

THE FRISCO EMPLOYEE MAGAZINE

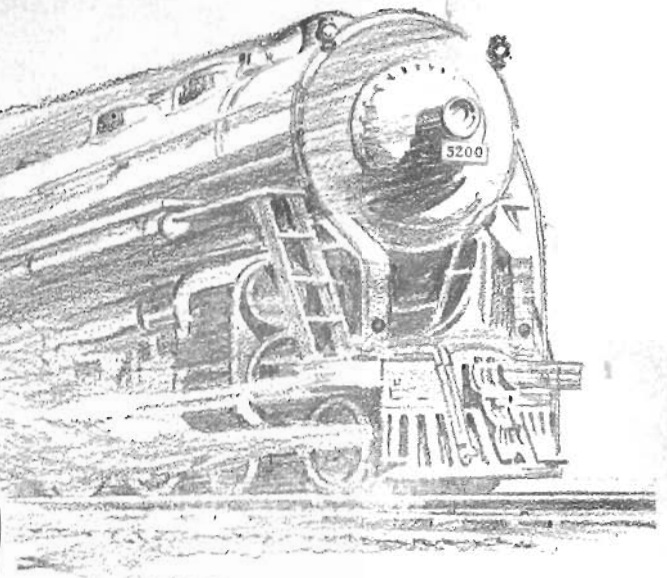
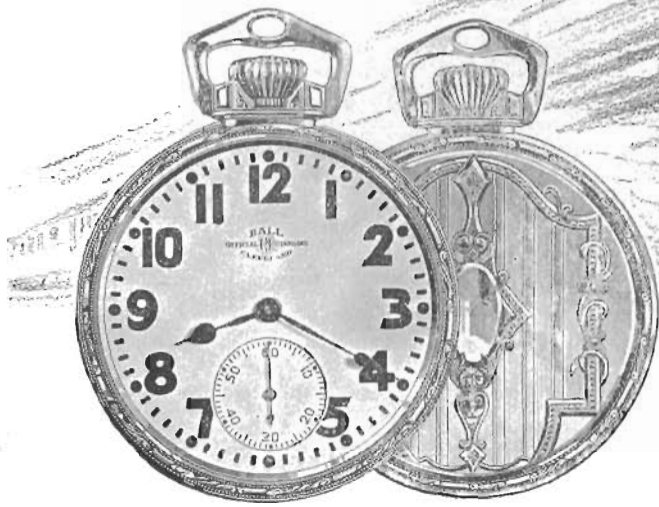
MARCH
1928

VOL. V
NO. VI



FRISCO

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THE FRISCO EMPLOYEES' MAGAZINE

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Vol. V

MARCH, 1928

No. 6

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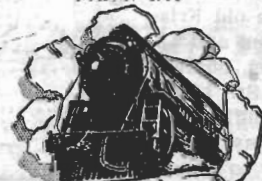
THE FRISCO EMPLOYEES' MAGAZINE

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.

MEMBER



The KELLOGG GROUP

PAYMASTER IN SERVICE 46 YEARS

MANY employees on the Frisco railroad proper have never met Paymaster F. W. Young, of St. Louis, Mo., who will celebrate his forty-sixth year of continuous service on March 10, 1928, but there are few who do not know and welcome his signature which has appeared on pay and time drafts totaling more than a billion and a half dollars during his entire service. He is a native St. Louisan, born June 16, 1868, at Thirteenth and Washington Avenues, then a residential section of St. Louis, but now well "down town."

The paymaster of Frisco Lines began as office boy on March 10, 1882, under Mr. Alexander Douglas, then auditor. On July 15, 1882, he transferred to the ticket accounting department, where he remained until July 15, 1885. It was then he came to the cashier's and paymaster's office, as a clerk. There was no position in St. Louis, such as Mr. F. H. Hamilton now holds, that of vice-president, secretary and treasurer, as many of the executive offices were located in New York. Mr. Young succeeded Mr. Alexander Graydon as cashier and paymaster, January, 1897.

"In 1882, when I began my service, there were less than 1,000 miles of track. The line extended from Pacific, Mo., to Vinita, Okla.; Plymouth, (now Monett), Mo., to Winslow, Ark.; Peirce City, Mo., to Wichita; Oronogo Junction, Mo., to Joplin, Mo., and Joplin to Girard, Kans. The Frisco ran into St. Louis over the Missouri Pacific tracks from Pacific, Mo." Mr. Young told the *Frisco Magazine*.

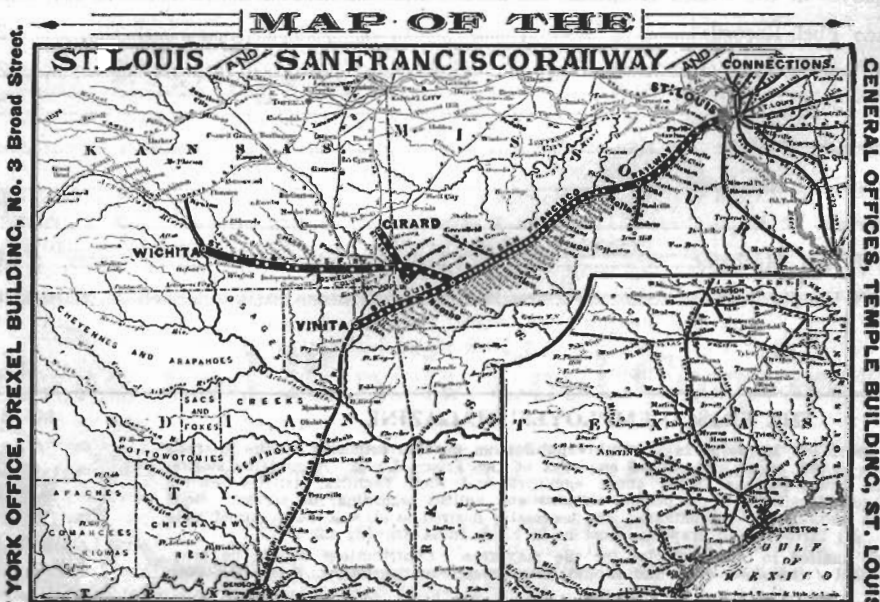
"Prior to 1891, a pay car was operated monthly over the old Frisco system and all employees outside of the St. Louis general offices received pay drafts payable to themselves or bearer. After that time the drafts were made payable to

Billion and a Half Dollars in Employees' Salaries Paid Out by F. W. Young



F. W. YOUNG

The map shown below represents Frisco Lines in 1879, when the road had less than 1,000 miles. The map is the property of Paymaster Young.



