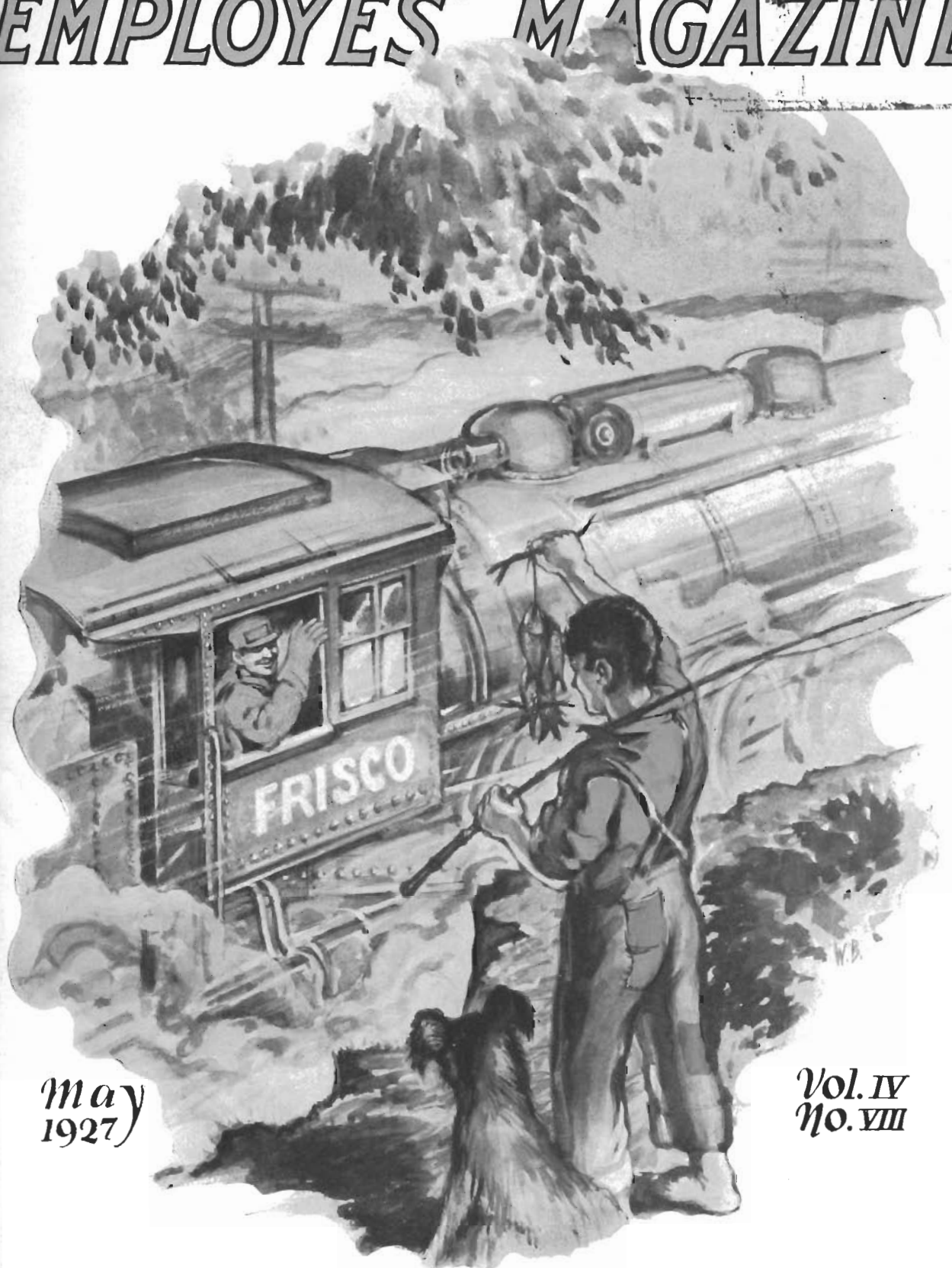


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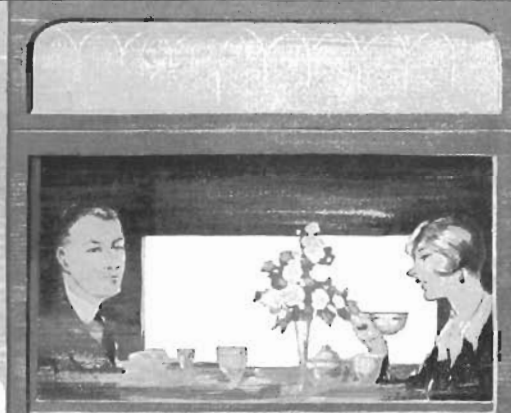
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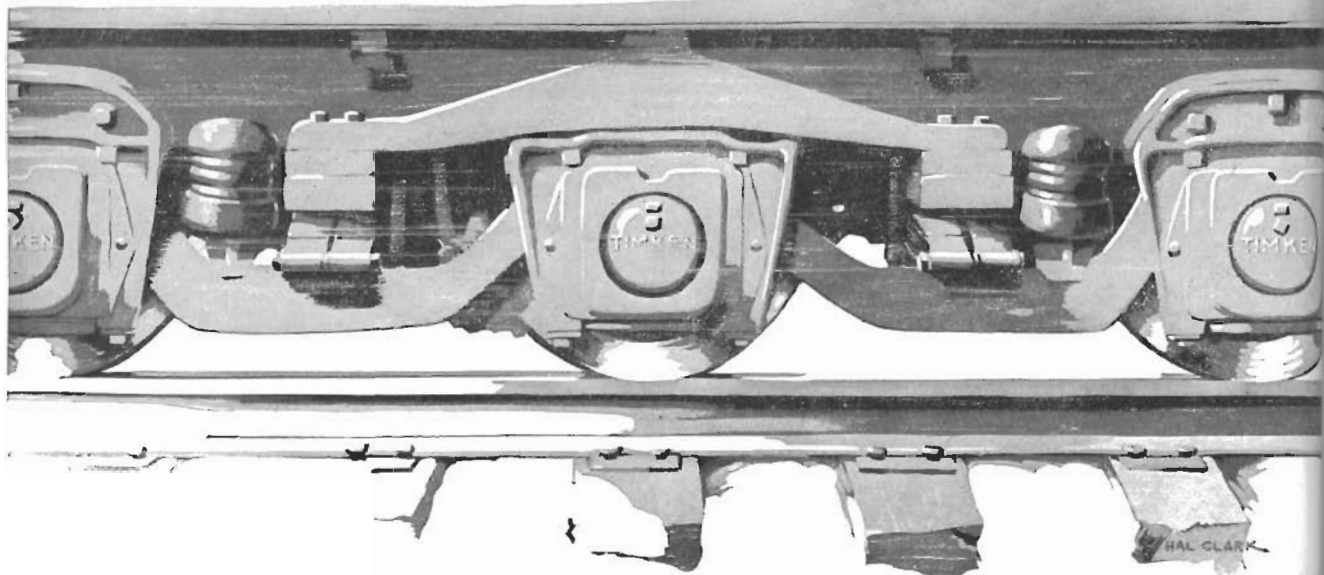
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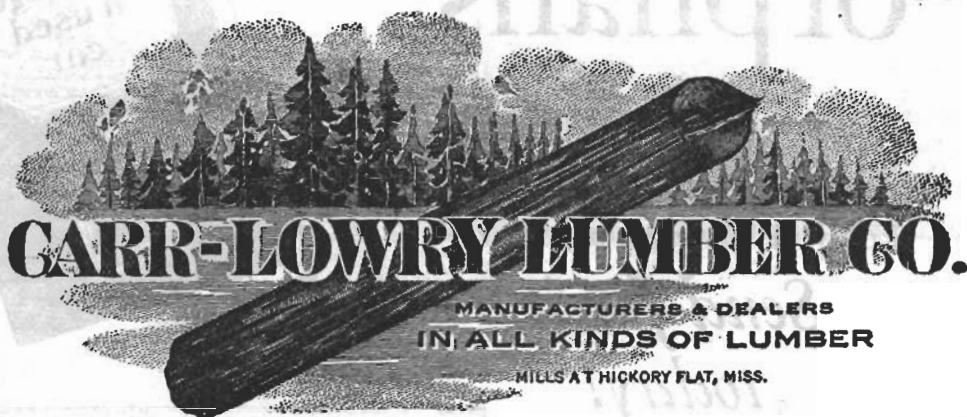
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May

THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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VOL. IV

MAY, 1927

No. 8

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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 Demonstration Train in 1913 Started Mammoth Chick Industry at Clinton, Mo.

Booth Hatcheries Ship 3,000,000 Chicks in 1926—6,000,000 Chicks Sent Via Frisco From Clinton in One Year

ONE of the first agricultural demonstration trains ever run on the old K. C. C. & S. Line (Frisco owned) from Kansas City to Springfield steamed its way out of the Clinton, Missouri, station on March 19, 1913, after having stopped there overnight. Its mission was to renew interest in poultry raising and fruit growing. There had been many talks made by experts, and a huge mass meeting held at the high school, and the program was repeated so all might benefit by it. Strawberry plants and settings of eggs had been given away to the persons holding the lucky numbers.

Royal Booth, a Clinton youth of eighteen years, and a student at the high school had drawn a setting of eggs the night before. His father and mother had always had a few chickens around the place, but they hadn't belonged to Royal.

He took an unusual interest in this one setting of eggs. They were his, and the expert had told him that they were from pedigree White Rock stock.

None of the hens around his home seemed willing to hatch the eggs for him, so he went to M. M. Kruse, section foreman for the Frisco at Clinton and asked for the loan of a setting hen!

Days of expectant joy passed—days when Royal planned and dreamed a dream of a big hatchery, and of hatching millions of chickens, instead of the few that, within a short time, picked the shells and fluffed out in downy fuzz.

Royal begged the family for a north room in his home and here he fitted up a little yard, with wire

fence, and cared for the chicks until the weather permitted him to make room for them outside.

At the end of the year he found that he had sold both eggs and chickens from his original setting, to the amount of \$700.00. The dream looked more real all the time!

And that was the start of the famous Booth Hatcheries, now a State accredited hatchery. A Frisco demonstration train—a kind Frisco section foreman who was willing to lend a hen—and a boy's big idea.

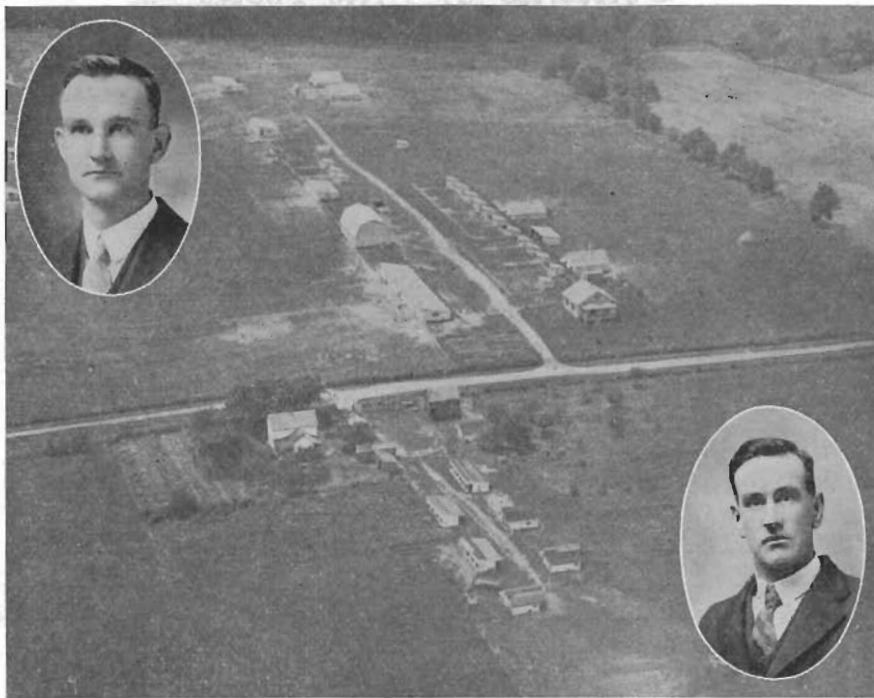
When Royal Booth looked over his business ledger for the year of 1926, he found that he had shipped in that one year, 3,000,000 chicks to every state in the union.

Booth must receive full credit for the hatchery business in Clinton.

Since his success, there has been a total of seven hatcheries, all originating from the idea of the Booth hatchery. The Linstrum hatchery of thirty-eight acres shipped a million and a half chicks in 1926, while the Bush hatchery, which had its beginning in 1919 shipped one million during the past year.

In other words, a total of over six million baby chicks were shipped out of Clinton, Missouri, during 1926, from the three above-named hatcheries, and from the smaller ones which are: Osage Valley, Golden Valley, Houk & Null, Spannagal and Burnham hatcheries.

Today the branch of the Booth hatchery in the city carries on a tremendous work. In the main building will be found five standard incubators, each with a



The above airplane view is of the 30-acre Booth Hatchery farms at Clinton, Mo., on Frisco Lines. Insert in upper left-hand corner is of Royal Booth, who started the now famous hatchery in 1913. Insert lower right-hand corner, Rex Booth, who operates the business today in the absence of his brother.

capacity of 47,000 eggs, and four with a capacity of 10,000 eggs each. It takes just twenty-one days for an incubator to hatch.

When the plant is going full capacity—during the months of March and April, 275,000 eggs are in the incubators at one time, and on Mondays and Thursdays, the heavy shipping days, as high as 30,000 baby chicks are shipped in a single day. Shipments begin as early as January, and the last consignment usually goes forward in November.

The farm, where the pedigree stock is kept, one and one-quarter miles from town, looks like a little city itself from the air. Forty-seven separate houses, arranged with yards, accommodate the 4,500 chickens, the pedigree stock, two thousand of this number being laying hens which supply the very purest eggs hatched in the town hatchery.

The most popular varieties found on the Booth farm are single comb Rhode Island Reds, White Leghorns and Barred Plymouth Rocks.

But during the first years, Royal Booth did not have this splendid lot of up-to-date equipment, and he remembers distinctly when he bought his first small incubator, and a second-hand one at that. During the early stages of the development of the Booth Hatchery, poultry experts found that baby chicks could live around seventy hours without food or water, and besides, it proved that greater success was obtained from shipping live chicks, than in shipping eggs.

So the live chick business started in earnest. However, before Royal's enterprise demanded all his time, he worked at odd months for the Frisco on the section at Clinton, as did his brother, Rex.

Today this plant is one of the most efficient of its kind to be found anywhere. The hatchery proper is easily accessible to the railroad, and the farm, close to town, is reached daily by one or more of the Booth trucks.

To trace one of the baby chicks direct from the hatchery to maturity might be an easy way to explain the care and severe culling the flocks undergo before they are eligible to the pedigree class.

The baby chick is raised to laying size. Each house is equipped with trap nests, so a record may be kept of every egg laid. As the attendant takes the hen off the nest, he marks the egg which will be graded later.

Each pullet is weighed after she lays her first egg and the egg is weighed also. At the end of the year she is eligible for one of the classes in which all Booth

chickens are graded, the "C", "B", "A" or pedigree class. To be eligible to even the "C" class, she must lay 200 eggs in her pullet year. These eggs, as well as herself, must be above the standard weight, so that when she is eligible for the pedigree class, she is about the best in both weight and egg laying records that can be found on the farm.

The cockrels from these different breeds are loaned to the various poultry raisers, and the eggs produced are sold to the hatchery. They must all pass a standard test.

Royal Booth has spared no money or expense in getting the finest strain of each breed that could be found. In his pedigree pen of White Leghorns will be found a hen, imported from Canada, and last year's champion, with a record of 318 eggs in one year, all standard or above standard size. Another record from this hen is that all chicks hatched from her eggs lived and thrived.

The eggs are placed in long trays in the incubators, and are fixed so they can be turned easily, twice a day, that both sides may be exposed to the same atmospheric conditions. While a temperature of 99 degrees is maintained, a direct current of fresh air passes through the incubators all the time, and in warm weather it is piped from out of doors. The air is thereby

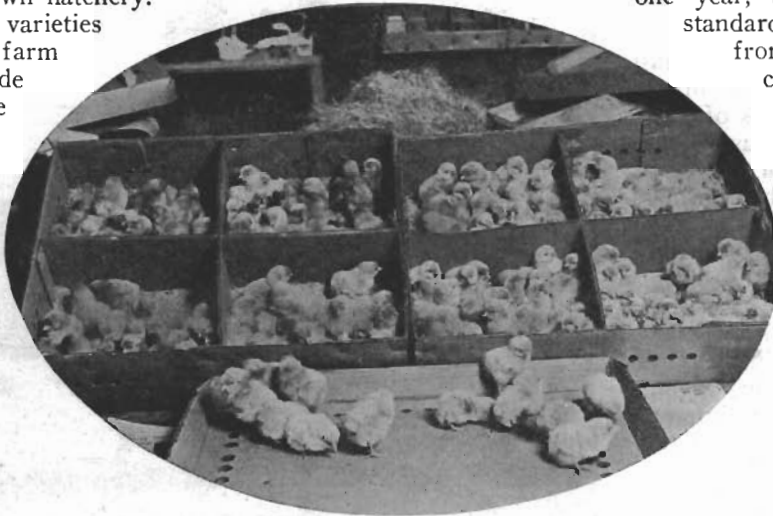
changed every three or four minutes. Each tray of eggs is marked with the name of the breed, and the name of the flock owner from whom the eggs were received, also the Booth number of the cockrel furnished that particular flock, and when the chicks are hatched, if they do not show the proper qualifications, no more eggs are purchased from that flock.

The chicks vary in price, from ten cents to twenty-five cents apiece, and are shipped in pasteboard perforated boxes, 25, 50 or 100 to a box.

The Booth Hatchery guarantees 100 per cent service, which means that every chick will arrive at its destination in excellent health and ready for nourishment and water.

Royal Booth, who first conceived the idea of a hatchery, answered the call of his country in the World War, leaving the hatchery to the care of his mother, father, sister and brother. He did not give his life, but he did give his health. He was gassed and since his return has spent much time in the West, while his brother and his efficient organization carry on the work. His office force numbers six, while some

(Now turn to Page 27, please)



These chicks from the Booth Hatcheries, only a few hours old, will be packed in the two top-perforated boxes which were patented by a Clinton, Mo., man, and shipped to their destination, hundreds of miles away. One hundred baby chicks are packed in each box.

Ozark Strawberry Industry Began in 1887 With Organization in Blacksmith Shop

J. H. Foster, Original Organizer, Still Active in Work—13 Year Old Virgil Sapp Makes Remarkable Record

By C. B. MICHELSON, Farm Marketing Agent

JUST a few miles from Sarcxie, Missouri, is an old blacksmith shop. Long ago the last shoe was nailed and clinched, the last plow share sharpened and the last wagon tire reset, yet it was in this building, back in the days of 1887, that the strawberry industry was begun and co-operative organization work among the farmers started.

Eight berry growers met in the shop to discuss their local problems and decided the time had come when they must work together. The result of this meeting was the first co-operative marketing organization in Missouri. It is interesting to know that this organization is still in existence, and from a membership of eight farmers and a total of 25 acres of berries, this little organization has grown to a membership of 550 berry growers, representing over 3,000 acres.

In this little blacksmith shop was developed one of the biggest industries in the Ozarks, and from the ideas and plans of this little handful of men over 40 years ago, the Sarcxie Horticultural Association was formed,—one of Missouri's strongest and foremost examples of true co-operative spirit and after which many similar organizations have been patterned.

Only three of the original eight men are still living, but their leader, Mr. J. H. Foster, is still with the organization and an active director though now past 71 years of age. Needless to say he believes in the berry industry, and in the spring of the year you may find him in his new strawberry patch giving it the intensive cultivation he has learned is so necessary to the production of a profitable crop. Space will not permit going into more detail with reference to the sterling character of this old gentleman who laid the foundation for the wonderful development that has taken place in the Ozarks. "Live up to your contract and do your duty by your brother farmers" is what co-operation means, in Mr. Foster's creed.

The strawberry development that has taken place in the Ozarks is a fitting monument to these eight pioneers of Sarcxie who had the faith and who set a world-wide precedent in the way of working together. It



Virgil Sapp, 13-year-old Exeter, Mo., farm boy, at work in his strawberry patch. Insert: J. H. Foster, founder of the Sarcxie Horticultural Association for strawberry marketing, in 1887.

is interesting to know that Sarcxie is the largest strawberry producing point in the State of Missouri and also during 1926, shipped more berries than any other station along the Frisco, a total of 257 cars. Her nearest competitor, Springdale, Arkansas, shipped 201 cars.

Strawberries, like many other fruits, are daily becoming more popular. Just a few years ago, the strawberry season was extremely short, lasting only for several months. Berries are now being shipped commercially from December until August. The first berries coming to the markets are shipped from Florida in early December by local express, packed in "pony express" refrigerators. Some of these early berries frequently sell as high as \$3.00 per quart on the wholesale market. The first carload shipments go forward from Florida during February and the season extends into March. The Louisiana crop is then ready for the market moving usually during March and April with sometimes as high as 200 to 400 cars daily. These Louisiana berries are usually packed in 24-pint crates and are of the Klondike variety. Early estimates from Louisiana this year forecast about 3,000 cars. The Louisiana movement is usually followed

(Now turn to Page 26, please)

Frisco Officers Discuss Railway Problems at Annual Better Service Meeting

*Two Hundred Fifty Employees Attend Springfield Meeting March 24-25-26
—Greater Traffic Plans Made*

PROBLEMS peculiar to the operation of a great railway system in all of its many ramifications were brought out, aired thoroughly, discussed enthusiastically, and many of them remedied, at the annual Freight Claim and Better Service Meeting of Frisco Lines held at Springfield, Mo., March 24, 25 and 26.

Two hundred and fifty officials, agents, traveling representatives of accounting and operating and traffic departments from all points of the railroad attended during the three-day meeting.

Throughout each of the sessions the problem of greater traffic held an important place in the discussion, and many valuable suggestions for increasing the revenue of Frisco Lines during 1927 were received and recorded.

Comptroller Bunnell presided over the meeting on the morning of the first day, when agents of principal stations and others discussed zone accounting, routing of freight, prevention of overcharge and undercharge claims, loss and damage claims, solicitation of traffic, interline settlements and kindred subjects. Papers were read by W. E. Bernthal, auditor of freight accounts, and several officials addressed the assembly, including Chief Claim Agent Hudgen, and M. J. Conley, division freight agent, formerly at Joplin; and John L. McCormack, superintendent of freight loss and damage claims.

Freight Traffic Manager Butler took the presiding officer's chair for the afternoon meeting of the first day and presided over the meeting, which paid particular attention to the solicitation of traffic. The foundation of the newly inaugurated employees' campaign for business should be "Make Friends for the Frisco," the chairman said, and agents were urged to spend more time in actual solicitation.

Traffic Solicitation Explained

H. F. Sanborn, assistant to Vice-President Koontz addressed the meeting and explained the plan of committee organization and outlined plans and details of solicitation by employees. He was followed by General Manager Shaffer who emphasized the importance of cultivating the friendship of shippers and potential passengers. Talks were made by practically every agent present, and the important factors of broadening acquaintance, taking an interest in civic affairs, and making friends were stressed.

Car Accountant H. W. Johnson pledged his support in the matter of solicitation through co-operation with agents and others in the handling of demurrage, excess empty car mileage, car delays and kindred mat-

ters of vital importance to service.

The second day meetings were presided over by Mr. J. E. Hutchison, vice-president operations, and were devoted to detailed reports of many committees on the activities of their workers during 1926. Among those to make reports were R. E. Bagent of the Perishable Freight Committee, E. Tillman of the Live Stock Committee, F. L. DeGroat of the car account committee, R. H. Kerr of the operating budget committee, E. R. O. Miller of the station accounts records and reports committee, R. H. Burney of the container committee, G. L. Ball of the fire prevention committee and W. H. Samuels of the equipment committee.

At the close of the afternoon meeting Vice-President Hutchison announced that Frisco Lines was host to the 250 men in attendance at a banquet in the Kentwood Arms Hotel at 7:00 p. m., and urged each man to be present.

From every standpoint the banquet was a great success. Diverting almost immediately after the last course was served, into a further discussion of ways and means to increase revenue for the Frisco, approximately 40 men were called upon by the toastmaster, Mr. Hutchison, to express their views on how best to enlist the support of all employees, and by what methods to enter into the employee-solicitation campaign.

Chairmen Pledge Support

A feature of the evening discussion was the enthusiastic support pledged to the movement for increased business by the heads of the various labor organizations, representing 85 per cent of the total employees of this railway.

Speaking for the employees whom they represent, the following nine chairmen of organizations pledged the support of their men: L. S. Thompson, Order of Railway Conductors; Albert Tussell, Maintenance of Way Employees; M. T. Fullington, Order of Railway Telegraphers; John Bowler, Brotherhood of Locomotive Engineers; Harry Sullivan, representing the clerks; Frank Junkins, Frisco Association of Metal Craft and Car Department Employees; Otis Embry, Order of Locomotive Firemen and Enginemen; A. O. Drennan, signalmen and Frank Morey, trainmen.

Mr. John T. Woodruff of Springfield, an employee of Frisco Lines in the days before its present affluence, reminisced interestingly concerning the old days of poor track and worse equipment, and praised the Frisco today as one of the mightiest of American railway lines. S. S. Butler told of the \$65,000,000 the Frisco has put into its property in the last ten years, and re-

(Now turn to Page 29, please)

Prize Winning Engine of 1890 World's Fair Passes 1,500,000 Mile Mark

Engineer M. H. Evans and Fireman J. W. Vinson Drove "Monster" on First Run—Engine Now in Local Service on Northern Division

By EMERY HAGUEWOOD

IT all depends upon the amount of your superstition and the vantage of your viewpoint as to whether it was fate, or coincidence, or just an ordinary-every-day happening.

But regardless of the consensus of opinion, it was unusual to say the least that Manuel H. Evans, Frisco engineer on the "High Line" should have attended the World's Fair in Chicago in 1890 and looked with admiration and wonder on the "magnificent" engine which won first prize as the best engine on exhibition, only to come to Missouri, go to work on the James I. Blair Line and be the first engineer to operate the same engine that he had gazed at with such admiration!

This engine is "the little old 94" now, and in her thirty-three years of service she has made approximately 1,584,000 miles, according to the motive power department at Springfield, Missouri. She was originally numbered 10, when she belonged to the Blair Line, and was one of eleven of that series. When she was acquired by the Frisco the number was changed to 94.

And besides the engineer and the little old engine, a third veteran which makes the trio complete, is J. W. Vinson, the fireman, who was also the first man to ever fire this little veteran of steel rails.

Engineer Evans was born in Madison County, Ken-

tucky, in 1868, and on November 12, 1894, he made application to the owners of the Blair Line for a position. He had formerly been with the Wabash and was hired by the Frisco as an engineer. Due to his efforts, his buddy, Joseph W. Vinson, came to that line as a fireman one year later, and together they fired engine 94 for many years.

Of this series of engine, No. 94 was the last one to be put to work. She had been tied up because the Management advised that the rails in 1894 were too light for such a heavy engine to run over. This engineer and fireman were assigned to the new engine which was to push the work train ahead of it, in which supplies and equipment were being hauled for the laying of the heavy steel over which the No. 94 was to run.

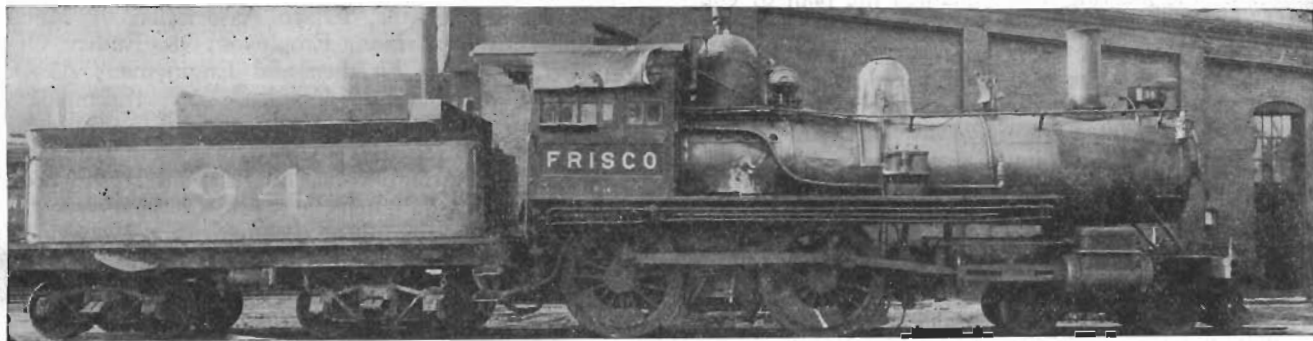
"The little No. 94 was one of the heaviest engines in those days," remarked Mr. Evans, "and thirty miles an hour was fast time. If we were to run extra, our train order would read, 'engine will run wild.' All of those little fellows were named, and I remember since the No. 94 was the prize engine and owned by the Blair Line as it was, it was named after the owner, the 'John I. Blair.'"

Sam Dodson, the oldest conductor in point of service on the High Line, was one of the first conductors to

(Now turn to Page 27, please)



Manuel H. Evans, engineer (left above), and his fireman, J. W. Vinson, were the first engine crew of the famous engine No. 94 shown at bottom of page. The engine has gone 1,500,000 miles in her 33 years of service.



Frisco Veterans Will Meet June 6th and 7th at Springfield

JUNE 6 and 7 are the dates set for the annual frolic of Frisco Lines "old timers" and their families, and on those two days Springfield, Mo., employees will again be hosts to the annual reunion of the Frisco Veteran Employees' Association.

President George Taaffe, agent at Cherryvale, Kansas, announced the dates following a meeting of the general committee of the veterans' association in Springfield, April 18.

Plans for the annual fun-making session of the veterans will be similar to those of previous years, with a picnic and barbecue at Doling Park, on the first day and an entertainment that evening. The annual business session will be held the second morning, with the election of officers and committee reports, and the afternoon session will be held in the Shrine Mosque with the Ladies' Auxiliary present. A banquet will be held at six o'clock the evening of June 7 at the Shrine Mosque, with an entertainment that evening which will adjourn in time for all to take night trains for their homes.

"At this time (April 18), only 725 Frisco Veterans have paid up their membership," President Taaffe said. "Only one more month is left in which to bring the membership up to last year's record of 1,200, and I heartily urge all veterans to fill out the enclosed blank and send it to Chairman McCormack at Springfield, immediately."

The last meeting of the Ladies' Auxiliary to the Veterans' Association was held at the home of its president, Mrs. Robert Whelan at Oklahoma City, Oklahoma, on April 7. Forty-one members were present and they formed the Oklahoma City Auxiliary of this organization, elected Mrs. H. A. Van Ness, chairman, Mrs. M. Campbell, secretary.

Mrs. Whelan addressed the women on the aims of the Auxiliary and what had been accomplished by the various branches already organized on the system. After the business session, a social hour followed and refreshments were served. Several out-of-town veterans and their wives attended the meeting.

Mrs. Whelan urges that all members of the Auxiliary attend the reunion on June 6 and 7. "This auxiliary," she said, "which was formed one year ago, and which has such a creditable record for its brief existence, will have a very definite part in the services on June 6 and 7. I wish to earnestly urge every woman who is eligible to be present that she add her name to the roll. There is little to be asked of you. We have no cumbersome rules, nor intricate methods of law. We feel that the heart that prompted and the spirit which guided in the past may be trusted today to answer the call of our slogan 'Friendliness' and to re-

Veteran Employees' Association of St. L. S. F. Railway Co. APPLICATION FOR MEMBERSHIP

J. L. McCormack, Secretary-Treasurer,
Frisco Veteran Employees' Association,
Room 105, Frisco Building,
Springfield, Missouri

I hereby make application for membership in the Veteran Employees' Association of the St. Louis-San Francisco Railway Company. I have had 20 years' or more accumulative service with the Company and I enclose herewith remittance of \$1.00 to cover 1927 annual dues.

Name..... Address.....

Position

Division, Terminal or Department.....

Length of Service.....Date of Application.....

ANNUAL DUES—\$1.00

spond to the call of our creed, 'Loving Service' without any red tape or parliamentary rulings.

"We hope to see a good number of our women there to formulate plans to bring our veterans, our people, into a closer relationship, and to let each one know and to make each one feel that their welfare is our welfare, and as each prospers or grieves their success or adversity, it is reflected throughout the organization.

"Let us have the happiest crowd

that ever assembled at a veterans' reunion at the next meeting.

"On June 5, for those who come early and want a front seat, there will be an informal reception at the Colonial Hotel in the afternoon and evening, with vocal and instrumental music, the Springfield women acting as hostesses."

The next meeting of the Auxiliary will be held on May 5 at the home of Mrs. J. L. Zachritz, 1439 West 30th Street, Oklahoma City, Okla.

MAGAZINE SURPRISED HIM

The following letter from I. O. Schaub, dean of the North Carolina State College of Agriculture and Engineering, at Raleigh, North Carolina, and a former Frisco officer, is self-explanatory.

It came in response to a letter from J. E. Springer, Frisco agent at Atlanta, Georgia, in which Mr. Springer advised him that he was being placed on the mailing list to receive the Frisco publication:

"I have at last received a copy of the *Frisco Employees' Magazine*. I have not had a chance to look it over completely, but have glanced through it and find it quite a surprise. It has grown so in the nine years that I have been away, that I hardly recognized it. Then, too, the fact that Springfield really has a new station comes as a distinct surprise. I had supposed that was something that would materialize long after we had gone.

"I am going to take the *Magazine* home as I am sure the entire family will enjoy looking it over.

"I certainly appreciate your thoughtfulness."

"Frisco Best Service" Team Wins 10 to 4 from Monarchs

Seventh Street Aggregation Garners
Thirteen Hits in First Game of
Season

THE Frisco ball team of the Seventh Street Station, St. Louis, played its first match game on Sunday, April 17, at the St. Boniface grounds, and won from the Monarchs by a score of 10 to 4.

The Monarchs, sponsored by South St. Louis business men, were ineffective before Pitcher Claude Earnest of the Frisco team and the Frisco team made thirteen hits, while the Monarchs collected only five.

The Seventh Street team has been named "Frisco Best Service" and consists of the following men: E. Berger, O. Chaslonay, H. Busekinss, L. Glore, N. Glore, R. Eisen, A. Coyle, W. Macker and C. Earnest. A. Boen has undertaken the job of manager. On May 8 the Frisco Best Service team will play the ball team of Herculaneum, Mo., at that town.

This Frisco team is anxious to meet any of the other teams organized on Frisco Lines.

News of the Frisco Greater Traffic Committees

EMPLOYEES of Frisco Lines carried the slogan of "Greater Traffic" to greater heights during the month just passed with the organization of several new committees and clubs at terminals and division points, and the list of employees who have secured freight and passenger business has grown considerably since the April issue of the *Frisco Magazine*.

Chief among the newer organizations is the "Magic City Club of Frisco Lines," organized at Tulsa, Oklahoma, on April 5. Employees at this important city on Frisco Lines are firmly joined in a redoubled effort to increase freight and passenger travel from Tulsa via Frisco, and their efforts have already shown remarkable results.

"The general committee wishes to urge employees in Frisco cities who have not yet organized into Frisco Clubs and greater traffic committees, to do so immediately," General Chairman Sanborn said. "The movement is meeting with a gratifying response from one end of the railroad to the other, and the management is keenly interested in results. By our combined efforts the Frisco can be put into the forefront even more so than at present. We can accomplish this great end by a continual steady pull together with 'Greater Traffic' our slogan, and a greater Frisco our aim."

The Clinton, Missouri, Club met on April 17. Much new business was reported and each employee present had a report to make of a solicitation which he had made. The question of forming a ladies' auxiliary was received enthusiastically. Clinton has a most loyal group of men and women belonging to this chapter, and although their meetings are held on Sunday, the attendance is always exceptionally good and the employees devote themselves of an afternoon, to unite in discussing plans for securing additional business for Frisco Lines.

The Newburg, Missouri, Frisco Club met in regular session in the special agent's office, the evening of April 15. Many reports were received of employees who had solicited and secured business for the Frisco Lines, and several reports were made that dealers and merchants of Newburg

had requested that their goods be shipped via Frisco rails. The next regular meeting to be held May 6, will be in the form of a mass meeting, and the merchants and shippers of Newburg will be invited to attend.

The Oklahoma City Chapter of the Greater Traffic Club met on Monday, April 11. The club took a vote and issued an ultimatum that it must be the greatest on the system, "non

Frisco service and their friendly feeling toward the railroad and its employees. Mayor Russell of Monett, brought out very clearly in his address, the amicable attitude of the city administration toward the Frisco and its employees, and S. A. Chapell, postmaster, spoke of the co-operation which his department had received at the hands of the Frisco. J. E. Sater, attorney of Monett, made a pleasing address.

On April 6, the Wichita, Kansas, employees held a meeting in a coach at the Union Station Tracks at 7:30 p. m. The name of the club was changed from "Wichita Frisco Booster Club" to the "Wichita Frisco Greater Traffic Committee." Chairman Bannister called particular attention to the fact that courtesy over the telephone is a valuable asset. Those present were urged to make weekly reports of all new business secured.

The Ft. Smith Greater Traffic Committee held a meeting in the office of the agent at 11:30 a. m., April 6. It was decided that a rubber stamp would be made and each freight bill delivered to patrons would be stamped to read: "We thank you for this business." Reports of new business secured, were made, and post cards to be used in reporting new passenger business were distributed.

A banquet was held for the officials and employees of Tulsa, Oklahoma, on April 5, at the Y. M. C. A. cafeteria to form a Better Service Club. Previous to this a meeting had been held at the local freight house, Superintendent Kennedy presiding, when this banquet was arranged for, and a temporary chairman appointed. Many officials were present at the banquet on April 5, and the meeting was a decided success. It was voted to name the club, "The Frisco Magic City Club," and the following officers were elected: Fay Warren, president; Miss Christene Vanderford, vice-president; Phil Atkinson, secretary and R. C. Culter, of the executive general agent's office, treasurer. M. M. Sisson, assistant general manager; H. F. Sanborn, assistant to vice-president; S. R. Kennedy, superintendent and J. W. James, executive general agent

Soliciting Traffic—From an Accounting Standpoint

By BEN B. LEWIS

"Traffic!"

The word has become overnight a shibboleth, a password, the open sesame to a long-locked storehouse of new ideas and sparkling enthusiasms.

Yesterday, your average clerk was wont to draw down totals at the foot of a column, a monthly stipend and a sigh of relief when the day's work was done, plodding his more or less weary way to the humble fireside, giving never a hang nor a devil-may-care for the source of his daily bread. Traffic meant nothing in his young life, and railroad revenues represented a phrase heard as an echo of some distant, inconsequential yawn. Paydays came and paydays went—ho! hum! dinero! The grocer was paid and eke the butcher; while the weather was faithfully discussed. To the inquiring stranger the answer was droned: "Oh, I work for a railroad!"

Today, the column means personal loss or gain. The Sam Smith Company shipped two carloads via Frisco last month, and only one this month. What is the matter with Sam Smith, anyhow? Doesn't he realize that if his Frisco shipping falls off, my paycheck is liable to fall off, too? Sam is a friend of mine, I thought. I have long regarded him as such. I shall hie me over to Sam's place of business and remind him that I consider his action in this matter a personal affront, only to be wiped out by routing four cars via Frisco next month. If Sam loves me, he must love the Frisco too, by golly! Egad, yes!

And to the inquiring stranger the boast is made: "Mister, I work for the Frisco Railroad, the best in the world!"

The following Ft. Worth employees are to be commended for their efforts: P. N. Davis, M. R. Evans, John M. Freeman, R. A. Groves, G. S. Hatheway, Gladys Horton, W. S. Hutchison, J. P. Lyles, C. G. Miller, Lotta Moore, B. L. Morgan, N. L. Owings, C. H. Pendergrass, J. H. Richards, Georgia Mae Smith, W. B. Simpson, J. A. Tomlinson, R. D. Ward, J. L. Ward, W. M. Walker, J. B. White, E. C. Wilson.

secundum," which no doubt will cause some fine competition. Plans to organize an Oklahoma City ball club were discussed and it was found that a field had been secured for match and practice games, and all necessary equipment was being secured. Reports were received from the various committees, and detailed preparations were made at that meeting for a combined social and business meeting to be held on April 27, a report of which has not been furnished at this writing.

The Y. M. C. A. at Monett, Missouri, was the meeting point of Frisco employee members of the Monett, Missouri, Chapter of the Frisco Club on the night of April 7. Previous to the meeting, the Lee Boys' Band entertained with a concert. Reports from the different members who had solicited and secured new business for the Frisco were made. Six of the leading merchants of the City of Monett addressed the meeting and acknowledged their appreciation of

made the principal addresses. It was suggested that the ladies form an auxiliary and furnish the social end of the meetings, which suggestion was received with enthusiasm.

The Kansas City Sunnyland Club held one of its combined business meetings and dances in La Fiesta Hall Kansas City on the evening of April 4. A record crowd attended, and a great deal of business was discussed.

Chairman H. L. McDuffie called a meeting of the Greater Traffic Committee at Sherman, Texas, on April 5, at 7:30 p. m., in the director's room at the Chamber of Commerce. N. C. Dorchester, local agent spoke of the nine-day service to New York City. It was decided to divide the committee at Sherman into two parts, appointing a captain and a first lieutenant over each part. The first division appointed C. V. Montgomery, captain and J. B. Vestal, first lieutenant. The second division appointed E. M. Hatfield, captain and E. Inglehart, first lieutenant.

