking about all the good "eats" they had.

A dance for the benefit of the Tulsa Frisco Baseball Club was given October 2. To "Kid" Warren belongs the credit for the financial success of the dance. He can't be beat when it comes to selling tickets.

Miss Fannie Turley, who has been working temporarily at West Tulsa due to the absence of Miss Vanderford is now working on position of expense clerk, this office. Miss Turley has been assigned to this position permanently.

Ray Weatherford is working temporarily as bill clerk, this office.

George E. Jones, switching clerk, this office, made a business trip to Hannibal, Missouri, to assist in settling the estate of his father.

#### OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Harry Harrison, safety supervisor, conducted accident prevention meeting and demonstration of Prone Pressure Method of Resuscitation to the shop and car men during noon hour, Tulsa, Monday, October 11. Mr. Harrison was introduced by R. L. Beckwith, foreman car department. After giving a short talk Mr. Harrison then introduced Mr. Kennedy, who has recently been appointed superintendent terminals Tulsa. There was a good attendance of men, who were all very much interested in the proceedings and are looking forward to another such meeting.

S. R. Kennedy has moved his family here from Cape Girardeau, and is now commencing to feel that he is thoroughly at home in Tulsa.

W. T. Trisler, roadmaster, has been transferred to the Cherokee Sub. We are sorry to have Mr. Trisler leave us, and the best wishes of every employee in Tulsa terminal goes with him to his new territory. Mr. Trisler will be succeeded by F. B. Shedd, whom we are glad to welcome to Tulsa.

The B. R. C. gave a dance October 2, at Beno Hall, and every one who attended spent a very pleasant evening. The main event of the evening was the Charleston dance given by A. Cordell, switchman, who stood six feet six inches, and Dewey Allen, clerk, who stood five feet two inches, a fair resemblance of Mutt and Jeff. The orchestra was fine and the floor in good condition. All the latest pieces was played and some of the old time dances were given. "Kid" Warren, yardmaster and his son F. W. Warren, switchman, are right there when it comes to square dances. Everyone departed with the hope that they would have the privilege of spending another such evening soon.

The new auto dock, which was recently completed at Tulsa, at a cost of several thousand dollars, is found to be inadequate to handle the business, and an addition is now being made to it. There were one hundred and fourteen cars of autos received over the Frisco during the month of September.

Several from Tulsa attended the world series baseball games at St. Louis. Many more wanted to go but were unable to do so.

The spirit of Tulsa was at its height when Miss America returned to her home in Tulsa via the Frisco Lines. It was necessary for the yardmaster to pilot train through crowd in order to get to the station. We were, indeed, glad to welcome Miss America back to the oil capital of the world.

#### MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

The following is a clipping from the sport edition of the Tulsa World on September 25, 1926. This appears to be irrefutable evidence of the great lengths to which our local sportsman will go to substantiate their respective opinions. A picture which was taken at time the bets were paid off is to be found in this magazine.

Jack Drake, machinist, at the Frisco roundhouse for three years, was so positive that Jack Dempsey would whip Gene Tunney that he was willing to bet his last nickel on the champion, now fallen.

Robert Warfield, roundhouse clerk, was willing to stake his all on Tunney, the new champion.

They fell to talk in money terms which soon grew out of proportion to the size of their individual pocket-books, so Drake finally proposed that the loser push the winner across the Arkansas River Bridge in a wheelbarrow. Warfield readily agreed.

After work, Friday, 30 employees of the roundhouse and offices met at the West Tulsa end of the bridge to witness the carrying out of the contract. They felt reasonably sure that Drake would be present. He was. Also a wheelbarrow. Foreman O. H. Parker had previously informed Warfield that roundhouse contracts were binding, so he placed himself in the wheelbarrow and the start was made from the east side of the bridge. Six automobiles and 30 witnesses on foot trailed along behind.

Ten minutes later, Drake, puffing and perspiring, deposited Warfield at the other end of the bridge. Somebody pinned a sign on Drake's back, reading: "Jack Dempsey did this for Jack Drake." Drake weathered the taunts of the crowd good naturedly.

John Sortore, belt room man, who has been absent since July 17, account sickness is now back on the job and apparently enjoying the best of health.

Miss Mayme Hoehn, chief P. B. X. operator of the Tulsa terminals has just returned from a week's visit spent in St. Louis with relatives. Miss Hoehn attended the world series games while there and claims she lost heavily. She did not say what she lost, so guess it must have been sleep.

#### EASTERN DIVISION

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

First Trick Dispatcher Call, spent a ten-day vacation, visiting several northern states. He states he had a wonderful trip.

#### BANKS ALONG FRISCO LINES

ESTABLISHED 1872

THE MERCHANTS AND PLANTERS NATIONAL BANK  
SHERMAN, TEXAS

Capital and Surplus \$1,200,000.00

Will Appreciate Your Account

FIRST NATIONAL BANK 4% and Safety  
CHAFFEE, MO. Member Federal Reserve System

The American National Bank Okmulgee, Oklahoma



## BANKS ALONG THE FRISCO LINES

We solicit your business. Offering you all the service consistent with good, careful banking

## The Citizens Bank

JEROME O'HARA, President  
ED. V. WILLIAMS, Vice-President  
TOM WATKINS, Cashier  
E. J. ADAMS, Assistant Cashier  
T. W. WATKINS, Assistant Cashier

220 E. Commercial St.  
SPRINGFIELD, MO.

## BOATMEN'S NATIONAL BANK

ST. LOUIS, MO.

## The Oldest Bank in Missouri

A Safe Place for Savings  
Since 1847

## "Bank With Security"

NATIONAL BANK

Open Daily to 5:00 P. M.  
Saturday to 6:30 P. M.

Extra Interest  
Extra Hours  
Extra Safe

Eighth St., bet. Olive and Locust

## Saving Systematically

Is so easy when once begun and accumulates so rapidly that one has a comfortable sum of ready money before he realizes it.

Try it for a year and see how satisfactory the result will be.



## The Peoples Bank

of Springfield, Missouri

We Appreciate  
Your Business

OUR MOTTO  
COURTESY, FAIRNESS  
AND EFFICIENCY

## Successful Banking

SINCE 1873

RESOURCES  
Twenty-two Million

## The Fort Worth National Bank

FRISCO DEPOSITARY

Main at Fifth Street

UNITED STATES DEPOSITARY

## The American National Bank

PARIS, TEXAS

Capital, Surplus and Undivided  
Profits, \$350,000.00

FRISCO DEPOSITARY BANK

A Complete Banking Service  
Featuring Commercial, Savings, Investment  
and Trust Departments. Establish your  
Oklahoma City connection here.

American National Bank  
OKLAHOMA CITY, OKLAHOMA  
RESOURCES MORE THAN \$21,000,000.00

## THE UNION NATIONAL BANK

SPRINGFIELD, MO.

3% Interest Paid on Savings Accounts

4% Interest Paid on Time Certificates

*The Bank That Always Runs Strong*

## First National Bank

SPRINGFIELD, MO.

**\$** SAFETY  
SERVICE  
SATISFACTION

THE BANK FOR ALL THE CLASSES  
NO SPECIAL INTERESTS

Operator A. Trotter, third trick, Sleeper, spent several days in Coffeyville, Kansas, visiting his brothers. His father accompanied him.

Understand Operator Pat Paulsell of St. John has bought a fine jersey cow. One thing sure Pat won't have to drink his coffee without any cream now.

Operator Deberry from the extra board, was the oldest bidder on third trick telegrapher Franks, Mo., and was assigned to same.

Chief Little has returned from his vacation and reports a wonderful time. We are glad to see our chief back again.

Operator E. Trotter, is working third trick at Crocker for a few days.

We are glad to report that Shelby Schrof is back with us again. He was loaned to the River Division for a couple of months. Shelby states he liked the River Division fine.

Operator Kermit Leek, of Lebanon, is the proud father of a son.

We are glad to hear of Conductor Heath's promotion. Everyone knows what a real Frisco booster Mr. Heath is.

Chief Little has added another operator to his list, Mr. Wilson, who hails from the City of Springfield.

## FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

On September 20, there was a meeting of the supervisors of fuel economy, the fuel inspectors, general fuel supervisor and general fuel inspector in the fuel agent's office. Each supervisor prepared a paper on the special features pertaining to fuel economy on their respective divisions. These papers are published from time to time in the special space provided for the fuel department's articles in this magazine, and are very instructive to all employees interested in the economical use of fuel.

The intense excitement over the world's series has occupied the attention of the employees of the fuel department to such an extent that we have devoted little time to other pleasures. First the breathless waiting to see whether or not tickets would be available, and then the thrilling games and the descriptions by those who were fortunate enough to attend, afforded entertainment sufficient for our needs.

C. E. Bissell, fuel inspector in the Kansas field, was very ill for a couple of weeks, but latest reports are that he is improving nicely. Mr. Bissell was relieved by F. K. Nachtmann, mining engineer, from this office and P. V. Hammersly, fuel inspector in Arkansas.

F. K. Nachtmann and wife attended the annual "home coming" of the Rolla School of Mines, Rolla, Mo., of which Mr. Nachtmann is an alumnus. Naturally Mr. Nachtmann returns from these visits full of his old "college pranks."

## SEVENTH STREET STATION ST. LOUIS

AGNES M. LARKIN, Reporter

On October 20, Miss Martha Plotz, of the cashier's office, became the wife of Jos. Seidel of the freight traffic department. Seventh Street's good wishes were expressed to the young couple in the gift of a floor lamp.

Charles Shoemaker, of the claim department, is on a leave of absence account of a nervous breakdown. We hope Charley has a speedy recovery.

George Snyder, father of general agent H. G. Snyder, paid us a visit recently. Mr. Snyder resides in Enid, Okla.

Our sympathy is extended to H. M. Dowling, car service clerk, in the loss of his mother.

The Misses Anna Ondr and Catherine Barrett spent the week end in Kansas City visiting Mr. and Mrs. Roy Mack. Mrs. Mack will be remembered as Miss

Helen LaTourette, formerly charge clerk at this station.

We have on our platform a group of ardent Cardinal boosters who even before the Red Birds won the title of "world's champions" sang praises of "Rog" and his pennant chasers, much to the dissatisfaction of the Brown's followers. At a meeting held September 24, the following resolutions were adopted:

Chas. Jacobi—the beverage judge of Shrewsbury will furnish the entire Cardinal team with all refreshments.

Heinie Mott—Poultry king of Arsenal Street will furnish the team with springers.

Roy Mayfield—Fisherman deluxe will furnish the entire team with all necessary bass and crapple.

The committee appointed were to penalize what are commonly termed "crepe hangers" or in plain words "knockers" who were very active in wishing all the bad luck against our Cardinal baseball team, who have for the first time in history caused the pennant of the National League to float over the City of St. Louis.

Below is a schedule of games played by Seventh Street baseball team during the season of 1926. Lost 4 games out of 23.

April 18—West Florissant A. C., 1-0; April 25—Carondelet Motor Car Co., 36-4; May 2—Peters Shoe Co., 34-8; May 9—Open date; May 16—Carondelet Motor Car Co., 11-10; May 23—open date; May 30—St. Rose, 11-4; June 6—St. Rose, 19-10; June 13—Del-A-Macks, 14-5; June 20—open date; June 27—Terminal R. R. Assn. (game called); July 4—Chaminade College, 1-15, lost; July 5—West Florissant A. C., 2-8, lost; July 11—Stewart A. C., 2-4, lost; July 18—open date; July 25—Carondelet Business Men's Assn., 12-7; Aug. 1—Stewart A. C., 16-2; Aug. 8—Carondelet Motor Car Co., 10-5; Aug. 15—Triple

S Nine, 12-5; Aug. 22—Russell A. C., 18-9; Aug. 29—Carondelet Motor Car Co., game called account rain one and one-half innings 8-0; Sept. 5—open date; Sept. 6—open date; Sept. 12—Chas. Held Floral Co., first game, 7-2, second game, 14-6; Sept. 19—Lone Star Motor Car Co., 13-14, lost; Sept. 26—Chas. Held Floral Co., 10-7; Oct. 3—Lone Star Motor Car Co., 5-4; Oct. 10—Lone Star Motor Car Co., 9-5.

## WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

Lloyd Lamb, chief clerk, has enjoyed a rather unusual vacation this year. We would recommend, however, the order of events be reversed if similar circumstances occur again. Lloyd went to Stockton, where he ate fried chicken, together with other delicious country edibles and gained eight pounds, or less. He then went to Joplin where he received Scottish Rite degrees and lost all he had gained. Edward Burch and James Osborn also received Scottish Rite degrees at Joplin week of October 11.

Joe Paisley has returned to work after a long illness. We hope he stays this time.

P. O. Wood, special apprentice, went to Lafayette, Indiana, to attend the home coming game at Purdue "U".

Youth, romance, two o'clock in the morning! Victor W. Fowler was married at 2 p. m. at Ozark recently. Victor is a boilermaker apprentice.

Birl Beard has been granted a leave of absence account of ill health and is going to Colorado. We extend our sympathy and hope for an early recovery.

Mr. and Mrs. Joe Paisley are the happy parents of a fine baby girl, named Ann Rita. The Paisleys have our congratulations.