LIST OF OFFICERS:

JAMES D. FISK, President, New York.
JAMES BAKER, Vice-President, St. Louis.
GALVIN LITTLEFIELD, Secy. and Treas., New York.
C. W. ROBERTS, General Manager, St. Louis.
W. H. HANNA, Auditor, St. Louis.

ALEX. GRAYDON, Cashier, St. Louis.
S. F. RANDOLPH, Paymaster, St. Louis.
W. H. COFFIN, Asst. Commissioner, St. Louis.
D. WILHART, District Passenger Agent, St. Louis.
T. E. CARRISBY, General Freight Agent, St. Louis.

JAMES DUN, Chief Engineer, Springfield, Mo.
H. SHARPEY, Master Mechanic, Springfield, Mo.
D. H. STIGOLD, Asst. Supt., Springfield, Mo.
W. D. LITTLEFIELD, Supt. Telegraph, Springfield, Mo.
R. D. BOMBAUER, Div. Supt., Carthage, Mo.

1879

the order of the employees and were delivered through the agents. No doubt many old timers remember the old pay car, which was not much larger than a small caboose and was used by Mr. Seymour F. Randolph, former paymaster. The car would be stopped at every bridge and section gang on the road, and employees would receive their pay. That pay car looked as good to them as any marble-slatted bank does today.

"The general office employees at St. Louis were formerly paid in cash. They would line up before the cashier's window from 10:00 a. m. to noon. When the K. C. F. S. & M. and the K. C. M. & B. were taken over in 1901, a pay car was operated between Memphis and Birmingham and the colored employees were paid in cash. During the Spanish-American war a few cash payments were made to employees at the Chouteau Avenue roundhouse, St. Louis.

"Our most trying times came when we attempted to handle the back pay money. The government authorized us to pay back wages covering the period January to July, 1918, retroactive to January and covering a period of seven months.

"We tried to locate some of our boys in France, with back pay drafts, which we thought might come in handy. Some of them we located without any trouble, and others we could not find. Some of the boys who received and cashed their drafts, say that they received a hat full of French bills."

During Mr. Young's service, the company offices in St. Louis have been moved six times. They were in the old Temple Building, Broadway and Walnut, then in the Roe Building, Broadway and Pine; then in the Century Building, Ninth and Olive; then in the Commercial Building, (Now turn to Page 20, please)

NEW YORK OFFICE, DREXEL BUILDING, No. 3 Broad Street.

GENERAL OFFICES, TEMPLE BUILDING, ST. LOUIS.

RETIRED ENGINEER RECALLS OLD DAYS

ON February 12, 1928, Mr. and Mrs. J. S. Hart of 1220 Summit Avenue, Springfield, Mo., celebrated their fiftieth wedding anniversary. And along with the fifty years of wedded life, thirty-nine years and one month of the time Mr. Hart served as a Frisco engineer, with Mrs. Hart faithfully sharing the hardships of early railroading life, and enjoying the comforts which were added later to their lot in life.

They were elaborately entertained at Eagles' Hall, on the night of February 12, by the Springfield Chapter of the Grand International Association of Engineers.

Mr. Hart began his railroad service in August, 1881, in the Frisco car department, at Springfield. He then went with the bridge gang, building false work before the track was laid from Winslow to Van Buren, Ark. Returning to Springfield he went on the road as a brakeman, running between Springfield and Newburg, Mo. From this position he transferred to that of fireman, and was promoted to the position of freight engineer June 7, 1887. His promotion to passenger engineer came in 1897. He was retired in 1922.

Both Mr. and Mrs. Hart were born in Cole County, Ill., and were married at Mattoon, Ill., in 1878.

"I can remember well that wedding ceremony," Mrs. Hart said. "You know, in 1878, there were not many paved roads. I recall that Mr. Hart brought two horses, and after the wedding ceremony had been performed in the old home in which I was born I put on my riding habit and we mounted our horses to proceed to the home of Mr. Hart's uncle. The distance was too great to make that night, so we stopped half way at the home of one of my girl friends, where we had our wedding reception."

Mr. Hart recalls vividly railroading forty years ago and compared it with railroading today.

"I noticed in a recent interview with Mr. Kurn where he mentioned that seventy miles of track, between Afton and Tulsa, Okla., would be replaced soon with 110-pound rail. When I used to run an engine over that same stretch of track, we had 56-pound rail under our engine wheels. There was not even so much as a small village where the thriving city of Tulsa now stands. There was, however, across from the little depot, a half-way hotel run by an Indian. We got our water for the engines out of the river at

J. S. Hart and His Wife Celebrate Their Golden Wedding Anniversary



MR. AND MRS. J. S. HART

Tulsa and it was so muddy we could hardly use it. The accommodations were so bad at Tulsa that we used to go on over to Red Fork where the Frisco had an old caboose fitted up with a cook stove. We used to buy potatoes, bread and meat and cook it ourselves.

"But we had lots of fun with it all. It was pioneer railroading, and as we didn't know any better way of doing it, we just buckled down, joined hands like brothers, and did the work. Hours were long, pay was not so good, but we loved the work.

"That was a great stock country at that time and we handled many train loads of stock to the market. Over that 56-pound rail and with those little engines we were required to come in from Red Fork to Springfield in six hours."

He laughed heartily when he recalled a certain incident of early railroading. "Our mixed passenger train coming in from the west was run on very slow schedule. In fact, it was so slow that we used to sit on the pilot with a shot gun and shoot quail and rabbits. When we hit our game we wouldn't have to stop the train to pick it up, we would just run and get it and hop back on again. In comparison with our fast schedules of today that sounds ridiculous.

"We'd go for miles without seeing

a house. Later, just like the snap of your finger, the towns began to spring up! It seemed nothing short of miraculous. Tulsa with its sky-scrapers seems incredible, for I have recollections of a rolling plain with numerous prairie chickens and rabbits running about, where the city now stands."