A meeting of the Enid Greater Traffic Committee was held in the superintendent's office the evening of April 6. A good representation from the engineers, conductors, firemen, brakemen, dispatchers, operators and switchmen were present, and a representative from the cashier's office, maintenance and way department, yard clerks, car department and a machinist responded to roll call. Mr. Lutzon, president of the Chamber of Commerce of that city was present and made an address. J. W. Maring, Frisco agent, also made a number of suggestions to aid in securing additional business.

Reports of four meetings of the different clubs held the latter part of March have just been received, namely, meeting of the Oklahoma City Chapter on March 28th; meeting of the Memphis, Tennessee club, the Brownwood, Texas club and the Okmulgee, Oklahoma club, the three latter clubs having met on March 29.

The Okmulgee club had its formation on that date, and a report of the officers elected has not as yet been received, but this club has plans to be among the foremost in showing results, even though it received a late start.

As far as can be ascertained, the Greater Traffic Committee of Fort Worth, Texas, has had printed the first stationery in the interest of their club. B. B. Lewis is chairman of that committee. Down the left hand column and printed in red are the following facts concerning Ft. Worth: "Thirty thousand employees on Frisco System"; "Frisco payroll in Fort Worth alone One Million Dollars per year"; "Specify Frisco routing"; "Ride the Texas Special to St. Louis, Oil Fields Special to Tulsa"; "Dependable Service and Courtesy." The letter head is printed in the Frisco colors, red and black.

One new feature which has been suggested at a number of meetings, is the formation of a ladies' auxiliary.

It is felt that the ladies, through their many business transactions in the performance of their duties as housewives, might be able to secure additional business through the suggestion that the goods and materials which they buy, be shipped via Frisco rails. A second and highly important feature which could be most successfully undertaken by them, is the entertain-

REMINDERS FOR FRISCO WORKERS

(From Sherman, Tex., Frisco Club.)

Don't argue with a prospective shipper or passenger. Going on the theory that "the public is always right" you will lose the business by arguments.

You are selling good will and to cinch a sale take a smile with you.

Never let an opportunity pass to answer questions in a civil manner.

What do you suppose the lady thought when she asked the conductor why the train had stopped and he replied, "We just killed a guy."

If merchants find it profitable to have their clerks say "Thank you" to a customer, does it take away any of the dignity of the conductor to say the same thing to "passenger customers"?

There are a lot of people who still believe railroad folks are the wickedest people on earth. You alone can correct this idea.

Don't dig up any old dead bones, let the past remain buried. We made mistakes in the old days and want to profit by not making the same mistakes twice.

Secretary Hoover said the way to do business in America today is to do it with glass pockets, and show the public what you really have, and what you really are doing.

ment and social parts of the Greater Traffic Club meetings.

Many of the chapters are acting upon this suggestion, and the June Magazine will no doubt carry detailed information on the formation of a number of these auxiliaries.

An urgent request is made by Mr. Sanborn to submit reports of each meeting to him and to the Magazine, in order that the activities of each one may be given mention in this publication.

The following were instrumental in securing additional passenger business for the Frisco Lines:

Fred Williams, train auditor, St. Louis, Mo.; Miss Good, office of chief claim agent, St. Louis, Mo.; J. F. Jedlicka, clerk, freight traffic department, St. Louis, Mo.; Arthur Stoehr, clerk, St. Louis, Mo.; Miss Addie Toland, clerk, passenger department, St. Louis, Mo.; O. E. Hackworth, cashier, Joplin, Mo.; L. S. Bauey, baggage agent, Joplin, Mo.; Leslie O. Troster, Joplin, Mo.; Chas. A. Smith, car inspector, Joplin, Mo.; H. E. Caruthers, fireman, Joplin, Mo.; M. B. Holland, W. L. Dunigan, conductor, Joplin, Mo.; Ben H. Baker, fireman, Joplin, Mo.; L. O. Foster, Joplin, Mo.; Clarence R. Ehlin, machinist,

Kansas City, Mo.; Geo. Steightholm, switchman, Kansas City, Mo.; Thos. J. O'Brien, switchman, Kansas City, Mo.; Guthrie Edwards, machinist, Kansas City, Mo.; Dorel L. Denison, Kansas City, Mo.; O. P. Christiansen, yard clerk, Kansas City, Mo.; E. W. Grace, engineer, Kansas City, Mo.; W. G. Pafford, brakeman, Oklahoma City; L. C. Dickinson, chief clerk, Enid, Okla.; W. W. Humphrey, clerk, Memphis, Tenn.; R. E. Fleming, clerk, Memphis, Tenn.; Chas. Islemail, chief clerk, Jonesboro, Ark.; B. C. Scruggs, assistant cashier, Memphis, Tenn.; C. J. Bishars, coal supervisor, Memphis, Tenn.; P. R. Thomas, supply man, Amory, Miss.; O. S. Marshall, car inspector, Memphis, Tenn.; Robt. L. Stevenson, car clerk, Amory, Miss.; M. W. Dunkin, S. F. A., Memphis, Tenn.; L. C. Wall, check clerk, Oklahoma City, Oklahoma; J. D. Williams, car carpenter, Memphis, Tenn.; E. Shannon, signal maintainer, Joplin, Mo.; H. F. Bencht; Alex. Headey, brakeman, Pittsburg, Kan.; G. R. Carson, conductor, Pittsburg, Kan.; John Croft, station porter, Pittsburg, Kan.; L. K. Guinn, Pittsburg, Kan.; Mike McCarty, Pittsburg, Kan.; George Kerley, conductor, Ft. Scott, Kan.; T. H. Wommack, car accountant office, Springfield, Mo.; J. A. Miller, agent, Columbus, Kansas; S. F. Vail, Ft. Scott, Kansas; W. A. Mills, conductor, Sapulpa, Okla.; Floyd Bright, express bill clerk, Oklahoma City, Okla.; H. A. Van Ness, conductor, Oklahoma City, Okla.; F. E. Carter, assistant yardmaster, Oklahoma City, Okla.

The following were instrumental in securing freight business via Frisco Lines:

C. E. Sillman, warehouse foreman, Birmingham, Ala.; B. P. Schneider, telegrapher, Springfield, Mo.; G. C. Roop, claim department, Springfield, Mo.; Thos. O'Toole, yard clerk, St. Louis; C. H. Brown, yardmaster, St. Louis; Maurice Slattery, clerk local office, St. Louis; C. E. Ishmail, chief clerk local office, Jonesboro, Ark.; R. T. Harrison, yard clerk, Jonesboro, Ark.; Patrick Moran, clerk local office, St. Louis; A. A. Koch, clerk local office, St. Louis; A. J. Sullivan, clerk local office, St. Louis; C. E. Bobbitt, clerk, local office, Kansas City, Mo.; H. A. Wilson, clerk, local office, Kansas City, Mo.; A. P. Christianson, clerk, local office, Kansas City, Mo.; Ed. Wichman, yard clerk, Kansas City, Mo.; Clyde Williams, car repairer, Kansas City, Mo.; Pat Larkin, yard clerk, Kansas City, Mo.; A. W. Meyer, yard clerk, Kansas City; J. E. Harris, yardmaster, Kansas City, Mo.; M. Her-nahan, traveling demurrage supervisor, Springfield; E. H. Carver, cashier, Chickasha, Okla.; John Harrocks, switchman, Wichita, Kan.; A. R. Newcome, local office, Wichita, Kansas; Jas. B. Reynolds, Greater Traffic Committee, Enid, Okla.; H. F. Goslin, Greater Traffic Committee, Enid, Oklahoma; E. K. Caldwell, Committee No. 5, Springfield, Mo.; W. A. Moore, route clerk, Memphis; W. Y. Billing, disposition clerk, Memphis; D. E. Cruder, disposition clerk, Memphis; Mrs. L. Linhan, local office, Memphis; W. W. Covington, chairman, Greater Traffic Committee, Yale, Tenn.; Cammie Adkins, clerk, local office, Birmingham, Ala.; C. R. Welch, traveling auditor, Joplin, Mo.; B. E. Hollis, trucker, Hope, Ark.; W. G. Pafford, brakeman, Oklahoma City, Okla.; H. E. Mahan, demurrage supervisor, Springfield, Mo.; H. F. Hastings, bill clerk, Jonesboro, Ark.; Pearl Grace, car accountant's office, Springfield, Mo.; C. E. Wheatley, division storekeeper, Springfield, Mo.; Ethel Wymer, secretary, supervisor car repair bills, Springfield, Mo.; A. A. Mayer, master mechanics' office, Memphis, Tenn.; F. W. Curtis, car clerk, Wichita, Kans.; E. J. Immele, agent's office, Wichita, Kansas; John L. Morgan, cashier, Enid, Okla.; A. B. Sherwood, Greater Traffic Committee, Springfield, Mo.

Frisco Florist Advises On Proper Cultivation of Spring Flowers

Four hundred and thirty section foremen and agents of Frisco Lines have availed themselves of General Manager Shaffer's circular on flower planting, and ordered plants and bulbs from Frisco Florist Don B. Fellows. Frisco station and section properties should be beautiful with blooming flowers this summer. The flowers will be supplied free of charge by the Frisco, and many varieties, including dahlias, scabiosa, elephant ears, gladiolas, cannas and zinnias are ready to be shipped to those who placed their orders.

WHEN you have cut flowers in vases, if you will change the water each day, cutting the stem about one-quarter inch each time you will prolong the length of the prettiness of your flowers.

Care should be exercised in watering your flower garden and do not water until necessary. When you do water, give same a good soaking, either late in the evening or early in the morning. Think it preferable to water in the evening, and then as it begins to dry off the next morning work your ground good, in this manner preserving the moisture which the plants need. As you all know weeds should be kept out of each bed, but whether there are weeds or not, give your bed a good hoeing at least once a week, oftener if possible, as this will give you what they call a dirt mulch. If possible do not let your water touch the foliage as it is apt to rust or turn brown.

In my previous article I failed to mention the fact that late planting of dahlias is advisable. Would prefer to plant all dahlias after June 1, and as late as July 15. Last year I planted dahlias on July 26 and had wonderful blooms until the frost came. When planting early, the plants will get a good start, make a lovely plant, and when hot weather sets in the wood will harden and some of the leaves will dry up. When this happens and the cool weather of autumn comes the plants will brighten up but the blooms will not produce. If your plant happens to start to dry up it would be advisable to cut them off at the ground about August 1, and then water plentifully until ready to set out buds. If your clump of dahlias should put up more than one shoot, the strongest one only should be allowed to mature. This can be done by either pulling same up or cutting off just under the ground. Dahlias should be pruned the same as tomatoes, and a good many of the suckers cut off unless you wish a bushy plant with many small blooms on it. If you wish large specimens, they can be had by disbudding, that is, only leave the middle bud to mature in each branch. Dahlias should be kept free from weeds and should be staked well for the taller varieties. Fertilizer can be applied before planting the tubers, by placing a four-inch flower pot full of pulverized sheep or cow manure with a handful of bone meal in the bottom of each hole. Do not let any of the fertilizer come in contact with the tubers, however. Liquid manure can be applied when the

plants begin to have buds on same. Deep cultivation is advisable between all plants, but do not disturb the tubers.

Gladiolus, if planted deep, need very little attention except to be kept free of weeds and then when bloom spikes start to form, water them freely. When the first bud begins to open they can be cut, but be sure and leave four or five leaves on the plant in order that the bulb will keep on growing and produce bulbets. The water should be changed daily, and faded blooms pulled off.

Scabiosa are very pretty flowers coming in white, blue, pink and red, and will last for nearly a week in water. Seed pods should not be allowed to develop, as they will take all the strength from the plant and will not allow other buds to form. The closer the blossoms are pinched, the more flowers they will produce.

Cannas are very effective as a border plant for mass planting and also look fine in any flower bed. At blooming time they should be mulched and watered well, and all faded blossoms kept off and not be allowed to go to seed.

Zinnias should be planted in full exposure to the sun, given plenty of room to grow, and kept free from weeds and the flowers pinched frequently for nice showing plants. Nothing surpasses a big bed of zinnias with their bright and showy colors and for cut flowers they last indefinitely. When cut, only the stems should be allowed to come in contact with the water as the water seems to effect the color of the bloom.

About all that caladiums, or elephant ears need in the way of attention, is a very deep mulch of barnyard litter and plenty of water and sunshine which will develop some very large green leaves which look very pretty either as single specimens, in beds, or in rows. All old withered leaves should be removed.

Peonias should be sprayed as soon as possible each spring with Bondeaux mixture, and again when the buds are about the size of a marble. If any of the plants, leaves or stems have a sign of being diseased, the effected part should be cut off and burned. A good many times they will not bloom but the spraying as outlined above seems to allow the buds to develop. When the buds begin to mature they need an abundance of water. If cut when the color begins to show and stored in a cool place they will last for a long time.

Iris, or flags, can be used either as

C. H. BALTZELL HONORED

When C. H. Baltzell received a wire from one of his "boy" friends at Ft. Smith to be sure and be in that city on March 13, he made preparations to be there. "I didn't know just what was going on," he said, "but I thought maybe the bunch was going to have an outing or a swimming party."

But after his arrival, he found that he, together with five other fathers, were to be initiated and given honorary membership in the Kappa Alpha Phi, a fraternity of which his young son is a member. This fraternity is a national secondary one.

"I've had a lot of very nice things handed to me in my time," said Uncle Charley, "but, honestly, I can't recall anything that got under by old, thick hide like this did. The way those boys handled the whole thing was simply wonderful to me. This was a case of real friendship, and gave me something that money cannot buy—the friendship of the finest, smartest and most loyal bunch of boys in the world."

The six fathers were given the full initiation that the sons received, when they became members. Following this, an elaborate dinner was given at the Goldman Hotel, where each father was called upon for a few words, in appreciation of his election.

"Now, that my home is in Springfield," said Uncle Charley, "I have already received an invitation to visit the Springfield chapter of this fraternity. Am I going? Well, you'd just better bet I am. Nothing like young boys, old swimmin' holes, and good fellowship to keep an old fellow like me young!"

a border or planted in mass formation or any way that a person desires. The purple dwarf iris, which does not grow over four or five inches tall and blooms in March or April, will give flowers when little else is in bloom, and they will help to brighten up any room. This variety last pretty well in water. This plant should be divided about every five years.

And last, but not least, who doesn't enjoy a beautiful bed of violets? I have growing in my garden the purple and white sweet-scented, purple and white variegated and the white and purple which are not fragrant. Some people plant their violets in the shade, but I think they do best in full exposure to the sun. Last spring I set out three short rows about fifteen feet long of the purple sweet-scented, setting out a plant or rather a small root about every three inches and this spring I never saw such a mass of flowers. We picked about twelve hundred one evening and you could not miss the blooms.

In concluding this series of articles I hope that I may have been of some assistance to some one who, like myself, is a lover of "Flowers Beautiful" and would be glad to hear from any who have any problem that I might help them solve.

FESTIVAL IS DELUGED

Famous Apple Celebration
Rained Out on April 14

DELUGED throughout the day by rains which reached torrential proportions at times and positively forbade the elaborate parade and ceremony which had been planned for the day, the fifth annual Northwest Arkansas Apple Blossom



DOROTHY BUTT

Festival, held at Rogers, Arkansas, on April 15, was forced to a postponement of many of its main events. The crowning of Queen Dorothy Butt of Fayetteville, Arkansas, was held at the Queen's Banquet when Governor John Martineau placed the jeweled crown on the brow of the young lady who will henceforth in 1927 rule the destinies of the Apple Kingdom, but the twenty-five gorgeous floats prepared by the towns participating in the festival were never taken from the garages where they were housed, and the elaborately decorated stage in the famous Apple Bowl was never used on the Festival Day.

Thousands of people from neighboring cities and states found refuge from the deluge of the day in the Frisco station at Rogers, in the hotel lobbies, in garages and under awnings. Now and then Jupiter Pluvius (perverse god) would cease his unwelcome downpour, but not once did the clouds roll away even for a few moments.

Frisco officials and employees who attended the event included General Manager Shaffer, Passenger Traffic Manager Cornatzar, Farm Marketing Agent Michelson, Horticultural Agent Eicher, Editor Huggins, associate Editress Martha Moore and others.

The parade and Apple Bowl ceremonies were held on Sunday, April 17.

Conductor Wooderson Holds 1893 Pay Check

AFTER Conductor T. R. Wooderson had checked train 101, running between Kansas City and Springfield, recently, and had found that he had a reporter for the *Magazine* aboard, he returned to him and said:

"If you've got the time, come back here. I've got something in my suitcase that might interest you."

"Here's a check," he said, "dated March 1, 1893. It is in pay for some overtime worked then, and it is in the amount of thirty-six cents. Have you any idea how long it took me to earn that amount?"

"Don't believe I have," promptly replied the reporter.

"Just three hours, and here's the story: Back in 1901, when the Frisco took over the old K. C. F. S. & M. road, there was no schedule for rates or overtime in effect. Conductors received \$80.00 a month and brakemen \$50.00. No allowance was made for overtime and no limit to the hours of service. The first real schedule was put into effect in 1892, and based on \$3.60 for a ten-hour day for conductors, and \$2.60 for a ten-hour day for brakemen, with overtime after the tenth hour. I received this check for thirty-six cents for three hours' work, helping southbound local No. 43 up Bois d'Arc Hill, west of Springfield. The conductor on the train which helped this freight from off the Clin-



T. R. WOODERSON

a construction train that was building the road out of Clinton. In the latter part of 1885 he went with a construction train with the Burlington, and after assisting in the building of 100 miles of new track for that railroad, he came to the old K. C. F. S. & M., in September, 1886. He was promoted to freight conductor in 1889 and to passenger conductor on January 1, 1901. His entire service has been on the northern division and the Clinton Line, and he claims Clinton, Mo., as his home.

"I worked on the Frisco Railroad when they put on the first diner. I think it was in 1901. They ran it from Kansas City to Paola, Kansas, and served both breakfast and lunch to a crowd of newspaper reporters and patrons of that train—I don't recall the train number, but the diner was one of the 600 series."

"Yes, I remember the big flood in Kansas City in 1903. I was on the last train that got into the yards before the water came up. We could not get out until it went down, which was a week later."

"There are so many improvements now in locomotive equipment in the way of modern safety devices. Brakes, now set by the engineer in the cab, relieve the brakeman of the burden and responsibility of controlling the speed of the trains."

"There is one thing that I am afraid these young brakemen and 'to-be' conductors do not realize as much as they should, that it was we old fellows, working at \$80.00 a month—with hours of overtime at thirty-six cents an hour, who paved the way for the modern fellow to make the salary which is paid conductors now, ranging

Kansas City Fort Scott & Memphis Railroad Co.

PAYABLE
AT OPTION OF THE HOLDER AT
MIDLAND NATIONAL BANK.
KANSAS CITY, MO.
CITIZENS NATIONAL BANK.
FORT SCOTT, KANS.
GREENE COUNTY BANK.
SPRINGFIELD, MO.
OREGON COUNTY BANK.
THAYER, MO.
FIRST NATIONAL BANK.
MEMPHIS, TENN.
STATE BANK OF ST. LOUIS.
ST. LOUIS, MO.

Kansas City, Mo. MAR 1ST 1893 No. 71476
SERIES A
At sight pay *T. R. Wooderson* Roll No. *120*
thirty six cents or order Dollars \$ *36 cents*
For wages due for the month of FEB 1893
This receipt will not be honored if drawn for an amount exceeding Two Hundred Dollars
To Cashier

Kansas City Fort Scott & Memphis RR Co.

Kansas City, Mo.

ton Line, was only allowed an hour's pay for this work, whether it took an hour or ten hours. The following month it took us another hour to get the old freight up this hill and again I received an overtime check for thirty-six cents. A total of seventy-two cents for four hours' work!

"I've figured it out," he said, "and I find that if a conductor put in the hours of service now that he did in those days at the present rate of pay, he would get \$450.00 or \$500.00 a month—where we got \$80.00!"

Mr. Wooderson started with the old Blair Line in 1885, as a brakeman on

from \$210.00 to \$350.00 a month for passenger men, and from \$200.00 to \$300.00 for freight men. It took pioneers in the field to make the start, and perhaps some of these younger fellows might appreciate their jobs more, had they had to work for three hours, and draw an overtime check for thirty-six cents."

Mr. Wooderson runs between Kansas City and Springfield, via Fort Scott, trains 101-107, 105-103, with eight intervening days to complete the rounds from either of the above trains, until returning to the corresponding train again.

FRISCO BOY IN MOVIES

Geo. A. Goforth of Hal Roach
Comedies Former Frisco
Telegrapher

"YOU'VE got to have a lot of weight to get into the movies," jovially remarked G. A. Goforth, formerly of Frisco Lines and now one of the actors who helps to make Hal Roach comedies popular.

And when you know that he weighs 325 pounds, is 5'10" high, can stand and kick 6'6", holds the world's rec-



G. A. GOFORTH

ord in breast expansion of 11¼", can ride a bicycle, run, and wrestle, you'll wonder if he meant weight, or weight! Pull or push!

Anyway a reat number of Frisco employes will read with interest this account of his movie career, for they know him well from the days when he pounded the key at an operator's desk on the Frisco Railroad. In answering a letter from the *Frisco Magazine*, Mr. Goforth wrote:

"Your letter asking for a history of my railroad and movie career, brings back fond memories. As a boy I was fond of the trains, and received many a spanking from my father for riding on the cow-catcher of the little engine that ran between Bloomfield and Zalma, Missouri. Brownwood, where I learned telegraphy, was at that time a junction point for several lines, and I will never forget the morning that G. W. Carlisle, superintendent of the St. Louis & Gulf Line, and commonly known as 'George,' came into the office and said to me: 'How would you like to go to Zalma as agent and operator?' The job will pay you \$25.00 a month and express commissions. You will make nearly \$40.00.'

"He will never know how happy he

The Metropolitan Insurance Company paid to its Frisco policyholders in the month of March, 1927, for death, disability, health and accident claims, a total of \$24,934.95.

The supervisory group received \$12,000 death and \$1,725.04 total and permanent disability claims during March, 1927; the shop crafts, \$5,000.00 in death, \$459.36, total and permanent disability and \$4,440.03 in health and accident claims; clerks' group, \$1,000 death, \$310.52 total and permanent disability.

made me feel, and by the way, my board and room at the old James Hotel was \$3.00 a week.

"After leaving Zalma, I was operator for W. W. Fagan, general superintendent of the construction on the new line then being built between North Cape Girardeau and St. Louis. After leaving that work, I was stationed at a number of points south of Cape Girardeau. Then the wanderlust grabbed me and I started west, however I wound up down south, after working south, east and north for various railroads, press associations and brokers. I returned to Missouri and worked as relay operator and dispatcher for several years, and after spending some five years in Colorado and Wyoming, came to Hollywood."

V. E. Hopkins, operator for the Frisco at Chaffee, Missouri, recalls that Mr. Goforth was one of the first operators on the road built from Cape Girardeau to St. Louis.

After Mr. Goforth arrived in Hollywood, he immediately visited the different studios, and secured his first work in "The Nickel Hopper," with Mabel Normand. He then appeared in "Are Brunettes Safe" with Charley Chase, and then in "Jewish Prudence" with Max Davidson, that famous Jewish character who helped to make "Abie's Irish Rose" famous on the New York stage.

Just now Mr. Goforth has a part in "The Out-Law Dog" directed by J. P. McGowan, and "The Cheek I Love to Touch" with Albert Cooke and Danny O'Shea, whom he calls "stars" of the comedies.

"It has been my pleasure," he writes, "to meet several of the leading lights since I was initiated into the 'Stage and Movie 233 Club' recently, where Douglas Fairbanks, Harold Lloyd, Monte Blue, Water Heirs, Tom Mix and nearly all the stars and near-stars get acquainted. The 233 has some 1,800 actors, directors and producers as members and is building a 14-story club room on Holly Boulevard and Vine Street, which is located in the heart of Hollywood and filmdom.

In one of the closing paragraphs of Mr. Goforth's letter he says: "I would like to mention to the girl readers of the *Frisco Magazine* one thing in particular. If you girls are thinking of coming to Hollywood, or if you know of any girl who contemplates making a try for the movies, be

ENDORSED BY FRISCO!



Miss Regina Steffens, of Tulsa, Oklahoma, pretty candidate for election as one of the Princesses of the Tulsa Rose Carnival had no trouble securing the endorsement of Frisco employes at Tulsa in her campaign. Mr. J. W. James, executive general agent, assured Miss Regina of Frisco support, not only because of her own worthiness, but because her "dad" is T. H. Steffens, president of the Sand Springs Railway. Miss Steffens was also endorsed by the Vandever Dry Goods Company, Kerry Glass Company, Optimist Club, Kiwanis Club and the Tulsa Traffic Club.

warned that unless you have been given special training, stage experience, and also have sufficient funds to keep yourself for a year or so, it is a sad thing to come.

"There are 12,000 people registered at Central Casting, the main casting office where the large studios obtain their talent, and the smaller casting offices who furnish to the independent producers, have probably 5,000 and some of them do not work but two or three days a month. To be perfectly frank it is pitiful to see some of the girls trying to 'make the grade.' So please say a word along this line, for there is all kinds of talent here, and it is hard to 'sell' yours unless it is backed by stage or screen experience."

Mr. Goforth is more than anxious that some of his old friends get in communication with him, and gives his address as 1033 North Edgemont Boulevard, Hollywood.

He'll Learn

Woman (who has given some food to a tramp): "You have a very awkward way of eating, man."

Tramp: "Yes, ma'am; I s'pose it's 'cause I'm out of practice."

Zone Accounting on the Frisco

By C. B. REX, Assistant Auditor

FOR several years past a number of Eastern roads have been making a special study of freight accounting in an effort to eliminate duplication of work in the freight auditor's office and in the offices of station agents and to overcome as far as possible errors in original work.

It has been estimated by various authorities that at least 40 per cent of the time of employes in the office of a freight auditor of any large railroad is devoted to the correction of errors.

The freight waybill being the basis of practically all freight accounting work, the subject naturally resolves itself into one of having waybills correctly rendered and correctly handled through the accounts.

On any railroad the volume of business handled at about 75 per cent of the stations is not sufficient to justify the employment of men to handle the accounting work only; as a result the employes at such stations must of necessity be selected with particular reference to their experience along operating and traffic lines and the question of their accounting ability is given secondary consideration.

The principle of specialization and volume production, with the aid of mechanical devices, under intensive supervision, has long been recognized as productive of the greatest efficiency in any line of work. It is, of course, apparent that intensive supervision by thoroughly qualified freight accountants cannot be extended daily to the work performed at 600 stations, and the problem is, therefore, one of concentrating as much of this work as possible at a few central points where the more important classes of work can be assigned to a specialist and the purely mechanical work can be handled with the aid of the most modern mechanical devices.

These mechanical devices can only be profitably employed on volume production, hence the necessity of concentrating it at central points.

The use of "Punched Cards," while new to a great many people, has been employed in various departments of the U. S. Government at Washington, in the general offices of many railroads, and in large manufacturing and other industries for more than 30 years, and their use has made possible the compilation of important statistical information, the cost of which would be prohibitive under any other plan.

The old longhand method of compiling information requires a re-transcribing of all the data for each particular class of information required, and with each transcription errors creep in which cause difficulty in balancing. Under the card plan all the information required for the various reports is punched into the card at the first operation and, when once in balance with the control figure, can be re-sort-

ed in any number of ways.

Cards can be punched with all the necessary information, two or three times as fast as the information could be transcribed by either longhand or typewriter. After the cards are once in balance they can be re-sorted into any other grouping at the rate of 400 cards a minute; then all the information on the card printed and totals made at the rate of 75 cards a minute.

As an illustration, take the Agents Local Received Abstract, Form 35 Local. Under the present plan this is either typed or written up in longhand and balanced.

On receipt in the audit office, cards have to be punched from each waybill to verify the agent's abstract, to use as a check for unreported waybills and for statistical purposes. Under the Zone Plan, instead of typing the abstract, a card is punched from the waybill in the zone office and the agent's abstract is printed from these cards. This operation in the zone can be completed with no greater expenditure of labor than was formerly required to type and balance, and after the abstract is completed, the cards are forwarded to the audit office and the punching and balancing of cards in the audit office is eliminated.

Up to this time we have experimented only with the Local Received Abstract, but effective April 1, we began to handle the Interline Received Abstracts in the same manner, and as our plans mature will no doubt work out a similar system for handling Forwarded Abstracts.

As previously stated a number of roads have been experimenting with this plan for several years, with fairly good results. An investigation of the various plans developed the fact that no two were working along exactly the same lines and naturally each felt their system was the best and it was impossible to decide which of the various plans would best fit our requirements. So it was decided to start an experimental zone at St. Louis and endeavor to utilize the best points of the various other systems.

Effective May 1, last year, the first zone office was started at Seventh Street, St. Louis, handling the accounts of Seventh Street station only. This work was handled by Mr. Snyder with the assistance of representatives of the accounting department and was continued on this basis up to December 31, when it was decided the plan was entirely feasible and should be extended.

Effective January 1, the entire accounting force was transferred to the jurisdiction of the auditor-freight accounts and his representative placed in charge, and at this time the plan was extended to all stations between St. Louis and Chaffee and, effective March 1, is being extended to the balance of the main line stations, Riv-

ENDORSES VETS' REUNION

"Those veteran employes who are eligible to membership in the Frisco Veterans' Association, and do not take advantage of the opportunity, certainly are missing a treat once a year," writes J. A. Murray, veteran engineer of forty-three years' service, Memphis Terminal.

Mr. Murray enthusiastically claims that the reunion brings the veterans in close contact with each other, where they can renew friendships of a lifetime.

"I have been a member of this association for the last two years," he said, "and I have never attended any labor or fraternal organization where there was near the sociability which exists at this assembly."

He also gives credit to those who are responsible for making the reunion a success, and to the good people of the City of Springfield, Mo., who welcome the visiting veterans so wholeheartedly.

er division.

The second zone office was opened at Kansas City, March 1, to handle the accounts of Kansas City station only. No further extension of the zone plan is contemplated for some months to come.

Along with the zone accounting it is expected to inaugurate zone revising, or, in other words, at the points where zone offices are located, the final audit office revision will be placed on the waybills before they are expensed and on stations reporting to the zone final revision will be made before the waybills are taken into station accounts which will result in corrections due to revision being returned to agents within a few days and undercharges collected while the matter is still fresh in the minds of all concerned, thus eliminating correspondence and avoiding misunderstandings.

It is expected by relieving station forces of the bookkeeping and accounting work that they will have more time to devote to other important duties. More care can be used in billing freight, in applying rates, making extensions, etc., thereby materially reducing the number of corrections. More time can be spent in checking freight to see that the freight as actually billed has been sent forward in accordance with billing instructions.

At destination stations employes have more time to revise rates and extensions and to properly render and check their freight bills before presentation to patrons for collection.

Station forces will be able to assist in reducing the amounts paid on account of loss and damage claims by seeing that the freight as received is properly checked against the waybills and proper notations made on freight bills and waybills.

More time will be afforded agents to follow up their uncollected and the solicitation of freight.

A. O. DRENNAN ELECTED

Cabool, Mo., Employee Chosen as Gen'l Chairman, B. R. S. of A.

THE election of A. O. Drennan, signal maintainer at Cabool, Missouri, to the position of general chairman of the Frisco Unit of the Brotherhood of Railway Signalmen of America, was announced at Springfield March 27. Mr. Drennan succeeded Earl M. Stewart, who resigned following his transfer to Ft. Worth, Texas, recently.

The new general chairman has spent 17 years with the Frisco, always in the employ of the signal department. He will represent a present membership of 100 men. Drennan is married and the father of one son. He resides at Cabool and will maintain his present position with this company while serving as general chairman of his organization.

AGENCY CHANGES FOR APRIL

Mrs. Rae B. Langley installed temporary ticket agent, Upalika, Mo., effective April 1. S. Doyle left the station February 26, and Mrs. Langley has acted as ticket agent from that date.

R. E. Nichols installed temporary agent Webster Groves, Mo., effective April 4. Nichols had acted as agent since March 17.

F. M. Means installed temporary agent, Olden, Mo., effective April 5.

L. L. Sharp installed permanent agent, Portia, Ark., effective April 6.

Wm. McKenzie installed permanent agent, Cold Springs, Okla., effective April 6.

T. K. Orr installed permanent agent, Piedmont, Kans., effective April 11.

R. W. Berry installed temporary agent, Valliant, Okla., effective April 11.

A NO-OVERTIME RECORD

If you'd like to know how to eliminate overtime, it might be well to have a talk with W. P. Gustin, general yardmaster at Springfield, Missouri.

The last overtime in that yard was made on December 23, 1926, and for a portion of the time between that date and the present one, 18 crews were working. This number was recently reduced to 17.

"The yard and engine men in the terminal are very proud of this record," Mr. Gustin writes, "and it was accomplished by the co-operation of these men and the supervision given by the assistant yardmasters.

"The shifts are so arranged that in case a crew does not complete a piece of work, another crew is used to finish it. On outside engines the foreman makes a report of the work left undone and another engine completes it."

Mr. Gustin's aim is to continue this record as long as conditions permit.

Better Service Campaign Brings Good Results First Three Months

THE first three months of 1927 have wrought many changes in the standing of terminals and divisions in the better service campaign for rough handling reductions, according to the April 9 report of Mr. M. M. Sisson, assistant general manager.

Mr. Sisson calls attention of all employees to the fact that through their co-operation a 44.7 per cent decrease in the number of cars damaged the first three months of 1927 was made, compared with the same period of 1926. A further decrease of 47.1 per cent was made in the amount of damage per car handled, and a

corresponding increase of 63.5 per cent was made in the number of cars handled per car damaged.

The Springfield terminals continue to hold first place, with Birmingham a close second and St. Louis in third position. Tulsa terminals hold the same position as last year, with Memphis advanced one point, and Kansas City dropped from fifth to sixth position, occupying the place held by Memphis last year.

The Southwestern and Western divisions are tied for first place among the divisions, but that coveted position was awarded to the Southwestern when it handled 275,902 cars the first

three months of this year without damaging a car. The Western made a similar record of no cars damaged, but handled 60,669 cars as compared to the Southwestern's greater number. The Northern division dropped from fourth to sixth place, while the Central dropped from second to third position.

The slogan under which the campaign was carried on during April was submitted by G. I. Gann, engineer of Newburg, Mo., and is: "Much of the Business Depends on the Proper Handling of Equipment."

The table of comparisons for 1925, 1926 and 1927, appears below:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL HANDLED			STANDING DIVISION OR TERMINAL		
	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925	1927	1926	1925
TERMINALS															
Springfield ...	2	4	4	\$ 725.00	\$ 655.00	\$ 365.00	178,782	193,874	186,195	.0011	.0021	.0021	1	1	1
Birmingham ...	7	13	13	423.50	2,520.00	591.00	192,549	216,446	171,461	.0036	.0060	.0075	2	3	2
St. Louis ...	19	7	23	266.00	204.00	1,111.00	179,886	182,102	180,390	.0106	.0038	.0127	3	2	3
Tulsa ...	20	61	58	2,099.00	1,270.00	1,885.00	175,576	207,382	196,583	.0114	.0294	.0295	4	4	6
Memphis ...	43	114	56	1,225.00	5,149.20	3,407.50	217,672	310,293	317,438	.0198	.0367	.0176	5	6	4
Kansas City ..	47	59	49	1,002.50	1,844.00	1,258.00	168,238	168,319	173,260	.0279	.0350	.0283	6	5	5
Total	138	258	203	\$ 5,741.00	\$ 11,642.20	\$ 8,617.50	1,112,703	1,278,416	1,225,327	.0124	.0202	.0166			
DIVISIONS															
Southwestern ..	—	75	24	—	\$ 1,947.50	\$ 634.00	275,902	274,540	268,681	—	.0273	.0089	1	7	4
Western	—	—	6	—	—	120.00	60,669	54,007	53,757	—	—	.0111	1	1	6
Eastern	6	12	2	136.00	257.78	145.00	195,820	207,763	194,329	.0031	.0057	.0010	2	5	2
Central	5	1	—	220.00	15.00	—	98,837	102,965	96,165	.0051	.0009	—	3	2	1
Southern	15	11	13	329.00	612.00	2,390.00	227,805	257,705	229,889	.0066	.0043	.0056	4	3	3
River	13	15	34	675.00	516.00	1,059.00	104,555	112,262	111,736	.0124	.0133	.0304	5	6	7
Northern	36	12	24	939.00	219.00	838.25	233,824	259,042	255,060	.0154	.0046	.0094	6	4	5
Total	75	126	103	\$ 2,299.00	\$ 3,567.28	\$ 5,186.25	1,197,412	1,268,284	1,209,617	.0063	.0099	.0085			
Texas Lines ..	1	3	13	25.00	50.00	292.50	25,447	36,639	43,396	.0039	.0082	.0300			
To. System.	214	387	319	\$ 8,065.00	\$ 15,259.48	\$ 14,096.25									

1927 Compared with 1926

Per cent decrease in number cars damaged.....	44.7	Per cent increase in number of cars handled per car damaged	63.5
Per cent decrease in amount of damage.....	47.1	Per cent decrease in amount of damage per car handled	41.54

For Meritorious Service

EASTERN DIVISION

SUPERINTENDENT E. L. MAGERS reports the following cases of meritorious service:

A. A. McClellan, engineer; George McLelland, conductor; J. E. McNolly, fireman; R. O. Davis, C. Gault and G. J. Richardson, brakemen, extinguished fire in car Erie 114080 at Marshfield, Mo., on February 18. Mr. Magers placed a letter of commendation on the personal file of each of these men.

B. W. Fisher, telegrapher at Leasburg, Missouri, noticed something wrong with a car in train No. 36 as it passed through his station at 8:00 p. m., March 17. He notified the dispatcher and the train was stopped at Bourbon and bad order car taken out. A letter of commendation was placed on Mr. Fisher's personal record file.

T. A. Ridley, engineer; T. P. Hood, brakeman; T. M. Pannell, car man; A. R. Pruitt, engine watchman; J. L. Mace, operator-towerman; B. H. Larimer, bill clerk; H. P. Hilton, signal maintainer at Aurora, Missouri, and H. F. Plumlee, special office at Monett, Missouri, made ready the Aurora branch engine on March 20, when the Aurora Mill burned, and pulled the cars located near that mill to safety. Among the cars was one which contained gasoline. Ten merit marks were credited to the record of each of these men.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

J. F. Yount, conductor; J. P. Rice, engineer and G. I. Knowlton, fireman, repaired the north end of passing track at Knowlton, Missouri, when they found it in bad order, enabling them to meet extra south and let train 802 go by without delay on March 23. These men were commended for their action.

G. I. Knowlton, fireman, was also commended for his aid in connection with movement of train extra 1283 south, December 13, 1926.

G. A. Gibson, conductor; J. P. Rice, engineer; Spray Edwards, brakeman; W. F. Proffer, J. C. Hampton and H. D. Conerly, water service repairmen were commended for meritorious service in connection with locating and making temporary repairs to defects on combination car 151, train 881 on March 10.

SOUTHWESTERN DIVISION

Superintendent C. T. Mason reports the following cases of meritorious service:

O. N. Bridges, brakeman at Francis, Oklahoma, located broken arch bar on G. A. T. X. 6524 in train extra 4130 south at Mill Creek, January 31. His personal record was credited with ten merit marks.

D. Wall, engineer at West Tulsa, while switching on extra 4147 north, March 8 at Holdenville, Oklahoma, found one of the grates in his engine disconnected. He stopped the engine on dry level track and wedged his way underneath and crawled up in the ash pan and connected the grate, causing a delay of only fifteen minutes. His record was credited with ten merit marks.

R. C. Meadors, engine foreman at Afton, Oklahoma, reported S. F. 32124 and four other cars containing various commodities, listed and moving into Afton on March 13, as empties. A letter of commendation was placed on his personal record file.

E. L. Gardner, engineer and Matt Thomas, brakeman, both of West Tulsa, Oklahoma, were commended by Mr. Mason when they found valve disconnected inside water tank on April 4, at Chelsea, Okla., and volunteered to climb inside the tank and raise the valve so as to permit engine on train No. 438 to take water.

O. N. Breeland, brakeman at Oklahoma City, while looking over train extra 4109 at Depew, Oklahoma, on March 22, found four slipped tires on engine 605 which was being handled dead in train. His personal record was credited with ten merit marks.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

O. R. Adams, brakeman at Kansas City, found brakehanger on F. G. E. 19598 bent and beam on top of wheel in his train while at Paola, Kansas, on March 14. His personal record was credited with five merit marks.

Will Arnold, janitor, Frisco shops, Neodesha, Kansas, detected a broken arch bar on car S. D. R. X. 863 when the car arrived in Neodesha at 10:25 a. m., March 3. His personal record was credited with five merit marks.

H. A. Miller, operator at Pleasanton, Kansas, found a broken rail in front of tower in Missouri Pacific crossing, Pleasanton, at 11:00 p. m., March 25, and notified all concerned so that repairs were made in a short time. His personal record was credited with five merit marks.

(Now turn to Page 20, please)

FREIGHT AGENTS MEET

Station Section of A. R. A.
Convenes at Memphis,
May 17

THE Freight Station Section of American Railway Association, Division 1, Operating, will hold its Seventh Annual Convention at Memphis, Tennessee, May 17, 18, 19 and 20, with headquarters at the Peabody Hotel.