## Contractors Who Are at Work on Frisco's \$250,000 Depot at Springfield

Wall Paper, Paints, Glass and  
Interior Decorating

**LEE SAVAGE  
PAINTING CO.**

SPRINGFIELD, MO.

Phone 358

319 McDANIEL ST.

**W. W. Johnson  
BUILDER**

301 College St., Building

SPRINGFIELD, MO.

Phone 5871

Estimates Cheerfully  
Submitted

**W. H. SHARP  
Contractor**

PLASTERING - STUCCO

1301 Roanoke

Springfield, Mo.

## ASBESTOLITH

New Frisco Passenger Station, Springfield, Missouri, to have ASBESTOLITH Floors, Base and Wainscot Standard Composition Floors for More than Twenty-five Years

THE SANITARY FLOORING CO.  
Clark Ave. at 13th St., ST. LOUIS, MO.

## Ford Brass Company

CHANDELIERS  
ELECTRIC SUPPLIES  
and APPARATUS

320 South Avenue

Springfield, Mo.



## SPRINGFIELD ADVERTISERS

See  First

for Economical  
Transportation

**Standard Motor Co.**

468 St. Louis Street  
Springfield, Missouri

**Hedges-Weeks  
Construction Co.**

Rooms 415-416 Holland Building  
**Railroad Masonry Contractors**  
SPRINGFIELD, MO.

Office Phone 150 Res. Phone 2415-J

**STANDARD PLUMBING CO.**

Steam and Hot Water Heating

J. J. LAWLER, Proprietor  
311 McDaniel St. SPRINGFIELD, MO.

**Smith Heating and  
Sheet Metal Works**  
GENERAL CONTRACTING

Sheet Metal of All Kinds, Tile &  
Slate Roofing, & Furnace Work  
314 E. Central Springfield Mo. Phone 4063

**FRISCO OFFICIAL  
AMBULANCE**

PHONE 742 PHONE

**ALMA**

**LOHMEYER FUNERAL HOME**  
Springfield, Mo.

To give Universal Service is the goal  
of Public Utility managers and opera-  
tors. We are a part of the organized  
effort to reach that ideal.

**Springfield Gas and Electric Company**  
**Springfield Traction Company**

**"RAPID FIRE"**

WARM AIR HEATING SYSTEMS

**Reynolds  
Manufacturing Co.**

SPRINGFIELD, MO.

Warm Air Heating Supplies  
Gray Iron and Semi-Steel Castings

# HOBART-LEE TIE COMPANY

**Railroad Ties and Timber**

**ROBT. E. LEE, President**

**LESLIE LEE, Vice-President**

**BERT S. LEE, Treasurer**

**J. LAURENCE LEE, Secretary**

**Operating in Missouri, Arkansas, Kansas, Oklahoma and Texas**

**WE HAVE SUPPLIED THE FRISCO  
CONTINUOUSLY FOR OVER 40 YEARS**

**Landers Building**

**SPRINGFIELD, MO.**

F. A. Beyer, superintendent, attended the machinery exposition held at Chicago recently.

F. A. Darden, general foreman west freight shop, is a true southerner indeed. He has a splendid little cotton patch at the west freight and we are certain he will ship via Frisco Lines when the cotton is picked.

Richard Moran, piecework checker, has finished his assignment of special work and is back at the west freight shop again. Dick, with his ready wit and irresistible smile is always welcome back.

Kirby Campbell, blacksmith, is off duty suffering from a slight injury to his foot.

L. VanNatta has returned to work after an operation for appendicitis.

R. V. Burch has a fine baby girl. Mr. and Mrs. Burch are congratulated.

Churchill K. Ruxton, shop distribution clerk, is spending the week end in Kansas City. We wonder if the bright lights will make an impression on "Church" to the extent he will forget his confidential swagger.

Speedy Reed, shop accountant, with a party of friends motored to the Gasconade and enjoyed a regular fishing trip. Mr. Reed's fishing trips are too numerous to keep accurate account of half of them.

#### West Coach Shop

A. H. Smith, cabinetmaker, has a new daughter. Arrived September 24, 1926—named Frances Patricia.

We are sorry to report the death of Frank C. Blevins, coach carpenter, who died October 9, 1926, of typhoid fever.

Paul Dinguil, coach tinner, married Mrs. Bella Donna Wells of Ozark, Mo., October 6, and they are spending their honeymoon visiting relatives in Arkansas.

Earl Thomas Hawkins, coach truckman, has our sympathy in the death of his wife.

Saw Mr. Claude E. Logan, on the square a few nights ago with a well-to-do banker appearance, which improvement was caused by his having on a new derby.

J. T. Fite, foreman west coach shop, spent part of his vacation visiting some old friends in Bloomington, Ill.

West Shop Lake filled with water. Two white pelicans graced it for a few days, but did not remain white very long, however, Mr. Hurley relieved the situation for a while by catching the pelicans and giving them a good soapy bath, but, like a duck, they took right back to the water and their pretty white feathers were soon black again. By the time they were ready to continue their journey to the southland, they looked more as though Mr. Hurley had given them a coat of "tar and feathers," same as is given some people before they take their departure for parts unknown.

## PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Katherine Riley spent her vacation at Colorado Springs, Colo., visiting her nephew J. Ryan.

Frank McDonald says he knows every street in St. Louis now—why? A new Chevrolet in his possession.

Ye reporter spent her vacation at Sioux City, Ia., and Chicago, Ills. While in Sioux City it was so cold that a winter coat would have gone very nicely.

Have several new names added to the roster—Wm. Altwater, B. J. Gast, Louis A. Behnken, and Melvin Iten. The passenger traffic department welcomes them all, and wishes them every success in their new work.

One of the prettiest weddings among Frisco employees in St. Louis was witnessed by 500 friends and relatives, when Dorothy I. Dombach, daughter of Mr. and Mrs. Chas. Dombach, 1514 North Taylor, became the charming bride of Robert L. Reed, milk agent, passenger traffic department, and son of Mrs. M. Reed, 4518 Evans, the wedding took place Saturday evening September 11, 1926, at 8:30 p. m., Kingshighway Christian Church, Kingshighway and Labadie Avenue. The bride and groom were attended by Conrad Fries, best man; Irene Enfield, bridesmaid; Mrs. C. Kiamann, matron of honor; Mrs. C. Bergman, bridesmaid; C. Bergman, attendant. Little Miss Jane Kiamann, flower girl and Master Robert Droste, ring bearer. The church was beautifully decorated in ferns, lilies and palms and the kneeling bench was of white satin. The bride carried lilies of valley and white rose buds and wore a gown of bridal satin. The maids were attired in gowns of white chiffon and carried white astors and roses. Immediately after the wedding, the couple left for

a honeymoon in the east, and upon their return took up their new residence at 2508 North Euclid. They carry the best wishes of the passenger department for a long and happy married life.

## ROLLA, MO.

BESS LEA, Reporter

Miss Lillie Sickles, trainmaster's clerk, Newburg, spent the week end visiting in Springfield, Mo.

N. A. Kinney, operator, visited in Pine Bluff, Arkansas recently. He was relieved by Operator Atwell.

Another one of our Frisco family members called to pay old friends a visit recently—Frank Faulkner and wife. After their return home they were called to Rolla by the sudden death of his brother. We extend our sympathy to them.

Very sorry to hear of the death of Agent Clark, Old Orchard, Mo. We extend sympathy to the bereaved family.

Mrs. Leroy Fuller and son of Springfield have returned home from a pleasant visit in Newburg.

Mr. and Mrs. Jas. Long, Sapulpa, were greeting old friends in Newburg recently. They still have a warm place in their hearts for the old home town.

C. E. French, agent St. James and wife, are on an extended vacation, visiting California and other points of interest.

Operator Brockman of Jerome, successful bidder on first trick operator-ticket-cashier, Rolla. This being made vacant account Mr. Kinney returning to his former position as agent. We welcome Mr. Brockman and family to our city.

K. E. Nichols who has been relief agent here the past eighteen months, now relieving agent at Robertsville, Mo.

We are very glad to give honorable mention in our items to one of our

## SPRINGFIELD ADVERTISERS

### COLONIAL DRUG CO.

AS CLOSE TO YOU  
AS YOUR PHONE

Phone 543

Woodruff Bldg.

Springfield, Mo.

### SERVICE ICE COMPANY

Successors to

HAMMOND BROS. ICE & COLD STORAGE  
COMPANY

Eastern Junction, Frisco Railway  
SPRINGFIELD, MO.

WHOLESALE ONLY—CAR LOADS  
W. E. OGSTON, President and Treasurer

### State Street Drug Store

W. C. BOUSMAN, Prop.

1027 State St. Springfield, Mo.

Phone 3832

### FREE DELIVERY

Prescription Druggist

Pure Drugs, Sundries, School Supplies, Toilet Articles

#### AUTHORIZED DEALERS FOR

**Crosley Freshman Masterpiece**  
Radio Corporation of America

Exclusive Radio Store  
Radio and Supplies Only

**The RADIO STORE**

Southwestern Radio & Supply Co.

878 Boonville Ave. Phone 5978-J  
SPRINGFIELD, MO.

## SPRINGFIELD'S LEADING HOTELS

"Smiling Service"

**HOTEL OZARKS**

100 Rooms—100 Baths

FIREPROOF

**CAFE**

in

Connection

**HOTEL SANSONE**

FIREPROOF

Rates \$1.50 Up

UNDER NEW MANAGEMENT

**Yellow  
Cab Co.**

PHONE

5000—6100

**BONDED BAGGAGE CARRIERS**

**HERTZ DRIVEURSELF SYSTEM**

Phone 2300

Official Railroad Baggage Carriers  
SPRINGFIELD, MO.

**Frank B. Smith Laundry Co. - FAMILY WET WASH  
SPRINGFIELD, MO.**



Frisco conductors, E. D. Stubblefield, whose home is in St. Louis, who recently won a \$5.00 gold piece offered by the Star to careful drivers. A reporter following his car, noticed that he observed all rules of careful driving as prescribed by city ordinance. This was quite a surprise to Mr. Stubblefield to win this prize but we are very proud of him as he believes in "safety first" everywhere, as well as on the Frisco.

Rogers Hornsby having selected the Frisco as the best and quickest route to Texas, boarded the Texas Special Monday night, October 11. The train dispatcher at Newburg soon became aware of this fact and immediately got busy. They wired to Hornsby, enroute, not to retire before the arrival of his train at Newburg, as some of his fans wished to greet him. Then they notified the townspeople that Hornsby was going through and for them to arrange some sort of demonstration. The people quickly responded. The streets soon filled with people and cars. The Newburg Band composed of about fifty school girls and boys, assembled. At ten o'clock, when the train arrived it was greeted by a burst of music. The crowd gathered around Hornsby's sleeper and gave a rousing cheer. He failed to make his appearance, however, until just before the train departed, but managed to shake hands with a few. Flowers sent by some of the Newburg citizens greeted him on his arrival at Springfield. He sent the following message from there:

Springfield, Mo., Oct. 12, 1926.

Mayor of Newburg, Newburg, Mo.: Will you kindly convey my deepest and heartfelt gratitude to the citizens of your good city for the kindly and considerate reception they gave me last night. The message handed me by the fans and the floral offering has touched my heart beyond the expression in words.

(Signed) Rogers Hornsby.

## ST. LOUIS ADVERTISERS

### MARYLAND HOTEL

Next to Frisco Building  
ST. LOUIS, MO.

### POPULAR PRICE EUROPEAN HOTEL

Absolutely Fireproof

Rates: \$1.50 and Up Per Day  
Electric Fan (Free) in Every Room  
EATS—Unexcelled CAFETERIA and  
COFFEE SHOP Service

JEFFERSON 0414

JEFFERSON 0415

## Becht Laundry Co.

We Specialize in  
Family Laundry

3301-11 Bell Ave., St. Louis

If We Want Good Candy

WE GO TO

Ibsen's

910-912 OLIVE

## INVESTMENT BONDS

We deal in issues of the United States Government, Railroads,  
Public Utility and Industrial Corporations with  
established records of earnings

AID & COMPANY, Inc.

SECURITY BUILDING

ST. LOUIS, MO.

MEMBERS, ST. LOUIS STOCK EXCHANGE

## OFFICE DIVISION ACCOUNTANT— SPRINGFIELD, MO.

JULIA A. GIMBEL, Reporter

Another "rah" for the Cardinals! We are just now getting over the series, and some of us are still feeling the effects of our wild bets.

C. M. Wilson says that anyone wishing to win a "jack pot" on the world's series, or anything else for that matter, should take just one chance and sell him the rest, and they can rest assured that their "two bits" will be perfectly safe. He promised us that if he won just one \$250 jack pot he would buy a Ford and take the whole accounting department out for a ride. We didn't get the ride.

E. R. Welch, shop accountant cleaned up on the series. He took a tip from little Jeff and bet on both the Cards and the Yanks, in every game of the series, and came out way ahead. He says it's the thing to do in an important thing like the series or a big prize fight.

If any one has a record entitled "The Prisoners Song" that is not in use, Walter Hudson would like to borrow it for awhile. However, it may not be returned, for that is one of Walter's favorite songs, and he might wear it out.