Mr. Hart recalls pioneer days in Springfield, when North Springfield and South Springfield, were distinct towns and blackberry patches were numerous between. "I was sitting in front of the old Jackson House on Commercial Street, North Springfield, one day—and you know the old Frisco depot was down that street, just at the end of Benton Avenue, and one of the women guests of the hotel came out and asked me if I'd mind going across the way and cutting her a snuff stick. The weeds and brush was as high as my head, so the request was easily filled."

Mr. Hart could not stress enough two marvels of railroading, the air brake and the automatic train control. He drove engines before either of these devices were known in railroading, and he remarked that the feeling of confidence which they give the engineer can not be described. Mr. Hart's first engine was old 71, known as the Baldwin consolidated, and now numbered in the 2700 series. During his last years of service he operated a 4100 class engine.

The Harts have attended three reunions of the Frisco Veteran Employees' Association. "We never wish to miss one as long as we live," remarked Mrs. Hart. "At the last one I talked to our president and thanked him for the many favors extended to the pensioned Frisco employees—our passes and pensions and hospital permits—and I told him what a wonderful thing it was, and in return he told me all he wanted was for the pensioners to take advantage of those privileges."

A married daughter, Mrs. H. M. Beckham, resides in San Francisco, Cal., and is the only daughter of the Hart's. For some time they resided with her, but their many friends in and around Springfield brought them back.

"We've had a wonderfully happy life together," Mr. Hart said, "and we hope that we may live many more years to sing the praises of the good old Frisco Lines."

Vagrant winds blow the chaff, but the dirt is undisturbed.

RAPID RAIL-LAYING FOR NEW PLANT



ABOVE: At this point, approximately 900 feet from the main line passing track from which the Montgomery Ward & Company main lead originates, the single track branches into three, all curving to the site of the large building under construction, which will be to the left of the spacious low building in the background, which is the present home of the company's retail store. AT RIGHT: The main lead has branched from the main line passing track (foreground) and is seen extended to near the center background where the lead curves to the left. LOWER RIGHT: Switch (right center) of main lead of spur track on main line passing track. The main lead of spur track is seen (left background) curving away from main line.



Texas Lines Forces Complete Track for Montgomery Ward at Ft. Worth in Record Time

THE promptness with which the Texas Lines of the Frisco recently built three spur tracks into the Fort Worth premises of Montgomery Ward & Company, where this concern is erecting an eight-story building to cost approximately \$2,000,000 and scheduled to be opened next October, has evoked the appreciation of General Manager Halbower and Engineer McCaulley, both of Montgomery Ward & Company, expressed to G. L. Oliver, Fort Worth, traffic manager of the Texas Lines.

From the beginning of the lead of the spur at the passing track at the main line to where the lead divides into three spur tracks is approximately 900 feet. Montgomery Ward & Company made application for the spur tracks December 15. T. E. Bliss, Fort Worth, division engineer for the Texas Lines, prepared the proposed layout and estimate of cost, December 20. The contract was prepared by J. B. Hilton, St. Louis, industrial commissioner, Frisco Lines, and was approved January 5. The next day, work on the spur tracks began, material for the track previously having been assembled on the ground. The tracks practically were completed at the time the accompanying pictures were taken, about January 30.

Ground for the building was broken January 16, while the spur tracks were being constructed. The building will be eight stories high, 360 feet long and 220 feet wide and will contain the floor space of 550,000 square feet.

Construction of this building will require, it is estimated, 60,000 barrels of cement of 400 pounds a barrel, a total weight of 12,000 tons, or 600 carloads; 60,000 tons of sand and gravel; 2,000 tons of steel and 500,000 feet of lumber for form work. All the cement, sand and gravel, lumber and most of the steel is being purchased from Fort Worth firms. Thomas S. Byrne, Fort Worth, is the contractor for the structure.

The retail department will be moved into the new home as soon as it is completed. The formal opening is planned for not later than October 13. The mail order department will remain in its present quarters in the old Chevrolet plant until around January 1. There are 33,000 separate items in the complete stock.

The payroll of the employees in the new building will be approximately \$750,000 a year, it is announced.

Montgomery Ward & Company expect to open between twenty-five and thirty retail stores in Texas cities this year. The first was scheduled to be

opened at Paris, Texas, also on the Frisco, about the middle of February.

A COTTON SEED RECORD

The largest single order of pedigreed cotton seed ever sold in the south, moved via Frisco Lines from Wilson to Bridge Junction, Ark., on February 4. The movement consisted of twenty-five cars of planting cotton seed for various points in the State of Louisiana.

The shipment was given the Frisco by the Lee Wilson & Company of Wilson, Ark., and consisted of more than a million pounds, valued at \$25,000. The train left Wilson at 12:00 o'clock noon on February 4 and arrived at Harvard at 2:15 p. m. and was delivered to a connecting road for shipment to Louisiana.

The cars were all of the same series, and were loaded at the seed house, three at a time, and the spotting was handled in record time.

Mr. Lee Wilson of the Wilson Company, highly complimented the Frisco on the excellent handling.

Most college chaps are members of the "Bored of Education".

FOLLOWED IN FATHER'S FOOTSTEPS

THE unique circumstances surrounding the Laker family of Frisco fame and Springfield, Mo., origin, probably has not been duplicated by any other railroad family. Mr. and Mrs. Fred Laker, Sr., had seven sons. One of them died in infancy. Each of the other six began his business career not only in Frisco service, but in the north roundhouse at Springfield and as a call boy. Fred Laker, Sr., and two of the sons are deceased. Recently Mrs. Laker, in her comfortable little home, told a reporter for *The Frisco Employees' Magazine* of her family of railroad men. She will be eighty years old in June. She was born in Burlington, Ky.

"My father was a shoemaker of the old school. He served an apprenticeship of five years before he started his trade. He used to make what we termed 'opera slippers', and I recall that he used to measure my feet and make shoes to fit. We used to go to town to try on a shoe, like we go to a dressmaker now. Since he died, I have never been able to find shoes to fit.

"After Mr. Laker and I were married and had come to Springfield in 1873, he got a job firing a locomotive on the old Atlantic & Pacific, the first unit of the Frisco Lines. In those days they burned cord wood instead of coal. He fired for six years between Springfield and Newburg, Mo., and then was promoted to engineer.

"I suppose it was because Mr. Laker was in the service that all our boys wanted to become railroad men. Every one of them began service with the Frisco as soon as he could, and all of them started as call boys at the old North Springfield roundhouse."