This convention was secured through the activities of the local freight agents for the various railroads at Memphis. S. L. Oliver, Frisco agent at that point is chairman of the entertainment committee for the convention.

The freight station section was formerly an association of freight agents. The organization was founded during the year 1888, at which time it was known as the National Association of Freight Agents. Thirteen years later, the name was changed to the American Association of Freight Agents, to permit local associations from the Dominion of Canada and the Republic of Mexico to become members. During the latter part of the year 1920, the American Railway Association gave favorable consideration to the establishing of a Freight Station Section, and the first annual session was held during June, 1921.

It is expected that several hundred agents, located throughout the United States and Canada will attend, and below is a list of the subjects which will be discussed:

Shipping sugar, rice, flour, meal and other similar commodities in cloth and jute bags, vs. packing in metal containers.

Development of apprentices choosing transportation as a business career.

Uniform application of Rules 4-A and 11 of the National Reconsigning Rules.

Having motor and other trucks so constructed that they can be unloaded or loaded at the side as well as at the tail board.

Supervision of freight station service.

Uniform plan for handling of charges made for persons traveling with freight shipments.

Concealed damage.
Simplified and uniform over, short and damage reports.

Claim prevention, ice, carloads.
Showing vent or icing instructions on car cards, switch waybills, etc.

Peddling from cars.

Rule 41, Consolidated Classification.
Minimum weights applicable to mixed cars subject to Rules 24 and 34 of Consolidated Classification where shippers order cars over 36 feet in length and two shorter cars are furnished.

The lighterage situation of New York City and harbor.

Authority for delivery of shipments covered by straight bills of lading.

Proposed plan of supervising collection of transportation charges and credit arrangements.

Observance of rules as a freight claim prevention measure.

Preventing "out-of-line" charges.

Watering and feeding live stock in transit at junction points.

Carload deliveries in New York City.

Dimensions or weight capacity of cars greater than ordered, furnished for loading carload freight by carriers.

IN ACCIDENT PREVENTION

Four hundred and forty-two employees and visitors attended nineteen accident prevention meetings during the period March 9 to April 14. One hundred and sixty-two of these attended the nine meetings in April, while two hundred and eighty attended the ten held, March 9 until March 31.

A meeting was called by F. A. Beyer, superintendent, west shops, Springfield, on April 4, and twenty men responded to roll call. A close and accurate check of records of all unsafe conditions and practices was made, and many small items were reported. To date, the west shops has corrected every unsafe condition and practice reported so far in 1927.

F. M. Darden, general foreman of the car department at Springfield, called a meeting of his men on April 4. Twelve were in attendance. This department also reports all unsafe conditions corrected.

J. M. Flanigan, superintendent of terminals at Kansas City, called a meeting of his department on April 4. Twenty-eight men were present. W. S. Pollard, claim agent, addressed the meeting at length on the accident reports needed relative to the new Compensation Act.

H. J. Ray, shop superintendent, north shops, Springfield, Mo., called a meeting of his men on April 5. Twelve men were present. The meeting was addressed by Harry Harrison of the accident prevention department. Out of a total of fifty-three unsafe conditions reported, all but nine have been repaired at this shop.

J. T. Fite, general foreman of the car department, Springfield, Missouri, called a meeting of his men on April 6. As Mr. Fite was called away, Harry Harrison of the accident prevention department acted as chairman. Fifteen men were present. A report and review of accidents which had occurred occupied a considerable part of the program.

S. T. Cantrell, superintendent at Ft. Smith, Arkansas, called an accident prevention meeting at Fayetteville on April 7. Twenty-five men were present. Several of the special committees made reports, and letters from absent members were read.

P. W. Conley, superintendent of terminals, St. Louis, Missouri, acted as chairman at a meeting held in his office on April 7, with thirteen of his men. A discussion of rough handling in respect to injuries was a subject of much interest, with many new phases of accident prevention injected into the discussion.

E. W. Brown, general foreman at Tulsa, acted as chairman at an accident prevention meeting held April 12. Due to the change of terminals from Sapulpa to West Tulsa, this was the first meeting of its kind since January. Many subjects were discussed, and the matter of accident prevention was stressed.

H. W. JOHNSON HONORED

An additional honor has come to an official of the Frisco Lines from the American Railway Association, with the appointment of Henry W. Johnson, car accountant, Springfield, as



H. W. JOHNSON

a member of the transportation division's committee on demurrage, storage, reconsigning and diversions. The appointment of Mr. Johnson was made April 1, and followed shortly the appointment of John L. McCormack, superintendent of freight loss and damage claims, to a similar committee of the A. R. A.

The committee of which Mr. Johnson is a member, supervises tariff rules and changes on demurrage, storage, diversions and reconsignments.

J. W. Surles, master mechanic at Sherman, Texas, acted as chairman at a meeting held at that point on April 13, when twenty-one men met for an accident prevention session. Out of a total of 105 unsafe conditions reported, only thirty-six remain uncorrected, and these are receiving immediate attention.

The following held meetings during March: O. L. Young, superintendent terminals, Birmingham Ala., 42 present; S. T. Cantrell, superintendent, Ft. Smith, Ark., 16 present; P. W. Conley, superintendent terminals, St. Louis, Mo., 16 present; J. D. Heyburn, master mechanic, Hugo, Okla., 15 present; W. G. Hall, assistant master mechanic, Kansas City, Mo., 32 present; W. H. Bevans, superintendent, Joplin, Mo., 56 present; W. T. Clark, general car foreman, Memphis, Tenn., 23 present; E. E. Nixon, master mechanic, Chaffee, Mo., 15 present; E. E. McGuire, superintendent terminals, Memphis, Tenn., 25 present; W. J. Foley, master mechanic, Enid, Okla., 40 present.

FOR MERITORIOUS SERVICE

(Continued from Page 19)

Paul Stewart, agent's clerk, Columbus, Kansas, while acting in the capacity of weigh-master-clerk on March 21, at Scammon, Kansas, found a broken rail on passing track at that point. A letter of commendation was placed on Mr. Stewart's personal record.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

Fred A. Mauldin, brakeman, on a recent trip on the western division, volunteered to fire engine on local freight due to illness of the fireman.

Alfred A. Rodgers, engineer, was commended for his excellent work in bringing passenger train into the terminal on time, although the cylinder head on motor 2133 had broken, allowing water to flow into the cylinder.

KANSAS CITY TERMINALS

Superintendent J. M. Flanigan reports the following case of meritorious service:

Henry M. Carson, brakeman at Kansas City, Missouri, detected a broken truck side on extra 4104 north, February 3. He set the air on the train, and stopped it before the broken truck side had caused a great amount of damage.

SPRINGFIELD TERMINAL

Superintendent of Terminals O. W. Bruton reports the following case of meritorious service:

C. C. Ellison, bill clerk at Springfield, Missouri, caught Q. R. X. 1748, car of gasoline billed from Arkansas City, Kansas, to McCook, Nebraska via St. Louis and C. B. & Q. Railroad. This car should have been routed Kansas City instead of St. Louis. A letter of appreciation for his careful check was placed on his personal record file.

TELEGRAPH DEPARTMENT

J. H. Brennan, superintendent telegraph, Springfield, Missouri, wishes to mention the two cases of meritorious service noted below:

E. C. Holt, lineman; Signal Foreman Kelton, and Signal Supervisor Claman were complimented for their work in restoring telegraph and telephone wires at total break, where three poles slid into the river at Mincke, Mo., on April 6. The slide occurred at 9:00 a. m. The material was out of St. Louis at 1:00 p. m. on a freight train, and all wires were working by 4:30 p. m.

Wm. Spratley of the telegraph department greatly assisted in carrying a pilot from Oklahoma City to Greig, Okla., on Sunday, April 3, in connection with washout troubles, and received a letter of commendation from C. T. Mason, superintendent, as well as one from Mr. Brennan.

ABANDON ROUNDHOUSE

South Springfield, Mo., Facilities
Turned to Reclamation Work

THE Frisco facilities at South Springfield, Missouri, on April 1, were turned into a reclamation plant exclusively, when the south side roundhouse was abandoned, and on that night the roundhouse was dark for the first time since it was erected in 1885. There has always been a night force at work, taking care of running and light repairs of equipment which passed through the Springfield south side station, but this work will hereafter be taken care of at the north roundhouse.

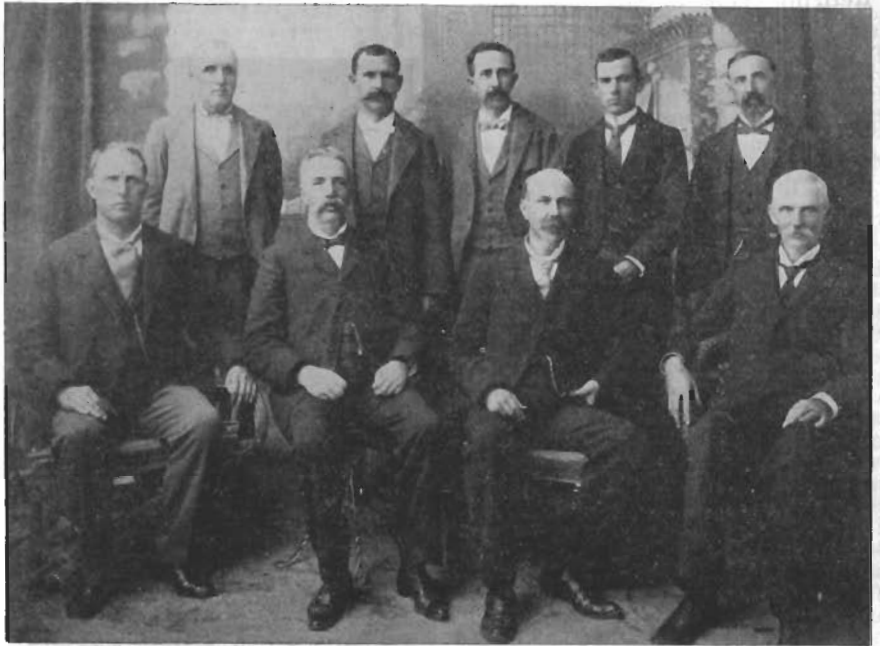
"The night the roundhouse was dark," said Harry Brown, chief clerk to L. J. Leysaht, superintendent reclamation plant, "many of the old fellows who have worked here for a number of years came down, just as a sort of a tribute to the old surroundings."

The force of men of over 400, was reduced to 260. This force will be employed exclusively on reclamation plant work. The two hundred transferred men went to various points between St. Louis and Monett. Nearly 140 of them transferred to the north and west shops at Springfield; many of them went to Monett and a number to the St. Louis shops. Among the supervisors who made a change in their location were: W. B. Murney, general foreman, transferred to Chouteau Avenue, St. Louis; H. T. Kelohner, boilermaker foreman, transferred to Chouteau Avenue, St. Louis; J. H. Miscampbell, roundhouse foreman, transferred to the north roundhouse, Springfield; F. A. Beyer, Jr., assistant roundhouse foreman, transferred to Monett, Mo.; J. E. Grudwell, machine foreman, made foreman in charge of trains at South Springfield, Mo.

There were a number of men employed in these shops who had had years of service there. T. B. Chapman, roundhouse clerk transferred to the North Springfield roundhouse, had served 20 years; James Palmer, outside hostler helper had thirty-two years' service, transferred to the North Springfield roundhouse; James Edwards, inside hostler helper had had eighteen years' service and took up new duties at the North Springfield roundhouse.

"We hope to make a bigger and better showing for 1927 than we ever did," said L. J. Leysaht, "for we were somewhat cramped for room while the roundhouse was here, and could not devote our entire time to reclamation plant work. Now, since that is our sole work, we expect to make the results startling. Our north roundhouse will take care of the branch line power now, but our south side will continue to take care of the motor cars used on the runs out of Springfield. The big Heine boilers and air compressors are to be shipped to West Tulsa and we are going to get two

These Men Built Frisco into Oklahoma City, Okla.



—Photo Courtesy Oklahoma City Chamber of Commerce.

Here are the men who built the Frisco Railroad into Oklahoma City from Sapulpa. Top row, standing, reading from left to right, Henry Overholser, J. M. Owen, S. A. Steward, F. L. Dobbin, F. M. Riley. Bottom row, sitting, from left to right, C. G. Jones, Henry Will, T. M. Richardson, Sidney Clark.

LATE in 1898 (exact date unknown), citizens of Oklahoma City thrilled to the announcement by a committee of prominent citizens, that the St. Louis and Oklahoma City railway was to be built into Oklahoma City. A further thrill was contained in the statement that the road would connect with the Frisco at its then southern terminus at Sapulpa, Oklahoma. For five years the committee had labored to secure building of the road through Indian territory south of Sapulpa. Congressional approval was necessary, but when that approval was secured, President Cleveland vetoed it on the grounds that the permit was too far reaching. Later, money was voted by the city of Oklahoma City (although the voting was rather roundabout)

and construction began. The Mississippi Valley Trust Company of St. Louis agreed to take the company's bonds and a mortgage on the road. No one of the charter signers made a cent out of the project except C. G. Jones, who looked after some townsite locations and work. The road was later taken over by the Frisco, and is now part of the Southwestern division.

The original charter signers who appear above, are all deceased, with the exception of Mr. J. M. Owen, who is president of the Oklahoma City Building and Loan Association. Mr. Owen served as chairman of the Oklahoma City committee on the twenty-fifth anniversary celebration of the "Meteor" which was held in that city March 18.

smaller boilers and air compressors which will furnish sufficient steam and air for our reclamation plant."

The reclamation plant hums with activity. Car loads of scrap come in daily, with material which will be salvaged and used again, and except for the men who transferred to other points, there has been no interruption in the big program which this plant follows for the year.

He who would climb a tree must grasp its branches—not the blossoms.

—Thackeray.

U. C. V. RIDE FRISCO

Four hundred and thirty aged veterans of the Civil War, members of the United Confederate Veterans, rode two sections of a special train on Frisco Lines from Memphis to Tampa, Florida, on April 3. The train was named "The Commander-in-Chief" and was run in two sections via Frisco from Memphis to Birmingham. Another train of veterans, originated in Texas by the Cotton Belt Railroad, was handled by the Frisco from Memphis to Birmingham. A total of 814 veterans rode Frisco rails to and from the reunion.

P. M. REILLY HONORED

Retiring Veteran Given Banquet
by Fort Smith Employee-
Friends

PATRICK M. REILLY, tool room man at Ft. Smith, who April 1 became a retired employe of the Frisco on pension for the remainder of his life, was honored at a farewell banquet given for him by the men of the railway shop, where he had been employed for 20 years, the night of March 30.

The farewell party was given at First Baptist Church of Ft. Smith, Arkansas, where a banquet was served at 7 o'clock in the basement dining room and where a program arranged by the entertainment committee, J. L. Eudy, L. W. Caviness, E. Stringer, D. L. Stanley and R. L. Male-don, later was given.

L. W. Caviness was toastmaster and, the guest of honor was introduced by E. Stringer. Other speakers were introduced by the toastmaster and by J. L. Eudy. The musical program of ukulele, banjo, piano and voice solos, a quartette number, community singing and readings, for the most part were arranged with a significance to the life of the honored guest. Appearing on the program were Miss Ruth Ellen Morgan, Miss Frances White, Miss Ruth Stringer, Miss Elizabeth Blair, Misses Agnes and Vera Dressendorfer, Miss Delmaya Dorrough, Misses Jean and Jannis Stringer, Tom Hawkins, W. L. Cordell and John Bellar. Sentiment of farewell and tribute to Mr. Reilly's native land of Ireland wove a bright thread of feeling in the program pattern.

Mr. Reilly was presented with a gold chain on which hung an emblem of his religious faith as a farewell gift from the shop men. L. W. Caviness made the presentation. The guest of honor was touched by the tribute and spoke briefly in thanks.

M. L. Crawford, general foreman of the Frisco Shops at Ft. Smith, and J. D. Heyburn, master mechanic of the Central division, Will Harlan, retired engineer of the road, G. B. Stubblefield, intimate friend of Reilly, J. L. Eudy, division chairman of the Metal Crafts' Association, E. Stringer and the toastmaster, all paid tribute to the man who on March 1 reached his seventieth birthday anniversary and who, because he had been with the railway company a sufficient number of years, is retired with pension.

Crawford expressed his personal liking for Reilly and his appreciation for the faithful service rendered by an employe, and incidentally suggested that such a meeting as the farewell banquet where employes and supervisors met for an evening of cordial good feeling, was in itself a revelation of the changed conditions governing railway workers and supervisors relations to each other. A few years ago, he said, such a meeting would not have been tolerated by either.

Frisco Daughter Prominent Radio Vocalist in Mid-West



RUBY GOODSPEED

A GREAT majority of the Frisco employes over the entire system are acquainted with James Goodspeed, northern division Frisco conductor, and they are also aware of the fact that he has a charming and talented daughter. When they caught the program from station KLDS at Independence, Kansas, on the night of March 19, and the announcer introduced Ruby Goodspeed, Kansas City vocalist, Frisco radio fans listened, with renewed interest.

This was not Miss Goodspeed's first performance over the radio, but it was one of her most recent. She has been interested in music all her life, and she told a reporter who visited her, that her ambitions have always been for a musical career.

Miss Goodspeed is a graduate of the Norman grade school and Westport high school at Kansas City, Mo., and Cottey College at Nevada. She

was a member of several glee clubs through her school days, and took a leading part in many operettas.

Since finishing college in '21, she has been studying at her home in Kansas City, doing solo work in the choir of her church, the Westport Methodist Church, and filling engagements weekly at the various clubs. She also sings for weddings and has performed several times over Sweeney's W H B radio station, Kansas City. She is a member of the "Clef Club", a prominent musical club of her city, and on March 15, appeared on the program of that club with two numbers.

She was asked recently to sing at the O. R. C. memorial services, Kansas City, and at the dedication of a new Methodist Church at Hume, Mo.

One compliment which she treasures greatly, and which came from an Italian music critic of note in her city, was that she has a wonderful radio voice. In other words, her tones come over the radio without a break, and she feels that this is a valuable asset, especially since radio work opens a large field for the vocalist.

As conductor Goodspeed travels on his passenger run over the northern division, on trains 101 and 102, he is besieged with questions from those who know and ride with him often, as to the date when his talented daughter will again broadcast over the radio, for they all want to tune in.

"I want to go just as far as I can with my musical career," said Miss Goodspeed, "and I am now in what might be termed my training course. I intend to pay for my own training, but most of the performances now are 'thank-you' ones. But that's all in the game, and some day I'm going to be famous and make my old dad and mother and all my friends proud of me. And when I do, then I'll get the whole Frisco family to help me celebrate, and I'll broadcast to them all, for I know so many of them through dad."

RUSSIAN LIKES MAGAZINE

From Petrograd, Russia, a former locomotive engineer in Turkestan writes to praise the *Frisco Magazine*, to which he recently subscribed. Under date of March 28, Vadime Reiss writes:

"Please accept my thanks for the copies of the December and January copies of the *Frisco Magazine*. I am very much interested in your issues because I have often heard of the Frisco and its splendid *Magazine*, and also because I have been a locomotive engineer in Turkestan. I enclose \$1.50 for subscription to your *Magazine* for the coming year."

BERRIES FROM HI-LINE

According to T. B. Coppage, superintendent of the Hi-Line, there will be shipped to the markets during strawberry season, 200 cars of the luscious fruit from the territory on the Osceola Sub, and between Clinton and Springfield on the Hi-Line. Three years ago, not a full crate of strawberries left that territory.

The poultry and dairy business is also booming and Mr. Coppage asserts that the territory along the Hi-Line has natural resources which will make it one of the best producing sections along Frisco Lines within a few years.

A Page of Praise From Loyal Frisco Shippers

THE Marion Steam Shovel Company of Marion, Ohio, appreciates prompt Frisco service and the co-operation of W. G. Wolfe, general agent of the Frisco Lines at Pittsburg, Kans., where they have a branch plant. H. E. Stiffler, traffic manager, recently forwarded to Mr. Wolfe the following letter:

"We wish to express our appreciation to you for the efforts made by your office in expediting the movement of recent shipment of steam shovel dipper to the Lone Star Coal Company, Pittsburg, Kansas. This shipment left out plant at 5:00 p. m. on November 5, and was delivered to the Frisco at 3:00 p. m. on the 7th, exactly 46 hours later. Your St. Louis office advises car arrived at destination at 9:30 on the 9th.

"Not only must we demand the utmost in operating performance, but it is also essential that we be kept in almost hourly touch with 75 per cent of our shipments and we are glad to say that the Frisco Railroad, both at Cleveland and at St. Louis, realizes the importance of semi-daily wire passing reports and is one of the few systems that more than fulfill our expectations in furnishing us such information on car movements, etc.

"Our district representative, Mr. Higgins, has informed us of the extent to which you are co-operating with him in looking after our interests in your territory and we want you to know that we do, and shall continue to, appreciate, and whenever possible, will reciprocate these special favors which we trust will result in the material advancement of our mutual interests."

In addition to this letter, Hale G. Higgins, district representative, addressed the repair service manager of that company at Marion, commenting on Frisco service, in which letter he said:

"I want to call your attention to the fact that the Frisco Railway gave us almost express service on our minimum carload shipment of dipper to the Lone Star Coal Company of Pittsburg, Kans. W. G. Wolfe, general agent of the Frisco at Pittsburg, was untiring in his efforts to have the car rushed through to destination and he surely made good time. Mr. Wolfe is co-operating with me in every way to give real service to the users of Marion equipment in the field. He has advised me that anything loaded from our new Kansas City warehouse before 5 o'clock in the evening will be delivered on the Pittsburg platform by 6:30 the following morning.

This will mean overnight delivery on spare parts."

Mr. Wolfe appreciates both letters and he says, "It was only through the fine Frisco service that I was able to give this co-operation and receive the complimentary comments."

Col. A. H. Stevens, general agent, located at San Francisco, California, sends the Magazine a letter from G. B. Irwin, manager of the Fort Collins Flour Mills at Fort Collins, Colorado, in appreciation of some splendid freight service.

The letter reads in part, as follows:

" * * * We are trying to give your line a good share of our business into the south and they are making wonderful time on shipments for us. We delivered a car in Friars Point, Mississippi, on the first of April that had been rolling just three and a half days from Fort Collins. This is almost passenger time and we surely appreciate it."

Mr. J. H. Whitmore, manager of the Cream Buying Department of the Blue Valley Creamery Company of St. Louis, Mo., recently paid a fine compliment to efficient Frisco service.

In a letter to J. H. Livingston, milk traffic agent he said, in part:

"We also want to express our appreciation for the splendid service you people are giving us in the return of our empty cans. In going back over our records we find that the number of lost cans over the Frisco Line has been very small. We thank you for your own efforts and for the splendid co-operation of your agents along the line."

This is a splendid tribute to the efforts of our agents on line of road, and one which they appreciate greatly.

The J. E. Lonergan Company of Philadelphia, Pa., made a shipment of safety valves to the Queen City Supply Company, of Cincinnati, Ohio, by express—but in some unaccountable way one of the pop safety valves reached our Frisco platform. John J. Daly, chief claim clerk immediately forwarded the one valve to the Queen City Supply Company via parcel post, so advising them.

This service meant a great deal to the Queen City Supply Company, waiting for the valve to be shipped by express, and the Lonergan Company was also most appreciative of this service furnished by the Frisco, as is shown in a letter from them, which is quoted below:

"We are in receipt of copy of your letter to the Queen City Supply Company with your foot note addressed to us on the bottom of same.

"We want to assure you that we appreciate your courtesy in the matter and to state that it is

a pleasure to note the promptness with which you have handled the whole situation and to assure you that it is quite different from the treatment we receive here in the east.

"We feel sure that anyone having business with your line is bound to receive the best of treatment."

H. G. Snyder, general agent at Seventh Street Station, where the valve was received, wishes to give due credit and appreciation to his claim clerk, John J. Daly for his interest and handling of this matter.

Another letter regarding Frisco freight service has been received and the patron says that the service was "almost beyond belief," so rapidly was it handled.

The letter is addressed to Geo. M. Forrester, commercial agent of the Frisco Lines at Springfield, Mo., and was written by A. E. Reynolds of the Springfield Gas & Electric Company of that city.

The letter reads as follows:

"As a public utility operator, I can truthfully say that letters of commendation, when good work is done, are rarely received, but when such a communication is received it is greatly appreciated.

"In connection with this matter, I have a word of praise for your company.

"You will remember I told you that I was having a carload of furniture shipped from my old home in Albany, N. Y., to Springfield, Mo.; you suggested that I give you the name and number of the car and that you would trace it so it would arrive here as soon as possible after beginning its journey. The car in question left Albany April 13, and your office advised me on April 19 the car had left St. Louis at five o'clock in the morning and would reach Springfield in the late afternoon. Early next morning I was courteously informed of the arrival of the car and where it would be placed, etc.

"This personal service I greatly prize, and to think that, due to your efforts, the car came the entire twelve hundred miles in less than a week, is almost beyond belief; and I want to extend to you, and through you, to the officers of your company my sincere thanks and appreciation for the splendid service rendered; and I want you to know if there is ever a time when I can do anything for you or your company please do not hesitate to call upon me."

All who joy would win must share it; happiness was born a twin.

—Byron.

Some Facts on Locomotive Operation and Fuel Saving

By D. L. Forsythe, Road Foreman of Equipment

PRAISES ENGINE FOREMAN

E. O. Davis, engine foreman, Springfield terminal, holds a record of which he is very proud. From March 27, 1925, to March 27, 1927, he worked a period of eight hours on the same engine, the same job and the same hours, from 11:00 p. m. to 7:00 a. m., without having lost as much as one hour during the two years.

With the exception of ten demerit marks, which have since been removed, his record is clear.

"The management of this railroad appreciates loyal service of this kind," writes O. W. Bruton, superintendent of terminals, in referring to Mr. Davis' record, "and I feel that it is nothing more than just to express our appreciation of such services by mentioning this specific case, where the whole Frisco family may see it.

"I might state that the wonderful record that has been made in Springfield terminal, with reference to the elimination of rough handling of cars, is chargeable to just such employees as Mr. Davis."

miles, reducing the number of locomotives in service, preventing the making of overtime and getting the train over the road without delay, is pulling towards an ideal job of railroading.

The figures have been shown on the amount of money saved in the year 1926 and I wish to call attention to some of the most important items which made this saving possible: the use of modern power, new and rebuilt; increasing the train haul; getting over the road in better shape; reducing the overtime; placing superheated engines on some of the divisions in place of saturated ones; watching the pop valves and the black smoke; placing paper on the grates of coal burning engines at terminals to prevent coal falling through; the proper banking of fires in the terminals and outside points; getting the engines over the cinder pits and in the roundhouse quicker; better fuel furnished; closer co-operation between the enginemen, trainmen and dispatchers; the monthly fuel meetings at the different terminals and the readiness of employees to put in practice the items brought up at these meetings; the examination of more firemen and their study of combustion to save fuel; squaring up lame engines; cutting off engines at water tanks and coal chutes and oil cranes on freight trains, which prevents draft gear being pulled out or damaged in stopping.

With the continued improvement of the power, together with longer side tracks, better water and coaling facilities, I feel by all pulling together in the same direction at the same time, that we can in the year 1927, make a still better performance than we did in the year 1926.

FUEL saving is now and always will be a live subject on this railroad. We have many locomotives of modern type and many different appliances which are applied to them to make a more efficient and economical operation. There are all kinds of books published and supplied which men read to obtain knowledge, together with competent men who give instructions on the construction and operation of these various appliances.

The standard of management and operation has been raised to a new high level. A finer spirit of team work and co-operation is what makes successful efficiency in fuel conservation and an all around better job of railroading. All the up-to-the-minute appliances will not bring the desired results unless the human element enters into the performance with the determination to know: why they are on—what they do—what they save; and the company to know: what it costs for maintenance and if it is justified in spending the money for these appurtenances.

The locomotive is performing service today that a few years ago was considered impossible. It was thought it had reached the limit in size, weight and power. Every day there is something new applied and put on that opens up the way for more power and speed and creates a more efficient operation.

The most important appliances which are now being used, are: superheater units, Nicholson syphons, brick arches, flexible staybolts, exhaust steam injectors, boosters and low water alarms.

Formerly, saturated steam was used exclusively. Now we have superheated steam which increases the efficiency of the locomotive about 25 per cent and brings a saving in fuel. If the superheater is used as a fuel saver and not as an evaporator pulling the water over in the units, causing poor lubrication and impairing the performance of the locomotive, it will show a considerable reduction in the renewals of packing, bull rings and fuel.

Flues stopped up mean a loss of time and fuel, and a test which has been made shows a loss of 2.5 per cent for each drop in temperature of 10 degrees which will occur if flues are not kept clean, all steam and air leaks prevented and front end appliances set and maintained to a standard.

In this day of larger boilers, higher pressure and long runs, it is necessary to give more attention to every part of a boiler and insure a perfect performance of the entire machine and safeguard the lives of employees.

The use of the hot water system at roundhouses for washing and filling boilers, saves time and reduces

the time in the preparation of the engine for service, besides the saving in side sheets, staybolts and fuel.

Treated water, together with a liberal amount of blowing the boiler out, saves combustion chambers, side sheets and fuel. It is a well known fact that one-sixteenth of an inch of scale in a boiler represents a loss of 10 per cent in fuel.

Higher steam pressure together with larger grate area is being applied to all modern locomotives and the results are shown in higher speed and decreased fuel consumption. Good lubrication is one of the very best fuel savers known in locomotive operation. The locomotive merits more attention on lubrication and the best of lubrication furnished. The successful running engines from 400 to 735 miles is made possible only by the closest attention to lubrication and operation.

The long runs through several intermediate terminals on both passenger and freight (which can be done successfully, cuts down the roundhouse expense, prevents congestion, and saves fuel. The locomotive must be put in the pink of condition at the initial terminal to make these long runs without a delay or failure. The booster makes it possible to handle more tonnage on a 1,000 ton basis and is especially effective when the locomotive gets down to a speed of 5 and 6 miles per hour. Stokers make it possible to develop the capacity of the boilers on the large locomotives and will enable the locomotive to be worked at the maximum capacity on the ruling grades and grades of fuel used that in some cases could not be fired by hand and obtain the best results.

The constant watching of the locomotive rating with the change in temperature and placing the power to the best advantage on the different divisions is very important in keeping the fuel consumption down, also there are many other economies derived from these changes.

When the locomotive has been dispatched on the trip, the engineer and fireman working closely together with the following items in front of them at all times, viz., good job of lubricating, a good job of pumping, the fireman paying particular attention to the matter of black smoke and popping off, watching the grates, ash pan and condition of fire; the engineer handling the injector, reverse lever and throttle and the brake valve in the proper manner to insure the prompt release of all brakes, with good work reports on the engine, and the work done before locomotive is listed for service, will enable the company to utilize the engine and make a 100 per cent performance.

Every one on the road who does his part towards reducing the train

FUEL RECORDS

The "Fuel" Standard in freight service for the year of 1927 has been set at 165 pounds per 1,000 gross ton miles for the Frisco System and, as will be noted, there were some excellent records made in the months of February and March.

The following represents some of the best records on each division:

EASTERN DIVISION

Rolla Sub: Engineer LYNCH, fireman THOMPSON, train number 5, engine 1505, February 13, St. Louis to Newburg, 11 cars, used 84.0 gallons of oil, average fuel consumption per passenger car mile .64 gallon or 7.6 pounds.

Engineer FREY, fireman WALLACE, train number Extra West, engine 33, Gratiot to Newburg, March 23, handled 1,333 gross tons, average performance 150 pounds per 1,000 gross ton miles.

Lebanon Sub: Engineer MOORE, fireman BLACK, train number 10, engine 1505, February 12, Springfield to Newburg, 14 cars in train, used 1,106 gallons of oil, average 7.8 pounds per passenger car mile.

St. Louis Yard: Engineer W. H. HENGIST, fireman OLIVER McDANIEL, worked an eight-hour shift on March 7 with engine 3748 and used only two tons of coal, or an average of 83 pounds of fuel per switch locomotive mile. (St. Louis Terminal engineers and firemen, see if you can beat this record.)

Clinton Sub: Engineer BALKE, fireman TERRY, train No. 53, Clinton to Kansas City, engine 1259, March 10, handled 1465 gross tons, and used 9 tons of coal, 172 pounds of fuel per 1,000 gross ton miles.

The following is a special run on train number 2/10, of March 17, from Monett to St. Louis, Mo., 8 cars in the train, engine 1503, engineer TOM WRIGHT, fireman YEAGER, handled this train from Monett to Springfield on .57 gallons per passenger car mile. Engineer SAM MARTIN, fireman C. HENDERSON, from Springfield to Newburg, burned 1,105 gallons of oil or 1.16 gallons per passenger car mile, and engineer H. KNOERR, fireman N. SHORT, for the last lap of the run from Newburg to St. Louis, using an average of .99 gallon per car mile.

The entire run from Monett to St. Louis was made in 6 hours and 50 minutes, total of 2,256 passenger car miles, and burned 2,248 gallons of oil or .99 gallon per car mile.

Messrs. C. WRIGHT and YEAGER get the credit for making the lowest performance while Messrs. H. KNOERR and SHORT rank second and Messrs. MARTIN and HENDERSON last, however, all were excellent performances and much below the average for through passenger service on the Eastern Division.

SOUTHERN DIVISION

Willow Springs Sub: Engineer WILLIAMS, fireman COLE, on train 131, engine 4145, Springfield to Thayer, February 2, used an average of 125 pounds of fuel per 1,000 gross ton miles.

Engineer TEARNEY, fireman SLATER, on train 107, engine 1017, Springfield to Thayer, February 23, consumed an average of 10 pounds of fuel per passenger car mile.

Memphis Sub: Engineer PHILLIPS, fireman INGRAM, train number 131, engine 4010, Thayer to Jonesboro, February 26, performance 67 pounds.

Engineer FROMEL, fireman ROBERTS, train 131, from Thayer to Harvard, March 22, 2,460 gross tons in train, used 12 tons of coal or 73 pounds per 1,000 gross ton miles.

Engineer SPANGLER, fireman DUKE, train 108, from Memphis to Thayer, March 12, 364 passenger car miles, average of 9.3 pounds of fuel per passenger car mile.

Tupelo Sub: Engineer NOLEN, fireman TITUS, train 136, engine 28, from Potts Camp to Memphis, February 21, handled 2,250 gross tons, used 6 tons of coal, performance 93 pounds.

Engineer AYRES, fireman THOMPSON, train 108, engine 1522, Birmingham to Amory, February 23, 10 cars in train, used 7 tons of coal, average performance 11.3 pounds.

Engineer DOBBS, fireman JONES, train number 135, engine 17, from Memphis to Potts Camp, handled 2,500 gross tons and used 9 tons of coal, average 128 pounds per 1,000 gross ton miles.

RIVER DIVISION

St. Louis Sub: Engineer KESLER, fireman WELKER, train 801, engine 1015, from St. Louis to Chaffee, March 15, used 701 gallons of oil for the trip or an average of 1.15 gallons per passenger car mile.

Engineer ROSE and fireman DOUGLAS, train 801, engine 1054, from St. Louis to Chaffee, March 16, made a performance of 1.20 gallons per passenger car mile.

Chaffee Sub: Engineer ROBINSON and fireman BOYTS, on train 832, engine 1233, Hayti to Chaffee, February 24, had 73 loads and 16 empty cars in train, total of 3,617 gross tons. Departed Hayti 9 a. m., arrived Chaffee 1:35 p. m., sawed 808, took water and had coal shoveled ahead at Rudd. No other delay except slow movement for about 3 miles to give time for 335 to take siding at Conran, probably all told amounted to 7 or 8 minutes, burned 11 tons of coal, handled 249,573 gross ton miles, average performance 88 pounds.

Engineer SAM FIZZELL, fireman C. W. VICKERY, on engine 1054, train number 806, Memphis to Chaffee, February 13th, handled 8 cars and used 869 gallons of oil, average performance .71 gallon per passenger car mile.

Chaffee Sub: Engineer WOODS, fireman CHRIST, on train 835, March 5, engine 1302, from Chaffee to Hayti, handled 2,500 gross tons and used 8 tons of coal or an average of 92 pounds of fuel per 1,000 gross ton miles.

NORTHERN DIVISION

Kansas City Sub: Engineer LLOYD and fireman DEW, on train 113, engine 1052, Afton to Ft. Scott, February 16, used 700 gallons of oil, average performance of 1.3 gallons per car mile.

Engineer McCRUM and fireman COLLINS, on train 1/131, engine 4120, from Kansas City to Ft. Scott, March 11, handled 2,136 gross tons and used 9 tons of coal, average of 85 pounds of fuel per 1,000 gross ton miles.

Engineer LARSON, fireman J. T. MILLER, train number 1/131, engine 4142, Kansas City to Ft. Scott, March 31, made an average performance of 102 pounds.

Ash Grove Sub: Engineer KELLS, fireman YOUNG, on train 131, engine 4105, January 20, Ft. Scott to Springfield, 46 cars in train, average performance 103 pounds.

Afton-Parsons Sub: Engineer HALE, fireman HUNT, on train 132, Afton to Ft. Scott, engine 4027, January 19, with 47 loaded, 17 empty cars in train, used an average of 105 pounds of fuel per 1,000 gross ton miles.

Curthage Sub: Engineer W. J. O'NEIL, fireman BAILLORY, on train 335, engine 4004, Monett to Neodesha, January 14, with 26 loaded and 9 empty cars in train, used 113 pounds of fuel per 1,000 gross ton miles.

Wichita - Burrton Sub: Engineer VANDERHOFF, fireman REYNOLDS, on engine number 1270, train 332, from Wichita to Neodesha, January 17, 42 loaded and 1 empty car in train, performance 72 pounds.

Train 306, from Wichita to Monett, engine 1009, March 7th, in charge of Engineer E. N. WALKER, fireman OSCAR HALL from Wichita to Neodesha and engineer J. P. DWYER, fireman C. F. LINTHICUM from Neodesha to Monett. This train left Wichita on time and arrived at Monett on time, made 31 stops, consumed 9 tons of coal, made a total of 1,780 passenger car

In its edition of April 8, 1902, the Birmingham News said: "March was a record breaker on the Frisco and Central of Georgia Railroads in this section, the movements in the yards on Ninth Avenue amounting to more than 2,000 cars."

Contrast this with the business of March, 1927, when the joint terminals at Birmingham handled 93,585 cars. Approximately 2,600 cars are handled daily in the East Thomas yards at Birmingham—more than handled during an entire month twenty-five years ago.

miles or an average performance of 10.1 pounds of fuel per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer W. H. LIPE, fireman WM. CAUSLY, on train 1/434, engine 4163, from West Tulsa to Afton, March 29, handled 2,998 gross tons and used 12 tons of fuel, average consumption per 1,000 gross ton miles 102 pounds.

Engineer J. W. HICKS, fireman C. LITTLEFIELD, on train 1/434, engine 4156, from West Tulsa to Afton, March 31, handled 3,005 gross tons and used 13 tons of coal or an average of 111 pounds per 1,000 gross ton miles.

Oklahoma Sub: Engineer A. B. SMITH, fireman C. SMITH, on train number 10, engine 1511, from Oklahoma City to West Tulsa, March 28, had 9 cars in train and burned 801 gallons of oil or an average of .76 gallon per passenger car mile.

Creek Sub: Engineer CALVIN, fireman SOYLOR, on train 532, engine 4130, from Francis to Sapulpa, February 1st, performance 117 pounds per 1,000 gross ton miles.

Engineer W. H. SAWYER, fireman J. S. ICE, on train number 2/535, engine 4129, from West Tulsa to Francis, March 30, made a performance of 116 pounds.

CENTRAL DIVISION

Ft. Smith Sub: Engineer HERB MILLER, fireman MARTIN, on train 706, engine 1045, from Ft. Smith to Monett, February 3, had 9 cars in the train and consumed an average of 10 pounds of fuel per passenger car mile, while the average for the Central Division for the month of January, 1927, was 18.1 pounds or 81 per cent more fuel used on the average than was used by Mr. MILLER and Mr. MARTIN on this trip.

Engineer H. BLAKESLEY, fireman ARMSTRONG, on train 2/735, engine 1305, from Chester to Ft. Smith, March 4, made performance of 111 pounds.

Arthur Sub: Engineer DAVIS, fireman JENKINS, on engine 1407, train 706, Hugo to Ft. Smith, 144 miles, February 17, 5 cars in train and used 11 pounds of fuel per passenger car mile, which is an unusually good performance and reflects 100 per cent co-operation and interest in fuel economy.

Engineer CAMPBELL, fireman STUMP, on train 735, engine 710, from Ft. Smith to Paris, March 23, made performance of 99 pounds per 1,000 gross ton miles.

Muskogee Sub: Engineer JAMES, fireman PEARSON, train number extra, engine 767, from Leake to Muskogee, made performance of 117 pounds per 1,000 gross ton miles.

A-A Sub: Engineer C. A. MOORE, fireman WATSON, on train 736, engine 1248, Hugo to Hope, 121 miles, handled 189,420 gross ton miles and consumed 14,000 pounds of coal or an average of 74 pounds per 1,000 gross ton miles.

WESTERN DIVISION

Perry Sub: Engineer BLADES, fireman BRAMER, on train 634, engine 1344, from Pawnee to Tulsa, February 3, performance 100 pounds per 1,000 gross ton miles.

Ozark Strawberry Industry Began in 1887

(Continued from Page 8)

by movement from North Carolina.