H. E. Lampkin, traveling timekeeper bought an attractive new home out on Pickwick Avenue and moved into it last month. We are at a loss, however, to understand what some of his friends meant when they told us it has "a well equipped basement."

H. H. McGarvey bid on the position of bill and voucher clerk in the office of division accountant, Chaffee, Mo. We all hated to lose Mac, but wish him all the success in the world in his new position.

H. E. Boren has taken over the duties of assistant bill and voucher clerk. "Chin" says he would like for someone to tell him the difference between a bill and a voucher.

Ferrell Ambrose was the successful bidder on the position of general clerk. We are glad to have Mr. Ambrose with us, and feel that the transportation department's loss was certainly our gain.

Victor Gleaves, formerly secretary to E. L. Magers left the north side when he accepted position as secretary to Mr. King. Mr. Kincaid has taken his place as secretary to the superintendent.

Oscar Bass says the job of messenger between the north and south side office is just about to get him down. Oscar's job in the file room was abolished during the month of September, so Oscar bumped F. C. Mosley, and Mosley bumped Jimmy Walsh for the messenger job on the north side.

Bill Jones joined the engineering department forces several weeks ago as chairman, taking the place vacated by Frank E. Smith.

Hazel Baker was the proud owner of a brand new Chevrolet touring car about a month ago, but before the newness even started to wear off of it she decided that while a Chevrolet was the car, a bright green Landau sedan was what she really wanted, so she took her touring car back and exchanged it for one of the best looking Chevrolet sedans in town.

E. L. Anderson, office engineer decided he needed a real vacation this year, and from the many interesting points that he and Mrs. Anderson visited, we judge that it certainly

must have been just that. They included Chicago, Niagara Falls, Toronto, New York City, Atlantic City, Pittsburgh and Philadelphia in their trip, and were fortunate to visit Atlantic City just in time for the final bathing beauty parade.

"Doc" Johns of the B. & B. and W. S. department, moved into his new home out on the Sweitzer road last month, and says he enjoys being a farmer as long as it doesn't rain. Perhaps when he gets a pair of long rubber boots he won't mind a little mud so much either.

Miss Anna Carlson of the division engineer's office was the successful bidder on the position of stenographer in the superintendent's office, vacated by Miss Ada Baker.

Regina James succeeded Miss Carlson as stenographer in the division engineer's office.

Edith Armstrong took her vacation right in the worst part of the rainy weather during September, and decided that as long as the weather was "all wet" she would just stay home.

F. E. Peters, assistant engineer, spent his vacation at home, this year. Says his idea of a vacation is to just eat and sleep and visit the office once in awhile to watch everybody else working.

## AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Mr. Junkins, newly appointed general chairman of Frisco Association Metal Crafts and Car Department employees was a Monett visitor the first of October getting acquainted with the "boys."

J. A. Frates a former Frisco official visited old friends at this station recently. He is now a resident of Tulsa, Oklahoma.

Miss Bessie Lea, cashier at Rolla, Missouri, passed through Monett, October 8, on her way to Tulsa to visit her sister. Miss Lea is well known here having been a former clerk at the yard office.

Mrs. W. K. Bierer and children, family of our platform foreman, are visiting relatives in Pennsylvania and Virginia. Mr. Bierer is planning to meet them on their return home.

We believe Mr. Kaufman, general car foreman, Mr. Brown, agent and Mr. Gillette, yardmaster, are about "normal again" after having been quite "hilarious" over the finish of the world series—I'll say they were "Card" rosters.

Ira Wightman, from paymaster's office, St. Louis, was in Monett the 30th renewing old acquaintances and incidentally making every one happy by the presentation of a "piece of green paper."

Floyd Sharp, mail and baggage handler with his family, have returned from a pleasant visit with home folks in Arkansas.

Mr. Trimble, cashier, is quite a horticulturist—he states they have had flowers in his home since the seventeenth of April—starting with the early spring blossoms. He raises all varieties but at the present time his dahlias are the center of attraction being large in size and rare in colorings. He has twelve different varieties. Every available space on his lawn is used for flowers which are arranged in attractively shaped beds.

H. D. Mercer of the water service department has been transferred to Clinton, Mo.

J. M. Clayton retired conductor and Mrs. Clayton have moved to Kansas City where they will make their home.

"St" Davis of the store department has returned from a trip to Detroit, Michigan.

Mr. and Mrs. Arch Long are the parents of a son born October 7. Mr. Long left immediately for St. Louis to sign a "future contract" with the Cardinals as he thinks the boy is a

born ball player. Some of the neighbors think so too from the amount of "hawling" he is able to do already. Mr. Long is our day stationmaster.

Re-arrangement in the special officers department has brought John Sherman of Springfield to Monett, Fred Sills to Springfield and Ralph Stewart appointed special watchman.

#### OFFICE OPERATING DEPARTMENT STATISTICIAN—SPRINGFIELD

MALLIE KING, Reporter

The statistical department has had an epidemic of changes of one character and another by certain clerks taking leave of absence on account of illness in the family, others accepting positions elsewhere and still others taking a much needed vacation.

Miss Frances Coffman had the unusual privilege of being able to make a trip to California this month. The rest of us either felt too poor or else we felt we couldn't spare the time. Mr. Ward is quoted as having made the statement that he entertained serious doubt of Miss Coffman's return after the directors of the movies at Hollywood had formed her acquaintance and come to realize her possible value in some of the stage performances.

While Miss Ross took an unusual long leave of absence on her vacation this time, she did not migrate any further away from home than to make St. Louis.

Claude Jarratt, who is regarded as indispensable in the office "flew the coop" and took a position with the National Cash Register Company. The last time he was in the office he had fattened up and looked as slick as a pancake turner.

Since the Pensacola Lines opened up for operation this circumstance has afforded Harry Martin a wonderful opportunity to make the change he has long desired. He has always wanted to reside in Florida and all he lacked to carry his desire into execution was a golden opportunity and like "Wilkins Micawber" (got this from Mr. Todd) this finally turned up.

Mr. Todd is trying to take a vacation and expects to make a tour of some of the small cities and villages surrounding Kansas City. He has relatives living in nearly all the suburbs of Kansas City and desires to pay his relatives a visit and get some free board.

We extend our deepest sympathy to Miss Edith Mooney who recently lost her mother.

Miss Emma Granade is also on leave of absence account serious illness of her mother.

Miss Zenas FitzJohn was called to Ft. Smith account the illness of her father, engineer FitzJohn, who was stricken with paralysis while on his engine.

Miss Isabel Stroup is taking a leave of absence. Don't do too much "shopping" Isabel—looks suspicious.

Mrs. G. J. Williams is home again after having spent the summer in Europe. No more matching pennies, G. J.

Miss Natalie Mayer of this office spent a few days in St. Louis recently, visiting relatives. One relative in particular R. C. O'Brien, branch manager of the Joyce-Gridland Company has mentioned that good subjects for their monthly (bathing girl) calendars are scarce. It is rumored around Springfield that Miss Mayer may have negotiated with them for a sitting while in St. Louis. Renewed interest is being taken in the Joyce-Gridland monthly editions, and we hope to find out soon if this is true.

#### FREIGHT ACCOUNTING DEPT. ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

The Cardinal spirit still prevails among us as is evidenced by the red ties, dresses and flowers worn. Many of our 12th floor employees were fortunate enough to witness some of the games. Wm. Schaub of the statistical department saw the first one. He had his score card autographed by Graham McNamee and intends to keep it as a memento. Mr. Schaub also saw Comiskey's Browns, pennant winners of 38 years ago. Mr. Bernthal also saw the first game and wanted to see the last one but all he managed to do was walk around the fence of the ball park. Mr. Tschampers was more fortunate, witnessing this game from a house top.

Speculation is rife in the claim department as to which one of the quartette of young ladies will be the first to leave us to take the "honey-moon express." Miss Lucille Loyd, who already possesses a beautiful diamond, proudly displays a diamond bracelet, the birthday gift of her fiancé, while Miss Ann Jean Meyers has just received as a betrothal gift, a magnificent diamond ring, and the Misses Sylvia Rachota and May Carney have also been wearing diamond rings.

A shower was given Sunday, October 17, in honor of Miss Helen Strodbeck, by Miss Margaret Cadle, who was assisted by her cousins. Among those present were the Misses Stone, Kenney, Wayman, Witte, Melman, Hogan, Rabbitt, Broer, Stark, Spencer and Loyd. Miss Strodbeck gave a trousseau tea on Sunday, October 23, which was attended by her former associates. Miss Strodbeck resigned on October 22 to become the bride of Roland Kaetzel on October 30. They will be married at the Marcus Evangelical Church and a reception will follow at Bevo Mill. After a wedding trip, the couple will return to St. Louis. We all wish Miss Strodbeck joy and happiness.

Austin Bone of the recheck department resigned on October 16 to go back to his farm at Leasburg, Mo.

Our athletic friend, Al Droege, rate clerk, who was swimming instructor at the Lorelei Pool, feels he can pull a come back. Many times has he told us about his great football playing while with the Missouri University. He has now joined the professional football team of St. Louis called the

"St. Louis Blues." Al told us in advance about the great game he was going to play at Benld, Ill. We read the paper but could not find his name in the line-up, hence we are of the opinion that the papers don't publish the names of those who carry the playing paraphernalia.

Mr. and Mrs. Wm. Schaub celebrated their silver wedding anniversary at their home recently. About one hundred of their friends were on hand, and besides several silver presents, they were given \$94.00 in cash to purchase something as a remembrance of the occasion.

Frank Fogerty, interline clerk, who has been on an extended leave of absence, called at the office the other day to secure a further extension, as he is not well enough to resume his duties, still feeling nervous.

Richard Downing, on our pension roll, also paid us a visit. He looks hale and hearty and has been enjoying himself, visiting friends in Galveston and in Missouri.

We have three new comers in our interline abstracting bureau: the Misses Velma Kraeger, Odonna Haley and Ethel Freiert. Miss Sadie Spencer is also back there, having been typing corrections in the claim department for several weeks. Miss Mary Owens, another new employe, now does this work.

Misses Margaret Fisher and Pauline Sieb are our new waybill filers in the abstracting bureau, Grace Webber, our finale hopper, was re-employed, and she is now in this bureau and "Dot" Johnson has been transferred there from the thirteenth floor. Melba Crane has left us, going back to the thirteenth floor having been promoted to head waybill filer. Willie McKenna, the office boy in the abstracting bureau, was promoted to a sorter position in the glass house and his place was taken by Dan Heffernan, a newcomer amongst us.

Raymond Schulte, our office boy, is glad to be back in the claim department and we now have Roland Diehl as office boy.

Miss Margaret Mullenger of the statistical department resigned because of ill health, and Miss Helen Proost of that department left us because she wanted a rest. Dovie M. Stewart of Georgia and Evelyn Kiessling entered in their places.

Ira Lower of the recheck department went fishing Sunday—all he got was "back". Rudolph Rode of the interline department was more fortunate. He brought home 40 fish or more.

#### MONETT YARD MONETT, MO.

FRANK L. KYLER, Reporter

Well, since Hornsby and the Cardinals have tucked the championship under the St. Louis belt, there isn't so much to talk about, around here. Among those who attended the St. Louis games are: E. O. Gillette, Guy Dawson, B. D. Cullifer, Kenneth Guinney, R. G. Kaufman, Thos. McMill-

## PATRONIZE YOUR LOCAL WATCH INSPECTOR

Your Local Watch Inspector will be glad to advise or assist you  
to make an appropriate selection for any occasion  
HIS NAME HERE IS YOUR PROTECTION AND GUARANTEE

Adams, R. M. ....Enid, Okla.  
Dilworth Jewelry Co.....Jasper, Ala.  
Farmer-Cannon Jewelry Co. ....Birmingham, Ala.  
Finley, R. W.....Chaffee, Mo.  
Fink, John, Jewelry Co.....Fort Smith, Ark.

Graves, A. Co. ....Memphis, Tenn.  
Haltom, G. W. ....Ft. Worth, Texas  
Hafner Watch & Optical Co.....Dallas, Texas  
Mace, J. H. ....Kansas City, Mo.  
Russell, E. E.....Altus, Okla.  
Standard Jewelry Co.....Muskogee, Okla.



Ian, W. H. Kinney, A. T. Brown and Arch Long. All report the Cardinals as a great ball team.

Barney Conley, switchtender, and Harold Spain, switchman, who have been off for some time, have returned to work. Welcome back men, and good luck.

Mr. and Mrs. Orin Donlavy and Mr. and Mrs. Carrol Donlavy are vacationing in the east, visiting around in Ill' old N' Yawk and Washington, D. C. Now listen Orin, if you have a chance to buy the Brooklyn bridge, real reasonable, take it and fetch it back to old Barry County—White River needs one about that size.

The extra switch engine that has been on since the fruit season started, has been taken off, causing several of the men to be placed back on the extra board. Reckon a fellow can lay off easy, now.

Mr. and Mrs. M. L. Lane are visiting at Rolla and Newburg. We noticed that Melvin took his gun along in anticipation of some hunting around the old home place. Bring us back a turkey, Mel.