Mrs. Laker is the oldest woman registered with the Frisco Veteran Employees' Association at Springfield, but she is old, only in years. Her six sturdy sons and her two daughters have kept her mind active. She reads and sews and keeps house for her one son. She has five grandchildren, the children of Bruce and Fred Laker.

"I was riding with my daughter the other day, and we had to stop while a long Frisco freight train went by. I said to her, 'Honey, this train would have made four of the trains your father used to have. Sixty cars was a long train in those days.'"

George Laker, her youngest son, who lives with his mother, is a World War veteran and was gassed in France. In referring to the World

Six Sons of Fred Laker, Sr., Entered Employ of the Frisco as Call Boys at Springfield

War, Mrs. Laker said: "Right after the Civil War I remember that the young men were so unsettled. Most of them were too old to learn trades. Railroad paid much better than anything else then, and many boys went in the service. It seemed that



Mrs. Fred Laker, 80, of Springfield, Mo., is the wife of a former Frisco engineer and the mother of six Frisco sons. Of railroad work she says: "It brings out the best there is in a man, for he must be sober, alert, punctual, industrious and vigilant."

way after the late war, and I remember the many nights I spent hoping that George would come home to me safe and sound."

"Yes, I have many friends, but I have devoted my life to my little family. Mr. Laker died and left me with five children to take care of, but I have always been glad that my sons were railroad men. I think that railroading brings out the best there is in a man. He must be sober, alert, industrious, punctual and vigilant. The greatest of these requirements is punctuality. I have noticed that railroad men are more systematic than those in other services."

Fred W. Laker, Jr., entered the service as a call boy and fireman in June, 1891. On September 1, 1898, he transferred to the position of a

brakeman and was promoted to conductor March 9, 1900. He left the Frisco service July 30, 1912, and is deceased.

C. H. Laker is the second son. He began his service as a call boy. The records do not show the exact date. He worked as a conductor from May, 1906, to February, 1908. He was in train service twelve years and in the service of the company nineteen years, about six years as a conductor. He is deceased.

Bruce Laker is the third son. Mrs. Laker says that when Bruce served as a call boy, he used to call the crews with the aid of his pony. He served as a brakeman from August, 1899, to July, 1911. He is the only son who ever left Frisco service to go with another railroad, and he is at this time an engine foreman with a western road.

E. Ross Laker entered Frisco service as a call boy, July 3, 1900, was transferred to road service as a brakeman in October, 1900; promoted to freight conductor in October, 1906; promoted to extra passenger conductor in April, 1921, and is still in service as a freight and passenger conductor out of Springfield.

Robert E. Laker entered the service as a call boy, and on December 15, 1904, began his service as a switchman. He left the service March 10, 1905, and re-entered the service as a brakeman July 4, 1910. He left it permanently on September 16, 1911. He now lives on a poultry farm just outside of Springfield.

George D. Laker, the youngest son, lives with his mother and serves the Frisco as a switchman at this time. He began his service as a call boy about 1911. He worked as a switchman at Tulsa from May, 1915, to March, 1920, when he left the service to work in the oil fields. He re-entered the service as a switchman at Monett in July, 1921, and transferred to Springfield yard in March, 1923.

Fred Laker, Sr., was a Mason and was master of one of the Masonic lodges at Springfield for some time. Mrs. Laker has been a member of the Eastern Star for thirty-six years and is also a member of the White Shrine.

She is a lover of flowers and takes great delight in her flower garden at the back of her little home at 424 East Locust Street. She is active and happy, and does most of her house work unaided.

NEWS of the FRISCO CLUBS

Sapulpa, Oklahoma

With a great deal of enthusiasm the Frisco Employees' Club of Sapulpa, Okla., was organized at the Y. M. C. A., February 6, with thirty-eight charter members. A large delegation of officials and others from Tulsa, Oklahoma, attended.

The officers of the club are as follows: E. L. Workman, president; Mrs. Ida MacMillan, first vice-president; A. Morgan, second vice-president; F. Morgan, third vice-president; Ed. Brodie, fourth vice-president; F. L. Deaton, fifth vice-president, and M. E. West, sixth vice-president; C. E. Harris, secretary.

R. L. Schoenberg, Tulsa, ex-president of the Frisco Men's Club of St. Louis, was the first speaker introduced by J. R. Dritt, agent, who presided. Mr. Schoenberg gave a brief outline of the purpose of Frisco employees' clubs. He emphasized that the entertainments given by the clubs are important and that business meetings of the clubs should be held once a month.

Chairman Dritt then called on some of the Tulsa visitors for short talks. Next came nominations and elections.

Decision was reached to invite members of the Tulsa and other clubs to the next meeting, the date to be selected by the president.

Henryetta, Oklahoma

The Frisco Employees' Club of Henryetta, Okla., was organized February 7 with the prospective membership of all the forty-nine employees there. Twenty employees of Henryetta attended this meeting.

The 1928 officers were elected as follows: F. A. McClaren, telegrapher, president; H. C. Morgan, yard clerk, vice-president, and J. D. Keith, cashier, secretary-treasurer.

H. G. McKinstry, agent, called the meeting to order. He told the members of the object of the meeting, to form the club, and emphasized the value of service to Frisco patrons.

J. A. Hutchinson, assistant superintendent of the Southwestern division, spoke on traffic solicitation. J. B. Herndon, yardmaster, talked on co-operation between employees. Other speakers were E. L. Harris, telegrapher-ticket cashier, and Mr. McClaren.

The regular meeting night was set

for the second Tuesday night in each month.

Oklahoma City, Oklahoma

The Frisco Employees' Club of Oklahoma City held its first 1928 social event the night of February 9 when a varied program of vocal and in-

STAND BY YOUR COMPANY

If you think your company's best,
Tell 'em so.

If you'd have it lead the rest,
Help it grow.

When there's anything to do
Let the fellows count on you,
You'll feel bully when it's through
Don't you know.

If you're used to giving knocks,
Change your style;
Throw bouquets instead of rocks
For a while.

Let the other fellow roast,
Shun him as you would a ghost,
Meet his hammer with a boast
And a smile.

When a stranger from afar
Comes along,
Tell him who and what you are—
Make it strong.

Needn't flatter, never bluff,
Tell the truth, for that's enough;
Join the boosters—they're the stuff,
Sing your song!