Alabama, Mississippi, South Texas and the Imperial Valley of California are also among the early shippers of this fruit. They are followed by the Atlantic Coast region and the great mid-western berry section. May is the big strawberry month with movement from Tennessee, Missouri, Kentucky, Arkansas, Virginia, Maryland and various mid-season states, extending into June. These states are followed by New Jersey, New York, Pennsylvania, Michigan, Wisconsin and the Pacific Northwest. Usually the heaviest shipments are made from the middle to the end of May. The heaviest day's movement ever recorded was 663 cars on May 31, 1924. The leading producing states ranked in the order named last year,—Louisiana, Missouri, Maryland, Arkansas, Virginia, Tennessee and North Carolina, indicating that the two states served by the Frisco ranked second and fourth in production.

The total carlot movement of strawberries from Frisco territory last year was 1,596 cars. The estimated movement for the season 1927 is 4,276 cars. It is expected that 400 cars will be produced at Springdale alone and between 400 and 450 cars in the famous Sarcosie district. Based on an average of \$2.75 per crate of 24 quarts, this would mean a value of more than \$5,000,000.00, and a total production of more than 43,000,000 quarts.

The berry industry is rapidly extending over the entire Ozarks. The movement begins in the vicinity of Van Buren and Mansfield, Arkansas, extending northward as the season advances. Monett, Missouri, is the hub of the industry in this state and the two large selling organizations who will handle this enormous crop, will have their headquarters at Monett during the shipping season. The Ozark Fruit Growers' Association will alone handle over 3,000 cars of berries this year. They have recently completed a magnificent office building at Monett where they now have their permanent headquarters.

The picking of such an enormous crop of strawberries is quite a problem confronting berry growers in our territory this year. It is, of course, necessary to call in outside help and strawberry pickers are being advertised for throughout the entire southwest. Special reduced fares have been put into effect over the Frisco and every effort is being made to assist growers to secure sufficient help to harvest the crop. The highways and byways leading to the strawberry territory are now congested with traffic. Men, women and children afoot, on horseback, in every conceivable make of machine are answering this appeal for pickers. The old prairie schooner has once again made its appearance. Frequently these covered wagons contained three

or four families coming into the territory.

The average scale for picking strawberries is 3 cents per quart or 72 cents per crate. The cost of picking a car of strawberries is something over \$300.00. To pick the crop of strawberries estimated along the Frisco in the Ozarks, this year, will take over \$1,290,000.00, which will certainly place a large amount of money in circulation during the strawberry harvest.

To show the unlimited possibilities in connection with strawberry production in the Ozarks, let me cite the experience of a 13-year-old boy near Exeter, Missouri. In the spring of 1924, Mr. J. M. Sapp, a prominent berry grower, living two miles north of Exeter, Missouri, told his 13-year-old son, Virgil, he might have free use of one acre of ground, worth possibly \$50 per acre.

Virgil decided he would grow strawberries; his total equipment consisted of a mule, a double shovel plow, a chain harness and a hoe. He spent a

total of 25 days in preparing the ground setting the plants, cultivating the patch and bringing it up to the harvest season. His first crop during 1925 produced 201 crates of berries which sold for slightly over \$1,000.00. After deducting all expenses, including crates, picking, packing, association charges, etc., amounting to \$300.00, Virgil had left in the bank over \$700.00 as his profit on one acre of land.

Unfavorable weather conditions during 1926 slightly affected his berry patch, yet from this same acre for his second crop, Virgil sold 86 crates of berries at a net profit of \$184.26, making for the two years a net profit of over \$884.00.

Soil and climatic conditions in the Ozarks are certainly ideal for the production of strawberries and the above is an indication that the growing of this crop is also quite profitable.

At 8:00 o'clock she laid out his dinner clothes.

He didn't come.

At 11:30 she laid out his pajamas.

He didn't come.

He came home at 2:00 a. m.—and she laid him out!

Frisco Employees' Hospital Association

Receipts and Disbursements after December 31, 1926, through March 31, 1927.

Balance brought forward from December 31, 1926.....\$17,479.26

RECEIPTS:

From assessments on members.....	\$54,627.20
" interest on daily balances in bank.....	67.17
" interest on securities in Treasury.....	4,730.62
" donation by St. L.-S. F. Ry. Co.....	124.99
" sundry accounts collectible.....	1,153.91
" proceeds sale \$5,000.00 Southern Railway Co. 5% Equipt. Trust Cfts., Series Y, matured March 1, 1927.....	5,000.00
" proceeds sale \$15,000.00 U. S. A. 4% Treasury Notes, Series B-1927, matured March 15, 1927.....	15,000.00
	<u>\$80,703.89</u>
	<u>\$98,183.15</u>

DISBURSEMENTS:

For payrolls.....	\$25,876.86
" professional, ordinary and emergency services.....	13,320.63
" labor, material and supplies.....	6,782.68
" provisions.....	6,303.84
" drugs.....	5,638.61
" light, water, ice, gas, fuel and telephones.....	2,157.27
" all other expenses.....	1,849.83
" \$5,000.00, face amount, Wabash Ry. Co. 4 1/2% Equipt. Trust Cfts., Series F (mature Dec. 1, 1929), purchased Jan. 12, 1927, at 99.5994 (4.65% basis).....	\$ 4,979.97
acc'd interest, 1 month 11 days.....	25.63
	<u>5,005.60</u>
" \$6,000.00, face amount, Current River R. R. Co., First Mtge. 5% Bonds (mature Oct. 1, 1927), purchased Feb. 26, 1927, at par.....	\$ 6,000.00
acc'd interest, 4 months 27 days.....	122.50
commission.....	12.00
	<u>6,134.50</u>
" \$10,000.00, face amount, St. L.-S. F. Ry. Co. Equipt. Trust 5% Cfts., Series AA (mature Sept. 1, 1933), purchased March 14, 1927, at 101.6574 (4.70% basis).....	\$10,165.74
acc'd interest, 13 days.....	18.06
	<u>10,183.80</u>
" \$5,000.00, face amount, Kansas City, Memphis and Birmingham R. R. Co. General Mtge. 4% Bonds (mature March 1, 1934), purchased March 14, 1927, at 95 1/2.....	\$ 4,775.00
acc'd interest, 13 days.....	7.22
	<u>4,782.22</u>
	<u>\$88,235.84</u>

Balance March 31, 1927, p. m., at:
First National Bank, St. Louis, Mo.....\$9,947.31

\$98,183.15

(Statement concluded on next page)

PRIZE-WINNING ENGINE

(Continued from Page 10)

ride behind the little veteran.

"I recall an incident in 1896," he said, "when the Osage river around Osceola, Missouri, was rising out of its banks. We had just come in with the No. 94, and if I remember correctly, Evans was the engineer and Vinson the fireman. We were to tie up there for the night, but after we tied up I walked over and looked at the river. It was rising rapidly. I called the dispatcher and tried to get him to run us out, but he was convinced that the water would not harm us. However, after talking to him for some time I finally got him to move us out of that point at about 9 o'clock. We had to walk ahead of the engine and with long sticks, put them down in the water and find the track to see if the ties were in place. We saved the little prize engine that time. It was a week before trains could get to that point, so if we had not taken our train out at that time, perhaps this story of the little old ten spot could not have been written now."

Mr. Dodson was an employe of the Wabash at the time of the Chicago World's Fair, and he remembers distinctly seeing the little engine on display.

Engine 10 was rebuilt in 1898 and given the number of 94, when the Blair Lines were merged with the Frisco in September of that year. Mr. Evans is now running between Springfield and Kansas City on trains 20 and 21 on the High Line, which is a part of the road he pushed the work train over thirty-three years ago.

His buddy and former fireman, Mr. Vinson, is an engineer on trains 11 and 12, between Springfield and Newburg, and the little veteran 94 is taking her turn between Springfield and Olathe on trains No. 120 and 121.

These two engineers have had many experiences together—many thrills and perhaps many troubles to go with all the fun, but they both look back to the days with the little No. 10, and especially to that spring morning in 1895 when they started out with her on her first trip, and nothing quite compares with that incident.

DEMONSTRATION TRAIN
BEGAN CHICK INDUSTRY

(Continued from Page 7)

twenty to twenty-five men are employed in the hatchery proper. Mrs. Booth also has been a great help to him in his work. She was the daughter of a Frisco employe, and her father was employed in bridge work for a number of years.

Rex Booth, the brother, told of one shipment of chickens which was sent to a point in Oklahoma. It was unclaimed and returned to the Booth Hatcheries. From the time it left Clinton, until it returned, seven days had elapsed. The box was opened, and out of the 100, only one or two

chicks were dead, and the remainder were fed and grew without another loss.

Royal Booth has had inquiries from many foreign countries in regard to his success, asking for pamphlets and information on the poultry industry, but so far no baby chicks have been shipped across the water. When

they are to be sent to the east or west coast, they are shipped the day they are hatched, while those which go to southern and northern cities, are sent the second day.

Who knows, but what the fried chicken or the egg omelet served in Florida, Maine or Oregon might be traced back to Clinton.

Frisco Employes' Hospital Association

(Continued from Preceding Page)

THE ASSOCIATION OWNS:

	Par Value
New York Central Lines 5% Equipment Trust Certificates of 1924 (mature June 1, 1927).....	\$ 5,000.00
Current River Railroad Co. First Mtge. 5% Bonds, (mature Oct. 1, 1927).....	23,000.00
Edison Electric Illuminating Co. of Boston 4½% Coupon Gold Notes (mature Jan. 15, 1928).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. 5% Equipment Trust Certificates, Series G (mature April 1, 1928).....	2,000.00
Chesapeake & Ohio Ry. Co. Equipment Trust 5% Notes, Series V (mature July 1, 1928).....	20,000.00
Canadian National Rys. Co. Equipment 4½% Gold Certificates, Series H (mature July 1, 1928).....	20,000.00
Kinloch Telephone Co. First Mtge. 6% Bonds (mature Aug. 1, 1928).....	10,000.00
U. S. Third Liberty Loan 4¼% Bonds (mature Sept. 15, 1928).....	7,500.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1928).....	3,000.00
New York Central Rd. Co. 4½% Equipment Trust Notes of 1917 (mature Jan. 1, 1929).....	6,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1923 (mature Feb. 1, 1929).....	2,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB, (mature Feb. 15, 1929).....	10,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J, (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. 5% Equipment Trust Certificates, Series G (mature April 1, 1929).....	3,000.00
Southern Pacific Co. 5% Equipment Trust Certificates, Series G (mature May 1, 1929).....	5,000.00
Baltimore & Ohio Rd. Co. 5% Equipment Trust Certificates of 1922 (mature Aug. 1, 1929).....	1,000.00
New York Central Lines 4½% Equipment Trust Notes of 1922 (mature Sept. 1, 1929).....	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, Series J (mature Sept. 1, 1929).....	4,000.00
New York Central Lines 4½% Equipment Trust Notes of 1924 (mature Sept. 15, 1929).....	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4½% Notes, Series C (mature Oct. 1, 1929).....	2,000.00
Kansas City & Memphis Ry. & Bridge Co. 1st Mtge. 5% Bonds (mature Oct. 1, 1929).....	5,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates Series N (mature Oct. 1, 1929).....	14,000.00
Illinois Central Rd. Co. 4½% Equipment Trust Certificates, Series L (mature Oct. 1, 1929).....	2,000.00
Baltimore & Ohio Rd. Co. 6% Equipment Trust Certificates, Series A (mature Dec. 1, 1929).....	2,000.00
Wabash Railway Company 4½% Equipment Trust Certificates, Series F (mature Dec. 1, 1929).....	5,000.00
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930).....	10,000.00
St. L.-S. F. Ry. Co. 4½% Equipment Trust Certificates, Series BB (mature Feb. 15, 1930).....	10,000.00
New York Central Lines 4½% Equipment Trust Certificates of 1925 (mature May 15, 1930).....	10,000.00
Receiver's, Chicago, Milwaukee & St. Paul Ry., 5% Equipment Trust Certificates, Series D (mature Aug. 1, 1930).....	9,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Gold Notes, Series AA (mature Sept. 1, 1932).....	6,000.00
St. L.-S. F. Ry. Co. Equipment Trust 5% Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Kansas City, Memphis & Birmingham R. R. Co., General Mortgage 4% Bonds (mature March 1, 1934).....	5,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien 4% Bonds, Series A (mature July 1, 1950).....	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955).....	5,000.00
	\$331,500.00

St. Louis, Mo., April 1, 1927.

F. H. HAMILTON,
Treasurer.

The Pension Roll

CHARLIE PETER HORNBACK, locomotive engineer, central division, was retired from active service February 28, 1927, due to having reached the age limit. He was born at Girard, Ill., February 23, 1857, and received his education in the schools at St. Joseph, Mo. His father was a farmer, and he assisted with the work on the farm until twenty-two years of age, when he accepted a position with the Frisco, in 1880, laying track near Oswego, Kans. He gave up this work to farm again, the latter part of 1880, and it was not until 1885 that he accepted a regular position with the Frisco in the roundhouse at Rogers, Arkansas. He was promoted to the position of fireman and then to engineer and served continuously in that capacity until his retirement. On February 2, 1881, he married Lula Henson of Rocky Comfort, Missouri, and to them were born four girls and two boys. Mr. and Mrs. Hornback and the four children who are living, reside at Chester, Ark. Continuous service of forty-two years entitles him to a pension allowance of \$93.10 a month, effective March 1, 1927.



C. P. HORNBACK

WILLIAM FRANKLIN HINKLE, roadmaster, western division, was retired from active service, due to total disability. He was fifty-nine years of age, having been born on June 7, 1868, at Union, West Virginia. He received his education in the schools near his home, and as his father was engaged in farming, he assisted with the work. In 1893 he entered Frisco service as a section laborer at Andover, Kansas. Mr. Hinkle was promoted to the position of section foreman in 1897 and served at various points in Kansas. He was appointed roadmaster July 1, 1907, and served in that capacity until his retirement. On January 25, 1896, he married Mary E. Chase, and to them was born one son, Harry L. Hinkle, on January 2, 1897. Mr. and Mrs. Hinkle and son



W. F. HINKLE

Seven veterans, with a total of 191 years, eleven months service, were placed on the Pension Roll at the meeting of the Board of Pensions held March 15, 1927, in the offices at St. Louis, Mo.

reside at 1025 E. Randolph Street, Enid, Oklahoma. Continuous service of thirty-two years and eleven months, entitles him to a pension allowance of \$70.35 a month, effective February 1, 1927.

WILLIAM THOMAS TOOLEY, roadmaster, southern division, was retired from active service March 5, 1927, due to total disability. Mr. Tooley was sixty-four years of age, having been born at Oatsville, Ind., on March 5, 1863. As his father was engaged in farming, he assisted with the work until he was nineteen years of age, when he entered the employ of the Louisville & Nashville Railroad. He also worked for a brick company, and did not enter Frisco service until January 15, 1894, in the capacity of a section laborer at Willow Springs, Missouri. He was promoted to the position of extra section foreman on June 20, 1897, but received regular work in that capacity on October 23, 1899. He was promoted to the position of roadmaster on November 1, 1906, a position he held until his retirement. On January 10, 1894, he was married to Miss Elnora Thorn of Quincy, Illinois. Mr. and Mrs. Tooley have no children. They reside at Willow Springs, Missouri. Continuous service of thirty-two years and eight months entitles him to a pension allowance of \$72.60 a month, effective March 1, 1927.



W. T. TOOLEY

SILAS BENJAMIN PETER, roadmaster, northern division, was retired from active service on January 31, 1927, due to total disability. He was sixty-six years of age, having been born December 26, 1860, in Rego, Orange County, Indiana. His father was a farmer, and during his early years he assisted with the work. From 1887 to 1890 he worked as a section foreman for the Santa Fe at Grand Summit, Kansas, but held his first position with the Frisco at Belton, Mo., in the capacity of section foreman. He was later promoted to the position

of roadmaster, and served at various points in Kansas. He was married to Mary E. Wilson of Burden, Kansas, on September 15, 1887, and to them were born five children, three of whom are living. Mr. and Mrs. Peter reside at 705 West Third Street, Pittsburg, Kansas. Continuous service of twenty-six years, seven months entitles him to a pension allowance of \$60.15 a month, effective March 1, 1927.

DAVID WALTER SHUMARD, bridge and building carpenter, western division, was retired from active service February 28, 1927, due to having reached the age limit. He was born in Effingham County, Illinois, February 12, 1857, and attended the schools near his home. His father was a carpenter. The son followed in the father's footsteps and selected the carpenter's trade, joining the Frisco family on August 2, 1911. He was married to Miss Alice Emerson of Burrton, Kansas, on January 16, 1884. She died on November 30, 1918, and on March 3, 1921, he was married to Miss Anna M. Witherell of Effingham, Ill. Two boys and two girls were born of the first union. Mr. and Mrs. Shumard, one son and a daughter reside at 906 West Pine Street, Enid, Okla. Continuous service of fifteen years, seven months entitles him to a pension allowance of \$20.00 a month, effective March 1, 1927.



D. W. SHUMARD

ALEXANDER NEWTON BRANNOCK, crossing flagman, southwestern division, was retired from active service on February 28, 1927, due to having reached the age limit. He was born at Marshfield, Mo., February 14, 1857. His father was a carpenter and contractor. He attended the schools near his home, but at an early age started his business career as a clerk in a mercantile store in Marshfield. He served in this capacity at Springfield and St. Louis, Missouri, and later as



A. N. BRANNOCK

assistant cashier at a station in Washington for the Great Northern Railway. In September, 1879, he came with the Frisco as a freight check clerk at Springfield, Missouri. He also served in the various capacities of construction clerk, chief engineer's office, St. Louis; chief clerk for general roadmaster and superintendent of bridge and building, Fort Smith, Ark.; track bridge and building clerk, general storekeeper's office, Springfield, Mo.; clerk, bridge and building department, Fort Smith, Ark., and also as ballast inspector, same point; rail inspector, Sapulpa, Okla., and as timekeeper at Sapulpa, Okla. On April 20, 1898, he was married to Nevada Johnson of Fort Smith, Ark. They have no children. Mr. and Mrs. Brannock reside at 115 North Fourth Street, Fort Smith, Ark. Continuous service of twenty-two years and seven months entitles him to a pension allowance of \$20.00 a month, effective March 1, 1927.

CLINTON GATLIN TAYLOR, block operator, Memphis terminals, was retired from active service on February 28, 1927, due to having reached the age limit. He was born February 28, 1857, at Okolona, Miss., and educated in the schools of West Point, Miss. His father was a railroad trackman and later a conductor. At the age of sixteen years Mr. Taylor began serving the M. & O. Railroad as a section employe. He served the following railroads in the capacities of night watchman, telegraph operator, operator and agent, towerman and bridge dispatcher: Illinois Central, Nashville, Chattanooga & St. Louis, and began his Frisco service on June 1, 1907, at Bridge Junction, Arkansas, as operator and towerman. On December 17, 1922, he was transferred to Memphis, Tenn., McLemore Avenue, as towerman, where he remained until his retirement. On December 24, 1878, he was married to Mary S. Cook of Martin, Tenn., and to them were born twelve children, six boys and six girls. Three of the sons have at one time been employed by the Frisco as timekeeper, car record and file clerk. Four of the children are dead. Mr. and Mrs. Taylor reside at 1264 Latham Street, Memphis, Tenn. Continuous service of nineteen years, seven months entitles him to a pension allowance of \$29.10 a month, effective March 1, 1927.



C. G. TAYLOR

March 18 at the St. Joseph's Hospital, in Memphis, of pneumonia, while in the same hospital his wife was fighting a brave battle for her life. Mr. and Mrs. Reedy were taken to the hospital several days ago, both suffering with pneumonia. Her illness was said to be so critical that she was not informed of the death of her husband. Mr. Reedy had engaged in railroad construction work practically all his life, and had supervised the laying of the track in the present Union Station at Memphis. He became associated with the Frisco Lines in 1902. Mr. Reedy leaves his widow and six children, Mrs. James C. Adler and Frank J. Reedy, of Memphis, John S. Reedy, of Chicago, William E. Reedy, of St. Louis, Mrs. John H. Henkel, of Pueblo, Colorado, and Dudley Reedy, of Wisconsin.

OREN GEORGE CANMAN

OREN GEORGE CANMAN, pensioned clerk, died at his residence at Memphis, Tennessee, on April 9. He was born at Shiloh, Illinois, February 22, 1855, and was retired from Frisco service, due to his having reached the age limit, on February 28, 1925, with nineteen years and three months service. His pension allowance was \$21.00 a month and up to the date of his death he had received a total of \$525.00.

HENRY GARMAN

HENRY GARMAN, pensioned engineer, died at his home in Oklahoma City, Oklahoma, on March 26. He was born November 8, 1848, at Burlington, Iowa, and entered Frisco service as an engineer at Wichita, Kans., on September 6, 1898, and served continuously in that capacity until the time of his retirement, which was due to his having reached the age limit. He leaves a widow, Elizabeth J. Garman. His pension allowance was \$27.20 a month and up to the date of his death he had received a total of \$2,692.80.

OFFICERS DISCUSS RAIL PROBLEMS

(Continued from Page 9)

ferred to the ten year progress of the Frisco as "nothing less than magnificent." Passenger Traffic Manager Cornatzar also spoke in comparison of the Frisco of today with the Frisco of years ago, and praised the present efficient organization.

The banquet adjourned promptly at 10:30, and most of the men returned to their homes on night trains. However, several officers remained over for a discussion of technical problems in the office of General Manager Shaffer on the third day, March 26.

Mrs. Edward Everett Dix, widow of the late E. E. Dix, of Ft. Scott, Kansas, has recently purchased a home in Pensacola, Florida. "Major" Dix was a Frisco agent for forty years.

She wishes her friends to know her new address, which is, the San Carlos Hotel, Pensacola, Florida.

THE DEED BEAUTIFUL

"There are two switchmen here in Monett," writes Frank Kyler, reporter for the *Magazine* at that point, "who certainly deserve a front-page notice in an early issue of the *Magazine*, and I take great pleasure in giving you the details of what they have done, that you may judge for yourself. Their names are William Schafnitt and Harry Loyd.

"A matter of two years ago a family consisting of a widowed mother and two daughters, who resided on Marchall hill, were exposed to hydrophobia. The mother was bitten by a mad dog, and unable to combat successfully with the rabies, the attending physicians could not save the mother's life, and only succeeded in saving the elder daughter by a hasty amputation of her left limb. Left in straitened circumstances and hobbling about on her crutches, the girl has been the subject of much pity, but until the two switchmen hit upon a plan, nothing had been done toward placing her in a position where she could secure employment.

"Seeing her pass through the passenger yard one day on her way to town, William Schafnitt, switchman on the 7 a. m. crew, and Harry Loyd, an extra switchman, working on Schafnitt's crew, decided to take the matter in their own hands and provide a means whereby the girl could be placed in a position to obtain employment. The two boys started taking up a subscription and in less than a week they had pledged enough to purchase an artificial limb and several dollars over, that would help her bear the expense of going to a nearby city to make the purchase.

"These two boys did this act without any thought of self-glory, but now that they have accomplished so splendid a thing, praise is reaching them on every side."

And the little, crippled girl? Put yourself in her place, and you can well picture her feelings. To her the world has opened anew. There are opportunities to work, and most of all to walk!

We must cancel from our list of railroad terms, the one concerning the "hard-boiled" switchmen.

A CORRECTION

The photograph of Frisco locomotive No. 44, which appeared on Page 30 of the March issue, was built by the Baldwin Locomotive Works, of Philadelphia, and is a ten-wheeler type. The March *Magazine* stated that this engine was built by the Pittsburgh Locomotive Works, and referred to it as a Mogul. We are sorry this error occurred.—The Editor.

In Memoriam

MICHAEL REEDY

MICHAEL REEDY, age 68, Frisco roadmaster, died at 4:20 p. m. on



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Breakfast, an Asset in the Day's Work

JUST stop, look and listen if you are one of the host who have succumbed to the fad for omitting breakfast from the daily routine, inasmuch as health publications on all sides are protesting against the growing tendency.

The popularity of the anti-breakfast idea is, in all probability, the direct result of the continued enthusiasm for the slim silhouette. On the whole, those who entertain the idea that they may slenderize by going breakfastless are cherishing an illusion. Usually they make up for the omission by eating more at other meals, so the total food intake for the day is not reduced. Experience seems to show that human beings get along better when the necessary aggregate amount of food is taken in three or four meals at regular hours, with regular intervals. During the period of sleep, the digestive apparatus is at rest and that interval may be longest.

Many people have accustomed themselves to living without breakfast so that they may regularly enjoy a few minutes longer sleep. They lose sight of the fact that sufficient food is just as essential to well-being as enough sleep. If getting up in the morning is a task, no further proof is needed that the body is not getting adequate rest and relaxation. If, in addition to inadequate sleep, the body is deprived of food in the morning, a two-fold injury results.

Some claim that they go without breakfast because they are not hungry. Every normal, healthy animal seeks food and water in the morning.

From seven in the evening until seven in the morning is a twelve-hour interval—much longer than is usually needed to digest food, so if an individual has no appetite on arising, he undoubtedly needs to give some attention to his digestive tract.

Investigation shows that those who do not eat breakfast are much more frequently absent from school or work than those who do. This may be because doing without breakfast decreases efficiency to the point where an individual is actually unable to work, or, it may be explained by the supposition that if a person is too lazy to get up in time to eat, he will require little or no excuse to remain away from work. The great majority of those who are chronically late are likewise found in the ranks of those who start the day without breakfast.

What constitutes an appropriate breakfast depends partly on the activity of the individual, and the time of his next meal. For the usual mixed family group, an ideal breakfast would consist of fruit, cereal, bread and a beverage—preferably milk. Occasionally bacon, eggs and some sweets, such as syrup, jam or preserves may be added. For a family engaged in more strenuous work, either mental or physical, a somewhat heavier breakfast may be necessary.

Whatever the character of the breakfast taken, it seems advisable, or at any rate rational, to start out with the fuel and energy needed for the day's activities.

ON CHARACTER READING

Character reading has become so popular a diversion of late that everything about one is being scrutinized for additional clues to the quirks of one's inner nature, with its complexes and repressions.

Have you ever tried to size up your correspondent by the type of note paper she uses? Experiment a little and observation will convince you that this test is quite as sure a guide as handwriting.

Carefully written letters and note paper of pleasing texture are always an evidence of good taste and courtesy. To send rubbishy-looking letter paper to your friends shows carelessness and indifference and is anything but a compliment.

Use stationery that adequately expresses your personality. Its good taste is obvious—its greeting friendly.

CHOOSING A HAT

Recently we read, "Some women treat their faces with a severity that is quite shocking. They may be the kindest creatures to their relatives and friends. But for their faces they have nothing save hard water, poor soap, wrong hats and an occasional derisive glance in the mirror".

The writer made some interesting suggestions for a more helpful attitude toward nature's endowment and a point most strongly emphasized was attention to the shape of one's hat.

In her opinion, a too plump face requires a tall hat, aided by long earrings and a little color on the cheek bones. The chinless woman, on the other hand, should wear a hat whose crown fits closely to the curve of the head at the back, and her shingle should always be short and trim.

FISH RECIPES

A man may admit his lack of prowess or skill in other lines, but we have never yet met one who did not consider himself a proven or potential Izaak Walton. Because of this deep-rooted conviction, vacation time for the male members of the family means fishing time and a summer without at least a few days of angling is for them a summer lost.

So be prepared! The odds are heavy that you will be frying some of the catch (or purchase) before the season is over. Did it ever occur to you that a snappy sauce may lift a "measly" catch out of the realm of the ordinary and the commonplace. Remember—an appetizing mess may be the stimulus for a new hat.

Bearnaise Sauce

Bearnaise Sauce is served in the same way and is quite similar to Hollandaise. The method of preparation differs slightly.

- 2 tablespoonfuls minced shallot
- 6 peppercorns crushed
- ¼ cupful vinegar
- 2 tablespoonfuls tarragon vinegar
- 3 egg yolks
- 1 tablespoonful minced parsley
- 1/3 cupful and 1 tablespoonful butter
- ¼ teaspoonful salt
- Grating of nutmeg

1 tablespoonful minced green pepper. Cook the shallot (or onion) and peppercorns in the vinegar until it is reduced one-half. Strain, cool, add the egg yolks and the one tablespoonful of butter. Cook carefully in double boiler or better the two saucepans as with Hollandaise, until the mixture begins to thicken. Add the rest of the butter, a tablespoonful at a time, stirring constantly, until the sauce is about the consistency of Mayonnaise. Remove from the heat and add the other ingredients. This sauce, too, will curdle if cooked too long. This is excellent added to chicken à la King.

Cocktail Sauce

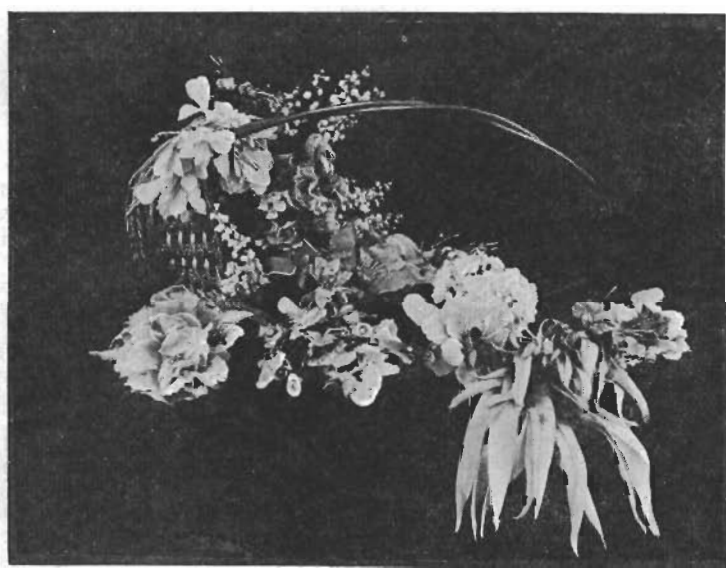
- 1/3 cupful tomato catsup
- 1/3 cupful lemon juice
- 1 tablespoonful Worcestershire Sauce
- 1 tablespoonful grated horseradish
- ¼ teaspoonful Tabasco Sauce
- ¼ teaspoonful salt
- 2 tablespoonfuls grated onion
- 2 tablespoonfuls celery, very finely chopped

Mix all together and serve about two tablespoonfuls with each cocktail.

Devilled Almonds

- 2 oz. blanched almonds
 - 2 tablespoonfuls butter
 - 2 tablespoonfuls chutney
 - 2 tablespoonfuls chopped cucumber pickles
 - 1 tablespoonful salt
 - Dash cayenne
- Chop the almonds and brown them in the butter. Mix all the other ingredients with the nuts. Heat through and serve with fried oysters or clams.

- - "Styles for the Season" - -



Above, an over-turned basket of shoulder flowers. There is one for every costume. Lily of the valley and the long pointed crepe flower in the lower right hand corner are the newest to be shown.



At the left: Betty Baer of the office of auditor of disbursements, St. Louis, wears a fine straw hat, with small feather trimming, the newest for early summer months.



Delphine Wilson of the agent's account department St. Louis is shown at the right, modeling a washable satin and georgette combination in two tones of tan. Her shoes are black patent, with small gold leather straps which fasten with a tiny buckle at the front.





The Robin Family's Victory

IT was a beautiful warm May morning. The flowers and grass sparkled with dew and the trees, in their newly attired green dresses, waved to and fro in the breeze.

All nature was smiling because the sun was shining. A mother robin hopped and chirped, stopping occasionally to dig for a worm. When she had succeeded in extracting its wiggly body from the soft black earth, she flew to a nearby tree.

There in a secure and snug little nest three tiny robins loudly called for worms!

"Dear me," sighed Mrs. Robin, "it's just all I can do to keep these babies fed."

"Well, my dear," said Mr. Robin, as he hopped to the end of the limb, "you're certainly doing a fine job of it, the babies are growing and they'll soon be ready to take some flying lessons."

"And that's your job to teach them now," responded Mrs. Robin, glancing at her three fine children.

"Tell meee," sighed the wind, "just which way you want meee to blow, and I'll help with the lesson."

"Ah," said Mr. Robin, as he threw out his chest. "I'll be very glad to advise you when the right time comes. You see, my dear, everybody is more than willing to help when good folks like you and I start raising a family."

"Well," said Mrs. Robin, "if you're going to be such a big help in raising this family, suppose you dig for a few worms. My plumage is slightly ruffled, I had such a tussle with that last grub worm, and I want to spruce up."

So Mr. Robin sailed down to the earth.

"Hush," said Mrs. Robin to her three young children. "I never in my life heard such crying. You'd think you never saw a worm, and you're full of them—absolutely full! Just give your mother a chance to dress, won't you, you bad things!"

And down on the ground Mr. Robin had met a Blue Jay. Now these two weren't the best of friends, and they had many arguments, and this one started when Mr. Blue Jay asked about the young Robins.

"Oh, they're splendid," said Mr. Robin, making a little run after a bug. "Their feathers are coming out nicely and I think the first of the week I shall instruct them in the art of flying."

"So soon," screamed Mr. Blue Jay.

"So soon," scoffed Mr. Robin. "You must remember my dear sir, that Robins are unusually intelligent. They waste little time being babies, and they are much easier taught to fly than most birds."

"Well, I'd like to make a little wager with you," said the huffy Blue Jay, "that your children don't learn to fly within two days after you start teaching them."

"I'll bet they do," said Mr. Robin.

"What is the prize if they do?"

"Fifteen big juicy worms," said Mr. Blue Jay.

"OK," said Mr. Robin. "I'll start with their lessons next Monday morning when the sun comes up, and you can be present if you like."

"Oh certainly," said Mr. Blue Jay, "that would only be fair that I see what methods you use."

And so it was that the following Monday morning Mr. Robin woke the Robin children up early. "Now I want your attention for a moment," he said, in his most dignified manner. "You're going to have a first lesson in flying. You must pay very close attention to all I tell you and do just as I say."

"Wee," answered the three. "We will."

"Now I've made a bet with Mr. Blue Jay that you would fly in two days, after your first lesson, and he says you won't. Now, will you?"

"Wee—we will," they answered.

"Fine. That's half the battle, in making up your mind. Your poor mother is a wreck digging worms for you and you might as well dig your own. I am slightly tired too, ahem, assisting in the task, so your mother and I have made up our minds that you must learn to dig your own."

"Wee—we will," they answered again.

"Now just hop out on the edge of the nest—careful Brown Eyes, take it easy. We've got two whole days."

"Oooh," said Fluffy, "what a long way down. Is that where you get worms?"

"That is," answered Mr. Robin, "and you'll soon think its only a little way after the first flight. Now Red Breast, you take the lead and step out on this limb."

"Oooh I'm scared," said Red Breast.

"Weee!" said Brown Eyes, tipping backward and forward.

"I'm here," sighed the wind as it helped to balance the young robin.

"Now, you didn't fall, did you," said Mr. Robin. "Next I want you to hop along the limb, slowly, then faster. Now start! There—faster, faster! Fine. Now you Fluffy and Brown Eyes, follow the example of Red Breast and do just as he did."

After a few minutes Mr. Robin glanced around with pride and there, on a nearby tree, sat Mr. Blue Jay. He said never a word, but sat there, watching the progress of the lessons.

"Now the next step in the flying game is to fly from one limb to another. Be sure and use your wings, or you might go to the ground," he instructed.

Fluffy and Red Breast after some hesitation, were soon hopping around like veterans, but poor little Brown Eyes. To make a long story short, she missed one of the limbs, and fell to the ground with a thud, despite the combined efforts of the wind, which blew to help her, the tree, which bent its boughs to try and catch her, and her father, who flew swiftly to her side, scolding in angry tones.

"Ah, hah!" screamed the Blue Jay. "I knew one of those three would keep you from winning the record," and he flew away, satisfied that the lesson was a failure.

After much coaxing, and with her father's aid, Brown Eyes was secure in the nest at the end of the day, and the first lesson was over.

The second day, all three of the birds took to the air, eager to test their wings, and clumsily they hopped about, but finally they flew.

The third morning Mr. Blue Jay showed up again, confident that none of the babies could fly. "Well," he said, "I suppose you'll tell me that all three of your smart children can fly," he sneered.

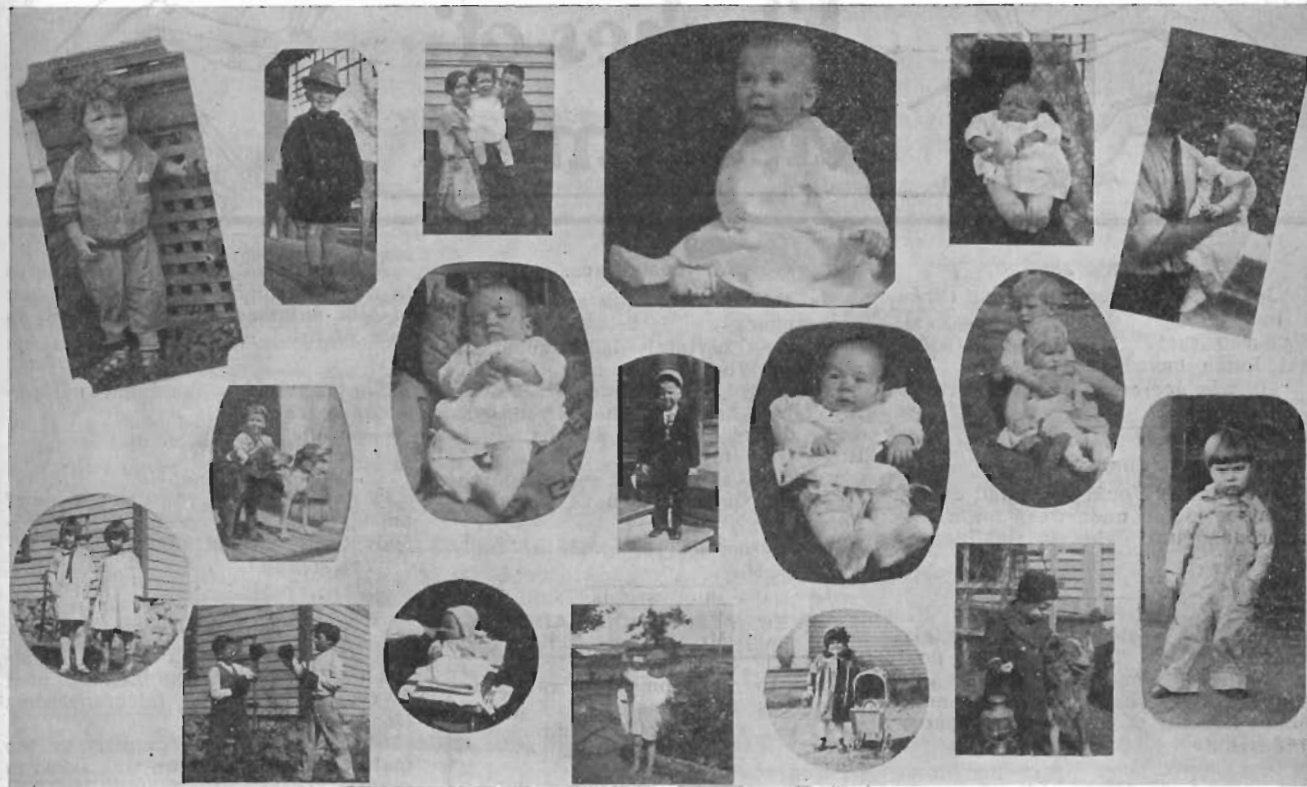
Mr. Robin turned to the nest. "Well, children, who'll be the first to get a big juicy worm from the ground, and deposit it in the nest?"

The three hopped on the edge of the nest, rested there a moment, and flew to the ground. Within the space of a few moments they returned, each with a worm in its mouth.

Was Mr. Blue Jay mad? He just screamed and fussed and made more racket, but he finally found the fifteen worms, and the Robin family had one day of rest, and a regular feast.

The moral of this story is that if you bet, don't brag too much about winning, for if you lose, the debt is twice as hard to pay.

Sons and Daughters of Frisco Family Folk



Top row, left to right: John Timothy Mullane, age 2 years, 8 months, son of Tim Mullane, fireman, Ft. Scott, Kansas; Oliver W. Russ, Jr., son of O. W. Russ, Ft. Smith, Arkansas; Kathryn June, 9 years, John D., age 11 years and Emily May, children of J. O. Armstrong, assistant division engineer, northern division; Billie, age 5 months, son of George H. Threlfall, night roundhouse foreman, Amory, Mississippi; Jess Sullins, Jr., son of Jess Sullins, conductor, Thayer, Mo.; Martha Elizabeth Fellows, 6 months, daughter of Don B. Fellows, accountant, Springfield, Mo.

Center row: Dorothy, age 4 years, daughter of H. W. Williams, boilermaker, Amory, Miss.; Leona D. Campbell, 3 months old son of George Campbell, laborer, West Tulsa, Oklahoma; son of W. A. Schubert, roadmaster, Oklahoma City, Oklahoma; Betty Louise Jones, age 2 months, daughter of Russell Jones, coach cleaner, Oklahoma City; Woodrow West and Wilburn West, sons of Henry West, section foreman, Bourbon, Missouri.

Bottom row: Mable Oliver, age 4 and Jereline Humble, daughter of James Oliver, trucker, Springfield, Mo., and her chum; Russell Oliver, 8 years and Jimmy Askridge, age 7, sons of James Oliver and J. G. Askridge, truckers, Springfield, Mo.; Bettie Jean Oliver, age 4 months, daughter of James Oliver, trucker, Springfield, Mo.; Elder Thomas, age 5, son of night foreman H. Thomas, Brownwood, Texas; Lou Ella Marie Henderson, two and a half year old daughter of Daniel Henderson, car air brake man, Memphis, Tenn.; Dan Hulburt, Jr., age 3, son of Dan Hulburt, conductor Hi-Line; Billie Dierolf, Jr., son of Wm. Dierolf, Webb City, Mo.