C. R. (Oklahoma Charley) Suttles left on number six a few nights ago, for parts unknown. We tried to get him to tell us his destination but he wouldn't oblige. All he would offer was that he would be gone for several days and then he'd be back.

E. P. Hogan, general yardmaster down at Afton, Oklahoma, spent several days in Monet, recently, meeting old friends and acquaintances.

Fred C. Williams, switchman, who has been working on a first trick crew, has returned to a position on the second trick.

S. P. Jolley, switchman, who has been on the third trick switchtending job, has taken a position as helper on the first trick coach crew.

Mr. and Mrs. Jess Newberry have returned from a visit with Mr. and Mrs. Lawrence Frear at Sapulpa, Oklahoma.

John McTigue, switchman, has purchased a new radio. Johnny now appears on the job, each day with an expression of sleeplessness about his eyes. Radio will keep folks awake all right. Ye scribe stayed with a program until six a. m. one night last winter.

We note in an article from a neighborhood newspaper, that the Ozark hills are to be stocked with deer preparatory to the opening of the season in 1930. There appears to be an open season on some kind of "dears" that is permanent in this locality.

#### OFFICE CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Misses Catherine and Florence Lyons made a trip to Atlanta, Ga., this month to visit their sister Loretta, formerly of this office.

Mr. Johnson and Mr. Walker spent a week in Pensacola. Mr. Johnson reports fine fishing in the bay, in fact he tells the usual fish stories.

Carl Casteel and Elizabeth Dunbar are spending their honeymoon in the south. We wish them a long and happy wedded life.

Daddy Rainey doesn't seem to regret being sent out to help check terminals, since it gives him a few nights relief walking Junior.

Mr. Lindquist has spent a part of his vacation this month, picking pears in the country.

Miss Mary Welch was recently called to Council Grove, Kansas, to the deathbed of her uncle.

The sympathy of the office is extended to Margaret Butler in the loss of her father.

R. J. "Bob" Lewis admits he secured standing room only at the world series, with others holding a hot dog in each hand and the rain coming down all around.



**Dearborn**  
REG. U.S. PAT. OFFICE

Dearborn Scientific Methods assure complete correction of water troubles at minimum cost, with no possible by-products to cause trouble or injury.

**DEARBORN CHEMICAL CO.**  
299 Broadway, New York - 310 S. Michigan Ave., Chicago  
Serving Steam Users Since 1887

#### OFFICE SUPT. OF TERMINALS SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

A pretty wedding was solemnized at eight o'clock, September 30, at the home of Rev. Little, when Miss Thelma Newton became the bride of Mr. Ollie R. Epperson. The groom is a yard clerk in this department. Mr. and Mrs. Epperson are at home at 1006 Glenstone.

Edward G. Wall and Clara E. Davis were married on October 4. Mr. Wall is one of our efficient yardmasters.

O. B. Smith, engine foreman, has been driving a new Essex coach the past few days.

Geo. A. McKeon, assistant yardmaster, was in West Plains a few days attending court.

Leonard C. Carner and wife, 310 E. Pacific St., announce the birth of a son, Leonard Eugene, on October 13.

John Summers, secretary to Mr. Bruton, spent two or three days in Eldorado visiting friends or—a friend.

Floyd Mosely, our north side messenger, has become manager of the Little Theatre Players of this city.

Howard, small son of L. E. Sullivan, chief clerk to Mr. Bruton, has been seriously ill with a case of measles for the past week but is improving at the present time.

J. P. Kern, switchman, of 211 East Atlantic Street, dropped dead in the Frisco yards on August 23. He had been in ill health for some time and was troubled with heart disease. Mr. Kern had been employed by the Frisco for nineteen years.

Accident prevention and better service meeting was held at 8:00 p. m., Tuesday, October 19. A great deal of interest was displayed by all present.

On account of very favorable weather of the past ten days, work at the new station has progressed nicely and it is expected that all track and platform arrangements will be completed by November 1. We are anxiously look-

ing forward to the time when this work will all be completed and we are comfortably located in our new quarters. The Springfield terminal feels the new station, when completed, will be a credit to the southwest.

#### OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Now, that the Dempsey-Tunney and the Cardinals vs. Yanks contests are over, we find that financially we stand some for better and some for worse—the reporter being some for the worse.)

J. S. Breckenridge, passenger car distributor and Mrs. Breckenridge were privileged to attend the world series and were present the day Babe Ruth broke all records.

Mr. and Mrs. Ellis Dulin have been visiting in New Franklin, Missouri, and while there took several side motor trips in that vicinity of the country.

Miss Eva Westerberger spent the week-end in Kansas City recently for the purpose of being maid of honor at the Westerberger-Bradley wedding.

Miss Freda Fielden enjoyed a short visit recently in Birmingham, Ala.

Speaking of Birmingham, Ala., we are all very much interested in the heavy mail that Helen Deckert is receiving from that point and are wondering who he is.

Miss Savina Felin is spending her vacation in a most restful way at her home in Marshfield, Missouri.

Mrs. Pearl Townes and daughter Margaret have returned from a pleasant trip to Claremont, N. H., where they visited Mrs. Townes' mother.

Miss Dorothy Dyer participated in the Marion Tally Scholarship contest held recently at Ivanhoe Temple in Kansas City, Mo. We are very proud of Miss Dyer.

Miss Florence Boren went to St.

Louis recently on her vacation and returned to work with a beautiful diamond ring—congratulations, Florence.

Misses Helen Mary Dryden and Louise Boren are planning a visit to Kansas City next month and are practicing on saying "Your Majesty," etc., as we understand they are to be there during the stay of Queen Marie of Roumania.

## LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

Radio widows and golf widows are fortunate as compared with baseball widowers, aren't they, Mr. Gorman?

Increased handling, necessitates an additional force and we have been given authority for one first class symbol, one second class and two third class symbols. James W. Addison has been placed as first class machinist, Glenn H. Darnell is promoted to the second class rate and Messrs. Robert McNabb and Glen E. Thompson are taking care of the third class symbols.

Bill Spreitzer of the store department recently returned from a visit in Canada. Bill makes the trip annually, which leads one to believe that other than the "country" is calling him, therefore, the boys of the gang watched and waited for confirmation of their suspicion. One day Bill brought a magazine on Home and Garden and the magazine was addressed to a Mrs. Wm. Spreitzer. Bill says it is a typographical error.

Mrs. W. J. Ficke and Mrs. W. P. Gorman, visited in Memphis during the latter part of September, which brings to mind such sayings as "We are never missed until we're gone—absence makes the heart grow fonder," etc. Mr. Gorman batched with Mr. Ficke. Mr. Ficke prepared the meals (those not partaken of at Mrs. Hall's). They certainly were a forsaken looking pair. Of course, it is possible fear played a large part as Mr. Gorman broke one of Mrs. Ficke's Haviland cups.

Traveling general boiler inspector, G. E. Burkholz was at Lindenwood from October 14 to 16, inclusive.

Were it to come to a show-down, the Irish would lead in majority. Among the latest arrivals are John O'Brien and Harold Shannon, engine crew callers. Hurrah for the Irish!

Messrs. Z. B. Claypool and C. C. Mills gave interesting talks on accident prevention, October 18, in the Lindenwood machine shop. Employees of the car and locomotive departments were present. The particular topic of instruction was the safety practices of shopmen.

C. S. Turner, wife and daughter were called to Ponca City, Oklahoma, account of the death of Mr. Turner's sister. We extend our sympathy to Mr. Turner in his bereavement.

The wives of the supervisors and shopmen enjoyed their monthly gathering October 14. There is no doubt but that they have a great time and their accounts of each meet afford the men much merriment. Some of them are great mimics, and I fear to disclose their names.

Work is certainly increasing at the Lindenwood shops. Even roundhouse foreman F. J. Gibbons is visiting a chiropractor.

## CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word, with a minimum of 75 cents. Cash must accompany copy.

**AGENTS—NEW PLAN, makes it easy to earn \$50.00 to \$100.00 weekly, selling shirts direct to wearer. No capital or experience needed. Represent a real manufacturer. Write now for FREE SAMPLES. Madison Factories, 562 Broadway, New York.**

Messrs. E. R. McNabb and Robert McNabb visited mother and father, at Northview, October 10. It is to be regretted that all our mothers and dads do not own farms. The McNabb's Ford was loaded down with Missouri pippins, eggs, butter and everything that a farm can boast of, a good winter's supply.

## OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Elizabeth, daughter of Z. M. Dunbar, was married October 16 to Carl Casteel of the demurrage department. The society editor omitted to state the car that bore the blissful couple to the station was equipped with dangling, clangling cans of tin. Carl and Elizabeth—Mr. and Mrs. Casteel are now enjoying a honeymoon in the south.

W. S. Samuels, who has been doing some special work for the auditing department, has resumed his regular position succeeding J. G. Hayes who returned to the mechanical role.

Even though I knew it was sure to occur I was surprised and shocked when Hobart Madison announced he had been arrested! He was charged with parking eight hours in the two-hour district and sentenced to study the traffic rules.

When Mrs. Lodge went to the ice box the other morning she found the milk and butter sitting out on the floor. George had been fishing and thought cool fish of more importance than firm butter or sweet milk.

I suppose, outside of St. Louis, the world's series has now been forgotten. Our bosses, Messrs. Shaffer and Sisson, had high waters to contend with at an inopportune time, but Mr. Stephenson managed to get to St. Louis to see the Cards lose the last game they dared to. The rest of us watched the magnetic score board or listened to the telegraph.

## FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTING DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

Now that the world series is victoriously over, we are all happy and once more back to normal working energy.

It certainly had an effect on several clerks in our department. Ed Volkert for one—and Leonie Schmalz for another, she was so excited she was caught putting rouge on her cheeks.

And Herbert Wingerter! Well, the moving picture people know a good character when they see one, for Herbert became a moving picture star over night. Participated in the down town celebration, and presto—the next day in moving pictures.

Al Gerdel celebrated his tenth wedding anniversary this month by buying a new tin lizzie, and the boys in his department celebrated the same event by showering him with tin gifts. They were all more than gratefully received. His wife and twin sons (darlings), visited us shortly thereafter.

Paul Strauss said he had it over Al, as he only had a pair while Paul has four of a kind.

Frank Dix took his departure this month when he left us to take up his abode in Sunny Los Angeles, California. The family toured out there to remain permanently. We were indeed sorry to see Frank leave, as he was a favorite with everyone.

And since then, well for the information of the mail man, Wilsie Cawthon is that little Dickens getting a card every other day from Frank, which shows that he is not quite as bashful as he appeared to be when the girls insisted on kissing him goodbye.

Mary Dumont, from the filing bureau

succeeded in his position and we welcome her to our midst.

The entire department extends its sympathy to Norman Rodgers in the death of his aged father. The funeral was at Fisk, Mo.

Roland Diehl is now office boy on the twelfth floor, George Whiting succeeding him.

Kathryn Noon entertained the girls of the A. A. department at her club at Castlewood Sunday, October 24. Everybody had a very enjoyable time.

Also Mrs. Clarence Sametz entertained them with a bridge party. Mrs. Sametz will be remembered as Melba Krueger before her recent marriage, and that's enough to say we all had a good time, not to mention the good eats.

## FOR SALE

One Studebaker car, with piston ring, Two rear wheels and one front spring.

Has no fenders, seat made of plank, Burn lots of gas and hard to crank, Carburetor busted, half way through, Engine always missing, hits on two, Got lots of speed, runs like the deuce, Burn either gas or tobacco juice, Ten spokes missing, front axle bent, All tires punctured. ain't worth a cent,

If you want to buy this car, See George Thiele, the Studebaker gent.

Scandal! Beular Bulger scrubbing her desk and the one next to her. Mr. Philley sticking around to compliment her work.

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

C. E. MARTIN, Reporter

Regular correspondent, Charlene Willard, is touring California and all points adjacent thereto. Therefore, you will have to suffer while reading the news items which she delegated me to write. Do not know just what she will do on her return home. However, she has been hob-nobbing with the real estate firms who have nice bungalows for sale.

C. H. Rice and W. A. Warden have been very sick men. Rice, we are happy to report, is able to be at work. Last reports, Warden is improving slowly but still confined to his bed.

Angeline Golden was called to Seneca, Mo., October 6 on account of the death of her aunt, Mrs. D. C. Stuckey.

W. Shumate has quit taking home treatment for his stomach trouble and is improving.

Geo. Reed is prominent in work of the American Legion. At this time he is in Philadelphia as a delegate to the National Convention.

W. A. Cripps also attended a convention in the Quaker City. He said he could see Tunney sock Dempsey, through his celestial telescope, whenever there was a rift in the clouds between the mountain heights, where he was, and the lowlands, where the ring was set.

Speedy Reed and Jim Head enjoyed an outing on Beaver Creek recently. Mr. Reed gave a great demonstration of his versatility. Speedy is an expert accountant, but he is also a great fisherman. Jim ordered fish for breakfast, whereupon Speedy arose at dawn and in less than five minutes returned to camp with a beautiful two pound bass. Several more nice bass were caught during the day.