—Selected.

strumental music, readings, a playlet, choral numbers by women and a dance, was given. The attendance was 224 persons, including wives, children and friends of members.

The meeting was called to order by D. L. Estes, president, who turned it over to Mrs. J. T. Carruth and Mrs. L. A. Pruitt, of the program committee.

The entertainment numbers were: reading, "The Story Book Ball," written by G. Delrige and presented by Mary, John and Betty Jean Van Ness; piano solo, "Valsante," by E. Poldini, played by Nazla Barkett; reading, "George Washington of Today," by Tomlin, presented by Junior Mallory; piano solo, "Whispers of Spring," by Tomlin, played by Miss Theresa Samples; piano duet, "Norwegian Dance," Greig, presented by Nazla Barkett and Mrs. Carruth; vocal solo, "A Little Love—A Little Kiss," sung by Margaret Fritz Sumter; playlet, "A

Pickle Comedy," Granger, played by Mesdames Mallory and Van Ness, the Misses, Crosby, Williams, Peteet, Thompson and Carruth; women's chorus, "Trees," composed by Carl Hahn, and "Moon Dream Shore," composed by E. Lockhart, sung by Mesdames Sumter, Robinson, Crosby, Mills, Pruitt and Shepherd, and Miss Jane Housh. Dancing followed, to music by the "Southern Serenaders."

Tulsa, Oklahoma

Members of the Frisco Employees' Club of Tulsa ("The Magic City Club") who attended the business session held in a coach January 30, listened to the reading by Miss Christine Vanderford, club vice-president, of a group of letters from officials of Tulsa business houses in which the Tulsa terminal force was praised highly for service rendered these houses during 1927.

High compliments are given by Tulsa industries to Frisco freight service there in letters read at the January 13 business meeting of the Frisco Employees' Club of Tulsa.

The Frisco has had an increase in freight business at Tulsa every year since 1919, said C. H. Hensley, Tulsa freight agent for the Frisco. Fay Warren, chairman of the club, presided.

The letters of commendation of Frisco freight service were addressed to O. L. Young, superintendent of terminals, and were from the Maloney Tank Manufacturing Company, the Braden Steel & Winch Company and the Walles Dove-Hermiston Corporation, all of Tulsa. The yard forces were praised in these letters for their efficiency and courtesy. Another commending firm was the Mount-Cooper Boiler and Iron Works. Mr. Mount of that company said he was going to route every car he possibly could over the Frisco.

Frisco Girls' Club of St. Louis

A Valentine party was given by the Frisco Girls' Club of St. Louis at the Chamber of Commerce banquet hall on Valentine day, February 14, with more than two hundred and twenty girl employees in attendance.

The smaller tables were attractively decorated with Valentine souvenirs, while the head table was decorated with a huge heart made of red paper carnations, with streamers of red rib-



This group made up part of the large attendance at the Frisco Girls' Club of St. Louis luncheon recently. Magician Lindhorst and the Carr children appear at right center of the picture.

bon extending from it to each of the plates.

Mr. A. H. Jones, assistant to the vice-president in charge of operation and Mr. A. N. Laret, assistant to the vice-president and chief purchasing officer, were the guests of honor.

In the opening address Miss Loretto Connor, president, spoke of the club's activities since its organization and asked that each girl pledge anew her efforts to secure passengers and freight routings via Frisco Lines. The members gave their pledge by means of hearty applause.

Mr. Jones gave statistics to show where the railroad dollar went during 1927.

Mr. Laret acknowledged his introduction with some complimentary remarks and spoke of the Frisco freight cars to be built during 1928, and asked the members of the club to aid in filling them.

Community singing, and a monologue presented by Miss Martha C. Moore, completed the program.

The January luncheon of the Frisco Girls' Club of St. Louis, held the twenty-fifth at the St. Louis Chamber of Commerce building and attended by 253 members and guests was featured by the entertainment presented by Mr. W. L. Lindhorst, St. Louis, master magician and formerly assistant to Thurston. Mr. Lindhorst was also a former Orpheum headliner and is now associated with the Baldwin Piano Company of St. Louis.

At the speaker's table were seated, in the order named: Mrs. Kate Ratchford, assistant secretary; Mr. R. L. Shoenberg, Tulsa, former president of the Frisco Men's Club of St. Louis; Agnes King, vice-president of the

Girls' Club; E. R. O. Mueller, auditor of freight accounts; Catherine Kenney, vice-president of the club; A. P. Stewart, general attorney; Mrs. A. Heilman, treasurer of the club; Mr. J. C. Starkey, auditor passenger accounts; Miss Loretto Connor, president of the girls' club; Mr. E. G. Nahler, general attorney; Miss Ella Ecklekamp, secretary of the club; Mr. Lindhorst; Miss Martha C. Moore, chairman, entertainment committee; Miss Ruth Geserich, guest, and Henrietta and Johnny Carr.

The Choral Club opened the meeting with a popular number, accompanied on the piano by Professor L. M. Molino.

Miss Connor then introduced the guests. There was much good natured rivalry between Mr. Mueller and Mr. Starkey, and the girl employes of each man cheered for several moments as their respective employers responded to the introductions by Miss Connor. Mr. Starkey introduced his girl employes in a body, and they received a hearty round of applause.

Guests from the law department complimented the girls on their organization, and each offered his services in either a legal or a social way.

Mr. Shoenberg in responding to his introduction remarked that during his short term as president of the Frisco Men's Club he had held up the Frisco Girls' Club of St. Louis as a model for the newly formed Frisco Men's Club of St. Louis and he regretted his inability to follow out many of his plans because of his transfer to Tulsa.

Lindhorst had arrived a half hour or so before the luncheon and had arranged a stage for the paraphernalia for his part of the program consisting of card tricks, "mind reading" stunts,

and silk handkerchief tricks. Several of the girls were intent on finding how Lindhorst did the tricks and two of them insisted on holding his cuff, in order that he could not hide things up his sleeve, but he craftily pulled an object from one girl's dress and another from the hat of the other, and they sat down none the wiser. The members of the club heartily applauded each trick.

Following his performance, Henrietta and Johnny Carr, children of a family visited by the club's charity committee at Christmas time, were introduced. Through the charity committee, this family was given a basket and work was secured for the father. The two children were introduced to the club members so that the latter might meet some of the little folks made happy by their Christmas contributions.

The luncheon was pronounced one of the most successful ever held by the Girls' Club of St. Louis.