THE PUZZLE ANSWERS

JOHN MATOSKE, of 1823a Warren Street, St. Louis, Missouri, won the prize for having found the most incorrect things in the picture puzzle for April.

The Twilight Lady received many letters in answer to the puzzle for April, and many requests for more puzzles, when this one is over.

But before we talk of what to have on the Twilight Page in the future, let's talk about this April puzzle. Below are the thirteen correct answers:

- Man eating sundae with fork.
- Word "sundae" misspelled on sign.
- Lenses in man's eye glasses do not match.
- Word "here" misspelled on sign.
- Cashier's cage has no window.
- Electric light wire between fan blades.
- Clock has only one hand.
- Sign on counter faces wrong way.
- Man has cap on backwards.

One soda cup has two handles.
Little girl's shoes do not match.
Man has only one spat on.
"Druggist" sign should be reversed on window.

And below are the names of the Frisco little folk who sent in answers, and the correct number which each found:

John Matoske, St. Louis, Mo.	23
Georganna Hubbell, Burrton, Kan.	21
Mary Evelyn Smith, Thayer, Mo.	21
George M. Scott, Springfield, Mo.	21
Naomi Rockholt, Little Rock, Ark.	20
Freda Washburn, Chaffee, Mo.	18
George Callanan, St. Louis, Mo.	17
Loretta Stone, Afton, Okla.	16
Celia Umlauf, Newburg, Mo.	16
Mildred Milbratz, St. Louis, Mo.	16
Evelyn Roepke, Birmingham, Ala.	16
Jack Glascock, Sherman, Texas.	15
Mildred Stanley, Thayer, Mo.	15
Jannie Fite, St. Louis, Mo.	15
Anna Merl Adair, Clinton, Mo.	15
Norma Painter, Eureka, Mo.	15
Walter Niles, Jr., Florissant, Mo.	15
Gerhard Lang, Maplewood, Mo.	14
Retta Wilson, Exeter, Mo.	14
Rosemary Oliver, Pensacola, Fla.	14
Kenneth Ball, Springfield, Mo.	14
Amelia Pearl Blalock, Jonesboro, Ark.	14

Beverly Long, Sapulpa, Okla.	14
Bayden Baske, Tulsa, Okla.	13
Elizabeth Lewis, Memphis, Tenn.	13
Esther Clemens, Ozark, Mo.	13
Dollie Corn, Willow Springs, Mo.	13
Mildred Halstead, Thayer, Mo.	13
Thelma Marie and Dorothy Glass, Chaffee, Mo.	13
Norma Laney, Cook Station, Mo.	12
Alma Brigrance	12
Virginia M. Cranford, Springfield, Mo.	12
Dovey Drissell, Chaffee, Mo.	12
Wilma Medlock, Newburg, Mo.	9
Hazel Allen, Chaffee, Mo.	11

This month you will find instead of a puzzle, a short story of the robin family. Won't you write the Twilight Lady and tell her whether you want more puzzles, or more stories?

There are many Frisco kiddies interested in seeing pictures of the four puzzle winners, and so the Twilight Lady hopes to have a picture of each on the page for June, with a description of the prize which each won.

Now don't forget, if you want more puzzles, write the Twilight Lady, right away!



Jonah's Job

"Jonah had a good job, but threw it up."

"How's that? What kind of a job did Jonah have?"

"He was secretary of the interior!"

A Funny Suit

Customer: "Would you mind changing this woolen underwear for a less humorous suit. This is tickling me to death."

(From the Webster, West Virginia, Record-News): "The first large floor will seat 600 persons, then there is a double gallery that will seat an additional number of people with upholstered seats."

Queer Humor

Call this a joke if you like. If the joke is hidden, the nerve it took to act it out, isn't!

About fifteen minutes before a Frisco train was to arrive in a station on Frisco Lines, a woman stepped up to the ticket window and asked for the information clerk. The attendant at the window politely informed her he could answer her question. So she said, "Well, mister, I wish you'd come out here and call in this room and see if there's anybody with a car going down my way. I'd like to get a ride."

The Wrong Couple

He, showing his girl around the park: "See that loving couple in that parked car? They've been married for ten years."

She: "Really?"

He: "Yes, but not to each other!"

Sign in a doctor's office: "I treat all diseases including children."

A Hard Hitter

Judge: "Did you or did you not strike the woman?"

Landlord: "Your Honor, I only remarked that the wall paper in her apartment bore fingerprints."

Judge: "Two years for knocking her flat. Next case."

An Ideal Place

"Is this a healthful town?" asked a stranger.

"It most certainly is," replied the native. "When I came here I couldn't utter a word, I had scarcely a hair on my head, I hadn't the strength to walk across the room and had to be lifted from my bed."

"That is wonderful," exclaimed the stranger, "how long have you lived here?"

"I was born here," was the reply.

YES, YES,—AND GLADLY



The cartoonist is apparently guilty of cruelty to animals, but since the animal is a black cat, and therefore our pet animaladversion, we'll put him on—if it is all right with our readers.—Ed.

Heat and Repeat

An ambitious inventor went to a blacksmith to have him forge a piece of iron. The smith and his helper both stammered.

The old blacksmith heated the iron and placed it on the anvil.

"H-h-h-hit it," he stuttered to his helper.

"Wh-wh-wh-wh-where?" sputtered the helper.

"Ah, h-h-h-hell, we'll have to h-h-h-heat it again," sputtered the elder one with disgust.

—Water Works Engineer.

Husbands are a kind of promissory note. One gets tired of meeting them!

A foresighted girl is one who sleeps in a cotton nightie, and keeps a pair of silk pajamas under her pillow in case of fire.

You convince a man, but you persuade a woman!

Yes and No

"I don't suppose you don't know of nobody who don't want to hire nobody to do nothing, don't you?"

"Yes, I don't."

Do You Believe This?

A spinster living in a London suburb was shocked at the language used by two men repairing telegraph wires close to her house.

She wrote to the company on the matter and the lineman was asked to report.

"Well, me and Bill Fairweather were on that job," he said. "I was up the telegraph pole and accidentally let the hot lead fall on Bill. It went down his neck. Then he said, 'You really must be more careful, Harry!'"

He knew she was a good chorus girl, because she only had a cloth coat.

Sure Thing

"So you're sure that was a Scotch terrier you bought yesterday?"

"Well, I threw a penny into the street this morning and he risked his life to get it and bring it back to me."

Clipped from the Custer County (Nebraska) News: "Plan to eat dinner on May 15 with the Baptist ladies. The same wonderful dinner as served last year."

A New Name

Betty's mother was spanking Betty's baby sister when Betty remonstrated.

"I'm never going to call you mother again! You're just a common mama. You don't even know how to treat your kids decent."

Clipped from the Omak (Washington) News: "Marshal Latshaw is enforcing the ordinance against chickens running at large and riding bicycles on the sidewalks."

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.

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St. Louis, Missouri

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Vol. 4

MAY, 1927

No. 8

**For Better Service**

TWO HUNDRED AND SIXTY-FIVE men gathered together in the fourth floor assembly room of the Frisco Building in Springfield, Mo., for a three-day session last month. They came from all points on the Frisco railroad, from north, south, east and west, and they came, to phrase it forcibly, "loaded." For these men were officers and employes of Frisco Lines, and this gathering was for the purpose of remedying defects of service, finding and correcting the weak spots, instituting better methods, saving lives and limbs, building more business, in fact, bringing Frisco Lines up to an even higher point of transportation efficiency for 1927.

For three days the session went on and the minutes of the reports and discussions and suggestions would fill many pages. These men were sincerely in earnest, and if there were any personal axes to grind, evidence of the grinding did not show above the businesslike surface of the conference.

The outstanding feature of the entire better service meeting was the frankness with which men spoke to each other, the helpful criticism used, the sincere attempts to correct and improve and re-vamp service. While the dignity of position was not forgotten it was held in abeyance, and an agent at one of the smallest Frisco towns could speak his mind to an assembly of his superiors with the assurance that he would be complimented upon his astuteness and interest.

That, indeed, is co-operation. That is helpfulness. That is service. When the conference closed, each man in attendance knew that his department had been heard, knew that his suggestions had been received and his criticism of some condition respectfully considered. He knew that during 1927 the Frisco would profit by the community of interest brought about by the Better Service conference. And that was its goal!

Vacation in the Ozarks

AS vacation time comes again, employes of Frisco Lines are looking forward with enthusiasm to the annual two weeks' outing.

It surely is not amiss to direct the attention of these Frisco vacationers to one of the beauty spots of nature on their own railroad, although most of them have probably enjoyed a period of delightful repose in its confines.

To all Frisco people, mention of the Ozark Mountains brings thoughts of long trainloads of strawberries, apples, grapes and other perishable commodities yielded so generously by the fruit farms of this remarkable region.

And it is in vacation time that our Ozark-bound Frisco vacationers think yearningly of Bella Vista and Monte Ne, of Roaring River and Winslow, of Fayetteville and dozens and hundreds of other resorts in the beautiful Ozarks.

If you, Mr. Frisco Employe, were planning on Florida, California, Canada or some other far-flung vacation place, stop awhile and ponder the region which is served, even bounded, by Frisco rails. Get a copy of the new summer folder, just issued by the Frisco passenger department, and choose from its pages the spot of your preference for the annual two weeks.

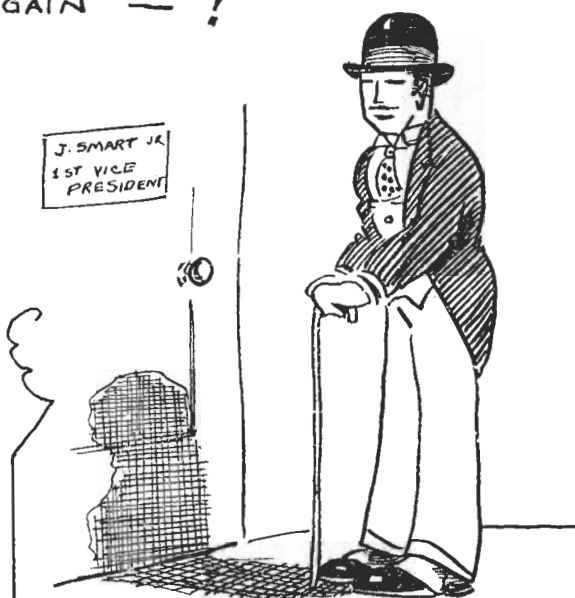
The Beautification Program

IT is significant that 430 agents and section foremen have availed themselves of the Frisco's invitation to furnish, free of charge, flower bulbs and plants for the beautification of Frisco property. Several hundreds of dollars will be spent by the management in furnishing the bulbs, but that expenditure would not have been made had not Frisco employes evinced a whole-hearted interest in the beautification program. As Frisco Florist Don B. Fellows completes his work of shipping the flower bulbs to all points on the line, Frisco section house yards and station parkways will begin to bloom with beautiful flowers.

THE "DREAMY DAYS" ARE HERE AGAIN — !

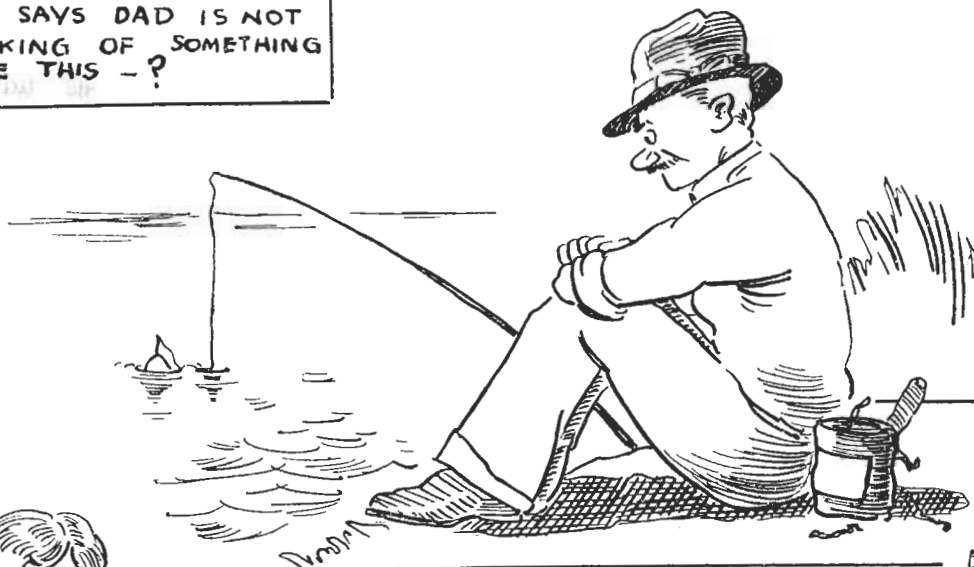


THE LITTLE BOY'S THOUGHTS
GO BACK TO "THE OLE SWIMMIN' HOLE"



THE YOUNG COLLEGE GRADUATE IS
PLANNING HIS BUSINESS CAREER

WHO SAYS DAD IS NOT
THINKING OF SOMETHING
LIKE THIS — ?

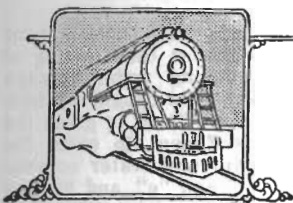


-AND OF COURSE MOTHER IS
PLANNING A BIG "PRESERVING
SEASON"



SISTER HAS
ALREADY
PLANNED HER
VACATION

JOHN GODSEY



The FRISCO MECHANIC

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



HOWARD PICKENS, Editor

NEW LOCAL FORMED

Frisco West Shops Workers Organize Local No. 2 at Springfield

A NEW organization, embracing in its membership Metal Crafts and Car Department employes at the Frisco West Shops, was formed at a meeting called for that purpose by Frank Junkins, General Chairman of the System Committee, Frisco Association of Shop Employes, Springfield, Mo., Tuesday evening, April 12, at 7:30 o'clock, at the Association Hall, 214½ East Commercial Street.

This action followed endorsement of the proposition by the men themselves, a majority of those affected having signed petitions asking for the organization of a second local, subject to the approval of the Executive Committee of the organization.

More than two hundred men, employed in the West Shops, attended the meeting.

Charles Melton, a cab builder in the West Shops, was elected president of the new local (No. 2), as the first step in the organization.

A. E. Godfrey, a boilermaker, was elected vice-president, and Harvey Smith was named secretary. Tom Ladd was elected treasurer, F. L. Genung was named chaplain, George Ellis was named conductor and Earl Genung was chosen as district chairman in place of L. J. Lyons.

Three trustees, who also will serve as the house committee, were elected and are: William Hughes, Emmett Skelton and A. C. Daily.

Fourteen committeemen for the various departments of the West Shops were elected. Machinists' committeemen are: Harlan Atwell, Tom Ladd and Paul Rice. Boilermakers' committeemen are: A. E. Godfrey and Emmett Skelton. Electricians' committeeman is George Ellis; Joe Brandon, committeeman for the sheet metal workers; Charles Melton, committeeman for the cab shopmen; W. M. Pickering for the freight car department; Jack Thomas for the coach carpenters; George Harp for the blacksmiths; O. S. Bradley for the powerhouse employes; George Walkins for the truckmen of the coach shops, and R. Bartlett for the mill room employes of the coach shops.

Regular meetings of the new local will be held on the first and third Tuesday nights in each month at the hall, 214½ East Commercial Street, according to an almost unanimous

Is This Largest Frisco Family?



FRISCO shopmen at the Springfield north roundhouse enthusiastically acclaim the family of Charles Beck, mechanic at that shop, and Mrs. Beck as being the largest among the Frisco families at Springfield, and perhaps on the entire system. The family consists of eight children, five boys and three girls.

The names of the group above are, left to right, sitting: Mr. and Mrs. Beck with Trevor between them and Ruth standing directly back; standing, top row: Wanda, Wiley, Floyd, Ralph, Wayne and Frances. Another child, a girl, died three years ago.

Mr. Beck is employed as a machin-

ist welder and one of his sons is a boilermaker by trade, while another is serving an apprenticeship as a machinist. Frances is attending State Teachers' College, where she is specializing in dramatic art.

Families of this size are rare in these modern times, and the Frisco is more than proud to be able to claim this one as belonging to its big family.

Mr. Beck is a member of Local No. 1, Frisco Association of Metal Craft and Car Department Employes and Mrs. Beck is a member of the Ladies Auxiliary. Their home is at 628 West Mt. Vernon Street, Springfield, Mo.

vote cast. A large number of the members present also voted to donate one hour's pay to the treasury of the organization.

Those members of Local No. 1 who are employed in the West Shops will merely draw away from No. 1 and take their membership in No. 2, just organized. All employes of the West Shops, car department, coach and freight shops, amounting to better than 1,200 men, are eligible to membership in the new local.

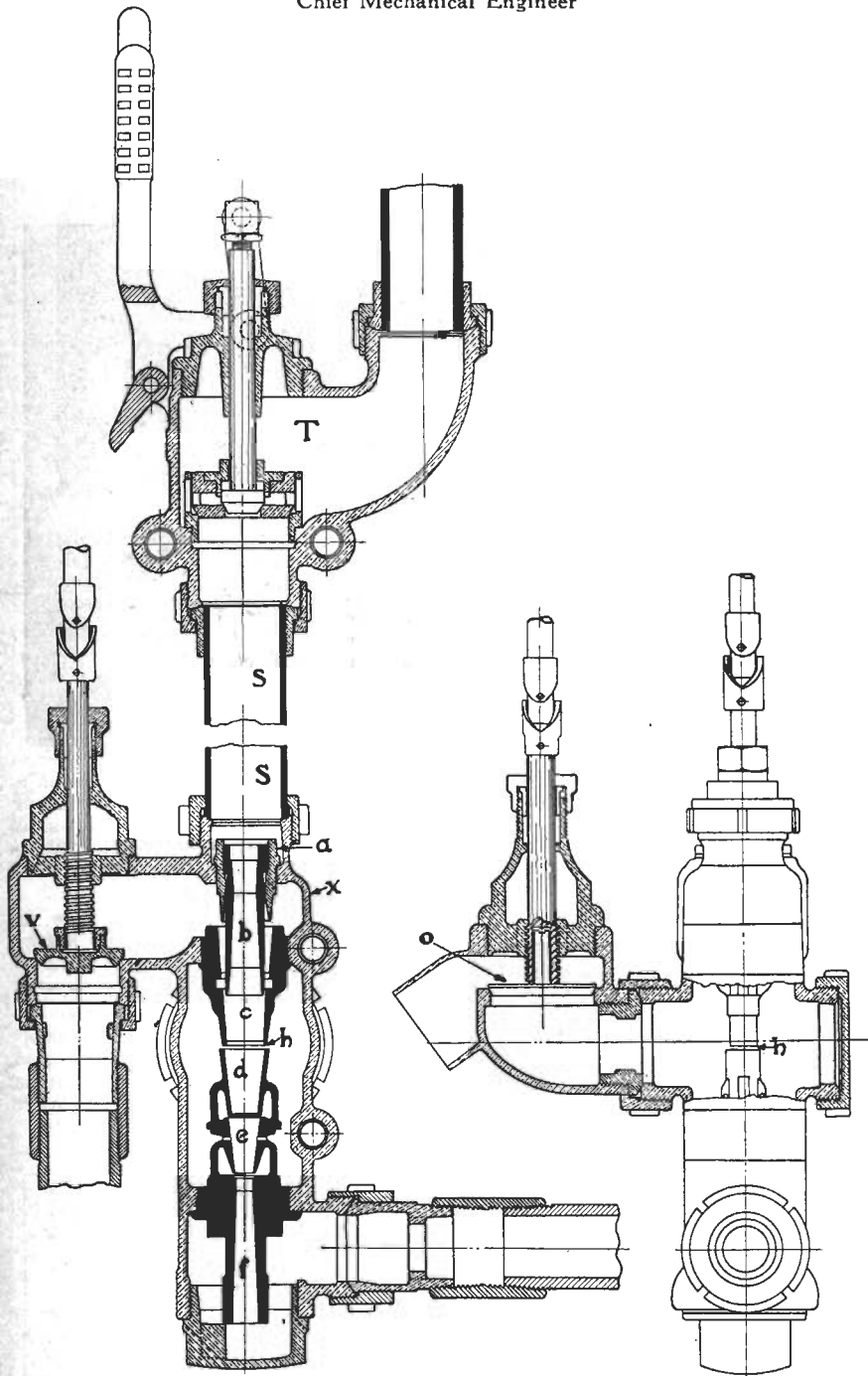
It is believed that because of the large number of men here and the diverse conditions at the two shops, two locals will show far more satisfactory results, both as respects the men and the railroad.

All employes of the north shops, roundhouse, back shops and car shops and the south reclamation plant will be included in Local No. 1.



Operation of Live Steam Injector

By F. G. LISTER
Chief Mechanical Engineer



THE non-lifting injector, as its name implies, does not lift its feed water. It is located in such a position on the locomotive that the feed water pipe connection to it is lower than the bottom of the water tank, causing the water from the tank to flow to the injector by gravity. This allows a feed water having a higher temperature to be used than would be possible with a lifting injector.

The non-lifting injector (see illustration) consists of a body "x", supplied with a feed water valve "v", a lifting steam nozzle "a", a forcing steam nozzle "b", a suction tube "c", a rear combining tube "d", a forward combining tube "e", a delivery tube "f", and an overflow valve "o".

Steam enters the injector from the boiler through a starting valve "T" and steam pipe "S", passing through the lifting steam nozzle "a" and dis-

charging through the suction tube "c", which facilitates the starting of the injector, sucking water through valve "v", where it is caught by forcing steam nozzle "b" and is given the final impulse sufficient to enter the boiler, the steam and water combining in tubes "d" and "e", and passing through the delivery tube "f", where it attains the necessary velocity to carry it into the boiler against boiler pressure.

The overflow aperture "h" is located between the suction tube "c" and combining tube "d", where it passes out through the overflow valve "o", permitting a free outlet for the water and steam during the operation of starting.

To start the injector, first turn on steam with the main steam valve at the fountain or boiler. Turn the overflow valve "o" full open. Open water valve "v" full. Pull the lever steam starting valve "T" open to start the injector. The water supply should then be regulated with the water valve "v".

To stop the injector, close the starting valve "T", then close the feed water valve "v". The overflow valve "o" should not be closed when starting or stopping the injector. It should be maintained wide open. It is poor practice to close the overflow valve and leave the feed water valve open, because when it is done the steam pipe to the injector will fill with water from the tank to the level of the water in the tank, then when starting the injector and the overflow valve is opened, the water in the steam pipe will not drain out with the feed water valve open. Consequently, when the starting valve is pulled open, the steam strikes the water with great force and drives it out through the combining tubes, bulging the steam pipe, loosening the combining tubes, and injuring the injector body.

When an injector is tested for operation at the roundhouse, it should be done with approximately full boiler pressure, and at a time when the boiler is not too full of water. If the boiler is too full of water the steam will be so wet that a reliable test for operation cannot be made.

A good test is to start the injector and note its operation. First, close the water valve. The injector will then break and discharge out of the overflow. Now, open the water valve and the injector should re-start. If it fails to re-start, there is something wrong, and the trouble should be located. If it re-starts, then close the feed water valve carefully until a light discharge occurs at the overflow. If the injector is in fair condition, the water valve will be about one full turn open at this time. Next, open the water valve wide and if no discharge occurs at the overflow, the injector is in good condition. When making the re-starting test, the starting valve and overflow valve must be maintained wide open. The failure

(Now turn to Page 40, please)

MOTOR CAR EFFICIENCY

Great Strides in This Equipment Made in Past 20 Years

By A. E. WOOLDRIDGE

RAILWAY track motor cars came into existence about twenty-two years ago. It is said the first one used was made by mounting a small horizontal gasoline engine on an old hand car. The section foreman who did this, found he could save himself and his gang the hard work of propelling the car over the section and there was a saving in time for the company because he got his men to and from their work more rapidly.

Since that beginning the money value of the time which can be saved has become so great that motor cars for the purpose of moving maintenance and signal forces and material are being used to a very great extent. With this evolution the upkeep of this type of cars has become a problem. A number of railroads have organized a regular department or force to properly handle motor car maintenance; others have simply made provision for repairing their cars at periodic intervals, and attempt to carry a sufficient stock of repair parts for the maintenance of the cars.

The successful use of motor cars depends largely upon their proper maintenance and care. One of the principal conditions which now operates against the efficiency and success of track motor cars is that in many instances there are a less number of cars in service than there are uses for them. It is the practice on nearly every railroad in the country to keep these cars in service long past the time when they can be economically repaired. It is a good suggestion that, until a sufficient number of cars for all gangs is provided, the number in service be allotted in such manner as to provide at least one surplus car for each division.

Send Broken Car In

Under the present condition the average section foreman or signal maintainer, anticipating the delay and inconvenience while awaiting the return of his car from the shop, will delay sending it in for repairs. He runs it until some vital part gives way and when the car is sent in, it is found that an extensive and expensive overhauling is necessary. Had the slight repairs been made at the proper time, they would have saved both delay and unnecessary expense. A systematic method of inspection to determine the need for both light repairs and a complete overhauling will save most of this trouble and expense. Motor cars are forced to work under unfavorable conditions most of the time. They are heavily loaded, run at high rates of speed and are frequently handled by an inexperienced operator.

Vets To Hear Them At Re-Union June 6-7



The men shown in the above picture are not only familiar with the musical accompaniment of the steam hammer and drill in the Frisco shops of Springfield, Mo., but they are equally at home with a musical score in modern jazz, or in classical orchestration. Four years ago George B. Hasler, Springfield mechanic, organized his shops orchestra and they have played for many Frisco entertainments in the past years in and around Springfield. Their musical talents will again be on exhibition at the Frisco Veterans' Reunion in Springfield, June 6 and 7. The men are, from left to right: Kenneth Lee, drums; Lester Bell, banjo; R. Burch, violin; George Wheatley, trumpet; Byron Morton, piano; Tom Appleby, saxophone; George Springer, saxophone, and George B. Hasler, saxophone and manager.

Naturally it is desirable to keep the stock of spare parts down to a minimum consistent with good management. One way to do this is to maintain a sufficient supply of repair parts at one central point to insure prompt return of cars sent in for repairs. In many instances motor cars are out of service for long periods awaiting receipt of new parts.

Large Growth In Use of Motor Cars

The development and general use of the motor car which has occurred in the last fifteen or twenty years, and which, in the last three or four, has been greatly accelerated, has resulted in there being a great number of various types and makes of cars—some of them obsolete. It may be very expensive to carry a supply of spare parts under these conditions. The time has gone when railroads can afford to experiment with various makes of motor cars. They should decide upon standard makes and types that best meet their requirements. This will insure that the cars will be cared for in a more systematic and economical manner. It will avoid the necessity for stocking a large variety of parts and will enable cars to give the full service for which they were designed. The following are the five fundamental principles upon which an organization should be built to operate and maintain track

motor cars in a systematic and economical manner:

1. Appointment of a supervisor of motor cars.
2. Under his jurisdiction there should be a staff of motor car inspectors, whose duties shall be to travel over their respective territories instructing the operators of motor cars, making light repairs and adjustments, and inspecting the cars to determine when they are in need of a general overhauling at the shop.
3. The adoption of a standard type of motor car. This may mean for the entire system or for only a definite part of the line. In other words, conditions may easily be conceived where a certain type or make of motor car would be entirely satisfactory for a given territory, and yet, could not be used to advantage on some other part of the line. If then, standards are adopted for definite territories, the system will have ample flexibility.
4. Provide sufficient cars to allow shopping of cars at proper intervals.
5. Carry in the store, at central points, ample stock of repair parts, not only to meet ordinary conditions, but to cover such emergencies as are likely to arise.

CO-OPERATION

Frank Lochrie, 14-year-old son of R. W. Lochrie, manager of the Harvey house at Springfield, is a great admirer of general manager Fred Shaffer. The admiration is mutual, and young Frank has made many trips up and down Frisco Lines with his friend when he could escape the mandates of his high school teacher.

One Sunday young Frank and his father were driving in the country around Asbury, Missouri, and crossed a Frisco crossing in their Hudson coach. The crossing was in bad shape and gave the car a vicious lurch.

"Dad," Frank said, "I'll have to report that to Mr. Shaffer. He doesn't know about this crossing or it wouldn't be in that fix."

The report was duly made, and a week later when the elder and younger Lochrie again drove over the same crossing, it had been rebuilt and was in excellent condition.

"See that, dad," Frank said. "You leave it to Mr. Shaffer and me and we'll run this railroad like it ought to be run!"

OPERATION OF LIVE STEAM INJECTOR

(Continued from Page 38)

use of an injector to re-start in this test will nearly always be found to be due to some substance lodging in the combining tubes.

When a discharge occurs at the overflow with the injector in operation, before attempting to repair, try to ascertain whether the trouble is in the injector, the water supply, the steam to the injector, or the delivery from the injector. Note the nature of the discharge, whether it is mostly steam or water. If it is steam, it indicates that the water is not reaching the injector freely, a partially closed tank valve, or a collapsed hose lining. If the discharge is mostly water,

it may be caused by a partially closed steam valve at the turret, by badly worn combining tubes, or a restriction in the delivery pipe (usually caused by lime), sometimes a defective intermediate line check valve, and sometimes by a boiler check valve with insufficient lift.

Don't waste time reasoning with an angry man.

His Fault

O'Toole: "Ah, and where did you git the black eye?"

Donovan: "Faith, and but I spake outta me turn and forgot to duck."

If you your ears would keep from jeers,

Five things keep mildly hid:
Myself, and I, and mine, and my,
And "What I said and did."

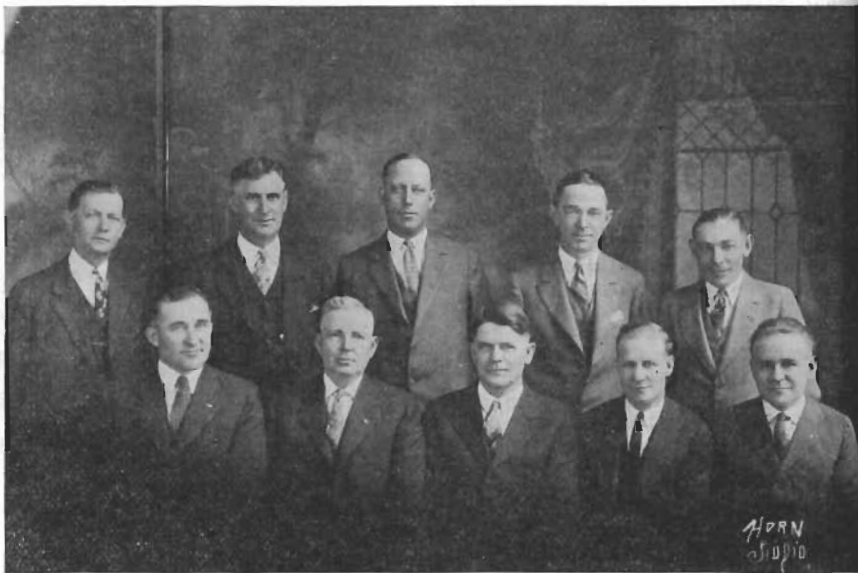
Snobbery in Motor Horns

"And now, sir," concluded the motor car salesman, "what kind of a horn would you like? Do you care for a good, loud blast?"

"No," answered the customer. "I want something that just sneers."

Better an ounce of example than a pound of advice.

Frisco Mechanical Department Supervisors



We are pleased to print above, the picture of the executive board of the Frisco Mechanical Supervisors' Association.

Front row, reading from left to right: W. A. Morgan, Sherman, Texas, J. Frank Ferguson, Enid, Oklahoma, R. H. Gardner, Springfield, Missouri, C. E. Grundburg, Springfield, Missouri, M. L. Schick, Memphis, Tennessee. Back row, from left to right: J. S. Jowers, West Tulsa, Oklahoma, J. W. Reddick, Springfield, Missouri, A. D. Harcrow, Fort Smith, Arkansas, Walter Medlock, Kansas City, Missouri, H. E. Hubbard, Chaffee, Missouri.



TREATING A COLD

Do you realize that every time you cough or sneeze without putting up a barrier, you spray the atmosphere around you for a distance of three or four feet with a finely atomized mixture of moisture and germs—germs by the million—all fresh and ready to be breathed in by the unlucky victim near you?

If these germs reach anybody whose resistance is in a lowered condition, they may cause all sorts of serious trouble. A great number of us have suffered from infection with "germs" of a cold from someone else who has given it to us, because he or she has been careless about sneezing or coughing. Even if we became infected while in good health, fatigue or exposure may lower resistance and permit the "cold" to develop.

Colds are often followed by pneumonia, influenza, pleurisy, tuberculosis, mastoids and many other more or less serious and disabling diseases. Everyone who has a cold does not get these serious diseases, yet anyone may start a small blaze which will flare up into a serious conflagration.

If you have a sore throat, a running nose, a headache or a backache, you should rest, take a laxative, drink plenty of cold water and eat lightly of simple foods which will do a great deal toward eliminating these symptoms, which are sure signs of a coming cold and perhaps something worse.

You owe it to yourself and to others to follow a few simple rules if you have a cold, to keep it from spreading to neighbors or fellow workers.

Cough and sneeze into a handkerchief and away from other people whether you have an active cold or not.

Always keep and use your own towel and drinking glass.

Wash your hands before eating.

Keep away from other workers as much as you can.

Live and work in well ventilated rooms. It is better for the thermometer to read 68 degrees than 70 degrees.

Sleep with open windows in winter and summer. It is not enough that air be COLD—it must be FRESH.

Keep your feet dry. An extra pair of shoes and hose kept at your place of work will add to your health.

Cool off gradually. If you are perspiring, an electric fan or a cool breeze may start a cold.

See a doctor if you keep on taking cold in spite of taking care of yourself.

—(Policyholders' Service Bureau of Metropolitan Life Insurance Company.)

Guest: "What did you say this was, waiter?"

Waiter: "That's filet de sole."

Guest: "Please take it out and bring in a couple nice tender uppers and have the buttons removed."

Frisco Ties at Fremont, Mo.



Along the Frisco Lines, at various points, ties are assembled for inspection, loading and use. The photograph above shows the tie yard at Fremont, Missouri, and in the photograph are Walter Paul, tie inspector, J. M. Davis and E. H. Perce, contractors, and Messrs. L. Black, M. Doyle, J. McIntosh, C. Swoford, E. Huneycut, J. Crites, J. Voyles, loaders, and "Uncle" Frank Legg, a visitor. These ties are hauled for miles around to this central point where they are sorted and sent to various points on the line.

Frisco Mechanic Notes

NORTH SPRINGFIELD SHOPS SPRINGFIELD, MO.

WM. F. KRAFFT, Reporter

Lewis Roach, machinist, shares with Mr. Gustin, yardmaster, the honor of rescuing twenty-eight "Chickens" from a watery grave during the flood a week or two ago. While spectators stood aghast, Mr. Roach calmly handled a brown hoist and cleared away debris which was holding back flood waters from storm sewers. These two men disclaim any act of heroism and say that they merely did their duty as they saw it. However, we don't blame them for glowing with pride when mention is made of the thrilling rescue. Needless to say when the flood had receded, the fowls flew down off their roosts joyfully.

Another boy has embarked on the troubled sea of matrimony, deluded by the theory that "Two can live as cheaply as one." All the blacksmith shop extend their congratulations to Mr. and Mrs. Wm. Seboldt.

Fred Shanks, sheet metal worker, smilingly admits that he "rode the goat" successfully at the recent Shrine consistory held in Joplin.

George Lutzenberger, machinist apprentice, has "swapped" his "Lincoln Pup" in on a Pontiac coupe, and declares he is well satisfied.

Mr. and Mrs. Neville Cunningham are the parents of a fine baby boy, Wilber Lee, born March 16. Mr. Cunningham is employed in the blacksmith shop.

Chas. E. Burch, boilermaker, was transferred to north roundhouse in the place of Gordon R. Yowell, who was sent to north shop.

Wm. F. Sullivan, machinist, has the sympathy of the shop in the death of his mother recently at Temple, Texas.

Clement L. Auerbach, machinist, has purchased a 1927 Chevrolet coupe.

Jos. A. Bodey, blacksmith, and his family were called to Pierce City, Mo., April 11, account of the serious illness of Mrs. Bodey's father.

Chas. Looney, colored laborer, has been confined at his home for several days account of illness.

Chas. W. Wilson, machinist, is undergoing treatment at the U. S. Vet-

erans' Hospital, Kansas City.

J. W. Reddick, boilermaker foreman, attended the master boilermakers' convention in Chicago. He was accompanied by Mrs. Reddick.

Dean Peck, machinist, has purchased a new bungalow at 2009 North Broadway, and is spending all his spare time cutting down trees, grading his yard, and constructing a garage. Dean says it is the hardest work he ever did, but, of course, that is because he is under the supervision of the Mrs.

LOCAL No. 10—NEODESHA, KANS.

W. J. EGERER, Reporter

Harold V. Grove, from Kansas City north rip track, is our new clerk. We extend a hearty welcome to you, Harold.

Walter B. Pippin and Grace Howard were married at Independence, Kan., on March 21, 1927. The bride is the daughter of Mr. and Mrs. H. Howard of Lamar, Mo. The newlyweds will make their home here, after a few days' honeymoon. Good luck to both is wished by all.

We all thought that John Barnes bought a new car, but on closer inspection we found it was a good paint job, and John did not forget to put a FRISCO BOOSTER sign on it.

Mr. McLean and family have our sympathy in the recent loss of Mr. McLean's father.

T. M. Bierman, one of our newcomers, shows remarkable talent for drawing. We hope that in the near future, we will see some of his cartoons in the Frisco Mechanic.

Arthur T. Hasler, apprentice, from Springfield west side shop, is here, and will spend the last six months of his apprenticeship in Neodesha.

Harry Lynn built a garage. He bought all his lumber from the Baxter Lumber Co. because that firm has all its goods sent "The Frisco Way."

James Hinkle is back on the job again after being off sick for about a week.

Dock Ford was taken home ill the other day. Hope you get better soon, Dock. No. 2 and 4 pockets are empty again.

Geo. Killebrew, our apprentice, was transferred to Springfield, where he will work out the last one hundred and fifty days of his apprenticeship. Good luck to you, George.

Rex Rolston is driving a new Whipper car.

Dave Mallory spent a few days in the Frisco Hospital, St. Louis. We are glad to hear that nothing serious was wrong.

John Barnes, just bought a pretty little home in the suburbs of Neodesha.

Rex Showers bought a home in Neodesha, Kans., and burnt up the little can that held a large amount of worthless rent receipts.

Our baseball team is coming along fine and by next month we will be able to broadcast our desire to bring up a team that we can't beat. As usual, we will try to get our first season's game with Monett, and after we beat them all the rest are easy. Let us hear.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Clarence Sissel, painter in the reclamation plant, has transferred to the Frisco Shops in St. Louis as a second-class boilermaker.

Homer Kerr, sheet metal worker, has been on the absent list for some time on account of poor health.

George Condon, formerly welder on hot work at the south shops, has gone to St. Louis as electric welder instructor for the Frisco at the St. Louis shops.

Since the abolishment of the south roundhouse, the power plant operates during the day only, there being no necessity for running twenty-four, but rather the eight hours during the day is sufficient, however, we sure miss the big whistle at 5:30 a. m.

There has been much talk since the first of the year of moving the reclamation plant to the north shop, but it now is all given up and understand we are to continue to operate in our present location. We hope this rumor is a true report as all the boys had rather stay where we are than to move to some new location.

FT. SMITH LOCAL No. 7

H. H. MORGAN, Reporter

Machinist B. G. Warden, has returned from a trip to Rochester, Minn.

Car Painter E. L. Reese, has returned from St. Louis hospital after a successful operation. Glad to have him back with us. Mr. Reese says that the Frisco boys should be proud of our fine hospital at St. Louis.

We are proud to report that the Frisco will be represented in the twilight league. D. W. Stanley of the car department has been selected as manager of the club. The league opened Friday, April 22.

Second-class boilermaker M. I. Hall, is the proud father of an eight pound boy, born April 7.

Mrs. Dressendolfer, wife of our boiler foreman, has returned from Missouri after a very pleasant visit with her daughter.

Blacksmith J. N. Coley is smiling over the arrival of a nine-pound girl, born April 12, and, incidentally, the little miss arrived on the mother's birthday and has been named Betty Ruth.

LOCAL No. 6—MONETT, MO.

COY WADLEY, Reporter

All right! You fishermen get your fishing tackle out for the time has come that we have been longing for, to take the old lunch kit our and enjoy a real outing with the coming of the good old spring breeze once more.

Otto Gelsheimer and family spent Sunday, April 10, visiting in Springfield. Ot says he likes to go back to his old stamping ground as there is nothing like "home sweet home."

Prospects are good for a real baseball club at Monett this year, composed principally of shop boys. All the boys joined together and constructed a new fence and grandstand and are putting things in readiness for a big start. Have no doubt but that Monett will live up to the good reputation already established as having a winning team.

Fred Lake, boiler foreman, has been recuperating over an attack of influenza, but came out victorious and is back on the job again.