Did any one publish the news of McKinnell's new baby? Afraid not. You were all thinking of the larger auto he bought. Mr. and Mrs. McKinnell are to be congratulated on the new baby and car.

It's a wonderful sensation to be out on the line and phone into the office and have Cap. Pursley tell you to stick where you are until you clean up—only thing he can see around your desk is the back of your chair stick-



ing out through the accumulation of work.

C. F. Smith states he saw the world series game that Babe Ruth played in St. Louis.

Elsie Weddell has a new diamond. Now, young ladies do not buy diamond rings. And it is a diamond ring. Some one says he is an agriculturist. Farming is a peaceful life.

Weak-kneed Willie Doss is improving. When he cleaned Tom Quinn on that game the Yankees won, Willie lost his cane and did not miss it until Tom cleaned him the next day.

See where Bungle has a white elephant on his hands. Bob Gilbert was in about as bad a fix with a yellow car of white cotton on his hands that came out of nowhere.

Rodeo Lodge and Lawrence Cox, our two best anglers, strolled down to Big Beaver again recently. From reports the catch was extraordinary indeed. It ranged from a three-pound line side to a three hundred pound Bovine. Lawrence says Rodeo proved to be a wonder tossing the line for Bovines and demonstrated his aptitude for loading and stowing commodities of this class and kind, always willing to tackle the most difficult side or end of any proposition, regardless of results. Pop Purley says he is so glad to realize we have such capable livestock men connected with this department. That men like Rodeo certainly are an uplift to the profession, for it is not always possible to find a man who will get down under a deal like Lodge will.

## SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Henrietta Truman has succeeded Beulah Shepherd as secretary to general storekeeper. Beulah is now Mrs. Walter O'Bryant and resides at Joplin, Mo.

Geo. E. Graham has been assigned position as stock man in section 2, account of Mr. Pomeroy being retired.

Neva Armstrong has been employed by the store department as comptometer operator, succeeding Minnie Van Maanen. Neva came to the store department from Harrison, Ark.

The store room girls enjoyed a 12 o'clock spread Friday, October 8. The reason for the get-together meeting was to get better acquainted with the new girls, Elizabeth Gibson, stenographer and Neva Armstrong, comptometer operator. Everyone had a nice time.

Joe Wilson, trucker, has been ill at his home on Clay street for several days. Joe is very seldom absent from the store room and we miss him. We wish Joe a speedy recovery.

The store room employees wish to express their deepest sympathy to Mr. and Mrs. Noah Gibson in the recent loss of their two months' old baby.

There has been several changes in the upstairs office force recently. Since Clyde Fullerton has been assigned position as price clerk, Chas. Gustin has been promoted to position as pink tracer clerk, Glenn Eisey to position as requisition clerk, George Mitchell to position as utility clerk, Henry Mellon to position as tracer clerk and Charles Meddin has been employed as file room messenger. We wish everyone of them success.

Lowell E. Walker has accepted position as chief clerk to O. O. Olsen, storekeeper, Pensacola Lines, Pensacola, Fla. Lowell was formerly requisition clerk at the store room.

Mary Murphy, multigraph operator in general storekeeper's office entertained seven of her girl friends with a theatre party at the electric Saturday night, October 9, also with a slumber party at her home 308 E. Division street. Those present were Helen Re-pass, Mary Adena Carlyon, Almaretta Hagenbusch, Mable Burg, Ruth Useton, Pearl Fain, Bertha Reed and the hostess.

Henrietta Truman, secretary to gen-

eral storekeeper, entertained the store-room girl's club at her home 1930 N. Broadway, Friday night, October 15. We had as our guests Freda and Alma Fielden, both employed at the general office building.

We wish to extend our heartfelt sympathy to the family of Harry A. Siler in the recent death of their daughter Vivian, age 15 years. She was a niece of S. H. Gaston, general foreman, store room.

Mr. and Mrs. Elton G. Sperry announce the arrival of a baby boy at their home, Wednesday, October 13. The young man has been named Robert Patterson Sperry.

Nola Rook, stenographer general storekeeper's office, Freda and Alma Fielden of the general office building visited in Birmingham, Ala., Sunday, October 17. They report a splendid trip.

## MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

T. F. Phillips, storekeeper, hardly takes time to nod "good morning" to us these days. No, it isn't due to a sullen disposition—he's just engaged in taking the annual inventory.

C. H. Garrison, general foreman, was proudly displaying the first real catch of the game season yesterday—a 12-pound wild goose. It was presented to him by Floyd Nimmo, who resides near Ritchey, Mo., and who was lucky (or shall we say expert) enough to bring it down from a flock flying over his house. That bird certainly constituted the major attraction at a delicious feast. (We can vouch for that, having been a guest at the festal board).

R. G. Kaufman, car foreman, and Paul Holland, roundhouse clerk, went to St. Louis to help the Cards in their fight for supremacy over Babe Ruth and his cohorts. They evidently were successful in rendering a major portion of assistance (vocal assistance), so we might send them to represent us again.

Mr. Dingman, traveling locomotive inspector, paid us one of his fleeting visits recently. (Incidentally, for Mr. Dingman's own information, should he happen to read these notes—wish to compliment him on his excellent ability as a typist).

Carroll Donlavy, caller, and Mrs. Donlavy, together with his parents, have embarked on a two weeks' tour of some of the northern states—Ohio, Michigan and Illinois. They also intend going over into Canada. A wonderful trip, we'd call it!

"Si" Davis and Cecil Dickerson, both zealous workers in the store department, recently threw off the shackling chains of industry and journeyed forth in search of pastures new and green. They visited in Detroit and—where is it they go from there? However, we have it from their own lips, so we know it must be true (?) that nothing stronger than ice water ever served to quench their thirst.

## SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

O. C. Jackson for many years towerman at Carthage, Mo., passed on October 6, after a lingering illness. The signal department extend their heartfelt sympathy to the bereaved family.

Harry Barron, assistant engineer and Mrs. Barron are spending their vacation with Mr. Barron's parents in Loundenville, Ohio.

Mrs. F. V. Hutchison is hunting wild game near Casper, Wyoming and incidentally, visiting her brother.

Albert Sivewright came down Monday morning very much bruised and cut up. Albert insists he fell off his

motor cycle while rounding a curve near Hollister.

## TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

This department has just recently received its first benefit from the group life insurance. Lineman J. E. Passwater was permanently disabled several months ago. After a short investigation we began receiving checks in the amount of \$90.00 each month in favor of Mrs. Passwater. These payments come in mighty fine, now that Mr. Passwater's earning power has stopped. Practically all eligible employees of this department are insured to the limit as they all realize the great value of insurance and appreciate the low rate.

The installation of underground cable at Southeastern Junction has just been completed, replacing the old style aerial wires.

Miss Irene Overstreet, chief telephone operator St. Louis, has recently returned from a two months' vacation spent in Seattle, Wash.

A. B. Sherwood, manager and wire chief, Springfield, spent a few days this month visiting in Kansas City.

Miss Nellie Patton, accompanied by her mother, is visiting relatives in Ashland, Kentucky.

C. C. Fawcner, lineman, spent a few days in the White River country this month. Lineman B. W. Elliott relieved him.

Lineman L. L. Ousley was transferred from foreman Coleman's gang to foreman Donahue's gang at Hardy, Ark.

Messengers Tom Talbot and Kenneth Kimball have resigned to resume school work. Wesley Shane has been promoted to mechanical department, and Al Sievwright has been promoted to a position in the signal department. These four vacancies in the messenger force have been filled by Carl E. Wood; Louis Hagerman; Elmer Sanders and Virgil C. Duvall.

Allen French and H. B. Bradfield, telegraphers from the northern division are temporarily assigned to the two new positions recently created in the Springfield telegraph office account increase in force.

Miss Geraldine Westenberg re-signed her position in this department October 15, and was married at 7:30 p. m., October 16, to Mr. Milton Bradley of Kansas City. Mr. Bradley is an employee of the Barnsdall Oil Company. They will reside in Kansas City. Jerry was a very popular employee and one of the most charming young ladies of our department, making it mighty hard for us to spare her from our midst, however, we extend to her every good wish for future happiness, and on account of her pleasant disposition we predict an ideal future for her and Mr. Bradley. This department presented her with a very pretty set of silver ware, and also gave her a kitchen shower with full instructions as to the proper use of each article.

Miss Alice May Mills has been assigned to position vacated by Miss Westenberg.

Miss Lillian Hultsch, secretary, is vacationing in California. She is probably enjoying her trip too much to mail the customary cards which we are expecting in every mail. Miss Frances Kauffman of the statistical department is accompanying Miss Hultsch.

## HARRIS' GANG—ROFF, OKLA.

MARSHALL WILSON, Reporter

The gang sure is having some time this rainy and muddy weather.

We are very sorry to report that Charles Spratley has resigned. He

has gone back to his farm in Missouri.

P. W. Mead, lineman, is spending a 30-day vacation with home folks and friends in Rogers, Ark.

Mr. and Mrs. Thompson, camp cooks, have returned from a two weeks' vacation spent in Kansas City.

Lineman J. M. Saxton is a "proud papa." It is a ten-pound girl.

Lineman N. H. Harbison is also a "delighted daddy." It's a five and one-half pound boy.

Most all the boys attended a musicale at section foreman Tinsley's home at Fitzhugh, September 17. The three-piece orchestra was composed of E. L. Wilson, violin; N. H. Harbison, guitar and Miss Tinsley at the piano. They could almost make their instruments talk on old time rags and "break-downs."

Foreman E. S. Harris spent Saturday night and Sunday, October 9 and 10, with home folks in Dallas, Texas.

No accidents this month.

### COLEMAN'S GANG SPAULDING, OKLA.

W. E. WARD, Reporter

This gang is progressing nicely considering the wet weather. We have lots of water, but we are just about out of it now. We also have some of the largest mosquitoes and frogs I ever saw. We will move to Sasakwa sometime soon.

Pecans are getting ripe now. Our camp boss and Groundman John Cook were out hunting a few days ago and gathered quite a few.

Assistant foreman R. B. Jones and W. E. Ward made a trip to Sealy recently.

Lineman J. W. House is at Snyder protecting wires against high water at Red River bridge.

A ten pound girl was born to Mr. and Mrs. Paul Coleman, October 9.

Lineman R. C. Yancy visited in Muskogee this month.

### FOREMAN PHARRIS' GANG OLATHE, KANS.

B. W. ELLIOTT, Reporter

We have our new outfit and it sure is dandy. It is old passenger coaches that have been rebuilt for outfit service. We are especially pleased with the hot and cold shower bath arrangement.

Efton Rentz was called home on account of illness of his baby a short time ago.

E. E. Gilmore spent a few days visiting his brother at Mt. Vernon, Ill.

W. M. Hastings, assistant foreman, spent the last of September visiting friends at Little Rock, Ark.

B. W. Elliott returned to the gang September 28, after absence of a month.

E. C. Daily is rejoicing over the arrival of an eight-pound baby girl born September 23.

We completed the work on the Salem Branch October 8, and moved to Olathe, Kansas, to rebuild the K. C. C. & S. from Olathe to Ash Grove. Everybody was glad to get away from the Salem Branch as it was very unhandy to every one to go home and get back without losing time.

Frank Baugh has resigned his position as lineman and has gone into the battery business at Springfield.

Marvin Prouse has been promoted to fill the vacancy caused by Frank Baugh leaving the service.

J. F. Pharris, foreman, spent Sunday, October 3, visiting his sister at Licking, Mo.

Wonder how Joe Stamate and Jack Stockton like the digging around Ft. Scott, Kansas.

No accidents for the last two months.

### FOREMAN DONOHUE'S GANG HARDY, ARK.

J. E. NUSSBAUM, Reporter

D. B. Sawyer, district foreman of the Western Union, spent a day with this gang recently.

Marvin Harper, lineman, was called to his home in Birmingham account of his brother's illness. He returned to work after a week's absence.

J. H. Thompson, lineman, returned to work September 27. He was in the hospital receiving treatment for hay fever and an infection of the eye.

Geo. Griffin, lineman, went to his home at Pierce City, Mo., October 11, on sick leave.

Earle Bagley left October 16, for his home at Seymour on thirty days' vacation.

W. J. (Pete) Orchard was transferred to foreman Woodall's gang recently.

### FOREMAN WOODALL'S GANG ERAM, OKLA.

E. L. BRAY, Reporter

H. Z. Woodall, foreman, has taken his vacation and returned since our last report.

Ross Rancier, assistant foreman, relieved Mr. Woodall during his vacation and Raymond Spiegle did the assistant foreman's work.

There has been quite a change in reporters. W. E. Ward, formerly of this gang will do the reporting from Coleman's gang; J. A. Adkinson will report from Oliver's gang and E. L. Bray will report from Woodall's gang.

We are making about five miles per week on this estimate and expect to complete about November 10. The boys are beginning to wonder where our next job will be.

We received our new outfit cars since our last report. We got the ones just released by foreman Pharris. All of the boys seem to be well pleased with our new home.

No accidents this month.

at the north locomotive shops, position abolished.

Charles Heinze, assistant boiler foreman at the north locomotive shop, position abolished.