Fort Worth, Texas

A large attendance—350 persons—much enthusiasm for the purposes underlying the Frisco Lines' employe clubs movement, and a well varied entertainment program were characteristics of the monthly meeting of the Frisco Employes' Club of Fort Worth held February 3 at the Southside Masonic Hall.

After a business session presided over by O. H. McCarty, vice-president and general superintendent, Texas Lines, W. L. Huggins, Jr., St. Louis, chairman of the Central Committee on Personnel, spoke briefly on activities of other Frisco employes' clubs stressing the goodfellowship factor of this system-wide activity.

Entertainers were: Edwin Brown, harmonica solo; Miss Kathryn Elkins, piano solo; Miss Florence Gorrlick, dance solo; Mrs. R. L. Truitt, wife of the claim agent, vocal solo; Miss Myrtle Goodhart, blues songs.

Next came square dances. At their conclusion Elmer Jordan, chairman of the entertainment committee, blew his famous Frisco whistle and the remainder of the evening was devoted to dancing to music furnished by the famed Texas Christian University Collegiate Orchestra.

Monett, Missouri

Approximately 350 persons, including eighty-three from Springfield who came in a special car, attended the January meeting of the Frisco Employees' Club of Monett, held at Park Casino the night of the twenty-fifth. The meeting consisted of a short business session, a cafeteria luncheon, short talks, vocal and instrumental music and dancing.

J. J. Charles, president of the club, presided over the business session. A. T. Brown, chairman of the traffic committee, read a report of new business obtained. William Henry, chairman of the membership committee, reported that the enrollment of this club is comprised of between 975 and 1,000 persons, composed of Frisco employees and members of their families. Next came the luncheon.

Ed. Salzer, president of the Monett Commercial Club, spoke briefly in appreciation of the principles of the Frisco Employees' Club and the value of the organization to Monett. W. L. Huggins, Jr., St. Louis, editor of *The Frisco Employees' Magazine*, told how the Frisco Employees' Clubs movement originated and of its growth.

Demonstrations of old-time fiddling were next on the program and then C. C. Mills, Springfield, accident prevention agent, spoke briefly. Skeeter Palmer, Springfield, played piano selections. Miss Marie Campbell, Monett, sang two pieces, accompanied on the piano by George Wilhoit, and on the violin by Miss Helen Bean. Tommie Frazelle, Springfield, played a violin selection, accompanied on the piano by Mr. Palmer. Readings were presented by Arthur Wilson Gilbert and Shirley Mustain, both Monett. The Paramount Four, of Springfield, a male quartet, sang selections. The program was concluded with a bass solo by R. G. Kaufman, Monett.

Wichita, Kansas

Members of the Frisco Employees' Club of Wichita are having considerable success in solicitation of traffic, it was announced at the business session of this club, held February 7.

Speakers at this meeting were: S.



Murl Calvert, president of the Frisco Employees' Club of Wichita, is a switchman. He was elected president December 7 for a six-month term. He is very active in obtaining traffic for the Frisco, and is aiding in the building of a live-wire club in Wichita.

P. Haas, general agent; S. B. Ramsey, car foreman, and F. W. Archer, city solicitor, all of Wichita.

Fort Scott, Kansas

The 1928 traffic solicitation committee of the Frisco Employees' Club of Fort Scott was appointed recently by J. O. Armstrong, president of the club, and is as follows: P. E. Hammer, engineer; George Sieber, conductor; M. M. Swope, brakeman; John Hall, fireman; P. J. Moore, general foreman, roundhouse; J. J. McCarthy, car department; J. M. Sisk, store department; H. M. Marshall, dispatcher; E. E. Swafford, wire chief; Clarence Jones, yard office; Clarence Ball, switchman; Tom Manning, freight house; D. L. Johnson, ticket office; R. D. Spafford, water service; Frank Jones, B. & B. department; Harry Gardner, section foreman; Leon Huff, superintendent's office; Leo Chumlea, division accountant's office, and A. J. Finn, civil engineer. Reid Darling, vice-president in charge of solicitation, is chairman of this committee.

Following is the entertainment committee for 1928, of which Miss Dorothea Working, vice-president in charge of entertainment, is chairwoman: Earl Schumaker, superintendent's office; Harry Moore, roundhouse; Mrs. N. G. Rea, wife of engineer; Mrs. George Sieber, wife of conductor; Miss Alice Hogan, telephone office; Stanley McQuitty, freight house; J. F. Longworth, car department; N. Miller, roundhouse; Mrs. F. L. Barnes, wife of switchman; George Scott, B. & B.

department; Mrs. Frank Sherer, wife of brakeman, and Miss Nelle Richardson, division engineers' office.

Fort Smith, Arkansas

The combined business and social meeting of the Frisco Employees' Club of Fort Smith, held January 27 at Grotto Hall, went over with a "bang", more than 300 persons, consisting of members and their friends, attending.

The officers elected June 30, 1927, for six months, were re-elected, with the exception of Ernest Stringer, machinist, secretary, who has left the city, Miss Johanna Ruge, of the division freight office, being elected to succeed him as secretary.

Drafting of a constitution and by-laws was placed under the direction of J. G. Weaver, J. F. Foster and H. B. Stierwalt. The regular meeting date was voted to be the third Friday of each month.

Talks were delivered by Z. B. Claypool, Springfield, assistant director of accident prevention; Harry Harrison, Springfield; A. M. Loitzell, Fort Smith, general agent, and Mrs. J. G. Weaver, Fort Smith.

Readings, and vocal and instrumental numbers followed. The entertainers were: J. Kemp Johnson, Miss Lillian Harlan, Misses Jean and Hazel Bresson, Miss Normal Bell Manley and Miss Lulu Barnhart. After this program, refreshments were served and the remainder of the evening was spent in dancing.

Memphis, Tennessee

The Frisco Employees Club of Memphis held a dance at Dreamland Gardens, January 19.

More than 300 persons, consisting of employees, relatives and friends, attended. Games were provided for those who did not dance.

The club's greater traffic committee, of which W. F. Corkery is chairman, is very active in traffic solicitation. Terminal employees at Memphis have been commended by shippers for their efficiency and courtesy.

Neodesha, Kansas

Nearly one hundred persons attended the social held by the Frisco Employees' Club of Neodesha, the night of January 26 at the Knights of Pythias hall. This was the first social held by the club for some time. Many members of the families of club members attended and employees from Fredonia and Cherryvale.