We have quite a number of changes around the roundhouse since three shifts have been put into effect giving some of the night men day jobs and vice versa, however, the changes are too numerous to mention.

George Conboy, machinist apprentice, has been laying off the past two weeks account sustaining painful injury while performing some work on the drop pit.

LOCAL No. 19—MEMPHIS, TENN.

D. P. HENLEY, Reporter

Contract for grading for new facilities at Yale has been let and contractors are busy, having already made considerable showing, and each passing day brings us closer to the time when we will move into our new quarters.

Soon expect to have the 1500 class engines operating through Kansas City to Birmingham and the 1060 class, Kansas City to Memphis. Some more details for these arrangements are being worked out, and everyone cooperating to make the running of the large power through an entire success.

During past few weeks a great deal has been accomplished in Memphis Terminal in connection with double crewing yard power, which is working out in good shape and will result in a large saving in our engine handling and maintenance cost.

April 3 handled several sections as special trains, Memphis to Birmingham, carrying delegates to the United Confederate Veterans' convention, at Tampa, Fla. All trains moved on good schedule.

Committees have been elected at Memphis, Yale and Harvard, in connection with solicitation of business and these committees are functioning and have already received some valuable tips for prospective business.

We extend our sympathy to C. L. Moore, coach painter, in recent loss of his brother-in-law Ed Mulbery.

Glad to see C. J. Coggins back on the job after being off several weeks with the flu, also "Daddy" Yates.

Yale reports—

During the month of March completed rebuild program and turned out the last of the 600 coal cars, which were started about January 1, or an average of ten cars per day from time started until last car was shipped.

Following closely upon completion of the 600 rebuilds, are now busy on converting 200 of the 73,000 series to flat cars. Progressing on this work nicely at present and indications are that a good record will be made in this work.

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

Frank Junkins, general chairman, met with this local last month. We were glad to see him and he made us a very interesting talk. We also had a large attendance at the meeting.

Henry W. Williams, boiler maker, recently bought a new Chevrolet car.

We are sorry to report the serious illness of Ed Whitfield (col.) third class blacksmith. Although he is im-

proving he will not be able to report for work for two or three weeks.

Leslie Hogan (col.) is working in Ed's place while Ed is off. Leslie also operates the steam hammer.

Willie A. Bullard machinist apprentice of the west shops, was a visitor at Amory shop last week.

Bob Stevenson, car department clerk, left for a two weeks' vacation in Baltimore, Md. He rode through on his motorcycle.

Howard Rainey is working as car department clerk while Bob is on his vacation.

Tom Sisk, car inspector, took a five day vacation last week. It was understood that he went fishing.

Steve Tunnel who was bumped off of the third trick hostler job last month, is back on the job again.

Lenard G. Beckam, switch engine fireman, has bought a "good as new" flivver and now his greatest trouble is gasoline evaporating.

R. L. Row, coal chute foreman, certainly has a nice garden. On the 13th day of April he had green peas and cabbage out of his garden.

Earnest Hall (col.), coal chute man, has been off sick for several days.

Cal Atkins (col.), third class machinist, traded his old Nash for a better one last week.

Mrs. Dave Ammison (col.), wife of our third class boilermaker, has been ill for the past month. We wish her a speedy recovery.

We have just given engine 632 a class five overhauling. He ought to run well now.

Melvyn Lowe, car repairer, has moved into the new Edgewood addition at Amory.

Eddie Dill, pump house fireman, has just returned to work after being off sick with the flu.

The new gas line is coming through Willie Ritter's yard and Bill is thinking of having his house piped up for gas. Bill is our locomotive carpenter.

LOCAL No. 17 WEST TULSA, OKLA.

E. F. BEATTY, Reporter

A. K. Watters made a flying trip to Kansas City last week and reports a nice time.

A. N. Beck is the proud owner of a new Chevrolet coupe.

We are glad to report that P. J. Kemper, who has been in the hospital for the past six weeks, is able to be at home again and is expected to resume his duties as car oiler within a few days.

Thomas Riddle has been entertaining a severe attack of lumbago for the past few weeks, but is better now.

C. E. White was on the sick list week.

Mr. Junkins, system chairman, met with Local No. 17 Monday, April 4.

Lloyd Richison spent several days in Claremore recently taking mineral baths.

Bard Abernathy has a broken arm, as the result of cutting a piece of iron with the steam hammer.

E. A. Hendrix, electrician, has just completed a new four-room house at Red Fork, and expects to move in within the next few days.

Born to Mr. and Mrs. Johnnie W. Morris on April 1, a 9½ pound baby boy.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

C. C. Mills of Oklahoma City delivered a splendid lecture on accident prevention to the men on the freight platform at noon April 6. He praised the good record of the men here and gave some specific directions as to how that record could be made still better. There is to be no letting up in the work of preventing accidents. O. W. Bruton, our superintendent of

the Springfield terminal, was also present and spoke a few words of encouragement to the men; pointing out the fact that there were fewer accidents per man here, than at any other place on the system.

Jake Williams is back after an illness of sixty days. It is good to see him smiling again.

Isaiah Garrett returned to Frisco service as carman at the southside April 1. He is an old employee returned home again after working in Texas.

Louis Bunch, car inspector at freight house, changed to the third shift 11 to 7 a. m.

Frank Brown, car repair man in yards, promoted to freight house inspector, working with J. L. Brandon.

Otho Harvey, car inspector, moved from south yards to Missouri Pacific interchange at Southern Junction.

A. Kesterson, interchange inspector at Southern Junction, promoted to night foreman at Monett. Ezra Dooley, car inspector, moved from third to second trick; and Jess Bunch from third trick to first trick industry inspection at Phelps avenue. Everything is in readiness for the summer's business.

We are sorry to hear that Hays Thornton, coach cleaner, is ill with pneumonia.

Glen Cox, who looks after the fruit and vegetables on the freight platform, is back to work after a few days' sickness.

Ryan Massey, porter at the local freight station, became very industrious with the first appearance of spring and washed the windows in the office of Doc Crawford, the chief delivery clerk, while he was out. When he returned he thought someone had removed the panes but by a careful investigation he found them to still be in place.

We are interested in noticing the splendid record of the Toombs Fay Sash & Door Co., who are among the many Frisco boosters here in Springfield. Their plant was first opened here in 1922. They carry on an extensive wholesale business in this territory shipping to points in Missouri, Arkansas, Kansas, Oklahoma and Illinois. Most of their material as well as their products are shipped by the Frisco railway. Needless to say their business has grown from the beginning so that in 1924 they had to purchase their present building and enlarge their capacity to meet the demands of the rapidly developing Ozark region. It takes hundreds of cars to handle the business each year, and 90 percent of all this firm's business is shipped via Frisco lines.

W. C. Smith, local freight agent, is visiting his daughter in Fort Worth, Texas, this week.

LOCAL No. 30—PITTSBURG, KANS.

M. P. MURPHY, Reporter

George Cummings has just returned from a two weeks' visit at home.

Loran F. Reno, blacksmith, who was laid off April 1, has left for Springfield, Mo.

Claud Steely, machinist, and Odie Shurley are on the 4 to 12:30 shift.

Mac McDonald, night foreman, says he is expecting to be riding in his new car soon.

Hubert Wilson is very much delighted over the boiler room since it has been whitewashed.

Want to say that the Pittsburg shop ball club is doing very nicely and George McCaskill is much pleased with his line-up.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

John Sumner went to Monett recently to assist in repairing a deep well pump.

J. W. Losey and William Marrs were

on the sick list for several days recently, but at the present writing are back on the job.

Charles Robinson was up on the "High Line" several days and stopped over in Springfield before going back on the east end.

Claud Tuck's gang went to Pacific March 22, after a few days in Springfield, later returning to Ozark to install a new pumping station.

Mr. Richardson, water service foreman, and Mr. McDonald, water service repairman of Tulsa, Okla., visited this department a short while March 24, also attended to business pertaining to department at Tulsa.

Charles Loague and family were called to Dixon, Mo., March 25 by the death of Mr. Loague's nephew.

Lon Akers of Evansville, Ind., formerly of this department, visited the old timers here for a short while recently.

John Waugh, repairman from Clinton, spent the 27 and 28 of March here enroute to Clarksville, Iowa.

George Revis, water service foreman, of Memphis, was in the shop here the latter part of March.

Wm. Marrs and family visited in Tulsa for several days the latter part of March.

The method of cleaning the water mains of soda ash by the application of muriatic acid has been proven a success by the experiment at the north shops.

The work was done through this department under the supervision of Lee Elliott of the chemical department. Mr. Elliott is our efficient water engineer on the Frisco.

Charles Robinson of the road gang was called to Wichita Falls, Texas, by the death of his sister.

HI-LINE NEWS—CLINTON, MO.

J. R. PECKENPAUGH, Reporter

Conductor C. A. Rutherford is sporting around in a new Essex.

Engineer Lawrence Crotty and wife have returned from a trip to Hot Springs.

Brakeman Ray Stevens and wife were called to Green Forest, Ark., on account of the bad storm they had there a few days ago.

The residence of conductor A. W. Sigler was damaged by fire a few days ago but his loss was covered with insurance.

Engineer C. M. Shaw was off on the sick list the first part of the month. Brakeman A. T. Weir, expert fisherman, is laying off and enjoying fishing.

Conductor H. S. Feldott, who is retired on pension, is in the St. Louis hospital for an operation.

Brakeman W. H. Cook returned from a two-months' trip to Florida. He sent the yard master several nice grape fruit while down there.

We were sorry to hear of the death of Engineer Thos. McDonnell's wife in Springfield, Mo., a few days ago.

Conductor W. H. Johnson was called to Ponca City, Okla., the first of the month on account of his son, who was to be operated on that day.

Yardmaster C. O. Claiborne returned from Springfield March 26, after attending a meeting there for two days.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Pete Crouch, electrician helper, has been transferred to Birmingham, Ala.

The Frisco Ball Team at Ft. Scott is making remarkable progress. The boys are all very enthusiastic about the sport and are striving to make it an A No. 1 club.

Joe Sellers was visiting the shops in Springfield and Thayer during the past few days. He has a brother who served his apprenticeship at Ft. Scott recently.

P. J. Moore, general foreman here, is making a special effort to supply

every apprentice boy, who serves his last six months here, a copy of Government rules.

Charles Dwyer has been in the St. Louis hospital for several days, reports high praise for service received while there. We are all glad Charles is back with us.

Boys here were all well pleased with the April Magazine. We are proud of it.

WEST SHOPS LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. A. GOODFREY, Reporter

Mrs. W. H. Miller and son recently returned from Bristow, Okla., where they have been visiting relatives.

Jeff Whitehead is sporting a new Ford coupe.

Mr. and Mrs. C. A. Jones have recently taken a trip to Miami, Okla., visiting an uncle of Mrs. Jones. Mrs. Jones informed the writer that it had been nineteen years since she had seen her uncle.

Ben Miller and family have recently moved into their new home at 630 Chicago avenue.

B. F. Harrison is back on the job again after being off for several weeks.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

Regular meeting of Local No. 32 was a very interesting session on March 25. Three new members were initiated. Colonel Chas. Todd's Jazz Hounds, Inc., furnished music after the meeting.

Ivan Eugene Fuller, first class machinist, is the proud papa of a new Pontiac sedan.

Mrs. McFarley, daughter of Mr. and Mrs. E. M. Barnum, first class car man, and wife, died in St. Louis hospital and was buried in Helmesy, Okla. We extend our sympathy in their sad hour of bereavement.

City Agent R. Vandivort received a letter of appreciation from Mr. Koonz, Vice President, for the celebration of the 25th Anniversary of the Meteor, by citizens of Newburg.

Locomotive Inspector William H. Owens has fallen in line and is now driving a new Pontiac coupe.

MECHANICAL DEPARTMENT LOCAL No. 12—AFTON, OKLA.

L. J. HUDSPETH, Reporter

We of the Frisco Railroad of Afton, extend our sympathy to Elmer Davis, hostler at this point, account of the recent death of his father at Unionville, Mo.

W. J. Foley, master mechanic of Enid and family visited H. R. Foley and wife a few days during the latter part of March.

The store room at Afton was abolished April 1, and C. O. Mitchell, who was storekeeper to that time, has accepted a rate clerk job at Oklahoma City.


P. O. Wood, R. B. Spencer and D. L. Forsythe were in Afton Monday, April 4, looking the situation over with the idea of reducing forces at this point.

H. R. Stone, former head car carpenter this point, has been transferred to Henryetta as first class car inspector.

A few additional men were placed on April 15 to help take care of the rush caused by high water, as it necessitated tying up several engines here.

A new job was created in the fuel department April 6 account additional responsibilities placed on the coal chute foreman.

Your reporter has taken the distribution clerk's job in the master mechanic's office but will try and keep the readers of our magazine posted on happenings of Afton and vicinity for we are all interested in news along the Frisco.



Frisko Family News

CENTRAL DIVISION

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Ft. Smith was struck by a tornado on April 12, it taking eight minutes for the storm cloud to pass over the city, killing two women, injuring many, and leaving great wreckage in its path. There were over 100 homes damaged and a number of Frisco employees resided in the storm torn area. The home of H. M. Booth, Jr., assistant engineer, was heavily damaged and his garage blown away. House at 629 Clifton Court, owned by Napoleon Waters, timekeeper in superintendent's office, had roof lifted and walls torn away. At the home of W. F. Griggs, chief clerk to the storekeeper, the front porch was torn away, living room and roof heavily damaged. Luckily none of the men or their families were injured. The tornado was followed by a downpour of rain, which lasted all night, with heavy showers during the next two days. All low-land farms and the city of Moffett just across the river from Ft. Smith, are under water. The river has overflowed into the factory district and some of the lower resident districts of Ft. Smith, making it necessary to move all equipment from the Frisco roundhouse as the floor was covered with one foot of water before the flood crest had been reached. Nearly all trains are coming into Ft. Smith over Frisco tracks and the Missouri Pacific is using the Frisco office building for loading and unloading freight and passengers. Refugees of the tornado and the flood are being cared for in Ft. Smith and a fund is being raised to help meet expenses of their needs.

Mr. and Mrs. L. O. Mouser and family visited friends and relatives in Springfield during the past month.

Work on the Frisco float to be entered in the strawberry festival parade at Van Buren, May 4, is progressing nicely and we are told it is to be a beauty. The girls who are to ride on the float, recently held a meeting in the office of division engineer and decided upon costumes to be worn.

O. W. Russ, general clerk, had a very narrow escape when the car he was driving was struck by another car going at great speed across Garrison avenue. We are glad to tell the friends of Oliver, that the car received all the damage.

It was with regret that we learned of the death of James W. Dorrough, 60 years old, which occurred April 10, at his home after a long illness. A stroke of paralysis in November, 1926, is believed to have led to his death. Mr. Dorrough was a retired machinist of the Frisco Railway Company and had lived in Ft. Smith about 30 years. We extend our deepest sympathy to the family and relatives of Mr. Dorrough.

Members of the Greater Traffic Committee are receiving enthusiastic cooperation from all Frisco employees. As a result of the recent activity of this committee, special agent G. W. Walker was successful in securing the passage of 13 Federal prisoners from

Ft. Smith to Kansas City, a special coach being chartered for the trip.

The writer was in the Frisco Hospital at St. Louis during the past month, and wishes to join in the praises of the many others that have been there. Every care and attention possible is given company employees and anyone feeling "under the weather" should try OUR hospital where, if possible, they will surely set you right again.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

Mr. and Mrs. B. G. Worden have returned from Rochester, Minn., where Mrs. Worden entered Mayo Brothers' Hospital, and it is with pleasure that we learn that Mrs. Worden's health has been greatly benefited by treatments received while there.

Miss Louise Magruder has been working temporarily as file clerk and stenographer in place of Miss Beatrice Limberg, who has been absent account of tonsillitis.

On the morning of April 11, 1927, Jas. Dorough, former machinist in the local shops, and father-in-law of J. H. Dyer, assistant foreman at Fort Smith, and W. B. Stewart, fireman, died at his home in Fort Smith after a lingering illness. We wish to extend our sincerest sympathy to the family in their bereavement.

Much work, thought, and worry is being caused by the float that is being constructed for the Strawberry Festival which is to be held in Van Buren, Ark., on May 4. However, we feel confident that when the float is completed all this will be forgotten, as it is certain that it will be a great success.

Refrigerator cars are being gathered together and put in A1 condition preparatory to the fruit movement, which will begin with the shipping of strawberries in about two weeks.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

W. F. Griggs, who recently purchased a beautiful new home in Clifton Court, was one of the heaviest losers in the cyclone which hit that section of the city on April 12. The roof was entirely lifted from his house, and his garage was found securely lodged in the tree in his back yard. Mrs. Griggs and three children were in the house when the storm hit but were unhurt. Heavy damage also resulted from the downpour of rain which came after the cyclone and lasted for two days and nights. Mr. Manley, who lives on Lecta avenue and who was also in the wake of the cyclone, suffered very little damage. His car was carried about two hundred feet away from the house and a fender broken and tire flattened. His family also escaped injury.

A. D. Harcrow, car foreman, was also in the storm center. His property

and family were unhurt. When he asked his little daughter, age 5, what she did during the storm, she answered, "I just prayed to God to take care of me and sat tight to see if He'd do it."

Margaret Kriener, clerk to S. Kelton, assistant superintendent at Ft. Smith, is a talented singer.



Her many friends and acquaintances recently heard her in a recital, and the comment was that she had a beautifully clear soprano voice.

At present she is a pupil of the Benedictine Conservatory of Music in Ft. Smith.

SOUTHERN DIVISION

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Geo. S. Levi, grand secretary of Brotherhood of Railway Clerks of Cincinnati, and H. E. Sullivan, general chairman, of Springfield, were here March 17, to attend a meeting of the clerks.

Glad to report the children of B. C. Scruggs, assistant cashier, have fully recovered from the flu and whooping cough.

T. C. Higginbotham of Koshkong, Mo., has been assigned position of check and receiving clerk on outbound platform.

Irvin Tankersley, son of L. W. Tankersley, claim clerk, is recovering from an attack of scarlet fever.

We all extend to R. B. Butler, superintendent of southern division, our deepest sympathy in the loss of his wife on March 23, at Fort Scott, Kans.

Mrs. Clara Speer, stenographer; Elma Wright, comptometer operator; Wm. W. Humphrey, switch clerk; J. A. Carrigan, miscellaneous clerk, and A. V. Garrett, OS&D clerk, have been on the sick list, but are now back at work.

Harry Johnston, traveling supervisor of switching, paid us a farewell visit a few days ago, much to our regret, as he has been transferred to the southwestern division with headquarters at Tulsa.

A. V. Garrett was off April 1 and 2 account the death of his aunt, Mrs. Bart Vaccaro. Mrs. Vaccaro was 80 years of age and had lived in Memphis practically all her life, coming here from Italy when but a small girl.

Speaking of new things, and most everyone has something new around Easter, but John A. Ladd, uncollected clerk, has something different, a set of brand new teeth.

We all regretted to learn of the

death of our friend and fellow clerk O. G. Canman on April 10, at his home here in Memphis. Mr. Canman was retired on a pension March 1, 1925.

Mrs. Glenn Brown, wife of outbound platform clerk, was called to Washington, D. C., on April 13 account serious illness of her sister, but did not reach there before she died.

Several in this office were permitted to attend the season's opening baseball game on April 14.

TRAINMASTER'S OFFICE AMORY, MISSISSIPPI

VIOLET GOLDSMITH, Reporter

Mrs. C. M. Chance, operator, is in Big Stone Gap, Va., account serious illness of her mother.

Operator G. E. Brown is back on his job at Sulligent, Ala.

Mrs. P. Hansell, operator, is in California on sixty days' leave of absence.

Operator C. C. Porter was off a week with an attack of influenza.

Mrs. R. E. Camp and children spent a few days in Tupelo, Miss., visiting Mrs. Camp's mother.

P. P. Hynson, father of our night train master, has returned from a visit to his daughter in St. Louis, Mo.

STORE DEPARTMENT NEWS SOUTHERN DIVISION

WARREN PUCKETT, Reporter

Mrs. D. H. Irwin, mother of Gladys Ann Irwin, stenographer to general car foreman, Memphis, has been confined to her room in the Baptist hospital, Memphis, for sometime suffering from an operation of gall-stones. Doctor Eugene Johnson, a well known specialist, has charge of the case. Mrs. Irwin was operated on April 8th and we are delighted to announce that she is now getting along nicely and will soon return to her home in Tennessee Ridge, Tenn.

Mrs. A. S. Metzger, wife of erecting foreman, Memphis shops, has been confined to her room in a local hospital for sometime with illness. We wish Mrs. Metzger a speedy recovery.

Clyde Stansbury, painter, Memphis shops, was confronted by a hungry man who asked him for the price of a meal. Clyde only had 42 cents in his pocket, so he took out 7 cents for carfare and gave the old man the balance, or 35 cents. He took a car and got his transfer as usual and when he had reached the point where he was to transfer and boarded his car he found out the conductor on the first car had punched his transfer one hour late and so the conductor wouldn't let him ride the transfer, so Clyde gets off the car and walked back to the Memphis shop, a distance of something like one and one-half miles, where he borrowed enough money to get back home on. It was quite funny to hear Clyde tell his story, but still he didn't feel any the worse off.

Messrs. Bastion and Lonnegan, electricians, are here installing light in the scale house. The transportation department should now have enough light to give us all the "Weigh Light" cars that we call on them for.

Well, it seems that spring is really here this time, as most everyone in and around the Amory shops and storeroom are talking of fishing trips. "Fatty Grizzle," extra trucker, in the store is uneasy that he will not be able to find a boat that is large enough to carry him.

A. N. Burham, Thayer storekeeper, has recently purchased for himself a brand new Essex-six coach.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Al Sivewright, general yardmaster's

clerk, has resigned and has accepted position with the General Motors Co., at Memphis.

Sam Allen was called to Amory, Miss., on March 30 on account of death in his family. We take this opportunity to extend our heartfelt sympathy to the bereaved.

Spring is here! If anyone doubts it, come and see "Dinty" Hightower, our assistant general yardmaster, in his new togs.

Mrs. W. G. Cary, wife of assistant chief yardmaster, spent a few days with her mother in West Plains, Mo.

BIRMINGHAM TERMINALS

MRS. NELLIE MCGOWEN, Reporter

C. J. Thompson, assistant to superintendent terminals, and Mrs. Thompson, were recent visitors to Chicago,



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| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> Advertising |
| <input type="checkbox"/> Machine Shop Practice | <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 Operator | <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' Blueprints | <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 |
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Street Address.....

City.....State.....

Occupation.....

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where Mr. Thompson went to attend a meeting of car accountants.

W. R. McDonough, clerk in terminal accountant's office, has bid in a position at Chaffee, Mo., and left on March 27 to take up his duties at that point.

We regret to announce the death of W. M. Morgan, step-father of C. J. Thompson, who passed away on March 25 at Gulfport, Miss., burial taking place at Amory, Miss., on the 26. Our sympathy is extended to Mr. Thompson and family in their bereavement.

Record Clerk S. L. Record has returned from a visit to Memphis, Tenn. Fireman W. G. Ward, who has been confined to his home for two weeks with "flu", is able to be out again.

Demurrage Clerk Paul Gillean, is back on the job after a spell of "flu". Mrs. J. H. Bryan, wife of switchman, is visiting in Manchester, Ga.

The friends of J. F. Hardegree are very much interested in the announcement of his engagement to Miss Thelma Sullivan, the wedding to be an event of the latter part of April. Mr. Hardegree is car agent for the Birmingham southern railroad and stationed in our office at East Thomas, and we feel that he is "one of us." We extend to the happy couple our hearty congratulations and good wishes.

Switchman J. C. Honeycutt and wife were called to Montgomery recently account of illness of a relative.

Miss Laura Greenough, stenographer in superintendent terminals office, was absent from the office on Saturday and she says she spent the day fishing, however, she didn't bring us any fish. Superintendent Terminals O. L. Young was a recent visitor to Kansas City, where he went to attend a safety meeting, and represented the Birmingham Safety Council at this meeting.

The "Frisco Boys" at Birmingham have organized a baseball team and under the able management of J. H. Johnson, demurrage clerk, expect to make a fine record during the summer in the Birmingham Industrial League. The boys have received their new uniforms and played the opening game on April 16 with the Sayreton team. They have been practicing for several weeks and we feel sure they will have a good season.

The following is the line of the team:

J. H. Johnson, demurrage clerk, manager; J. B. Kildron, fireman, catcher; Carl Clotfelter, yard clerk, pitcher; F. L. Scott, clerk, first base; W. B. Freeze, train clerk, second base; Oscar Lantrip, fireman, short stop; C. M. Gann, yard clerk, right field; S. C. Lantrip, fireman, center field; H. S. Gann, report clerk, left field.

Following are the substitutes: A. C. Hanson, clerk, pitcher; H. H. Hargrove, clerk, pitcher; Bill Benton, messenger, catcher; E. T. Boone, clerk; T. L. Purdy, machinist; L. M. Broderick, machinist.

M. S. B. & P. GENERAL OFFICES PENSACOLA, FLORIDA

F. AMBROSE, Reporter

Sorry to have failed to get report in on time last month, will try to do better in future.

Notice in the January issue that the river division was boasting of their record of pile driving. Their record was 205 piling being driven in 4 days. We have them beat! Foreman Barney H. Henderson drove 331 piling in 5 days, the best day's record was 76.

T. R. Gibson's name has been added to list of victims of thieves in Pensacola. Someone entered his room and took about all there was left. He

says that he is thankful he is where he can get palmetto leaves without much trouble.

We don't only make records in pile driving, but we also have an enviable record for movement of freight. A shipment of coal was ordered out of Dora, Ala., Saturday, March 26, at 10:00 a. m., moved via Frisco from Dora to Birmingham, delivered to Southern and moved via Southern from Birmingham to Kimbrough, delivered to us at Kimbrough and was in the ship at Pensacola by noon Monday, March 28. That is efficient handling by three roads.

The first ship owned by Henry Ford, to enter Pensacola Harbor, tied up at our Pier for coaling and also a cargo of cross ties for New York.

Among the visitors we have had recently were: J. E. Hutchison, F. G. Jonah, H. L. Worman, J. K. Gibson, L. Bangert, A. H. Hughes, A. E. Davidson, Albert Chase and A. Prugger.

Mr. Prugger is still here setting up the machinery in our new mill shop and roundhouse.

H. L. Joyce went on a fishing trip a few days ago and when he came back he was telling C. W. Skates that he caught eight big, fine fish and what a time he had landing them. The next day Harvey brought his boy to the office with him and Mr. Skates asked him how many fish his daddy caught. The little fellow held up three fingers. Harvey is keeping his boy home now until he educates him about fishing. Mr. Joyce is our most capable claim agent.

W. R. Brown and wife left Saturday night, April 9, for New York to attend the marriage of his sister.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Passenger Agent A. C. Leake has our sincere sympathy in the loss of his father, J. C. Leake, who passed away on March 21 at his home in Monett, Mo. Mr. Leake was employed as coach foreman by our company and many friends mourn his passing.

Our office is growing rapidly, having recently installed an operator-clerk and messenger. Ralph Young, from Marked Tree, and Frank W. O'Neil being assigned.

Miss Lucile Hughes and mother spent an enjoyable Sunday in Jonesboro this month.

Lloyd J. Seales visited the old home town, Wardell, the past week-end.

Traveling Freight Agent Crow extends an invitation to all of us to attend the celebration at Tupelo, Miss., May 7 at the opening of the Carnation Milk Condensery. This plant is located on Frisco tracks.

Bertha Harris, reporter for superintendent Butler's office, may feel a delicacy in mentioning her brand new Nash coupe. She already has a waiting list.

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

LANGSTON-WILLIAMS, Reporters

Jack Pikesley of the pay roll department in St. Louis, was in Memphis getting acquainted with the faces belonging to the names he seemed so familiar with.

Asa Terry, formerly roadmaster of the 81st track on the river division, is in charge of the rail laying gang now operating on the southern division from Jasper, Ala., north, a distance of thirty miles, replacing 90-lb. with 100-lb. steel.

E. H. Barry is rail inspector in connection with this work.

H. E. Farris has been assigned the general clerk's position formerly held by Vic Thomas who is now at Sapulpa.

Otis Hamn of the engineering department, reports a very enjoyable week-end visiting S. W. Booth at St. Louis.

After much consultation and numerous rides with various automobile salesmen Miss Bertha Harris at last selected and purchased a new Nash coupe, which is very smart looking. Speaking of silent motors, this car has the world beat, as Saturday night Bertha drove down town, parked, ate dinner, went to a show and came back to find the motor still running—also a nice little invitation to drop in and see the judge. No, he didn't offer to pay for the gas burned either.

A. E. Hoehle and O. N. Crocker of the auditor's office are spending several days here making certain tests toward revising forms in connection with A&B accounting. Mr. Hoehle has been enjoying our municipal golf links, which we believe are the finest on the Frisco.

By the way, the municipal tennis courts are opening this week. Any of you folks who happen down this way, be sure and bring the old racquet. Why not run down and make a week-end of it?

EASTERN DIVISION

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

Seven of our assorters and extra clerks were made happy this month when that number of clerical positions were reinstated on the first. Three more positions were temporarily filled on account of the illness of Mrs. Jones, Lulu Jernigan and Myrtle Cochran, each of these being on leave of absence. Myrtle Cochran is in the hospital at St. Louis.

The Bradley twins, Amy and Mamie, visited in St. Louis on Easter Sunday.

Everybody who had a car or a friend with a car, went to Branson on Easter Sunday to see the damage wrought by the high water.

We were sorry to lose Ralph C. Bryant from our traveling force this past month. Ralph has been transferred to the office of auditor freight accounts, as traveling auditor.

W. E. Boughnau, traveling demurrage supervisor, transferred headquarters from Springfield to Jonesboro.

Our foreign record clerks made an enviable and unusual record this month. When the February records were turned over to the per diem department there was not an incomplete record in the books on 33,816 individual foreign per diem earning cars handled.

DON'T WEAR A TRUSS

BE COMFORTABLE —

Wear the Brooks Appliance, the modern, scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Look for trade-mark bearing portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope.

BROOKS APPLIANCE CO., 98 State St. Marshall, Mich.



MR. C. E. BROOKS

JNO. C. DANIEL
FUNERAL HOME

OFFICIAL FRISCO AMBULANCE
302 S. WALNUT STREET
Phone 125 Sherman, Texas

\$1,000 for a Name for Lee

Union-Alls
Overalls
Play Suits

**\$1,000
in Cash Prizes!**

First Prize \$250

Second Prize . . . 125

Third Prize . . . 75

Fourth Prize . . . 50

One Hundred Prizes of \$5 Each

Enter your names and best reasons for names **NOW**. Contest closes June 1. Get your entry blank from your dealer today and send it in.

Rules—



- 1 These prizes will be given for the best names received for Lee Buttonless Work and Play Garments, together with best reasons for the name, written in not more than 25 words. Any number of names may be submitted but each name must be accompanied with reasons.
- 2 All names with accompanying reasons must be written on a Lee Official Entry Blank. Entry blanks can be secured from any dealer in your town handling Lee Union-Alls, Overalls or Play Suits. There are Lee dealers in nearly every city and town in the U. S.
- 3 You can get many valuable suggestions for a name by carefully inspecting the Lee Buttonless garments at any Lee store and by talking to any man or boy who wears Lee garments.
- 4 Send your entries to Prize Department 133 The H. D. Lee Merc. Company, Kansas City, Mo. No entries returned.
- 5 In the event of a tie for any prize offered, a prize identical in all respects with that tied for will be awarded to each tying contestant.
- 6 Contest opened March 1st and closes June 1st, 1927. Anyone may compete except Lee employees and their families.



Presto . . . It's Open!
Presto . . It's Closed!



QUICK as a flash you can open or close the new Lee Buttonless Union-Alls, Overalls and Play Suits.

Quick as a flash the whole family recognizes the comfort and convenience of these remarkable new work and play garments.

The Hookless Fastener will not jam, rust or break and launders with perfect safety. It can be had on Lee Union-Alls, Overalls and Play Suits. Same garments available with buttons also.

Ask your dealer to show you the new Lee Buttonless garments. Inspect them . . . pull the Hookless Fastener up and down. Then enter the \$1,000 prize name contest.

THE H. D. LEE MERC. COMPANY
Factories: Kansas City, Mo., Trenton, N. J., South Bend, Ind.,
Minneapolis, Minn., San Francisco, Cal.

This has not happened before within the last ten or twelve years and the big boss was so pleased with the record that he showed his appreciation by promptly presenting each foreign record clerk with a box of candy, also giving a box to each of the transcribers who traced for short records.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Miss Anna Willigan and her mother are moving over to the south side, having purchased a home on East Walnut Street.

Victor Gleaves had a mighty good Chevrolet—at least thieves thought so, for it was stolen twice this month. The first time it was found by the police three hours later on the Division Street Road. Two tires had been removed, but the spare was still in place. Two weeks later the car disappeared "en toto" and has not been recovered.

Paul Lohmeyer, manager of the local mail room, has just returned from Detroit with his Chrysler which, stolen some time ago, was located in that city.

P. W. Arnold is going to the hospital for an operation to relieve sinus trouble.

H. C. Holmes is spending the month in a sanitarium at Van Army, Texas, hoping to recover his health which has not been good during the winter. We hope he will be back with us by the time this is published.

Night Watchman Vane is now in the St. Louis Hospital. Sam Bostic is looking after his duties at present.

R. H. Powell found a pretty little gold-plated cylinder which he put to use as a match box. One of the girls has since claimed it as her lip-stick holder.

I must confess to an error in my last copy, having called "Gentleman Jim" Corbett, John. Apropos. In the days of John L. Sullivan, C. H. Baltzell, then chief dispatcher for the Iron Mountain in Louisiana, was asked to teach a Sunday school class. The lesson was about Sampson, and Baltzell got on in great shape. Next Sunday, thinking to test his teaching, he asked: "Who was the lesson about last Sunday?" Without hesitation the boys replied: "John L. Sampson".

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

April showers bring May flowers! If there be one spark of truth in that old adage, we're due for a multitudinous growth of colorful blossoms real soon. Still, we haven't had "showers"—just "a shower"—but that has been continuous and without surcease.

We are pleased to relate that our roundhouse force has been quite substantially increased, due to the change effected on April 1, whereby passenger engines receive run-through servicing at Monett instead of South Springfield. The following men were transferred here from Springfield: Geo. M. Bates, Irl Williamson, Everett A. Lozar, Frank Coggins, W. J. Larrick, Fred Bullington, Leslie Amos, Orville L. Yancey, Prentice B. Rogers, also F. A. Beyer, Jr., as assistant roundhouse foreman in charge of passenger and

drop pit work. We are more than glad to welcome these men to our midst, and hope that after a few months' residence in the Magnet City, they will retain no ill will toward the circumstances which forced them to quit their former habitat.

Mrs. Arthur Burchett, wife of central division fireman, recently underwent an operation for appendicitis at Dr. West's Hospital, at Monett. Mrs. Burchett is recuperating nicely, and we extend our hopes for a successful and rapid recovery.

Hurrah! Paul Holland, roundhouse clerk, is seeing daylight again! No. Paul's eyes haven't been afflicted in any way, but he's been working the night shift since the day job was cut off some months ago. Due to the increased activity around these parts, this job was re-established the first of April, and Paul was the successful bidder.

Mr. Welch, traveling accountant, was in Monett one day, checking up on the accurateness of our labor distribution. Although not greatly out of line, nevertheless, we cannot boast of being perfect.

Charles Carner, of Springfield, has taken advantage of his seniority, and bumped on the night roundhouse clerk's job at this terminal. Hope you like the surroundings and the person—neil, Charlie!

Earl McCroskey, machinist apprentice, was transferred to Oklahoma City the first of the month, where he will complete his apprenticeship, and will then be placed on permanent assignment as a machinist.

George Davis, who for the past several years has trodden the tortuous path of the belabored engine crew caller—tramping the hard pavement, climbing dimly lighted rooming-house stairs, and making repeated attempts to awaken tired, sleepy engineers from an all too short slumber, has sought a less harassing existence in the form of roundhouse labor work, hoping some day to rise to the ranks of a first-class mechanic. Good luck, George!

We are glad to see Engineer H. E. Davies again mounted at the throttle, on trains 1 and 2, after an enforced lay-off of three or four months, due to illness.

"SP" OFFICE—SPRINGFIELD, MO

G. C. VERMILLION, Reporter

Second Trick Operator Greener, "SP" office, was off from duty for several days account of the death of his mother-in-law. He was relieved by Operator Jones.

Operator Keehne, Globe, was missing from duty the fifth. He was relieved by Operator Roam.

We are all glad to see Bob Wilson, operator at "NY" office, Monett, back on the job again, after being off for several months.

Everyone is well pleased to have W. I. Christopher as our new G. S. and T. of division thirty-two. Mr. Christopher was formerly third trick wire chief of "S" office, Springfield.

Second Trick Operator Pack, West Lebanon, was absent from duty several days account of sickness of his mother. He was relieved by Operator Wilson.

Third Trick Operator McNutt, Southern Junction, has been missing from duty for several weeks. We presume he has gone back down on the farm to eat more fried chicken.

Mr. Jury and Night Chief Freeman are each the proud owner of a new Hudson.

We are glad to see Walter Rice, clerk in Mr. Jury's office, back on the job again after being off for some time account of sickness. Walter states he is feeling much better.

Operators Mahanay, Strafford and Henson, Dixon, are in the St. Louis hospital for treatment. Operators Wallace and Bruton relieved them.

AURORA, MO., AND GREENFIELD BRANCH

CLAUDE E. RODERICK, Reporter

Miss Anna Belle Patton, cashier at the freight office, is in the Frisco hospital at Springfield. J. P. Arend is filling Miss Patton's vacancy. We all wish her a speedy recovery and hope to see her at her desk before long.

The three buildings of the Aurora Milling Company were completely destroyed by fire the night of March 20. There was some splendid co-operation performed by the following in removing a car of gasoline and several other loads and empties from a track alongside these buildings by J. L. Mace, first trick telegrapher, Aurora tower; Engineer Ridley, and Brakeman Hood.

Assistant Superintendent G. H. Jurek and Trainmaster W. W. Little, Springfield, paid the tower a visit recently and tried their strength on a few of our forty-eight "armstrong" levers.

T. A. Ridley, engineer on the Greenfield branch, has been absent from his position in the cab for a few days entertaining his son, Howard Gladstone, who stopped over with him en route to take his new position with an oil company at Cincinnati.

The Greenfield branch can also boast of having a veteran employee. E. B. Miller, conductor, has 36 years to his credit. This is quite a long time on his position. Yet, Mr. Miller is as regular as a clock, in fact, it has been said that quite a number of Aurora citizens set their timepieces when they see him going to work. But coming from work, well, they soon found that his personal schedule in this instance was variable.

ST. LOUIS ZONE BUREAU

R. A. WALT, Reporter

Introducing to the readers of the Frisco Employees' Magazine, the St. Louis Zone Bureau. This office, located at Seventh and Cerre Sts., St. Louis, was opened May 1, 1926, and took over on that date the entire handling of the accounts of Seventh Street Station, by the latest approved methods of accounting, based on punched cards and the necessary mechanical devices for transposing the information punched thereon into tabulated statements.

On January 1 of this year, the bureau was transferred from the jurisdiction of the general agent, St. Louis, to the auditor freight accounts, and G. R. Woods was placed in charge as zone auditor. Coincidentally, the bureau took over the station accounting work of 25 stations, Gravois, Mo., to Chaffee, Mo., inclusive. This is accomplished by daily reports, submitted by the agent, of all receipts and disbursements, supported by waybills received and a copy of waybills issued together with a copy of his station record applying on the various charges with which all agents are familiar.

On March 1 an additional 25 stations were taken over, and now the entire main line of the river division is being handled.

Economy, prompt rendition and centralization of reports, and a lightening of the duties of agents are but a few of the accomplishments of the zone bureau.

It will interest our readers to know that the Frisco, which leads the way

MEN! DON'T WORRY ABOUT BUTTONS



PILCHER'S EAGLE 101 BUTTONS snap on. No sewing necessary. Quickly detachable, too. Use them over and over again. If dealer can't supply, send him name and 25 cents for full assortment of 3 colors, 1 sizes.

PILCHER MFG. CO., Inc.
Dept. 408 Louisville, Kentucky

Chaffee Building & Loan Association

Authorized Capital, \$2,000,000.00

ORGANIZED 1909

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

Remington

among the railroads of the Southwest Empire, is also the first west of the Mississippi River to adopt this system which will eventually cover the entire system through the agency of strategically located zones.

On-line agents visiting St. Louis are invited to visit this office and we will be pleased to show them what is possibly the ultimate in railroad accounting.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Mr. and Mrs. B. H. Robertson are the proud parents of a son born on March 25, weight eight pounds, who has been named Rolan True. Daddy Robertson is the third trick operator at the west yard office.

Kenneth Guinney of the southwestern division brakemen's board, is in the hospital at St. Louis, nursing an injured knee which he sustained while alighting from a freight train that was going faster than he thought. G. E. Dawson accompanied Mr. and Mrs. Guinney to St. Louis.

Our switch tender, Barney Conley, is still in the hospital. They must be feeding that Irisher pretty good or he would have been home a long time ago.

H. D. Brown, better known as "Red Hot Henry", has taken the 10:15 p. m. coach crew as foreman, the vacancy occurring by W. P. Fenton having been assigned to the position of night assistant yardmaster on the east lead.