Edgar H. Johnson, piece work checker at the north car shop, in place of James L. Morton, who was changed back to student checker.

H. C. Ware, derrick foreman, in place of J. A. Barkley at Ft. Scott. Mr. Barkley was transferred to Enid, as shop inspector.

George R. Jones, night roundhouse foreman at Joplin, in place of W. L. Shaffer, on leave of absence.

Victor K. Pack, piece work checker at Joplin, position abolished.

W. A. Hutton, car foreman at Kansas City, in place of Weaver R. Bennett, who was transferred to Birmingham as chief joint car inspector.

The position of air brake foreman, held by A. K. Waters, at Kansas City, has been abolished.

The position of roundhouse foreman at Neodesha, held by Henry F. Lacey, has been abolished.

The position of piece work checker, held by William S. Harris at Yale, has been abolished.

A. W. Brinkman, general foreman at Cape Girardeau, has been transferred to machine and dead work foreman at Chaffee in place of W. F. Burgess who was promoted.

W. F. Burgess, night roundhouse foreman at Chaffee in place of B. E. Doty, who resigned.

P. I. Holloway, car foreman at Hugo, position abolished.

S. E. McCoy, roundhouse foreman at Rogers, in place of E. Stringer who was transferred to Ft. Smith.

C. E. Grundburg, secretary of the mechanical supervisors association, wishes to announce that the collection of the dues for yearly membership cards has not been coming up to expectations. He states that all members in the Springfield shops, with the exception of a few have paid up in full. The response on the southern and northern divisions has been very meager. He wishes to ask that those who have been requested to assist in the collection of the dues, please get in behind the delinquent members and make your division one hundred per cent by December 1.

Local No. 1 Frisco mechanical supervisors at Springfield were entertained at their regular meeting, Tuesday night, October 12, with a moving picture sponsored by the Cleveland Twist Drill Company of Cleveland, Ohio. Those in attendance were highly pleased with the picture which portrayed the use and abuse of drills. They succeeded in persuading Mr. Bokram, who was instrumental in bringing the picture to Springfield, to allow the picture to be shown to the shop crafts. On the following night it was shown again in the assembly room of the Frisco general office building to a large crowd of shop men. All who viewed the picture praised the different views of drills being used properly and improperly. It is to be hoped that this picture will be again brought to Springfield, and those who were unable to attend then will be cordially invited.

## News and Views of the Supervisors

WM. B. SKINNER, Reporter

G. H. Eskridge, machine foreman at Springfield west shop, accompanied F. A. Beyer, superintendent of the West Springfield shops, to the National Steel and Machine Tool Exposition which was held in Chicago, on September 20, 21, 22 and 23.

W. C. McGlasson, cab mounting foreman at the Springfield west shop, suffered a rather painful injury last Sunday, October 10. Mr. McGlasson was assisting other parties in getting a stalled automobile out of one of the swollen streams close to Springfield, and in some manner sustained a serious injury to his knee cap. Sincerely trust that Mr. McGlasson will soon be

recovered sufficiently to resume his duties.

The following changes and appointments were made in the mechanical department supervisors, effective October 1.

Lawrence E. Reddick, assistant boiler foreman, in place of Salem C. Wilson, who resigned.

James O. Osborne, boiler gang foreman, in place of Lawrence E. Reddick who was promoted.

Jacob C. Feezell, coach foreman at the south coach shop, position abolished.

Stuart M. Ferguson, gang foreman

**GEO. P. REINTJES CO.**

**FIRE BRICK MASONRY**

2517-19 Jefferson Street

**KANSAS CITY, - MO.**

**Edward Hely Stone Co.**

**Crushed Stone**

**CAPE GIRARDEAU, MO.**



## FRISCO MECHANIC FAMILY NEWS

### NORTH SPRINGFIELD SHOPS

WM. F. KRAFFT, Reporter

On Friday, October 8, a noon-day accident prevention meeting was held in the erecting department of north shops. The meeting was attended by approximately six hundred men from the roundhouse, car department, store department and back shop. Accident prevention agent, Harry Harrison, made a short interesting address and a demonstration of the Prone Pressure method of Resuscitation was given by Mr. Ryan, safety supervisor, west shop. Mr. Harvey, Mr. Ray and all the division storekeepers were in attendance. Entertainment was furnished by the "Back Shop Trio"—Paul Carver, Dean Peck and Leonard White, who rendered a splendid vocal selection, and Paul Carver sang a safety first song as a solo. All were of the opinion that the meeting was a huge success.

Several of the boys now know the name and location of the best baseball club in the world, but this knowledge cost them. This "club" seems to have dealt a severe blow in the vicinity of the pocketbook, however, only those were struck that used poor judgment.

There was likewise any number of those that misplaced a little bet or two on the recent heavyweight bout. Will they ever quit moaning?

While on his way south for the winter, the stork visited the home of Leonard Baker and wife, October 1, and left a nine-pound future machinist.

The mother of G. L. Whitlock, gang foreman, recently arrived in this city for a visit with her son. Mrs. Whitlock is 83 years old and drove through in an automobile from her home in Indiana, accompanied by Mr. Whitlock's brother.

Mr. and Mrs. C. B. Whittlesey are the proud parents of an eight-pound daughter, Norma Dell, born October 1.

Since the new stack has been completed at north power plant and the prize fight and world series have become history, there has been little or no excitement at north shop. However, there was an epidemic of stiff necks while the stack work was in progress, and Sherman Ellis, shop electrician, still goes around with his head tilted back from force of habit.

### SPRINGFIELD, MISSOURI SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Rogers Hornsby—the biggest name in the country at present, and the center of interest all through the baseball season! It is regretted by everyone that he was unable to take part in the great reception given him, as he had the painful duties of attending his mother's last rites. However, he made a good choice in hurrying to her bier—that of riding Frisco train No. 1 known as the Texas Special.

The boys of the south shops are well pleased with the election of Frank M. Junkins as our new general chairman. F. A. M. C. & C. D. E. Mr. Junkins has been for many years engaged in railroad shop work and understands conditions which should well qualify him for his new position.

Frank Webb, of the storeroom, recently spent ten days at Oklahoma City, where he visited relatives and friends and also took in the Oklahoma State Fair.

Harry Brown, chief clerk to superintendent Leysaht, has returned from his vacation and reports a good time.

Homer Appleby has returned from an extended visit to points in Kansas.

We regret very much that the condition of Ray Clifton, coach shop, who was for some time confined to the employees' hospital, is such that he has had to go to California in the hope of regaining his health.

Frank Coggin, machinist, roundhouse, is at present in the employees' hospital, where he underwent an operation for appendicitis.

Jake Fuzzell who for some time has been assistant foreman coach shop, has transferred to the west coach shop.

Geo. Miller, machinist, roundhouse machine shop, is stepping high these days, all because that new \$4500 bungalow on West Phelps Street is near completion.

Marrison Brayfield, boilermaker in the roundhouse, recently visited at Kansas City, St. Joseph and other points in the north part of the state. While at Kansas City he called at the government hospital and saw many of his former buddies of the 35th division who were in France during the late war.

Hazel Fitzpatrick, gas motor department, is back from a motor trip to Kansas, which was prolonged a week longer than was intended, on account of the recent high water. Hereafter, ride the Frisco, Hazel.

Mr. and Mrs. Robert W. Reed, who were last month's newlyweds, were given a shower at their home, 919 E. Pacific St. They were the recipients of many valuable and useful presents. Mr. Reed is train control man in the roundhouse. Mrs. Reed, before her marriage, was Clara Ott, and is a sister to Miss Effie Ott who has been with the Frisco for the past 17 years, and is at present in the stationery department of the general stores.

We regret very much to say that Walter Schindler, our former "Heinie" soldier and shop draftsman, has resigned and left the service to accept a position with the Westinghouse Electric Co., Philadelphia, Pa., as tool designer. We wish and predict a bright future for him in his new work.

Clyde Earnhart, tank truckman in the roundhouse, recently purchased a business corner on West Walnut St. and will leave the service and go into the grocery business as soon as he gets possession.

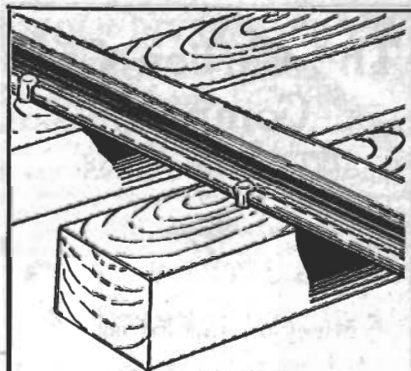
The old campaign slogan of a full dinner pail for the working man was evidently remembered by some one recently. As Frank Overstreet, sheet metal worker on the roundhouse night force, was coming to work several nights ago, he set his lunch on the sidewalk and stepped into a store to make some purchases. Someone absconded with bucket, lunch and all. The bucket has not been recovered as yet. You should have had a "return when empty" address on it, Frank.

R. W. Reed, train control man in the roundhouse, has constructed a cut-out section of all valves of the train control appliances. This is an exceptionally clever piece of work and makes the intricacies of train control much easier to understand by anyone not entirely familiar with it.

Chas. Jackson, boilermaker on the roundhouse night force, has been off several nights on account of the illness of his wife, who is suffering from typhoid fever.

R. M. Porter, carpenter, coach shop, has the sympathy of everyone in the loss of his little grandson, Howard Herman Gibson, who died two weeks ago.

The coach shop announces that they are absolutely 100 per cent F. A. M. C. & C. D. E. Much credit for this is due Lon Van Winkle who has worked untiringly for a full enrollment.



## The Shining Rail....

It takes more than steam and iron to make a railroad.

A vast organization of competent and contented workers handling shipments of good customers keeps the rails shining.

You will be more contented if you use MARATHON Gasoline and MARATHON Motor Oil.



## TRANSCONTINENTAL OIL CO.

General Offices: Ritz Bldg.  
TULSA, OKLAHOMA

## Hamilton Coal and Mercantile Co.

General Office—WEIR CITY, KAN.

PRODUCERS OF

**Hamilton Quality Coal**  
CELEBRATED No. 9 DEEP-SHAFT

Exclusive Sales Agents

**McALESTER FUEL CO.**  
Kansas City, Mo.

C. H. HIGHTOWER, Sales Manager

## The Carbon Coal Company

PITTSBURG, KANS.



Mines on the Frisco at  
Scammon, Kans.

## FT. SMITH ICE AND COLD STORAGE CO.

COLD STORAGE FOR ALL PERISHABLE  
MERCHANDISE  
Storage Capacity, 125 Cars  
Daily Ice Making Capacity, 125 Tons  
FORT SMITH - - ARKANSAS

INSTANT SERVICE PHONE 6-0154

## Bluff City Delivery Co.

Ice and Coal

General Office, 651 Beale Avenue  
MEMPHIS, TENN.

## KERITE

INSULATED WIRES AND CABLES

For All Purposes  
—Under All Con-  
ditions — Every-  
where — KERITE  
— Gives U n-  
equalled Service.



**KERITE** INSULATED WIRE & CABLE COMPANY  
NEW YORK CHICAGO

## The Pittsburg & Midway Coal Mining Co.

MINE OPERATORS AND SHIPPERS

Operating Mines in Southern Kansas, Oklahoma, Arkansas and Missouri

GENERAL SALES OFFICES

717 Dwight Bldg., Kansas City, Mo.

## Tiger Brand Superb Linseed Oil

ABSOLUTELY PURE

**THE FREDONIA**  
Linseed Oil Works Co.  
FREDONIA, KANS.

## Byrnes Belting Co.

MANUFACTURERS

Oak Tanned Leather Belting  
Hose Packing

SAINT LOUIS

## Duner Car Closets

Enameled Iron Wet or Dry Closets

**DUNER CO.**

101 S. Clinton St. CHICAGO  
For detailed description see Car Builders  
Cyclopedia 1922 Edition

## JOHN LUCAS AND COMPANY

1362 West 37th Street  
CHICAGO - - ILLINOIS



OUR OWN CRUDE  
OUR OWN PIPE LINES

## BARNSDALL

Be Square Petroleum Products

3

Modern Refineries  
BARNSDALL, OKLAHOMA  
WICHITA, KANSAS  
OKMULGEE, OKLAHOMA

3



OUR OWN REFINERIES  
OUR OWN TANK CARS

DEPENDABLE SOURCE OF SUPPLY

## BARNSDALL REFINERIES, Inc.

Subsidiary Barnsdall Corporation

Executive Offices

Petroleum Building, Tulsa, Okla.

General Sales Offices

624 S. Michigan Ave., Chicago, Ill.

## CROWE COAL COMPANY

General Office, Dwight Building  
KANSAS CITY, MISSOURI

## MINERS AND SHIPPERS

Mines Located at Mulberry and Scammon, Kansas and Henryetta, Oklahoma,  
on the line of the St. Louis-San Francisco Ry. Co.