The address of welcome was by H. M. Cloud, president of the club. He said that service should be uppermost in the minds of each Frisco employee. He talked at length on various ways of giving service to the Frisco.

The entertainment was composed

mostly of music of many descriptions, ranging from old-time fiddling to the latest popular songs. The entertainers were: Douglas Havens, Georgia Crisswell, Marvin Rhodes, Rena Mae Long, Henry Baldwin, D. A. Fawcett, William Dale, Charles Folk, Bus Crockett and the Baird family. Next came a dart ball game, directed by Harry D. Brown. The captains were C. Ayars and R. B. Oliver. Oliver's side won 3-2. A cafeteria style luncheon followed.

The club plans for many more of these socials for 1928. These are in addition to the business meetings.

Neodesha employes of the Frisco are becoming more and more enthused in the programs of the Frisco Employees' Club of Neodesha, it was brought out at the meeting of this club held February 2 in the waiting room of the depot. The attendance was large.

The meeting was called to order by H. M. Cloud, dispatcher, president of the club. Visitors included Geo. Taaffee, agent, and J. H. Watson, special agent, both of Cherryvale.

One hundred and eight tons more merchandise were handled at Neodesha in January, 1928, than in January, 1927, it was announced at the meeting and club members said they thought this partly due to activities of this club.

Amory, Mississippi

Approximately seventy-five members of the Frisco Employees' Club of Amory attended the business meeting of the club, held January 17. Mr. Robbins, of the Amory Sand and Gravel Company, spoke on "Service, Justice and Loyalty".

Muskogee, Oklahoma

The Frisco Employees' Club of Muskogee, Okla., recently elected the following entertainment committee: T. R. Carney, chairman; R. O. McCool, T. E. Walker, Steve Hays, George Bynum, J. A. Robinson and S. E. Mills.

Birmingham, Alabama

The Frisco Employees' Club of Birmingham held a business meeting, January 27, in the office of J. W. Skaggs, superintendent of terminals, and J. E. Rucks presided. He urged enthusiastic co-operation of the club members during 1928.

Talks were made by D. F. McDonough, division freight agent at Birmingham, Harry Brown, city passenger agent, and Mr. Skaggs.

The meeting was well attended by representatives of all departments.

Frisco Men's Club of Springfield

Already imbued with Frisco loyalty, the Frisco Men's Club of Springfield,

in holding its February 9 smoker in the auditorium of the magnificent new building of the Springfield Commercial Club, showed that it is imbued also with civic pride, for this Frisco organization thus was the first in Springfield, excepting the Commercial Club, to use the auditorium of



Edward F. Tuck, president of the Frisco Employees' Club of Fort Worth, is general foreman in the mechanical department. He was elected president of the club November 25, by acclamation.

this building. Approximately 450 persons attended the smoker.

The speakers of the evening were: J. E. Hutchison, St. Louis, vice-president in charge of operation, who spoke of what the forthcoming opening of the Frisco's line to Pensacola, Fla., will mean to industry, and recounted some of his early railroad experiences; Perry T. Allen, attorney, one of Springfield's most popular after-dinner speakers, who spoke on "A Closer Friendship" between Springfield and the Frisco, and Ed. V. Williams, merchant, another of Springfield's best known speakers, whose subject was "Frisco, We Appreciate You".

The program opened with a selection, "Gliding O'er the Rails on the Texas Special", by Gibbs' Orchestra. Next came a selection by the famous Paramount Quartet, of Springfield, entitled, "Blue Bonnet Crew", named after one of the newest trains of the Frisco. In this song the lyrics portrayed F. H. Shaffer, Springfield, general manager, as the engineer of the train; John Gibson, Springfield, assistant to the superintendent of motive power, as fireman; C. J. Stephenson, Springfield, assistant to the general manager, as the conductor, and John

L. McCormack, Springfield, superintendent of freight loss and damage claims, as the porter. The train was presumed to be late. After the song, an "investigation" of this lateness was conducted in burlesque by several present. The quartet sang six or seven encores by enthusiastic request. Cigars then were passed around the room, and three addresses followed. Next a "Dutch" luncheon was served. G. L. Walton, of the Springfield west shop's store department, and becoming well known as the "Frisco magician", presented a group of sleight-of-hand tricks under the program caption of "Things Are Not What They Seem". Last on the general program was an instrumental selection, "Section Men Picking at Right-of-Way", presented by Paul Hendricks, of the Frisco, and by Messrs. Pearson and Rutledge, not with the Frisco.

The slogan of the Frisco Men's Club, of Springfield, is "Know Your Fellow Employee".

Okmulgee, Oklahoma

Plans for a get-together meeting at a date not then set were made by the Frisco Employees' Club of Okmulgee, in session in the freight office, the evening of February 7.

News of the organization of a Frisco Employees' Club at Sapulpa was conveyed by F. A. Connell, traveling freight agent. J. E. King, president of the Okmulgee club, appointed G. A. Brundidge chairman of a committee on entertainment for the get-together meeting. The other members of this committee are: H. T. Wood, Fred Drewell, Lee Welch and J. F. Jones.

Muskogee, Oklahoma

The Frisco Employees' Club of Muskogee held its regular meeting February 13 at the freight house. The night was rainy and only sixteen members and a visitor attended.

Despite the small attendance, considerable enthusiasm was displayed regarding the entertainment which the club will give at the Knights of Pythias Hall, March 16. Discussion of traffic solicitation followed.

Lawton, Oklahoma

Amid considerable enthusiasm, and with the announcement that they are boosters for "anything that is for the betterment of Frisco Lines", employees of the Frisco stationed at Lawton, Oklahoma, and working out of that point, formed the Frisco Employees' Club of Lawton the night of February 10, during a meeting in the freight house.

Officers of the club were elected as follows: Lester Shrader, claim clerk, president, and W. E. Richardson,

operator, secretary-treasurer. Both were elected by acclamation. The president then appointed the following vice-presidents to represent the various departments: C. A. Harde, mechanical department; H. B. Tutor, switchmen; J. A. Glenn, maintenance-of-way; Paul Ewell, clerks; J. M. Tinnell, engineers; W. M. Tucker, trainmen; J. W. Garner, operators, Clay Bishop, water service.