Lawrence Planchon, who has been working at Newburg in the capacity of bill clerk, has been displaced and has returned to Monett, where he assumed the duties of checker on the third trick at east yard office. Welcome home, Larry!

J. P. Arend, who has been on the first trick bill desk at east yard office, has been assigned to the position of cashier at Aurora and has taken up his duties there. Wilson Gates has been assigned to the position vacated by Arend.

O. U. Vermillion, switchman on the midnight east lead crew, has bid in the vacancy of E. W. Mitchell on the evening middle lead crew.

J. E. Shipley is officiating as assistant yardmaster on the passenger platform at night.

George Messick, who was working as assistant yardmaster at Monett, has returned to Springfield, where he has taken up other duties.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

From the number of cases of eggs being handled over our platform, it is evident the "Ozark hen" is sure doing her duty.

Weaver Bennett, a former employee of the car department at this station, spent several days reviewing his old "haunts" and greeting his many friends. He is now filling the position of car foreman at Afton, Okla.

An eastern division safety meeting was held at this station on April 2, E. L. Magers presiding as chairman. C. C. Mills, accident prevention agent, was in attendance and the meeting proved a very profitable affair for the employees who were present, however, the attendance from the eastern division was not as large as expected.

Peach picking was a little early around here this season, occasioned by the heavy frosts on March 21 and 22, just after the blossoms had burst forth in all their glory.

Tom McMillen has been assigned the position of coach foreman, made vacant by the death of James C. Leake, an old and honored employee at this station, which occurred March 21, after a three-day illness.

The Missouri Fruit Exchange have moved their offices to Monett, where



The **PORTABLE** is your pal. It is always ready to help—at any hour—under any conditions. Faithful, reliable, willing, it responds to every need—helps you at every turn. Whenever there's personal writing to do, call on the Remington Portable.

Smallest and lightest portable with standard keyboard (weight only 8½ pounds, net, and the carrying case is but 4 inches high). Incomparable for strength and durability. The recognized leader—in sales and popularity—a Remington through and through.

Send for our booklet, "For You—For Everybody," to Department 166.

Remington Portable can be purchased on terms as low as \$5 monthly.

REMINGTON TYPEWRITER COMPANY

Division of REMINGTON-RAND, INCORPORATED

Branches and Dealers Everywhere

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Typewriters

A Machine for every purpose

Remington-made Paragon Ribbons & Red Seal Carbon Papers always make good impressions.



STANDARD TYPEWRITERS



NOISELESS TYPEWRITERS



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PORTABLE TYPEWRITERS



TABULATING TYPEWRITERS



ACCOUNTING MACHINES

they will handle their business for the coming season.

Dick Shreve, switch tender, took his family for an outing on a recent Sunday and was truthful enough to tell just what happened. He had to be pulled out of the river twice, not from any fault of his Chevrolet, but owing to the clearness of these Ozark streams, it is difficult to judge their depth.

William Scott has come back "home" to the freight house as an extra clerk account of having been displaced by the return of Lawrence Planchon from Newburg. Lawrence tipped the scales at 210 pounds when he arrived, but the "pining" for the Little Piney and the Newburg hospitality has acted somewhat as a reducer.

At a revival held recently at the Christian Church, April 2 was designated as "Railroad Night" and over 200 employees and their families attended.

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.

C. T. Rogers, traveling supervisor of refrigeration service, was at this station several days this month, looking after the cleaning of refrigerator cars for the strawberry movement.

W. H. Samuels of the mechanical department, Springfield, is stationed here for the berry season.

F. W. Young, paymaster, was in Monett on the 14th and 15th, handing out the "joy paper".

C. W. Archdale, transfer clerk, was off duty for several days account of the illness of his wife.

R. G. Kaufman, general car foreman, and wife were visitors in Topeka, Kansas, this month. They had the pleasure of seeing relatives from New York whom they had not seen for a number of years.

Tom McMillen, coach foreman, has started the spring house cleaning at this station. Just a glance inside his office would convince you what can be done with a little soap and water on the windows and fresh paint on the walls. Expect you'll almost have to present your card to gain admittance.

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

CHARLENE WILLARD, Reporter

J. L. McCormack spent the last few days of April in Savannah, Ga., attending a meeting of the A. R. A. Freight Claim Prevention Committee. Mrs. McCormack accompanied him on the trip.

Virgil Anderson, claim investigator, spent April 24 at Marshall, Mo., attending the annual meeting of the Grand Chapter and Grand Council of the A. F. & A. M.

R. H. Burnie, assistant superintendent, F. L. & D. claims, is enjoying a few weeks' rest at his home.

Marjorie Risser and Betty Adams have returned from vacation trips to Tulsa, Okla., where they visited members of their respective families.

Too many good things to eat and not sufficient judgment displayed as to the capacity of the human stomach was given as the cause for an epidemic of sleeping sickness that followed in the wake of a picnic spread given by the girls in the office, the morning of April 7th.

W. Shumate, claim investigator, enjoyed his vacation at home, waxing floors and picking dandelions.

Opha Hardcastle, file clerk, is visiting her sister in Prescott, Ark.

W. P. McKinnell, claim investigator, narrowly escaped losing the vision in his left eye when he attempted to split up some kindling one morning and a piece of wood flew up and struck a glancing blow on the eyeball. However, he is now out of danger and able to perform his duties without the aid of dark-colored glasses.

Mrs. H. E. Walters, wife of Hosey Walters, claim investigator in this office, is convalescing nicely after an almost fatal attack of pneumonia.

Mrs. Morris Leitsendorfer, formerly Miss Lucy Whittenberg of this office, visited us last week. In her arms she carried the newly-arrived heiress of the Leitsendorfer estate. She was certainly a little jewel and without a doubt would take a prize at a baby show.

Just before Easter, Tom Quinn, claim investigator, almost turned into a bunny when he appeared one morning with two beautiful "pink" eyes, which gave him considerable trouble for a number of days. He was not alone in his affliction, for Earl Head (his room mate) and G. C. Roop celebrated by having their tonsils removed. Mr. Roop was back on the job within forty-eight hours after his operation, but Earl played hookey for a week and remained in his room (or went fishing perhaps) until he was permitted by the doctor to return to the office.

An apology is extended to all who

missed our column in the last issue of the Magazine, but same was due to the fact that the reporter neglected to state definitely to her proxy, Abe Martin, the dead line that family news would be accepted by the editor.

The latter part of March, Miss Alma Fielden and Charlene Willard spent a few days in the beautiful and historical old city of New Orleans, La. The luxuriant wisteria blossoms, quaint antique shops and lovely courtyards made a lasting impression on them and they both stated it was the most interesting city they had ever visited.

On April 16, President Taaffe of the Frisco Veterans' Association, Mrs. Robert Whelan, President of the Auxiliary; Mrs. Walter Boyd, Vice President; C. C. Mills, accident prevention agent; J. K. Gibson, assistant to superintendent motive power and J. L. McCormack held an informal meeting and discussed plans for the Frisco Veterans' Reunion, to be held this coming June 6 and 7. Elaborate entertainment is promised to all who attend, and as this article goes to press we have enrolled 725 veterans who have pledged themselves to participate in this year's frolic. If you know of a veteran who does not hold a 1927 membership card, won't you please remind him of his dues and urge him to attend the reunion in June?

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Ruth Uselton was absent from the office several days last week on account of a sprained knee. We are glad she is able to get around again and be back to work.

Pearl Fain is suffering from a burned hand. We are sorry she had to learn from sad experience that burning ivory brushes are hot. Pearl we are sorry for you, even though we do tease a little.

Several in this office are getting training in voice endurance as the new price books are being typed. Elizabeth Gibson is especially attentive to the work, as she informs us she is going to start taking vocal lessons this summer.

We are very sorry to report the death of Shirley Lee Sperry, 5 year old daughter of Mr. and Mrs. A. J.

MONETT ADVERTISERS

THE SMOKER'S TREAT WM. FREDRICK'S HAND MADE

5c — NOW — 5c
Monett, Mo.

45 Rooms—24 with Bath European Plan
Steam Heated Rates Reasonable

The Broadway Hotel

NEW—COMPLETE—MODERN
Popular Priced 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.

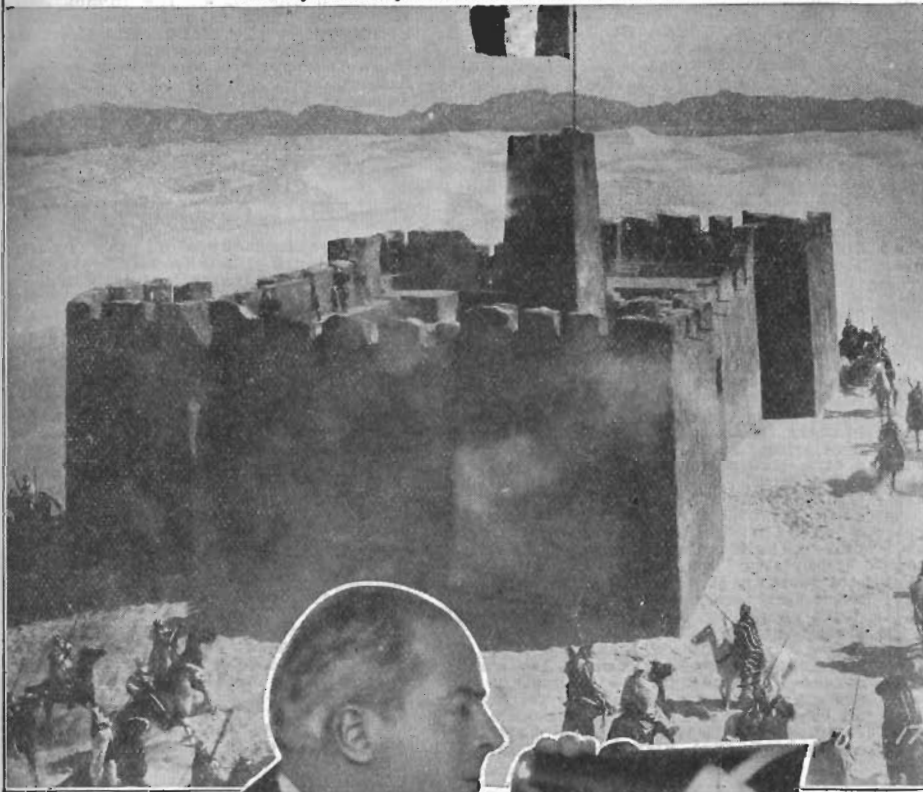
PEARL PETERS, Editor

212 Fifth Street MONETT, MO.

"TIME"

No. 4—The Value of "Time"
in the Motion Picture Industry

Scene from BEAU GESTE showing the Arabs attacking the French Legionnaires who defend their fort until all but one are killed.



**\$833
a Minute!**

By Herbert Brenon

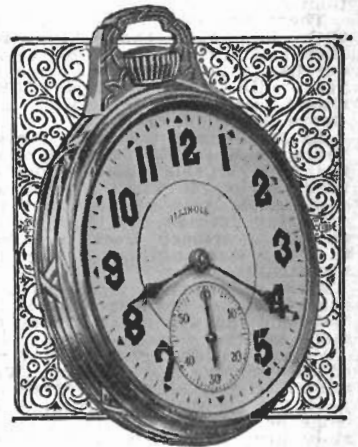
In no business in the world is time more valuable than in the making of motion pictures.

In 1925 a total of \$93,636,348 was spent in making American photoplays.

Allowing a six hour day, six days a week, this means that \$50,019 an hour was spent in motion picture studios and on location throughout America.

Or an item of \$833 a minute!

Herbert Brenon
Director of BEAU
GESTE one of the cost-
liest films ever made.



The 60 Hour 6 Position
**SANGAMO
SPECIAL**

America's Finest Railroad Watch.

23 Jewel, 16 Size
14K filled green, white or
yellow gold \$ 90.00
14K solid green, white or
yellow gold 150.00



The 60 Hour 6 Position
**New BUNN
SPECIAL**

America's Master Railroad Watch.

21 Jewel, 16 Size
10K filled yellow gold . . \$60.00
14K filled green or white gold 65.00

ILLINOIS
60 Hour 6 Position
Railroad Watches

Buy American Watches • Made by Americans Under Ideal Working Conditions
ILLINOIS WATCH COMPANY Makers of High Grade Watches Exclusively **SPRINGFIELD, ILLINOIS**

Sperry, who died April 3 after a brief illness. Mr. Sperry is assistant chief clerk in this office, and we all extend our sincere sympathy to him and his family in their sorrow.

There are exceptions to all rules—there is one to the old saying—"If March comes in like a lion, it will go out like a lamb." March came in this year with a snow storm (Lion all right), and went out with a flood (more like a duck).

As has been the custom for several years, on March 21, first day of spring, the girls in this office bloom out in their spring dresses. This year the same thing was planned, but instead of spring dresses, nearly everyone dug out the warmest dress they had, as that day was anything but springtime temperature.

Alice Edmondson, price clerk, is absent from her desk account of illness. We hope she will be back soon feeling much better.

Helen Aldrich, invoice clerk, returned to work the first of April. We have missed Helen since the first of the year, but we are certainly glad to welcome her back to the office, especially since her health is so much improved.

Mary Murphy is back at work, but has not entirely recovered from injuries received in an auto accident last week.

On April 8 the division and local storekeeper of the entire Frisco system held a meeting in the office of general storekeeper, Springfield, A. W. Blume presiding, the morning session being devoted exclusively to a discussion of the handling of stores department matters at division and local stores. In the afternoon a joint session was held with all storekeepers and stock clerks at the general store, when various items of interest were discussed. Those attending expressed themselves as being greatly pleased

with the meeting and on from which a great deal of benefit was derived in the handling of stores department business.

Those present from out of town were:—F. C. Collar, St. Louis, Mo.; S. E. Fellows, Newburg, Mo.; T. F. Phillips, Monett, Mo.; A. C. DeFries, Kansas City, Mo.; J. M. Sisk, Ft. Scott, Kans.; L. P. Cochran, Neodesha, Kansas; E. C. Fuson, Wichita, Kansas; F. S. Vail, Pittsburg, Kansas; C. W. Kerr, Joplin, Mo.; J. A. Blankinship, Memphis, Tenn.; G. E. Westbrook, Birmingham, Ala.; W. J. Patterson, Amory, Miss.; A. M. Burnum, Thayer, Mo.; S. R. Gardner, West Tulsa, Okla.; O. S. Momany, Oklahoma City, Okla.; R. P. Manley, Ft. Smith, Ark.; H. L. Akridge, Hugo, Okla.; J. M. Walker, Enid, Okla.; C. P. Stausing, Chaffee, Mo.; K. P. Guin, Sherman, Texas; A. T. Todd, Ft. Worth, Texas.

We all thought that we, as well as the building, were going up in smoke when the lightning struck the ventilator in the vault Saturday morning, April 9. If the lightning had struck the main office we would all have died bravely, because we would have died "hollering."

Mrs. Rodire, formerly Orlene Delapp, and Mrs. Harvey, formerly Olga Grundberg visited this office April 11. Both Mrs. Rodire and Mrs. Harvey worked in the stationery department before their marriage.

Henrietta Truman spent the week end visiting Mrs. W. R. O'Bryant, who before her marriage was Beulah Shepherd, secretary to Mr. Blume, general storekeeper.

Our traveling storekeeper, J. C. Kerr, has a fatal weakness! He wants to see his name in the magazine. We are going to help him out by telling of an experience he had this week in Ft. Smith. He was in Ft. Smith when the cyclone hit that place and he said it

gave you rather a queer feeling to see the funnel-shaped cloud picking things up and, as he expressed it "throwing them out the top of the funnel." Mr. Kerr was glad to get home without going up in the cloud. Mr. Kerr, we sincerely hope you won't have to be in another cyclone to get your name in the magazine.

LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

The enginemen who have located in the south Lindenwood Subdivision have begun intensive activities in their respective garden plots. Quite a few of these men having moved from the agricultural districts of Missouri, great expectations are held for their successes.

After nature has had time to function and before harvest time it will be necessary to employ civil engineers as call boys to locate the employees and their homes behind a barricade of corn and wheat. The lantern, that indispensable accessory to the call boy, will be supplanted by the civil engineer's transit.

We wish to express our sincere sympathy to the mother and other relatives at the death of Glen A. Gunter and to the family of Charles W. Boggs at the death of his father Wm. Curtis Boggs.

The Easter bunny visited the general foreman's office the afternoon of April 16 and left chocolate imitations of his worthy self. Many, Many thanks, bunny!

Due to the three eight-hour shifts now in effect numerous promotions have taken place. C. A. Phillips has

Contractors Working on M. S. B. & P. Railroad and Extensions—Kimbrough, Ala., to Aberdeen, Miss.

C. G. Kershaw Contracting Co.

INCORPORATED

GENERAL CONTRACTORS

607 Woodward Bldg.

Birmingham, Alabama

DONAHOO CONSTRUCTION CO.

Constructing Engineers and Contractors

MAIN OFFICE:

P. O. BOX 1961

JACKSONVILLE, FLORIDA

Hedges-Weeks Construction Co.

Rooms 415-416 Holland Building

Railroad Masonry Contractors

SPRINGFIELD, MO.

REID AND LOWE

RAILROAD CONTRACTORS

Grading and Concrete Bridge Work

Birmingham, Ala., and Charlotte, N. C.

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taken charge of supervisory work, solely, with E. R. McNabb relieving him of boiler inspection duties. Cliff Barnett has realized the second class rate as boilermaker, while Allie A. Jones has been advanced to the first class position in the same class. Joe McCartney has been appointed locomotive inspector on the midnight to eight-thirty a. m. shift. William Perkins has secured the second class rate as sheet metal worker and Leo M. Riley is now carried as second class machinist.

Engine Crew Caller, J. G. Norris was assigned to a position of car clerk in Mr. Gillispie's office but the position was abolished April 15. Needless to say we welcome you back into the mechanical department, John.

Ray Herods of the store department has invested in the "Chevie" brand of cars.

Machinists Alonzo M. Hallack and John C. Clayton have transferred to Lindenwood from south Springfield.

One of the surest indications of the approach of spring is the song of the robin. And indication that spring has arrived is rather positive when certain of our roundhouse songbirds begin to exercise their vocal chords. Mr. Gorman entertains with selections of Grand Opera, while Claude Neeley reenacts popular musical comedy. Mr. Medley is inimitable in his selection of plaintive southern melodies, and Mr. Northington's old time folk songs are

beyond description. With this wealth of material someone really should capitalize on it.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Elmer Kohring (Tuggles) and Miss Edith Schmelzer crossed the Rubicon April 2 when they eloped to Waterloo, Ill., the department extended its congratulations with an offering of a beautiful set of flat silver, the men of the department also gave a ten-cent store shower in which many useful articles were donated.

Augusta Reigel spent one week of her vacation just staying at home and resting.

Jno. C. Starkey, auditor passenger accounts, attended a meeting of passenger accounting officers held at Atlanta, Ga., March 14-15-16. Mr. Starkey was accompanied by Mrs. Starkey.

Graham Morgan resigned from Frisco service March 15 to join the U. S. Aviation Corps. He sails for Panama April 23.

The Frisco Merrymakers spent Sunday, April 3, at the Maniacs Club near Castlewood, Mo. The forenoon was spent in playing indoor ball, the C. B. B. team against the I. X. L. team. We would suggest that some of the girls study the position of the different bases before another ball game so they will not race to the opposing team's left outfielder instead of third base. The "Maniacs" partook of dinner at the Washington Hotel, then hiked over the hills in the afternoon.

Reminiscences of passenger accounting office employees. Can you imagine?

Augusta Reigel very fair.
Geo. Callinan with hair.
John C. Starkey with not a care.
Leola Hughes without a job.
Morgan smoking his old corn cob.
Mary VanLiew with a bob.
The chief clerk without a pen.
Victoria not flirting with the men.
Margie whispering "it might have been."

Estelle Hilton not complaining.
Evelyn (Irene) Castle entertaining.
Edna Neu her name retaining.
Shoemaker longing for Hornsby's fame.

Russell Grouch living up to his name.

Goose not ruling his domain.
Rev. Bohn without a parish.
Roy Murray someone to cherish.
Helen McHale in clothing garnish.
L. H. Butts reducing his weight.
Al. Busch with a bald pate.
Hilda Melchior coming in late.
Fred Kretzer six feet two.
Carl Shaffnit little boy blue.
Jack Tremayne without a chew.
Walter Coopersmith a vamping shiek.

Frank Meyer longing for the end of the week.

Rheinie Buder mild and meek.
Eleanor Huske with a smile.
As Tuggle opens the window a while.
For Phil the Zephyr to beguile.
Johnny Lemberger a cheese.
Wm. Birkmeyer obese.
Melvin longing for his Eloise.
Paul Ryan short and fat.
Tom Berry ready to spit.
The Office Boy too tired to chat.
Genevieve enticing the tiny mice.
And Iona exclaiming, "Oh! how nice."

Roy Dornhoffen rolling the dice.
Walter Walsh with eyes of green.
Eddie Gerdel with modest mien.
Allan Balston no troubles I ween.
Wm. Reigel studying the mystic.
Cora Young very artistic.
C. A. Houlihan optimistic.
Ezra Stewart highly elite.
Wm. Pfeiffer a prelate.
James R. Murray ultimate.
Lawrence Brockelmeyer without a vocation.

Roy Meyers transferred to Union Station.
Fred Ries not giving dictation.

Wm. Hagan full of zest.
Aubrey always stepping to rest.
Siebert roaming o'er all the west.
Strothkamp President of the Frisco some day.

Wm. Eichinier surmising, "perhaps I may."

Gene Horner to the front here's our pay.

Van Ronselan training the hair on his lip.

Joe Peyton carrying a flask on his hip.

Stoessel awaiting the coming of his ship.

Wallenfachtel without musical talent.

R. K. Cleveland ever so gallant.

Frank Fisher (Train Auditor) opulent.

Co-workers, do not think I am pessimistic.

Of the Frisco Workers in this district, I've endeavored to portray the reverse characteristic.

OFFICE, SUPERINTENDENT OF TERMINALS, SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

Terminal Accident Prevention and Better Service meeting was held April 6. A very enthusiastic meeting was reported.

Maurice J. Wilson, yard clerk, is driving around in a new Essex Coach.

John Summers, secretary to Mr. Bruton, spent last weekend in Belton, Mo. Seems to be some attraction there.

Mrs. Roscoe Hoffman, wife of switchman, was called to Blytheville, Ark., account serious illness of her father.

Mrs. E. O. Davis, wife of switchman, was called to Sayre, Okla., recently due to the serious illness of her sister.

Harley C. Bates of Niles, Mich., died March 27, 1927. Mr. Bates had been sick for possibly four or five years, being an invalid practically all of that time. He was formerly assistant yardmaster at Springfield, and was later transferred to Tulsa, Okla.

O. M. Simon was called to Tulsa, Okla., last week due to the illness of his niece.

AGENTS' ACCOUNTS DEPT. ST. LOUIS, MO.

MERLIN W. EIFERT, Reporter

We have with us again our mail desk group, which includes Wm. J. Duesing, chief clerk of same desk; Henry J. Schieck, first assistant; Robert McDernott, assistant to first assistant and Malcolm R. Rice, Chief Flunkie.

Our co-worker, Norman Rodgers, just returned from two weeks' vacation. He spent a few days in his home town, Fisk, Mo.

A. J. G.—"Put that funny paper away and get to work."

Wilsie—"That isn't a funny paper, that's my picture."

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If you want to see a ball game tell O. B. to stay away. Two days last week he went to see the Browns' opening game and he hasn't seen it yet.

We were favored with several visitors this month. On April 2 "Jim" Moody paid us a visit. Mrs. Clarence Sametz (Melba Krueger) also dropped in to see us recently.

Miss Blossom Christopher, ticket cashier at Caruthersville, Mo., honored the general office with a visit this month.

OFFICE OPERATING DEPARTMENT STATISTICIAN SPRINGFIELD, MO.

MARY PROPHET, Reporter

I want you all to know that spring is really here although I haven't heard of any of our boys falling in love. How do I know? Well; Nell Ross, Nancy Bruce, Dorothy Thoms, and Thelma Smith have new permanents. One of the boys also had curly hair the other day.

We are mighty glad just now to say that Gladys' mother is much better.

Neta and Edith Mooney spent a day of their vacation in Kansas City.

Elva Fulton created not a little excitement when she fainted. We don't know what Mr. Martin said to her. She seems to have made quite a hit with the ambulance driver who took her to the hospital.

Muriel Iseminger has been taking her vacation because of illness.

E. H. Bunnell and Russell James were in the office recently.

Mr. Todd was in K. C. on company business the other week end. He and Mrs. Todd visited their son while there.

Bertha Sutherland and Frances Coffman spent April 3 with Mrs. Mallie King-Cahill. Mallie surely must be a wonderful cook and a wonderful hostess from reports of what they did.

The following girls enjoyed a hamburger fry at the home of Nancy Bruce recently:

Frances Coffman, Amy and Mamie Bradley, Irma McMillan and daughter Pat, Thelma Smith, Elva Fulton, Jack Fitzjohn, Dorothy Thoms, Reva Crane, Gladys Bell, Marguerite O'Brien, Bertha Sutherland, Mildred and Mary Prophet, Mrs. Iva Burgess and Nancy Bruce.

Edith Mooney recently spent Sunday with her brother and sister in Cherryvale.

ROLLA, MO.

BESS LEA, Reporter

The many friends on Rolla-Sub were

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grieved to hear of the death of Mrs. R. B. Butler, wife of Superintendent Butler. Several from Newburg attended the funeral. We all extend to Mr. Butler our sincere sympathy.

Mrs. Watts of Chaffee, Mo., is visiting her son, Assistant Superintendent O. N. Watts and family of Newburg.

Many friends of Fireman H. Wilson, Newburg, are glad he is able to be home from the Frisco Hospital and wish him a speedy recovery.

Lillie Sickles, clerk, Newburg, spent the week-end visiting home folks at Willow Springs, Mo.

We extend deepest sympathy to the Carrigan families account death of Mrs. Charlie Carrigan who was buried at Pacific, April 30.

John Larkin bid in night clerk, Richmond, recently vacated by Harry McDonald, who bid in clerk at Pacific, Mo.

W. L. Heath, Webster Groves, presented his wife with a new Essex coach and a wonderful radio.

Agent Abbott, Webster Groves, off account of sickness, being relieved by Relief Agent Nichols.

Many friends of Agent Zimmerman are glad to see him back at Valley Park and to know that his sojourn in Colorado greatly benefited him.

Former Agent Peterson, St. Clair, also returned from Colorado for a short visit, hope he will be able to come again greatly improved in health.

PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

C. H. "Charley" Baltzell, of the general manager's office, passed through St. Louis on the morning of April 7, with his daughter, Tyler, on his way to the big city of New York to be the guest of John Ringling of the Ringling Brothers and Barnum and Bailey circus. They will witness the dress rehearsal of the big circus on April 11. The circus will show at Madison Square Garden for four weeks before beginning its road tour across the United States.

M. A. Muratta is back from Battle Creek, Mich., and says that is the only place to go when you want to take a good rest. Mr. Muratta is looking fine and says he can back it up one hundred percent.

Another new name added to the office roster—Roy Horkenbach, office boy. We are always glad to have new names added to the family roster and welcome Roy, and it is the wish in the department that he climb to success.

FREIGHT ACCOUNTING DEPT. ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

Congratulations are extended to Ed McGrath, tariff clerk, upon the arrival of a son, April 9. The youngster will answer to the name of Edward Joe.

Fred Myers, rate clerk, has the sympathy of the department in his recent bereavement. His father passed away at Springfield, Ohio, April 10.

J. J. Breen of the recheck department, is off from work quite a bit lately, due to ill health. We hope he will be able to be with us steadily again soon.

Wm. Grummell of the claim department, recently resigned. His place has been filled by John Daly of Seventh street, who is welcomed to this office.

Chas. Kern, rate clerk, has had a nervous breakdown which has caused him to be absent for some time. We



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hope he will recover rapidly and soon be able to resume his duties here.

Miss Mary VanDeWalle is now at work, after a prolonged absence, due to illness. We are glad to have her with us and also hope Dorothy Johnson, who is on leave of absence because of sickness, will soon be back.

Three members of this department are now in the Frisco Hospital, Howard Goode, Theodor Wehrenbrecht and Jerome Cicero Hester. We hope they will soon enjoy the best of health and be able to take up their work here again shortly.

El. Boulware has our deepest sympathy in the loss of his beloved aunt who recently passed away.

Jim Needham is familiar with handling any disposition that comes along. He has been instructing all the girls how to abstract. Good luck, Jim.

Oliver Duffy is raving again as he had his old hat cleaned and couldn't wear it for two weeks account of the rainy spell and now it is too dusty.

The following will cheer our statistical girls, as it is by and about them: Can you imagine Agnes King not preparing for a trip.

Carmel Keating without friends.

Elsa Blitt with a boyish bob.

Julia Ritchie with knee dresses.

Norine Conway doing the "Black Bottom."

Elsa Recks without her schoolgirl complexion.

Helen Auman not reserved.

Dorothy Schicht not on a diet.

Theresa Mucher "Five foot two."

Margaret Droste not fickle.

Ann Hennessy not being mysterious.

Arnita Murrel a blonde.

Edna Meyer a brunette.

Elvira Zeigenfuss a perfect 36.

Lucille Cicotte without "It."

Evelyn Kiessling not being the office pet.

Nell Robinson without a new joke.

Josephine Berra and Lucille Byrnes not as inseparable as the Siamese twins.

Mary Lou Carrico in a hurry.

Fannie Payne and Theresa Hentschel not buying paraphernalia for their hope boxes.

Dorothy Franz a flapper.

Florence Brown without her wonderful personality.

Anne Silhavey weighing 160 pounds.

FUEL DEPARTMENT ST. LOUIS

LOUISE S. GIBSON, Reporter

Harold T. Farriss, fuel clerk, accounting division, took a position in the division accountant's office, Memphis, Tenn., on March 22. Mr. Farriss was only with us a short while, but he made a very agreeable co-worker, and while we regret to lose him, we certainly wish him the best of success in his new position.

R. B. Sandefer has taken the position of fuel clerk, accounting division. We want to welcome Mr. Sandefer in the department and hope he will enjoy working with "our gang."

All the supervisory force of the fuel department are looking forward to a "big time" in Chicago where they go to attend the annual convention of the International Railway Fuel Association May 31 to 13 inclusive. Perhaps in the next issue we will be able to give their ideas on the benefits and pleasures derived from attending such an important assembly.

Mr. Nachtmann, mining engineer, is in the Frisco Hospital but we hope to have him back with us, feeling fine, in a short time.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

April Showers! We've certainly had our share of 'em. Now, that they are over, some of the energetic young tracer clerks of this department have changed from "Radio Bugs" to "Garden Grubs" and each evening after office hours, finds them trying their hand at back-yard gardening. Mr. Gray is trying strawberries; Mr. Hunt excels in flowers, while Mr. Dulin says one can't live on flowers, and planted potatoes, only to find them coming up a quarter of a mile from where he planted them—this due to the recent floods here.

Speaking of advertising—want to say that FGE 14853, seed potatoes for Springfield Seed Company, left Kansas City 7:30 p. m. March 23, arrived Springfield 3:50 a. m. the 24, was switched from north Springfield to south Springfield and available to consignee at 8:00 a. m. March 24. Car enroute Kansas City to Springfield 8 hours 20 minutes. When better service is given FRISCO will give it!

Vacations are upon us again—Mrs. Merle Platte is enjoying hers with a complete rest at her home, while George Neff has answered the call of the hills and is driving to Denver.

Miss Florence Kline had a delightful visit in St. Louis recently, shopping, etc., while Carmen Bowman went in the other direction, visiting her parents in Kansas City.

Easter time called many of the clerks out of town for week-end visits—Dora Gado to Billings, Helen Dryden to Ozark, Freda House to St. Louis, while most of the rest of us followed the crowd to the flooded district at Branson and Hollister.

The girls of the Red Ball department enjoyed the first picnic of the season last week. Those attending were: Louise Boren, Anita Ball, Pauline Griesmer, Eva Westenberger, Helen Deckert, Anna Sheehan, Freda House, and Maud Morehouse.

Marie Kidd of the refrigerator department wanted to go to the picnic too, but "broke her toe and couldn't go." Miss Kidd started to answer the telephone one dark night and ran into a chair, fracturing a bone in her foot. She experienced severe pain, but is getting long nicely now.

Miss Vinnie Hindmans has also been confined to her home with a crippled foot. The reporter having received the same kind of an injury once in a fall from a berth can sympathize with her like no one else; however, Miss Hindman is much better and has returned to work.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Rufus Clark is at his desk again after an absence of several weeks due to his having broken a knee-cap as the result of a fall. With the aid of one crutch and a cane, Rufus manages to get around, and he hopes to soon be able to dispense with the

crutch altogether and maintain his equilibrium with the aid of a cane only.

When Jno. C. Conley came limping into the office recently carrying a cane, we decided that Rufus Clark had started a new style. John soon informed us, though, that it was an infected toe and not an affected style, that caused him to use a cane.

Contractors Who Are at Work on Frisco's \$250,000 Depot at Springfield

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**Frank B. Smith Laundry Co. - FAMILY WET WASH
SPRINGFIELD, MO.**

Not that flowers in an office are such a novelty—but quite a sensation was created in this office recently when a dozen American Beauty roses were placed on F. G. Baker's desk. It was Mr. Baker's birthday and Rogers Primm, manager of the American National Insurance Company, was the donor. Strange how these insurance men have a way of finding out when one has a birthday.

We are glad to report that Harry Hines, who has been off sick for the past two weeks is now greatly improved and hopes to be able to return to work soon.

WEST SHOPS—FAMILY NEWS

NAYDEN G. BLAKELY, Reporter

Walter E. Phillips, machinist, died April 10 at the Springfield hospital after a brief illness. Mr. Phillips served his apprenticeship at the West Shops and has been employed by the Frisco for fifteen years. Mr. Phillips leaves many friends at the West Shops who extend sympathy to his wife, mother and other relatives.

It is with the deepest regret we announce the death of Mrs. William White, wife of William White, stock clerk. Mrs. White died April 13, after a long illness. Bill has our sincere sympathy.

G. W. James, stock clerk, store department, lost his long struggle for life. Mr. James has been ill for a long time and put up a brave fight. He is survived by one son and a daughter, to whom we extend our sympathy.

Apprentice News

Apprentice School, meetings of which are held at Springfield High, terminated Friday, April 15, after which time school for Frisco apprentices only, will be conducted at the north car department.

C. C. Vassar, machinist, and M. H. Kunzelman, boilermaker, completed their time this month at the West Shops as apprentices.

New Apprentices

John J. Ohrlen, boilermaker.

C. E. Hunter, machinist.

P. J. Calvey, sheet metal worker.

Wm. J. Vaught, boilermaker.

Transferred to West Shops

Geo. Killebrew, machinist apprentice, transferred from Neodesha, Kansas.

Transferred to Other Points

A. P. Hasler, machinist apprentice, to Neodesha, Kansas.

J. R. Stratton, machinist apprentice, to Monett, Missouri.

Russell B. Todd, who for the past two years has been office boy, West Shops, was awarded position in the accounting department of shop distribution clerk. Russell is well known at the West Shops and equally well liked, and we are all glad to see Russell on the new work.

Edw. L. Kline is our new office boy. All smiles and shyness, just like all NEW office boys.

Ralph E. Matthews (Slim) wrote us a mighty fine letter thanking us for the item in the last issue of the magazine, however, we stand corrected as

Slim says the "Automobile Club of Missouri" has offices in the Hotel Ozark instead of the hotel mentioned. All of us read the letter and enjoyed it a heap. Ralph is still a member of the F. A. M. C. & C. D. E. and intends to help them with their Minstrel show, which comes off in about sixty days. Good luck, Slim.

Tom Musgrave, former shop distribution clerk, was awarded position of shop order clerk at the north side in Mr. Sperry's office. Tom has our "boosts" and well wishes and we know he can't go wrong working for a real fellow like E. G. Sperry.

W. W. Shackelford, schedule supervisor, has a winning youngster in his family. Little Marjorie Ann won a \$15.00 prize offered by the Merchants Ice Company for an essay.

TELEGRAPH DEPARTMENT

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Miss Mildred LeBolt visited two days in Memphis recently.

Frank W. Bayless is back on the job after a few days' sickness.

D. N. Ryder, division lineman, Hayti, has been assigned to the Puxico territory.

W. B. Holland, manager and wire chief, Sapulpa, is spending a brief vacation in Shoshone, Idaho.

Miss Nellie Patton, PBX Operator, was called to Ashland, Ky., April 10, account the death of her uncle.

Miss Julia Brown, PBX Operator, Tower Grove, is spending a vacation in Stamford, Conn., visiting relatives. She is being relieved by Miss Rose Marie Bernard.

Ray T. Soper, personal record clerk, is enjoying a two weeks' vacation in California.

Miss Jessie Horniday, stenographer, visited at the home of Miss Sadie Saultz in Tulsa last month. Miss Saultz was formerly employed in this office.

Mrs. Allie Kitchen, PBX operator, Sapulpa, visited relatives in Wichita first of the month.

Miss Ethel Hill, PBX operator, Springfield, returned to work April 13, after two months' vacation in California.

B. W. Elliott has been permanently assigned as division lineman at Hayti.

WOODALL'S GANG GARFIELD, ARK.

E. L. BRAY, Reporter

We expect to make good time now after being delayed through the yards at Garfield. All poles are set on solid rock and seven feet deep and should stand for many years. We have six more miles to build in the hills. Then we will have level country to work over.

Ross Rancier has been dealing in real estate having purchased a new home at Blackwell, Okla. Mr. and Mrs. Rancier will make their home there instead of Enid, where they formerly lived.

Charley Malone has changed his residence from Sand Springs, Okla., to Fayetteville, Ark., where he will be nearer his home while working on this estimate.

Mr. and Mrs. A. Newberry expressed their appreciation of this gang March 31, by presenting us with a box of cigars.

We were called out on storm trouble the night of March 29. A little wind storm blew twenty poles down one mile south of Rogers, Ark.

Mr. Woodall added a new member to this gang. Now I don't know if it is to be a mascot to the gang or just a private pet of Mr. Woodall's. Anyway it is a goat and his name is "Billy."

Claude Denney has been working extra time in this gang, but was transferred to Foreman Harris' gang at Troy, Okla., April 4.

Mrs. James Poole and Mrs. D. P. Jones, wives of linemen Poole and Jones, drove up from Ft. Smith, March 17 and visited the city of Garfield.

Weddings in this gang, I believe, will get to be a common occurrence if we don't run out of single men too soon. Tommie Pentzer asked for a few days' leave of absence March 26, and returned to work March 31 with a box of cigars and the announcement of his marriage to Miss Grace Cathcart of Henryetta, Okla. They plan on making their home in Springfield, Mo.

No accidents this month!

DONAHUE'S GANG PORTIA, ARK.

J. E. NUSSBAUM, Reporter

Edw. Beartell, groundman, is spending a vacation with parents in Mammoth Spring, Ark.

Arthur Reed, groundman, was transferred to this gang from Harris' gang on March 21. "Big Boy" said he was very glad to be with us so that he could be closer to home.

Earl Bagley, groundman, is on a week's vacation.

This gang moved from Black Rock to Portia March 31.

The boys are beginning to think that Providence is with them, as they fell into sand digging after having been customized to rocks.

Lineman Charles Robison was sent to Springfield April 4 to bring out our new coach outfit, which arrived at Portia April 8, and which is considered one of the best on the System. The boys certainly are proud of it and intend having a picture made for the magazine.

The Frisco magazine arrived here April 8 and we find that some of the gangs have nothing to relate. The boys missed the news very much.

Fourteen members of this gang attended church in a body April 1.

Groundman Basil Compton has asked for forty days vacation, which he expects to spend at Denver visiting his parents.

On April 10 there was a wind, hail and rainstorm in this part of Arkansas and our new coach outfit suffered damage to the extent of eight broken windows.

HARRIS' GANG TROY, OKLA.

MARSHALL WILSON, Reporter

Lineman E. C. Holt is relieving Division Lineman R. A. Nelson at Valley Park while the latter is on vacation. Mr. Holt's next relief work will be at Quanah, Texas. We all wish him good luck on his new job.

E. L. Wilson, lineman, spent the first of March in the Sherman hospital.

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WHOLESALE ONLY—CAR LOADS

W. E. OGSTON, President and Treasurer

Allie Donaghe, groundman, is off account personal injury.

We have several new men in the gang now. They are: Claude Denny from Woodall's gang; Walter Wilson, from Coleman's gang; L. S. McKinney, from Oliver's gang. We like the new boys mighty well.

COLEMAN'S GANG PLATTER, OKLA.

EDW. BROWN, Reporter

J. W. House, lineman, has resigned and was succeeded by Dave Wischart. Groundman Wilson was transferred to Harris' gang first of the month.

Lineman N. H. Garrett was married the first of this month. The gang wish Mr. and Mrs. Garrett a happy married life.

This job will not last much longer. If weather permits, we will soon sail for Texas.

OLIVER'S GANG NETTLETON, MISS.

JOHN ATKINSON, Reporter

Mr. Oliver attended a safety first meeting in Atlanta recently.

Wm. Hastings returned to work April 4, after having spent thirty days at his home in Fayetteville. Ben Watkins acted as assistant foreman during Mr. Hastings' absence.

Lineman S. M. Worthy was at Amory last week relieving the division lineman.

We were in Alabama last week distributing poles. We only lack nine car loads of having them all distributed for that estimate. It will be a great relief to us when we get them all distributed as they are Black Diamonds.