**Smokeless Fuel Company**  
HUNTINGTON, ARK.  
MINERS AND SHIPPERS OF  
**Semi-Anthracite Coal**

**CONTINENTAL TURPENTINE &  
ROSIN CORPORATION**  
LAUREL, MISS.  
Manufacturers of  
Steam Distilled Wood Turpentine,  
Steam Distilled Pine Oil,  
F Grade Wood Rosin

**WOLF RIVER SAND CO.**  
WASHED and SCREENED  
SAND and GRAVEL  
Office: 622 Falls Building  
MEMPHIS, TENN.  
CAR LOAD SHIPMENTS A SPECIALTY

**LIST CONSTRUCTION CO.**  
Railroad Contractors  
415 Railway Exchange Building  
KANSAS CITY, MO.

**Meco** OXY-ACETYLENE  
WELDING & CUTTING  
EQUIPMENT  
**MODERN ENGINEERING CO.**  
3411 Pine Blvd. St. Louis

**C. W. BOOTH & CO.**  
**Railway Supplies**  
Railway Exchange Building  
CHICAGO, ILL.

**HENRY ADAMSON  
COAL & MINING CO.**

**MINERS and SHIPPERS  
OF COAL**

Mines Located Four and One-Half  
Miles East of the City of Tulsa

WHEN IN THE MARKET FOR COAL  
Call Phone Cedar 5588 or Osage 9810-F21  
OR WRITE US  
TULSA, OKLA. R. R. 1, Box 145

We Want Your Business

**Oxweld Railroad Service Company**

REPRESENTING:

LINDE AIR PRODUCTS CO.  
(Linde Oxygen)

THE PREST-O-LITE CO., INC.  
(Prest-o-Lite Acetylene)

OXWELD ACETYLENE CO.  
(Oxweld Apparatus)

UNION CARBIDE SALES CO.  
(Union Carbide)

Carbide & Carbon Building  
NEW YORK CITY

Railway Exchange Building  
CHICAGO, ILLINOIS

**Brookside-Pratt Mining Co.**  
**Supreme Mining Company**  
INCORPORATED

A. R. Long, President  
Albert Allison, Secretary-Treasurer

PRODUCERS OF

Steam and Domestic Coal

Brown-Marx Building  
BIRMINGHAM, ALA.

**W. O. SCHOCK CO.**

FUEL OIL

LIBERTY CENTRAL TRUST BUILDING  
SAINT LOUIS

**Wm. Robertson & Co.**

Robertson Cinder Conveyor for  
Railway Cinder Pits

Great Northern Building  
20 W. JACKSON BLVD. CHICAGO

**Tri-State Culvert Mfg. Co.**

Manufacturers of  
"Tonecan Better Iron Culverts"  
514 Randolph Bldg. Memphis, Tenn.

**Vulcan Rivet Corporation**  
BIRMINGHAM, ALA.

**RIVETS — TRACK SPIKES**

Works and Office: Dolomite Junction, Ala.

**DEVOY & KUHN  
COAL & COKE CO.**

Suite 1225

Central National Bank Bldg.  
SEVENTH AND OLIVE STS.

ST. LOUIS, MO.

W. CARSON ADAMS

E. J. ROWE

**ADAMS, ROWE & NORMAN**  
BIRMINGHAM, ALABAMA

**COAL AND COKE**

**FOR EVERY PURPOSE**

CAPACITY OF MINES AND OVENS 2½ MILLION TONS ANNUALLY

**The Only Efficient Locomotive Cleaner****The D. & M. Cleaning Process**

Railway Exchange  
CHICAGO, ILL.

**Elliot Frog & Switch Works**

EAST ST. LOUIS, ILL. AND PUEBLO, COLO.

**Other Works**

HILLBURN, N.Y. CHICAGO, ILL.  
NIAGARA FALLS, N.Y. SUPERIOR, WIS.  
NIAGARA FALLS, CANADA

**RAILWAY TRACK MATERIAL**

Switch Stands, Switches, Frogs,  
Crossings, Guard Rails, Clamps,  
etc. for Steam, Electric, Mine and  
Industrial Railway Tracks

**MANGANESE TRACK WORK A SPECIALTY**

Main Office  HILLBURN, N.Y.

SALES OFFICES AT ALL SEVEN WORKS

**Ramapo Ajax Corporation****WASTE PAPER**

Straight or Mixed Carload Buyers

**General Paper Stock Company**

1100 N. SEVENTH ST. ST. LOUIS, MO.

**Brake Equipment & Supply Co.**

2324 S. CANAL STREET

CHICAGO

MANUFACTURERS OF AIRBRAKE PARTS  
REPAIRS TO AIRBRAKE EQUIPMENTS

**Manassa Timber Company****PILING**

OAK—CYPRESS—PINE

Arcade Bldg. St. Louis, Mo.

**GALLOWAY COAL COMPANY**

EXCLUSIVE MINERS OF

**ELK RIVER AND  
GALLOWAY COAL**

General Office:

MEMPHIS, TENNESSEE

MINES AT

GALLOWAY, CARBON HILL and  
HOLLY GROVE, ALABAMA

(Mines Located on Frisco Railroad)

**Barnard Stamp Co.**

RUBBER STAMPS,  
SEALS and STENCILS

Trade Checks, Pads, Ink, Etc.  
Fac-Simile Autograph Stamps

310 Olive St. St. Louis, Mo.

**MILAR, CLINCH & COMPANY**

Exclusive  
Agents for

CAR CEMENT

CONTINENTAL WORKS CO.  
MANUFACTURERS

CHICAGO



Steel Tires, Steel Tired Wheels, Steel  
Axles, Steel Springs, Rolled Steel  
Rings, Solid Wrought Steel  
Wheels, Steel Forgings, Steel  
Crusher Rolls and Shells,  
Rolled Steel Gear Blanks,  
Steel and Iron Malleable  
Castings, Steel Pipe  
Flanges

**Standard Steel Works Co.**

Main Office: Philadelphia, Pa.  
Works: Burnham, Pa.

**W. L. BRUBAKER & BROS. CO.**

50 CHURCH ST.

NEW YORK, N. Y.

Factory: MILLERSBURG, PA.

Manufacturers of the SPECIAL TEMPERED RELIEVED STAYBOLT TAPS used by the leading Railroads and Boilermakers of the United States. Our Staybolt Taps will tap 20% more holes. Write for descriptive matter of our New Design SPIRAL FLUTED STAYBOLT TAPS. We also manufacture HIGH SPEED BOILER REAMERS, adapted especially for Boiler and Car Work. Other tools we make are all kinds of Taps, Reamers, Dies, End Mills, Counterbores and High Speed Mud Ring Reamers.

**Beal and McNamara  
Painting Co.**

CONTRACTORS FOR PAINTING  
IN ALL PARTS OF THE COUNTRY  
Main Office: 5078 Easton Avenue  
ST. LOUIS, MO.

**St. Louis Forgings Co.**

AXLES, LOCOMOTIVE FORGINGS

East St. Louis Illinois

**MOTORTONE  
MOTOR OIL**

For Every Make of  
Automobile, Truck & Tractor

**ROQUEMORE GRAVEL CO.**

MONTGOMERY, ALA.

The South's Largest Producers of

**Sand and Gravel**

FIRST NATIONAL BANK BLDG.  
All Phones 4928

Mills: Dothan, Ala.—Prescott, Ark.

**Thomas E. Powe Lumber Co.**

HARDWOOD LUMBER

ASH MAHOGANY POPLAR OAK  
GUM CYPRESS

2 to 24 Branch St., ST. LOUIS, MO.

**MOUND CITY OIL CO.**

204 N. Commercial Street  
St. Louis, Mo.

**CENTRAL BOARDING & SUPPLY COMPANY**

COMMISSARY CONTRACTORS

F. J. ENGLEMAN, President  
G. I. FITZGERALD, Vice-Pres. and Sec'y  
CHAS. GRAY, Manager, Springfield, Mo.  
GUY KRESS, Supt., Springfield, Mo.

M. S. ENGLEMAN, Vice-President  
E. B. SHARKEY, Manager, Ft. Worth, Tex.  
NEAL RAMEY, Manager, Dallas, Texas  
G. R. FIERCE, Supt., St. Louis, Mo.

General Office  
1258 Board of Trade Bldg.  
KANSAS CITY, MO.

Branch Offices  
ST. LOUIS, MO.  
SPRINGFIELD, MO.  
FT. WORTH, TEX.  
DALLAS, TEXAS



**J. W. McMURRY  
CONTRACTING CO.**

R. R. & Bridge Contractors  
511 Railway Exchange Bldg.  
KANSAS CITY, MO.

**American Handle Company**

Manufacturers of  
High-grade Hickory, Axe, Adze,  
Pick, Sledge, Hatchet, Hammer  
and Railroad Tool Handles  
JONESBORO - ARKANSAS

**Midvale Coal Co.**

HIGH GRADE STEAM  
AND DOMESTIC COAL  
Chemical Bldg. ST. LOUIS, MO.

**Jno. H. Heimbuecher Metals Co.**

"Largest Copper Stock in the West"  
BRASS BRONZE COPPER Nickel Silver STEEL ZINC  
In All Forms  
SAINT LOUIS MISSOURI

**North American  
Car Company****TANK CARS  
FOR LEASE****CAR REPAIRS  
OUR SPECIALTY****SHOPS**

CHICAGO, ILL.  
COFFEYVILLE, KANS.  
WEST TULSA, OKLA.

**GENERAL OFFICE**

327 South LaSalle Street  
CHICAGO

**UNION STEEL CASTING COMPANY**

PITTSBURGH, PA.

**CARBON and VANADIUM  
CAST STEEL LOCOMOTIVE FRAMES**

General Miscellaneous Castings for Locomotive and Car Work

**SIPE'S  
SIPE'S**

Paint Materials for Every Railroad Purpose

JAPAN OIL ENAMEL OIL  
COMBINATION JAPAN OIL  
JAPAN SPIRITS PASTE PAINTS  
JAMES B. SIPE & COMPANY Chamber of Commerce Bldg.  
Pittsburgh, Pa.

**WESTERN TIE AND TIMBER COMPANY**

905 SYNDICATE TRUST BLDG.

WALTER POLEMAN, President  
E. A. NIXON, Vice-President

A. R. FATHMAN, Vice-President  
THOS. T. POLEMAN, Sec'y and Treas.

Treated and Untreated Cross and Switch Ties, Piling, Car and Track Oak

**KETTLE RIVER TREATING COMPANY**

MADISON, ILLINOIS

Zinc and Creosoted CROSS TIES, Modern Adzing and Boring Machines

Treating Plants located at Madison and Edwardsville, Ill.

E. A. NIXON, President  
A. R. FATHMAN, Vice-President  
R. E. KNEELAND, V.-P. and G. Mgr.

R. A. CALVIN, V.-P. and Sales Mgr.  
H. G. McELHINNEY, Sec'y and Gen. Supt.  
J. E. PETERSON, Treasurer

**WHITE COUNTY LUMBER MILLS**

ENRIGHT, ARKANSAS

QUICK DELIVERIES OF

OAK — GUM — CYPRESS

Especially equipped to fill RUSH orders of CAR and TRACK OAK

WALTER POLEMAN, President

THOS. T. POLEMAN, Vice-President

A. R. FATHMAN, Secretary and Treasurer

905 SYNDICATE TRUST BUILDING, SAINT LOUIS

## Service Requirements

differ widely on different railroads, and on various sections of the same road. Each problem must be carefully studied before deciding upon the type of motive power to be used.

With more than 90 years' experience covering the building of 60,000 locomotives, ample plant facilities, and a trained organization, we are prepared to furnish locomotives best fitted to meet the requirements of your road.

**The Baldwin Locomotive Works** PHILADELPHIA

**THE KELLY ATKINSON CONST. CO.**  
**KELLY ATKINSON BUILDING CO.**  
**KELLY ATKINSON FOUNDATION CO.**  
 SECURITY BLDG. CHICAGO

**STEWART**  
**Machinery Company**  
 411 Buder Building, St. Louis, Mo.  
 COCHRANE Water Softeners, Heaters and  
 Flow Meters.  
 Dean Centrifugal and Steam Pumps.  
 Strong Steam Traps.

## FREIGHT AGENTS

In soliciting business request merchants to  
 purchase from industries on the *FRISCO*

WE SELL

Gasoline, Kerosene, Distillate Gas Oil and Free Oil  
**ANDERSON-PRICHARD OIL CORPORATION**  
 OKLAHOMA CITY, OKLA.  
 REFINERY: CYRIL, OKLA.

## LARCO WRENCH and MFG. CORPORATION

UNIVERSAL ALL BRASS TANK  
 AND FLOAT VALVES  
 7800 Woodlawn Ave. Chicago, Illinois

## Pittsburgh Forge & Iron Co.

PITTSBURGH, PA.

MANUFACTURERS OF

Car and Locomotive Axles  
 Heavy Forgings  
 Crank Pins Piston Rods  
 Atlas Staybolt & Engine Bolt Iron  
 Screw Spikes Track Bolts  
 CHICAGO OFFICE, RY. EXCHANGE BLDG.

*Unxld*  
**Railroad Fusees**  
**INSURE SAFETY**  
*Best by Every Test*

**UNEXCELLED MANUFACTURING  
 COMPANY, Inc.**  
 NEW YORK, N. Y.

## Leavell Coal Co.

MINERS AND SHIPPERS

MAGIC CITY COAL

TULSA, OKLAHOMA

## JOHN H. PAYNE

Highway, Railway,  
 Municipal and Concrete  
 Construction

FORT SMITH, ARKANSAS

## S. I. SMITH

Manufacturer of

**S. I. SMITH**  
**Cattle Guards**

P. O. Box 522 South Side Station  
 SPRINGFIELD, MO.

## WASHED AND SCREENED GRAVEL AND SAND

PLANT:

ORVIS, PHELPS COUNTY, MISSOURI  
 Little Piney Sand and Gravel Company  
 Lock Box 22 NEWBURG, MISSOURI

## C. A. ROBERTS CO.

"SHELBY"

*Seamless Steel Tubing*

CHICAGO ST. LOUIS  
 DETROIT INDIANAPOLIS

## Hubbard Steel Foundry Co.

Miscellaneous Car and Locomotive  
 Castings

PLANT AND GENERAL OFFICES:  
 E. CHICAGO, INDIANA

## SWEDOX


WELDING RODS, WIRES & ELECTRODES

A Grade of Rod for Every Class of Welding  
 by the Electric or Acetylene Process

CENTRAL STEEL & WIRE COMPANY  
 Chicago, Illinois - Detroit, Michigan



*In Fighting Fire—*



**SOLVAY**  
CALCIUM CHLORIDE  
*is 4 times as effective as plain water*

Write for Booklet No. 8255  
**THE SOLVAY PROCESS COMPANY**  
Wing & Evans, Inc., Sales Dept. 40 Rector St., New York

## BUFFALO BRAKE BEAM COMPANY

BRAKE BEAMS FOR ALL CLASSES OF EQUIPMENT

Brake Pins  
(Self Locking)

Brake Hanger Pins  
(Self Locking)

Brake Pin



Knuckle Pins  
(Self Locking)

Brake Shoe Keys  
(Self Locking)

AUXILIARY SUPPORTS FOR BRAKE BEAMS

NEW YORK

ST. LOUIS

BUFFALO

## THE OHIO INJECTOR COMPANY

1437 Monadnock Block

CHICAGO, ILLINOIS

Manufacturers of

OHIO LIFTING INJECTORS

CHICAGO NON-LIFTING INJECTORS

CHICAGO AUTOMATIC FLANGE OILERS, CHICAGO

LUBRICATORS, OHIO LOW WATER ALARMS, CHICAGO AUTOMATIC

DRIFTING VALVES, LOCOMOTIVE BOILER ATTACHMENTS, OHIO CAB SQUIRTS

## MINER

FRICTION DRAFT GEARS IDEAL SAFETY HAND BRAKES

SAFETY BOLSTER LOCKING CENTER PINS

REFRIGERATOR CAR DOOR FASTENERS SIDE BEARINGS

# W. H. MINER, INC.

THE ROOKERY

CHICAGO

# Manning, Maxwell & Moore, Inc.

MANUFACTURERS AND DISTRIBUTORS OF

Ashcroft Gauges  
Consolidated Safety Valves  
Hancock Inspirators and Valves  
Hayden & Derby Injectors

Putnam Machine Tools  
Shaw Cranes  
Mill Supplies

Main Office: 100 East 42nd Street, New York, N. Y.



BRANCH OFFICES

Birmingham  
Boston  
Buffalo  
Chicago

Cleveland  
Detroit  
Philadelphia  
Pittsburgh

San Francisco  
Seattle  
St. Louis

## VILOCO RAILWAY EQUIPMENT CO. CHICAGO

FOR DEPENDABLE SERVICE

VILOCO Improved Sanders  
VILOCO Bell Ringers  
VILOCO Automatic Rail  
Washers  
CRESCENT Metallic Packing

## DeBARDELEBEN COALS

SIPSEY - EMPIRE - CORONA - CARBON HILL - HULL

For

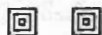
Domestic, Steam, Gas, By-Product and Ceramics

## DeBARDELEBEN COAL CORPORATION

The South's Largest Producers and Marketers of  
**HIGH GRADE COALS**

BIRMINGHAM, ALABAMA

## Union Asbestos & Rubber Company



310 S. Michigan Ave.  
**CHICAGO**

LAFAYETTE 0545



"Through all changes  
some things endure"

## Robert M. Lucas Co.

CREATORS and MAKERS of  
**LUCAS CEMENT**

1955 West Thirty-First Street, Chicago

# Indiana and Illinois Coal Corporation MONTGOMERY COUNTY ILLINOIS COAL

1425 Old Colony Building  
**CHICAGO**

Daily Capacity, 20,000 Tons

Located on the Big Four and C. & E. I. Railroads



## The New York Air Brake Company

Manufactures the

### STANDARD AIR-BRAKE EQUIPMENT

GENERAL OFFICES  
165 Broadway, New York City  
WORKS  
Watertown, New York

## The Gideon - Anderson Co.

MANUFACTURERS OF  
Hardwood Lumber

AND

Slack Cooperage Stock

GENERAL OFFICES,  
Band, Circular and Planing Mills  
GIDEON, MO.  
SALES OFFICE  
AND  
DISTRIBUTING YARD:  
110 Angelica Street  
Telephone: Tyler 0011—Tyler 0012  
ST. LOUIS, MO.

## W. H. (Bill) REAVES

1169 Arcade Bldg. St. Louis

REPRESENTING

The P. & M. Company  
Rail Anchors

The National Lock Washer Co.  
Improved Hipower

Maintenance Equipment Co.  
Labor Saving Devices

## St. Louis Frog & Switch Co.



ST. LOUIS, MO.

## St. Louis Surfacers and Paint Co.

Arlington Ave. & Terminal Belt Ry.

ST. LOUIS, MO.

Railroad Paints,  
Varnishes, Enamels

## Chas. R. Long, Jr. Company

LOUISVILLE

CHICAGO

All Kinds of Railway and  
Industrial Paints

High Grade Machine Tools  
American Lathes and Radials  
Norton Grinders

Milwaukee  
Millers

Nazel

Hammers

Libby  
Lathes



King

Boring  
Mills

P and H  
Cranes

Pels Punches and Shears  
Watson-Stillman Hyd. Machy.  
and  
EFFECTIVE SERVICE

## Owens Paper Box Co.

413-415 N. First  
SAINT LOUIS



MANUFACTURERS  
OF

PLAIN AND FANCY BOXES

MACHINISTS' TOOLS AND  
SUPPLIES

CUTTING & THREADING TOOLS  
SPARTAN HACK SAWS  
H. & C. FILES NYE PIPE TOOLS  
WRENCHES  
RAILROAD SUPPLIES, ETC.

## E. H. Sachleben & Co.

2829 Locust Blvd.

ST. LOUIS, MISSOURI

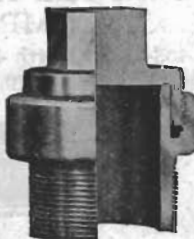


PRIME'S PLUGS

HOUSLEY WASHOUT PLUGS  
FOR PROGRESSION  
AND SAFETY FIRST

HOUSLEY  
FLUE CONN.  
CORP.

3938 College Ave.  
INDIANAPOLIS  
INDIANA



## "HERCULES"

— Red-Strand —  
WIRE ROPE

Made Only By

A. Leschen & Sons Rope Co.  
ST. LOUIS

Tough  
Strong  
Safe  
Durable



Branches  
NEW YORK  
CHICAGO  
DENVER  
SAN  
FRANCISCO

## Southern Wheel Co.

MANUFACTURERS OF  
**CHILLED IRON  
CAR WHEELS**

### PLANTS:

ST. LOUIS      BIRMINGHAM, ALA.  
ATLANTA, GA.      SAVANNAH, GA.  
PORTSMOUTH, VA.      PITTSBURGH, PA.  
ROCHESTER, N. Y.      SAYRE, PA.  
CLEVELAND, OHIO

## HARDIE-TYNES MFG. CO.

Corliss and Throttling Engines

**AIR COMPRESSORS**

**BIRMINGHAM, ALA.**

## BIND YOUR RECORDS

Into Permanent Books



Adopted by general and  
local offices of every large  
railroad in the United States



BINDING MACHINES  
PERMANENT BINDERS  
LOOSE LEAF DEVICES FOR  
ALL PURPOSES



## McBee Binder Co.

New York      St. Louis      Athens  
Cleveland      Chicago

## Forster Paint and Manufacturing Company

WINONA, MINN.

Refiners and Manufacturers of

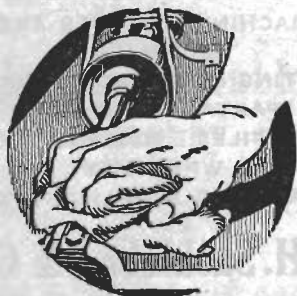
Graphite and Graphite  
Specialties  
Roof Paint, Roof Cement, Etc.

### The FRISCO

uses NATIONAL TRAIN CONTROL  
and will be glad to give others  
the facts and figures on its  
Simplicity, Reliability, Low  
Cost and Low Maintenance.

## The National Safety Appliance Co.

Railway Exchange Bldg. — CHICAGO, ILL.  
57 Post Street — SAN FRANCISCO, CAL.



## Frisco Protects Its Employees

Frisco is careful about the  
wiping rags that it puts in  
the hands of its employees.  
No chance can be taken with  
allowing minor scratches to  
become infected.

That's the reason Frisco  
uses KLEEN KWALITY  
KLOTHS, only. These  
wipers are not only clean,  
but their special treatment  
makes them as sanitary as  
hospital gauze—and they are  
lintless as well.

**AARON FERER & SONS**  
St. Louis      Nine Branches  
**KLEEN KWALITY KLOTHS**

## Headlight headquarters

Headlights and  
turbo-generators

Train lighting  
system

Train control steam  
turbo-generators

Yard floodlights

Locomotive electric  
fittings

## The PYLE-NATIONAL COMPANY

1334-1358 North Kostner Avenue  
Chicago, Ill., U. S. A.



Against Accident and Illness Use  
CONTINENTAL Protection

## THE SERVICE SUPREME

CONTINENTAL SERVICE may be  
depended upon.

A CONTINENTAL POLICY MEANS  
PEACE OF MIND AND A PAY  
CHECK WHEN EARNINGS FROM  
YOUR OCCUPATION ARE  
STOPPED.

CONTINENTAL representatives may  
be found on every railroad division  
in the United States and Canada.

## Continental Casualty Company

H. G. B. ALEXANDER, President

**Chicago**

General Offices: Chicago, U. S. A.  
Canadian Head Office, Toronto

### CUT OUT AND MAIL TODAY

Continental Casualty Company,  
910 Michigan Avenue, Chicago, ILL.

I am employed by the FRISCO SYSTEM

..... Division  
Please send me information in regard to  
your health and accident policies such as  
are carried by hundreds of my fellow em-  
ployes in the United States and Canada.

My age is.....

My occupation is.....

NAME.....

ADDRESS.....





## “I Have Just Bought My Third Hamilton”—

says Trainman Frazier, of the D. L. & W. Lines. “My first one accidentally fell into the firebox of the locomotive. The second one recently fell under the driving wheels and was crushed—and now, feeling that the Hamilton is the real railroad man’s watch, I have bought my third one.”

Engineer Hotaling, shown with Trainman Frazier, has carried a Hamilton for nine years. And so it goes; railroad men every-

where are demanding Hamilton accuracy and dependability; they will be satisfied with nothing less. The American Railroad Man knows that Hamilton builds watches famous for dependable service and of an accuracy that is as close as human ingenuity can make it.

Ask your jeweler to show you the Hamilton 992 in railroad model cases. Here is a combination that will appeal to you both from a standpoint of appearance and performance. And furthermore, the “992” is a watch that will render you the most economical accurate time service.

We have prepared a very handy little time book for the use of Railroad Men and we will be glad to send you a copy upon request. With it we will send you a folder illustrating and describing the Hamilton 992, “The Railroad Timekeeper of America.”



# Hamilton Watch

“The Railroad Timekeeper of America”

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U. S. A.

# FLORIDA

## The Sunnyland

fast all-steel train with through sleeping cars to principal points in the Southeast, including \* New Orleans.

Lv. Kansas City	Frisco Lines	9:00 am
Ar. Memphis	" "	9:15 pm
Ar. Birmingham	" "	5:30 am
Ar. Atlanta	Southern Ry.	11:35 am
Ar. Tampa	S. A. L. Ry.	6:15 am
Ar. St. Petersburg	" "	8:40 am
Lv. Memphis	Ill. Cent. R. R.	11:50 pm
Ar. New Orleans	" "	10:30 am

OBSERVATION CAR TO MEMPHIS

## Kansas City-Florida Special

popular, year 'round, all-steel train Kansas City to Jacksonville with through sleeping car Kansas City to Miami.

Lv. Kansas City	Frisco Lines	6:00 pm
Ar. Memphis	" "	7:45 am
Ar. Birmingham	" "	3:20 pm
Ar. Atlanta	Southern Ry.	8:40 pm
Ar. Jacksonville	" "	7:45 am
Ar. Miami	F. E. C. Ry.	8:00 pm

OBSERVATION CAR TO JACKSONVILLE