Mrs. John Atkinson and daughter Willie, who have been visiting here for the past two weeks, returned home to Missouri April 10. They say they like the south fine.

Lineman Lynn McKinney transferred from this gang to Harris' gang in Oklahoma.

We would have finished this estimate about April 15, if we hadn't lost time distributing poles in Alabama. We also cut timber one week.

No accidents to report this month.

SOUTHWESTERN DIVISION

WEST TULSA STORE DEPT.

OTIS R. RULE, Reporter

Effective April 1, the Afton store was discontinued and all material transferred to West Tulsa store.

C. O. Mitchell, formerly storekeeper at Afton, is taking a short vacation before exercising his seniority on some other job.



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SAINT LOUIS

Mrs. D. L. Irby was returned to the Oklahoma Hospital at Tulsa, April 4, where she was operated on again. Mr. Irby reports she is not doing as well as expected, and we join in wishing for Mrs. Irby's speedy recovery.

A. N. Beck has purchased a new Chevrolet coupe.

The painters have finished painting the interior of the store room and it has improved the appearance one hundred per cent.

Mrs. Dorothea Hyde, comptometer operator, visited with friends in Pierce City, Mo., Easter Sunday.

S. R. Kennedy, superintendent of terminals, has moved his office force from this office to the yard office.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

An addition of another chute is being made on our coal chute. This will allow coaling on four tracks and will greatly facilitate refueling of engines.

Grading and filling of the new rip-tracks has been completed and you would hardly know the old place. Also a fire crossing has been made which provides free access to every point on the shop grounds. In this regard I might add that the old hose cart received a couple of coats of red paint which would knock your eyes out. Considerable anxiety was manifested by members of the fire team as to whom would be selected for the task of turning on the water. This seems to be a rather coveted position.

Our new mill shop is rapidly nearing completion and installation of machinery will start in the near future. The performance of Motor Car 2103, which operates between Tulsa and Holdenville as trains 525 and 526 respectively, is one which is deemed worthy of all the publicity it can receive. This car was placed in service February 19, 1926, after having new crankshaft installed and has been in continuous service since that date with the exception of seven trips. During this time the car and trailer have covered a distance of approximately 80,256 revenue miles which sum added to a terminal mileage of 3,000 miles makes a total of 83,256 miles. Responsibility for this good record rests in a large measure with I. D. Henry, coach carpenter, who has

handled all repairs to the car.

A letter of commendation has been given to Tom Allred, box packer, who while repairing TCX 2027 set out at Preston account hot box, found a piece of flange five inches long, newly broken and which would have surely caused a derailment had it been allowed to move out in a train. More power to you, Mr. Allred.

Roland Snodgrass, piece-work checker, fell into a telephone post hole the other day while returning from lunch. This may sound strange, but the facts of the matter are that he was also carrying his assistant, Joe Schilling on his back on account of the high water and naturally having high water this hole was filled to the top. Mr. Snodgrass and his high boots have now been dried out and are doing nicely.

MECHANICAL DEPARTMENT SAPULPA, OKLA.

L. A. MACK, O. R. TUCKER,
Reporters

Miss Myrtle McConnell, comptometer operator in the master mechanic's office has been called to Edmond, Okla., by the serious illness of her mother. We wish to express our sympathy and our wishes for a very speedy recovery.

Miss Ethel Morford, steno-clerk, has resigned her position with this company and accepted a position as secretary to the Chief of Detectives, Tulsa Police Department. We all regret very much to lose Miss Morford, but wish her the best of success in her new position.

Miss Emella Kalt, formerly of Oklahoma City, has accepted the position made vacant by the resignation of Miss Morford and will assume her new duties on April 18.

A. D. Minick has been returned to Oklahoma City as secretary-clerk to the general foreman at that point after having been with us at Tulsa for only a few weeks.

R. E. Bohon, roundhouse foreman at West Tulsa, has moved to Red Fork, Okla. Ray decided that he wasn't going to make the long trip to Sapulpa any more.

Wish to extend our sympathy to Wm. R. Cline and family in death of Mrs. Cline's brother.

Traveling Inspector M. L. Guinney has been on the southwestern division

again after what we all thought was a long absence. We are always glad to see our old chief clerk.

And still the improvement is shown around West Tulsa. E. W. Brown, general foreman, is busy from dawn to dark keeping the labor gang on the jump and sure is quite a job to keep the place looking nice with all the tearing down and building going on.

Lester B. Lewis, third-class machinist at this point, is in St. Louis Hospital.

Terminal superintendent S. R. Kennedy has moved his office from store building to yard office.

Outside foreman Willie Pierce has been transferred to 12 p. m. to 8 a. m. hosting job.

Fireman L. O. Davidson has been appointed to outside foreman's job vice Mr. Pierce transferred.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

ARTHUR D. MINICK, Reporter

Very sorry to report that Mrs. J. L. Meador, wife of boilermaker, passed away on March 31. We extend our sympathy to this bereaved family.

Mrs. Arthur Baulch, wife of stationary engineer, has been in Florida for some time account of serious illness of her father, but is expected to return soon.

Mrs. Harvey James, wife of clerk who has been ill for some time, is now on the road to recovery.

Employees at this point have organized a baseball club in which the mechanical department has been very well represented. New suits and material will be purchased in a few days and it won't be long now, that they will be ready to take on other clubs on the Frisco lines.

Mrs. Clyde Jones, wife of box packer, was called to Waco, Texas, account serious illness of sister.

E. J. Espelin, round house foreman, is again off account sickness. We hope to see him well and back on the job shortly.

J. R. Mason, engineer, is taking short vacation, on his farm in Arkansas.

Fred Barnhart and George Hubbard, machinists, have transferred here from Springfield.

Earl McCroskey, machinist apprentice, from Monett has transferred to Oklahoma City.

The Oklahoma City chapter of the Frisco club is having its next meeting on April 27, in which entertainment is to be presented.

C. O. Mitchell, formerly storekeeper, whose position was abolished at Afton, Okla., is bumping Will Temple, store-room counter man.

Another Booster has been made for Frisco service. A stock man, whose name is not known to the writer, had two cars of stock ready to load at Lawton, Okla., on another line, when he found out that the Frisco would have a full train of stock out of Lawton, so he diverted his shipment to the Frisco. Four hours after stock was loaded, he was in Oklahoma City, and 27 hours after loading his stock was on the market in Kansas City. He states hereafter Frisco will get all his business.

OKLAHOMA AND CHICKASHA SUB-DIVISIONS

JAKE DAVIS, Reporter

April has, so far, been a very unlucky month for the west end of the southwestern division.

With great sorrow do we report the death of one of the best men on the Oklahoma sub-division, our friend Jess Tollison, first trick operator at Stroud, Okla. We express our heartfelt sympathy to his family and his relatives.

On April 9 Roadmaster Schubert held his regular section foremen meeting in a coach located in south yards, Oklahoma City, which was attended, in addition to the different foremen, by C. T. Mason, division superintendent; S. Kelton, assistant superintendent, and W. O. Brown, motor car maintainer from Springfield. This was a very good meeting and it was agreed that it would benefit everybody present.

On April 11 a severe twister hit the little town of Mustang, about 16 miles west of Oklahoma City and swept a path two blocks wide through the town destroying seventeen dwelling houses and two churches, killing one and injuring four.

News of this disaster was received by the Hahn Undertaking Parlor at Oklahoma City at 10 p. m. and they appealed for help to the Frisco. As the roads were impassable for cars, J. W. Cleary, our trainmaster, immediately called Roadmaster Schubert, who started towards Mustang with Section Foreman W. O. Hyler, A. J. Sloan and Roadmaster Clerk, Jake Davis and two members of the Hahn Ambulance Corps with two motor cars and first aid equipment. When within two miles from Mustang they encountered the second storm and it was almost impossible to drive a motor car in the rain. It was necessary to stop several times, as the wind and rain took the breath away from the men on these cars. Mustang was reached at 1:30 a. m. and the town was found in a bad condition, with no lights and half of the town torn up. Section Foreman

J. L. Green of Mustang noticed the cyclone coming and escaped with his family by using the storm cellar. The roof was torn from the section house and the walls barely were left standing. The injured were taken care of in the garage of Mustang and attended to by a doctor from Weathland, who braved the storm to get to Mustang and give relief to the injured. When Roadmaster Schubert and his crew arrived at Mustang they found a section laborer, L. New, being attended to by the doctor. His body was severely bruised. His mother was killed in this twister and his father is in serious condition with several broken ribs. The relief crew could not leave Mustang on account of the rain storm that was still raging, but about 3:00 a. m. the rain commenced getting lighter and it was decided to try to get to Oklahoma City as quick as possible in order to do all possible to save the injured. A push car was placed behind a motor car and the return trip started only to find that the track one mile west of Oklahoma City was washed out by the heavy rain, that they could not reach town. Roadmaster Schubert then turned back to Packing Town and telephoned ambulance to come after the injured. Oklahoma City finally was reached at 6:00 a. m.

We feel for L. New and want to express our sympathy to him for the heavy loss he sustained in this storm.

Conductor Chestnut spent a few days on his annual vacation on the pile driver. We hope that he had a good time picking up the few pecans that did not burn up when right of way was burned in the fall.

We are glad to report that F. G. Baker, teamster in Oklahoma City yards, who was seriously injured by falling off wagon, is getting along fine and his early recovery is expected.

Miss Mary Davis, attractive daughter of Roadmaster Davis, St. Louis, spent a few days with her brother Jake at Oklahoma City and is paying a visit now to Miss Maurine Huff, daughter of Conductor Huff of Sapulpa. Miss Davis promised to return to Oklahoma City April 27 to attend the dance that will be given by the Oklahoma City Chapter of the Frisco Club, and dance the Virginia Reel with some of the old boys.

Mrs. Vera Holt, wife of Operator Holt of Fairland, Okla., spent the week end with her parents, Mr. and Mrs. George Eastin of Oklahoma City.

DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANNAHAN, Reporter

Mrs. A. L. West and Mrs. G. W. Green have returned from visiting in St. Louis, Mo. Dana McCool spent Sunday out on the banks of a well-known fishing lake and he says the fish would not bite. Think he needs pet catfish.

Joe Frye is trying the evening information window while E. W. Shannahan is working the morning information.

Pike Hailey has returned from visiting his home town Hailey, Mo.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

W. B. Baxter spent Easter Sunday with his family at Sherman, Texas.

Mr. and Mrs. R. M. McGlasson spent Easter Sunday with relatives in Muskogee.

Miss O'Brien was away for a few days during the month, visiting in St. Louis.

Mr. Reid, our commercial agent, is back on the job after having been operated on for appendicitis and is beginning to look his old self again.

Mr. Patrick, who was on the tracing desk is back on his old job at Sapul-

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pa, and F. L. Castle, formerly of the local freight office, is now on that desk.

ACCOUNTANT DEPARTMENT SAPULPA, OKLA.

E. REIMER, Reporter

W. D. Jones, shop accountant, is now in first-class condition. Since his teeth do not bother him any more, he is in a position to take full advantage of that green Chrysler roadster.

Mary Wilcox, stenographer, is the outstanding employee of the accounting department. Notice the exclusive service—a Whipper and chauffeur are constantly at her disposal to and from the office.

Victor L. Thomas, general clerk, prominent on the river, southern and southwestern divisions, has returned. Sapulpa holds one attraction for Victor, but so far it has not been admitted. Yes, the Buick is with him. Someone had better acquaint him with the new laws about speeding, parking, etc.

E. H. Gillis, completion report clerk, is now the head member of the A. & B. division and is still wrestling with blue prints, showing proposed and completed yard changes. Jack has all the indications of being a "star" performer.

C. F. Higdon of Springfield, Mo., has arrived at Sapulpa to fill the position of completion report clerk. All wish Mr. Higdon a very hearty welcome.

L. A. Wright, bill and voucher clerk, has now completed one month's business on the bill and voucher desk and has proven his ability. Mr. Wright states that business is good—more bills than vouchers.

C. P. Hensley, assistant bill and voucher clerk, has made frequent visits to Council Hill and Muskogee.

Since he succeeds the writer as reporter for the Magazine, it is suggested that he explain his maneuvers.

E. Reimer has been transferred to St. Louis. I wish to take this opportunity to express my sincere appreciation for the co-operation that has been shown in connection with the performance of my duties at Sapulpa, Okla.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

Forrest Castle, diversion clerk, has been assigned to the position of diversion clerk in the executive agent's office up-town. More than one hated to see "Castle" leave the freight office, as he furnished the fillings for many a sweet tooth.

C. E. Shu has been assigned the position of yard clerk.

W. E. Rust, formerly accountant, has been made chief clerk to Agent C. H. Hensley. Jess Freeman, former chief clerk, left the company to accept a position with the Chevrolet Company of Tulsa, as salesman.

Chas. E. Parker, of Wetumka, Okla., has been assigned to the position of accountant. Mr. Parker has moved his family here, so our "Frisco family" is still increasing.

Mrs. Effie Smith, abstract clerk, who suffered a nervous breakdown, is back on the job after a month's absence. Everyone is glad to see Effie back, as things are pretty dull around the freight office when she is away.

Fannie Turley, who is quite a favorite with the West Tulsa superintendent's office force, is filling in on temporary work, as Edna Wooden is on the sick list. Amelia Allen is working Miss Turley's position as expense clerk, Tulsa freight office.

Clyde Burd, check clerk, has been off duty for some time with rheumatism.

Bert Martin, check clerk, accompanied by his wife, spent last weekend, April 10, visiting the old home town folks at Thayer, Mo.

Elmo Herbert, assistant chief clerk, has moved to Tulsa.

J. G. Mulrenin has been assigned the position of assistant caller.

George Kyger has been assigned the position of diversion clerk. We are glad to have George with us as his looks add to the appearance of the Tulsa freight office.

Ralph Corbin has been assigned the position of record filer.

F. A. Shellborn has been assigned the position of yard clerk.

President J. M. Kurn was in Tulsa April 12 and 13, meeting with the Tulsa city officials and Chamber of Commerce, with regard to the new Union Station to be built here. The City of Tulsa, as well as the "Frisco Family" will, without a doubt, feel proud of this new building.

We are sorry to learn that Superintendent S. R. Kennedy is in the St. Louis Hospital, but trust that, ere this goes to press, he will be back with us again. J. W. Skaggs is looking after Mr. Kennedy's interests while he is away.

Miss Minnie Kruse, secretary to Agent C. H. Hensley, resigned to accept a position with the Chestnut Smith Oil Company of Tulsa. We were sorry to see Minnie leave, as her "Uke" furnished music on many an outing. We trust she will still join us on outings, picnics, and "coon hunts".

Mrs. C. J. Landgraf, wife of C. J. Landgraf, assistant claim clerk, left April 13 for St. Louis, Mo. "Chris" will go down Saturday and they will return home Sunday night.

Florence Geil has accepted a position with the Frisco as secretary to Agent C. H. Hensley. Miss Geil comes to us from Judge Warren's office. Judge Warren is a brother of our much-favored assistant yardmaster, "Kid" Warren.



J. W. Riley, agent for the Frisco at Bengal, Okla., has been playing his old violin for over thirty years, and is an artist of "jig-time" tunes. He is shown in his freight room door with the violin which he treasures.

RIVER DIVISION

OFFICE OF B. & B. AND MAINTENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

Mr. Terry, former roadmaster on Chaffee sub-division, was a visitor in our office on March 23. He says he likes Jasper, Ala., very much and is busy laying rail.

The track that has been under construction by the List & Weatherly Construction Company at Seventy-Six, Mo., has now been completed and ready for use.

The track changes in connection with the new depot at Steele, Mo., have been completed.

Mrs. W. G. Alsobrook, Jr., and two children of St. Louis visited with her husband's parents, Mr. and Mrs. W. G. Alsobrook, this week.

Messrs. H. G. Harmon and L. C. Griger, extra gang foremen, dropped in to see us for a few minutes today, as their gangs were moving to Cape Girardeau to help fight the high water.

J. H. Davenport, formerly of Oran, Mo., is now our Chaffee yard foreman and has moved his family to our city.

We have completed 40 miles of slag ballast, from mile post T-145.5 to 185.5 this month.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Miss Esther Rigdon has been in the hospital for a week. We are glad to say she is her own cheerful self again. While there she had the pleasure of meeting Miss Myrtle Cockran of Mr. Johnson's office, Springfield.

Ranney McDonough is back with us as bill and voucher clerk after a five months' sojourn in Birmingham.

Bob Hudgen from the office of auditor disbursements is now our general clerk.

Bob Hudgen went to St. Louis last Sunday and drove his car down. Expecting getting lost three times, being stuck in the mud twice and driving through miles of water, he says he had a pleasant trip.

Mr. and Mrs. H. H. McGarvey spent Sunday, April 10 in Springfield. Mrs. Mack remained for a two weeks' visit.

ST. LOUIS ADVERTISERS

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ST. LOUIS, MO.

Russell James and George Lodge were here for a short visit this month. Tim Murray and Henry Grupe spent Saturday and Sunday with the McGarveys and greeting old acquaintances.

W. C. Henke was here for the weekend. Bill is wearing one of the latest styles—a mustache. Irene says she likes mustaches—they are so distinguished looking.

Freight House

Leo Lane has been promoted to record clerk. Otis Keller succeeds him as checking clerk.

Mrs. Bob Kamm is here visiting her sister, Mrs. Ed Dunn and their father, R. C. McKnight. Mrs. Kamm has been residing in Seattle, Wash., but will go from here to Baltimore, Maryland, to make her home.

Trainmaster's Office

Roy Abernathy is in Frisco hospital for an operation. Very glad to report that he is improving rapidly.

Mr. and Mrs. Lee Story attended the funeral of Mrs. Pearl Owens in St. Louis, April 11. Our sympathy is extended to Mrs. Story in the loss of her only sister.

Mrs. Fred Bisplinghoff and two children are in Springfield for a two weeks' visit with friends and relatives.

The store department is getting real prosperous these days! Charles Stausing, division storekeeper, is driving a new Dodge sedan.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Assistant superintendent J. S. McMillan has been assigned to the St. Louis Sub and has moved his family to Kirkwood, Mo.

Mrs. W. O. Long of Fort Scott, Kan., visited a few days with engineer and Mrs. F. H. Dierssen while on her way to Caruthersville, Mo. She also spent some time in St. Louis with Mr. and Mrs. W. O. Coy. Mr. Coy was formerly one of the Chaffee office force.

Marys Dailey had to spend several days in the hospital last month; Irene Rigdon took care of business in the assistant superintendent's office during her absence.

Mrs. T. S. Levett is having quite an extended visit with her sister in Miami, Florida, and "TS" is putting in the garden alone this year.

Ralph Stephens is again with the Chaffee freight house force after helping out at the Sikeston station for several days.

Ed Berry, of the engineering department, has gone to Jasper, Alabama, to look after a big rail laying job on the southern division.

Engineer Roy Abernathy is reported improving nicely after undergoing an operation for appendicitis, and expects to be able to return from the hospital within a short time.

Ray Fatchett has been appointed secretary and treasurer of our local ball team and expects to have all his spare time taken up for the coming season. C. G. Roland, Glenn Cooper and "Stuff" Rigdon are the Frisco boys on the team and have promised to do some good work. Opening game was played May 1.

V. E. Hopkins has been put on as an additional dispatcher to help out with the heavy work during the high water.

MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES HALEY, Reporter

Charles Baronowsky, first class machinist, has returned to work after an absence of nearly five months. Needless to say, we are all glad to see "Uncle" Bud back on the job and are glad to see his health returned to him.

All shopmen at Chaffee extend their heartfelt sympathies to the bereaved family of Ed W. Glen, car carpenter, who passed away Monday, April 11.

W. B. McGaugh, student piece work checker, has returned from the Frisco hospital in St. Louis where he underwent an operation.

Allen Blackwell is our new coal cuto foreman temporarily filling the vacancy made by Otto Golightly.

Engine 4005 is now on river division. This is the first of these engines to come to the river division. They are doubled through Chaffee, receiving only necessary attention here.

At recent meeting of Frisco Association of Metal Crafts and Car Department Employees, Chaffee division, it was voted upon and motion carried, that all mechanical forces start work at 7 a. m. instead of 8 a. m., effective May 1, this shift to last during the summer months.

The local shopmen who received treatment a Frisco hospital were: Jess Dudley, apprentice; M. L. Flannery, first class machinist; Theon Strack, tankman and W. B. McGaugh, student piece work checker.

NORTHERN DIVISION

OFFICE DIVISION ENGINEER FORT SCOTT, KANSAS

C. B. CATCHING, Reporter

E. C. Sullivan, who formerly worked here as rodman, was through the city a few days ago, paid the office a call. Eddie is now working for an electrical company in the east.

Mr. Potter has joined our ranks as chairman. He is from Thayer, Kan.

Mr. Flinn, draftman, has purchased a Ford coupe and practically all the men here have cars now.

H. W. Smith, instrumentman, has gotten started on the re-running of curves on the Kansas City subdivision, preparatory to the laying of the new 100 pound rail, expect to get started on the laying of the new rail in the near future.

The campaign for "more business" is steadily growing, the various committees report that they are continually striving to get more freight and passenger business for the Frisco.

Wilson Robertson has been added to the force in the capacity of assistant file clerk in the superintendent's office.

TRANSPORTATION DEPARTMENT FORT SCOTT, KANSAS

LEO D. CHUMLEA, Reporter

Jack Dalton is now Mr. Evans' secretary vice Mr. Evans, who recently resigned.

Leon Huff recently resigned to go into the automobile business.

Chester Fulton recently bid in as-

sistant superintendent clerk's position at Neodesha, Kan., vice Mr. Foster, who resigned. Bill Hughes bid in Fulton's place as comptometer-operator-clerk position.

Jim Chesney is working in place of Chester Fulton while Huff's vacancy is being filled so Bill Hughes can relieve him.

Harold Mitchell is back with the accounting department again, having returned from Chaffee.

Wilson Robinson is our new office boy, taking the position held by Bill Hughes.

E. L. Wood is back as our general yardmaster. M. J. DeBoben, who has been yardmaster for some time is assistant day yardmaster.

Ben R. Tate, who has been dispatcher at Ft. Scott for a number of years, has resigned to go to work for Central Life Insurance Company.

Leo Chumlea has bid in file clerk's position made vacant by Mr. Huff resigning. He is a great hunter and know all lost files will now be found.

ZONE AUDITOR'S OFFICE KANSAS CITY, MO.

NELLIE J. SCHAFER, Reporter

A. P. Saugrain and Geo. Pipes have been quite busy the last month teaching everyone their work.

Our glass house is completed now. "People who live in glass houses shouldn't throw stones." We hope Lyllia Toogood and "Buddy" will remember this.

Our sheik, Fenton Benson, is sporting glasses. They certainly are becoming, Fenton. He has never told us why his eyes became weak.

Ruth Shaffer and Marguerite Earp are stepping out with blue shoes, and we are wondering if they have the "blues."

E. N. Miller of the Seventh street zone office has been with us for two weeks.

Harry Bower's wife was taken to the hospital recently. We all wish her a speedy recovery.

Herman Wilson was quarantined for a few weeks. He has reported that everything is O. K. again.

Roland Woods of this department is a preacher. We are all waiting for Mr. Woods to give us a noon-hour sermon.

H. P. Batchelder, F. J. Benson, Gus Gabauer, Harry Bowers and H. C. Wilson were transferred from the local office to the zone department.

COMMERCIAL OFFICE CHATTER KANSAS CITY, MO.

IRENE MORRISON, Reporter

Export business is good. March 29

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Gahlenbeck Jewelry Co.....Pensacola, Fla.
Haltom, G. W.....Ft. Worth, Texas
Standard Jewelry Co.....Muskogee, Okla.

we had two special trains or about 63 cars of wheat to Galveston for export to Greece, and on March 30, 20 carloads. Over three hundred cars of export wheat have moved out of Kansas City over the Frisco during the past month.

April 13, 130 bills of lading were received for in the commercial office. This is the largest number ever handled since this office opened. These bills of lading are in addition to the ones signed for in the local office here.

After eleven years' service with the Frisco, George Story is leaving to take a position as rate clerk with the Southern Pacific. We wish him luck and success in his new field of endeavor.

A Junior Traffic Club of Kansas City was organized at a general meeting April 1 at the Hotel Baltimore, and 150 signed up for charter membership. Of this number, eleven are from our own Frisco railroad and G. W. Story was elected secretary-treasurer. This is a very fine representation for the Frisco; almost 10 per cent of the total membership made up of our own employees. The club was formed principally to promote good fellowship among its members but the primary object of the club is educational. The club will be sponsored by the (Senior) Traffic Club of Kansas City. Frisco members are as follows:

Harry E. Bowers, N. J. Fracul, Amel W. Meyer, Melvin C. Anderson, Howard J. Hoke, C. C. Lacy, C. C. Phillips, J. M. Sachen, Raymond Streeter, Irene Morrison, G. W. Story.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Harry Simpson, third class sheet metal worker, has been promoted to second class sheet metal worker.

Frank Junkins, general chairman, paid us a visit recently and delivered a fine talk before local number four on April 5.

Milo Beattie, springman, has taken a few days off to do some repairing around his home.

William (Baldy) Jackson is reported as being an expert at applying air whistle cylinder rigging on locomotives.

Henry Sandoval, machinist third class, has returned to work after being off two weeks with the flu.

John Purdie who made a trip to St. Louis recently to enter the hospital for an operation, is now at home and reported to be doing fine.

William Monfort, machinist employed in machine shop suffered the fracture of one of his fingers while at work and is now off for a number of weeks.

(Hick) Ward, night machinist third class, has accepted the job which was vacant helping John Renz.

Sam Shelton, grate man, has returned to work after being off a number of days with the chicken pox.

Lou Anderson, machinist third class, also has returned after a lay off on account of the measles.

Edward Youngblood, boilerwasher, is off with an infected limb.

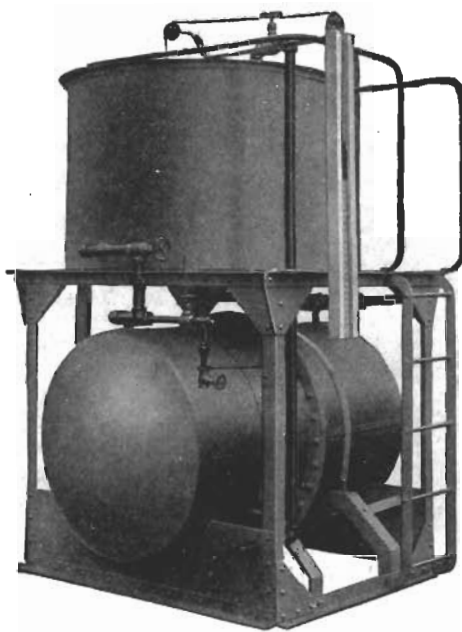
We wish to express our deepest sympathy to O. B. Riggs at the loss of his niece, Mary Lou, 17 months old, who passed away at her home recently.

The annual banquet of the B. of L. E. which was held at the Muebach hotel was attended by a number of the boys at this point, namely Walter Medlock, roundhouse foreman, engineers, Al Paine, J. L. McCarter, William Barker, William G. Cooper, C. C. Irish and Harry Haines and wife from Ft. Scott. After the banquet the crowd enjoyed dancing to the music of Jack Riley's famous orchestra.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Our chief clerk, R. E. Willer, also



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got tired of apartments, and is now located in a cottage all by his lonesome out on West 43rd street.

Harold Grove, car clerk at north yard, bid in the job as roundhouse car clerk at Neodesha, leaving to assume his duties at that point the latter part of March.

Geo. Dwyer was placed as clerk at north yard in place of Grove. Mr. Dwyer comes to us from Springfield, and we welcome him to the 'Heart of America'.

Miss Eleanor Forester, who has been employed in this office for a number of years as personal record clerk, came to work sometime ago wearing a diamond as big as the headlight on the 1521. The lucky boy is our own Geo. Lackey, employed as outside hostler. Their marriage is scheduled to take place sometime in the near future. Both Miss Nellie, as she is affectionately known among her friends and Mr. Lackey, have a host of friends who all join in wishing them the very fullest measure of all good things in their life.

Jno. A. Moffett and wife were called to Humboldt, Kans., on April 5, account of the death of Mrs. Moffett's brother.

Everyone on this division is putting forth every effort possible toward securing more business, both freight and passenger. As a result of this campaign, Wayne Land, employed as machinist apprentice was instrumental in securing the shipment over the Frisco of quite a large number of cattle. This shipment consisted of several hundred head, and will result in quite a sum in the way of revenue for our line.

C. J. Vance, who has been employed for some year or so as car inspector at 19th street yards, has been transferred to Rosedale yards, effective April 10, and Fred P. Scott relieved Vance at 19th street, being transferred from Rosedale yard.

Robt. Linville, car inspector in 19th street train yard, has been placed at

12th street freight house as car car-penter first class, in place of Carl Broberg who has been placed on north yard repair tracks.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Frank Westerman has returned to work after being in the Frisco Hospital for nearly a month.

Chester Combs and wife have returned from a very pleasant trip to California. Aside from being sunburnt, he is looking fine.

We now have the pleasure of having an Attorney-at-Law among our number. We extend our congratulations to Lee Davis, who was admitted to the bar last month.

Messrs. B. J. Gleason, J. M. Flanigan, Geo. F. Macgregor and W. L. Coleman attended the three-day meeting of Claim Prevention and Better Service held at Springfield recently.

Cohen Tarry and Marblehead Geiss take great pleasure in beating Murphy Benson and Gloomy Gus Gabauer at pinochle during noon hours.

Alfred Westerman laid off recently. Said he was going to church. No wonder it rained.

The Sunnyland Club is still keeping up its pep with its monthly dances. A large crowd is always present.

MECHANICAL DEPARTMENT FORT SCOTT, KANSAS

WALLER R. HECK, Reporter

John J. Kelly has been absent for the past two weeks visiting his parents in Topeka, Kansas.

Mrs. P. J. Moore, who has been in Mercy Hospital for the past four or five weeks after undergoing an appen-



Fred T. Williams at Rosedale, Kansas, sent this photograph to the Magazine and he says it is a very good likeness of nineteen of the employes of the car department at that point.

We'd greet you each by name, only Fred forgot to attach the "John Smiths" and "Bill Henrys" to his letter!

dicitis operation, is improving steadily and expects to be able to return home in a few days.

Albert Johnson has been off for the past sixty days assisting his two boys with farm work. He expects to return to work in the near future.

Ben Stoner is now on a short vacation at Hot Springs, Ark.

The Frisco roundhouse ball teams are organized and have played one game so far. Would have played more, but the spring rains have interfered. In the one game that was played between the back shop and roundhouse, the back shop won by the score of 4 to 3. The roundhouse players claim that Umpire Kerlin favored the back shop and also claim that Umpire Kerlin was seen to accept a handful of cigars from the back shop players before the game. If this is so it should be called to the attention of Commissioner Landis.

A number of bowlers from the Frisco roundhouse teams are entered in the elimination tournament now being held at the Y. M. C. A. Are now rolling the doubles at the present time.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL,
Reporters

On the evening of March 31 about 100 veteran employes and their families met in the Grotto room of the

Masonic Temple at Enid for the purpose of organizing a Women's Auxiliary to the Veteran's Association. Mrs. J. J. Bernard, as temporary chairman, introduced the principal speaker of the evening, Mrs. Robert Whelan of Oklahoma City, who in a very interesting manner outlined the purpose of the organization. During the business session which followed Mrs. Whelan's talk, Mrs. J. A. Harter was elected president and Miss Alice J. Dicks secretary. After a very entertaining program given by the students of the Dramatic Department of Phillips University of Enid, the company was invited to the dining room where Mrs. J. D. Fountain and her able assistants had prepared some excellent eats. A social hour was enjoyed and talks were made by a number of the veterans. S. J. Frazier, superintendent, and W. J. Foley, master mechanic, were enthusiastic about the new organization and pledged their cooperation and support to make it one that will bring about the results hoped for. Those employes who have spent long years in the service and are now on the pensioned or retired list were particularly mentioned.

Another meeting will be held in the near future and plans made to send a good representation to the western division to the Veteran's Reunion to be held in Springfield.

Word was received recently of the death of Frank Cunningham, who was at one time train baggageman from Enid to Vernon. Frank had been with the Frisco for about 15 years, and his many friends deeply mourn his untimely passing.

D. W. Shumard, "Dave," was retired from active service on February 28, on account of having reached the age limit. Dave has been with the B&B department since August, 1911, and we will certainly miss his competent work and his ever-ready smile.

Friends of Frank Hinkle, retired roadmaster, lent him a very sympathetic ear, when on Saturday, April 10, he appeared at the general office building, Enid, and reported that on the previous day "in broad daylight" his home had been forcibly entered during his absence. Mr. Hinkle was out only a short time between one and two in the afternoon, and Mrs. Hinkle was visiting in Wichita, Kans. Unhooking a screen by means of an ice pick, the housebreakers raised an un-latched window, and thus secured entrance into the kitchen. "I guess I surprised them, though," said Mr. Hinkle, "because they jumped out the window and ran through the back yard just as I was getting ready to unlock the door." . . . "No, friends, I do not carry a gun, and with my rheumatism it was useless to chase them. The best I could do was to throw a brick at them; and I have the satisfaction of knowing that it did not miss its mark! I guess I must have got there just at the right time—at the psychological moment, as they say—for there wasn't a thing touched—not a thing, I tell you. And not only was there nothing touched but they left a bag—the swellest bag you ever set eyes on."

"That was for the loot," remarked his hearers.

"For my silverware, I guess," said Mr. Hinkle. "But they didn't get it. And they left a note. Wait, I have it with me." Whereupon, in his suspense prolonging way, he slowly brought forth the note. It read:

"Dear Frank: The gang knowing that you would be doing a great deal of traveling are making you a present of this bag in memory of many years of pleasant association.—The Frisco Gang."

It was then learned that the section foreman and track laborers who had faithfully served under Mr. Hinkle's able jurisdiction for about a quarter of a century had from their ranks subscribed about \$50.00 for the purpose of buying Mr. Hinkle an appropriate gift on the occasion of his retirement.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IWA SEWELL, Reporter

The first meeting of baseball fans was held March 23 at the Chamber of Commerce rooms for the purpose of electing officers. The following were elected: W. A. Morgan, president; H. L. McDuffie, vice-president; L. McMillan, secretary-treasurer; J. N. Honaker, scorekeeper. Mr. Hogan was elected temporary manager.

The store department employes extended heartfelt sympathy to E. G. Hughett and family in the loss of Mrs. Hughett, who passed away March 28. Mr. Hughett is a clerk in the mechanical department.

S. P. Tobias of Springfield was a visitor in this office, March 29.

The supervisors entertained with a dance Friday night, April 8, for the benefit of the baseball club. Music was furnished by the Washington Theatre Orchestra and a good number were present.

J. Honaker had a birthday this month, but we have been unable to find out his exact age. Some of his friends surprised him with a birthday party. He says he received two very

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useful birthday presents, a whistle and a rubber snake.

Ida May Hutchison of the general offices at Fort Worth spent Sunday, March 27 with friends and relatives here.

Guy Scott and wife spent Sunday, April 3, at Ft. Worth.

N. Thorworth, boiler shop foreman, attended a baseball game in Dallas, April 3.

The baseball team made a trip to Nocona, Texas, for a game Sunday, April 3. This was their first game of the season. The score was 14 to 6 in favor of Nocona, but we are hoping they beat the Katy Shop Team at Denison, April 17.

J. Honaker and John McKinstry have returned from a trip on the supply cars down to the Cactus.

Hal Glascock of DeQuinch, La., has returned to his home after a visit with his parents, Mr. and Mrs. E. E. Glascock. Mrs. Glascock has been very ill, but is improving at present.

STORES AND MECHANICAL DEPT. FT. WORTH, TEX.

H. R. GLASCOCK, Reporter

A. T. Todd, storekeeper, has purchased a Ford sedan.

Jimmie Honaker and John McKinstry were here to ride the supply cars to the Cactus Country.

The Ft. Worth shops and general office have one of the hottest ball teams yet. A game is scheduled with the Sherman shops in the near future, and from the outlook, a tight game is expected.

One item that we are proud to report is the beginning of the Greater Traffic Club at the west yards. C. C. Jordan and K. P. Guinn called a meeting here and formed a committee, and although we are not strong yet, we hope to be successful in our efforts.

This division carried the "Geologist Special" to Tulsa with the usual Frisco "on-time" schedule. Also a special carrying Colored Knights Templar to Sherman for an Easter service. The latter was secured mostly through the efforts of the colored Frisco men, members of the Traffic Club.

Born to Mr. and Mrs. H. B. Cheshier, March 29, a daughter, who has been named Irma Maxine. Cheshier is second trick yard clerk, and so far he hasn't got his waybills mixed.

Chas. Tobin, first-class machinist, of Sherman is filling a vacancy at this point.

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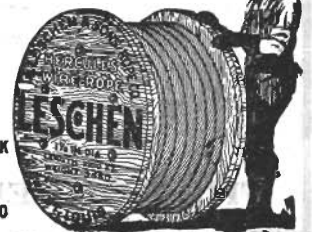


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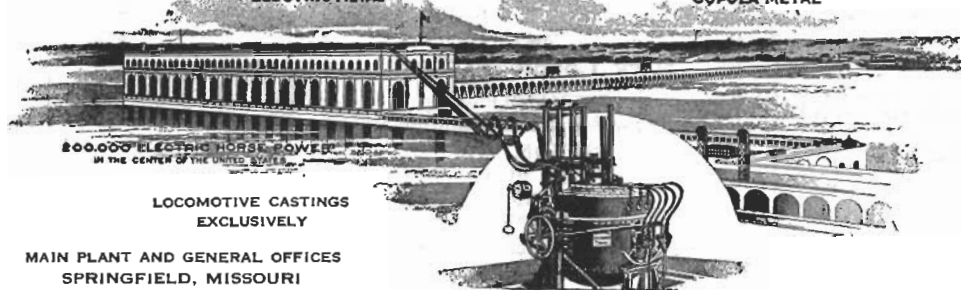
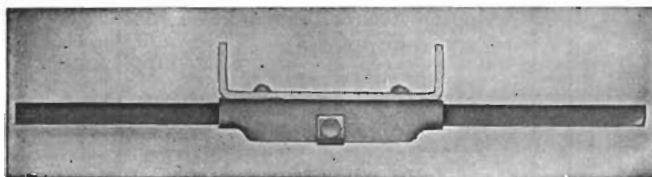
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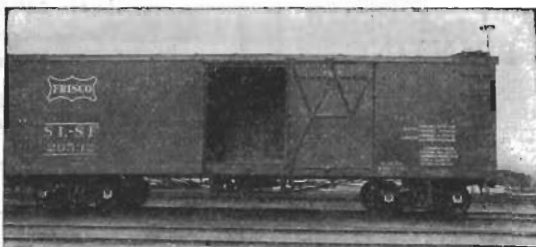
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"What kind of a watch do you carry?" asked the agent.

And Mr. Flenner instantly replied, "A Hamilton—I own two of 'em."

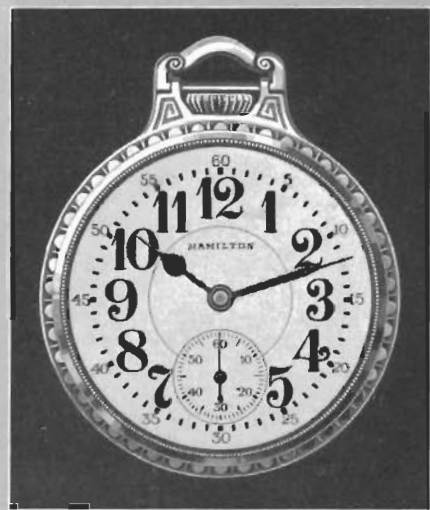
Most of the engineers and conductors on America's fast trains will answer "Hamilton" to the question, "What kind of a watch do you carry?" These men realize that in the Hamilton is found that much-desired combination of accuracy and dependability that should be a part of every railroad watch.

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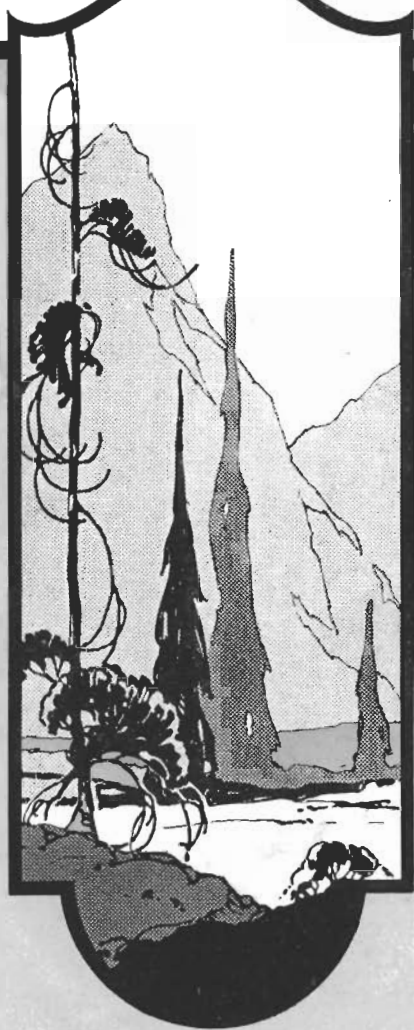
This model to be had in cases of 14K filled green or white gold or 10K yellow gold. Notice the special pendant construction with the connecting bar over the low set winding crown.

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