At the opening of the meeting, Mr. Richardson presided, as acting chairman. He gave a brief statement concerning the purpose of the meeting and of the Frisco employees' club movement. E. L. Hill, Sapulpa, assistant superintendent of the southwestern division, said that great good can be accomplished by such Frisco Clubs. He said that by means of these clubs, employees could make friends for themselves as well as for the Frisco. S. D. Leggett, Sapulpa, agent-yardmaster, after speaking of how club members can aid in traffic solicitation, said that the social features of the clubs should not be overlooked.

Motion was made by Harry Rooney, conductor, that open nominations and balloting be used in electing officers and the motion carried. Then came the election, appointment of vice-presidents, short talks and adjournment.

Memphis, Tennessee

The monthly dance of the Frisco Employees' Club of Memphis was held February 17 at Dreamland Garden, and was attended by approximately 400 people. Music was by Henry Farris' orchestra.

Ten tables for bunco were arranged for those not dancing. The prize for the ladies' high score, a bottle of perfume, was won by Mrs. Bert Holmes. The men's prize, two linen handkerchiefs, was won by C. V. Garner. The booby prize, a box of candy, was won by H. H. Johnson. Mr. Johnson was presented the consolation favor at the last party, January 19. Mrs. Holmes is the wife of a Frisco painter in the Yale Car Department; Mr. Garner was a visitor, and Mr. Johnson is employed in the car department at Yale, Tenn.

The membership of the club rapidly is increasing in number, as well as in enthusiasm, and the entertainment committee has plans under way for the March entertainment.

The greater traffic committee of the Frisco Employees' Club of Memphis held a meeting February 8. Considerable success in obtaining business was reported.

Birmingham, Alabama

"Partisan politics" held the stage for awhile at the annual election and

They Know Us in Japan

The fame of Frisco Lines is spreading even to Japan. Chuzo Hatano of 3 Sakata Cho Kinugasa, Kyoto, recently wrote the following letter addressed to "Messrs. The Frisco Lines, Union Station, Kansas City, Mo., U. S. A."

"Gentlemen:

I wish to get the illustrated guide booklets or your publications descriptive the interesting regions reached by the Frisco Lines.

"I am very sorry to trouble you, but hope you will please send me them.

"In the end I must beg your permission for my abruptness and impoliteness."

The literature was mailed him by Mr. E. G. Baker, assistant general passenger agent, by whom the communication was received.

banquet of the Frisco Employees' Club of Birmingham, held February 16 in the dining room of the Highland Park Club and attended by 119 members of the Frisco club. Two tickets, the Blue and the White, were on the ballots, the White winning with the exception of one candidate.

Officers for 1928 were elected as follows: Martin A. Jennings, switchman, president; Thomas I. Dennis, fireman, vice-president; A. C. Hanson, assistant cashier-secretary; Harry J. Brown, depot passenger agent, treasurer, and J. E. Rucks, welder; George Martin, switchman, and L. G. Armstrong, engineer, executive committee.

The White ticket campaign committee was: B. F. Elliott, chairman; M. W. Jennings and T. I. Dennis. The Blue ticket campaign committee was: Harry S. Gann, chairman; H. D. Warren and I. E. Thomas.

Retiring president J. E. Rucks presided at the meeting and J. W. Skaggs, superintendent of terminals, was toastmaster. Addresses were by C. J. Stephenson, Springfield, assistant to the general manager; J. L. McCormack, Springfield, superintendent, freight loss and damage claims; D. F. McDonough, Birmingham, division freight agent; Judge McElroy, Birmingham, of the criminal court; Luther Patrick, Birmingham, attorney, and several local employees. Owing to lack of time, one of the principal scheduled speakers, Miss Etta Paul, Birmingham, timekeeper, mechanical department could not deliver her address.

The banquet "menu" was: Cocktail a la fuese; dowel pins, olive flavor; roast prime tie plates; creamed pin

grease; ball bearings, English style; green flag salad and ballast dressing; vanilla brake shoes; angel brasses a la dope bucket; hot boxes; long time burning oil.

After the banquet the assemblage adjourned to the ballroom where a dance given by The Pandora Club, composed of Frisco employees, was in progress. The Frisco club voted the annual election and banquet the best and biggest affair ever given by the club.

Fort Scott, Kansas

A spirit of fellowship, an attendance of 400 people including Frisco men from other cities, a varied program and elaborate decorations characterized the program presented by the Frisco Employees' Club of Fort Scott February 17 at Eagles Hall. The program was arranged and directed by Miss Dorothy Working, vice-president, entertainment.

The speaker of the evening was E. R. O. Mueller, St. Louis, auditor of freight accounts, whose subject was "Zone Accounting." He explained the system of freight accounting by zones now going into affect on the Frisco railway.

The hall had been decorated with twisted red and white streamers and red and blue George Washington hatchets.

The program was launched following a breezy talk by J. O. Armstrong, president. The program was as follows: Piano solos, Mrs. L. W. Pipkin, whistling solos, Miss Maurine West, accompanied on the piano by Miss Marian Hicks; talk on purpose of club, W. H. Bevans, Fort Scott, superintendent, northern division; readings, Mrs. Frank Lampton; address, Mr. Mueller; vocal solos, Mrs. Fitz Barnes; dances, Miss Martha Lou Payne, daughter of Mr. and Mrs. C. L. Payne, accompanied on the piano by Mrs. Frank Decker.

The Broadcasters, an orchestra conducted by Ed. Knox, of the Frisco, furnished music for the dance which followed. The "lucky number" dance was won by Mr. and Mrs. Earl Cox. Fruit punch was served by several Frisco daughters during the dance.

Besides Mr. Mueller, out-of-town Frisco visitors were: H. B. Wilson, Joplin, assistant superintendent; E. E. Carter, Neodesha, assistant superintendent; J. D. Turner, Springfield, assistant superintendent, freight loss and damage claims; J. H. Douglas, Joplin, general agent; W. G. Wolfe, Pittsburg, Kans., general agent; M. E. Walsh, Miami, Okla., agent; E. G. Baker, Kansas City, assistant general passenger agent, and John Burch, Kansas City, general yardmaster, and Mrs. Burch.

Additions to Springfield Shop Structures Now in Operation

TWO recently-completed additions to the shop structures at Springfield, Mo., are now in operation. One, an addition to the north roundhouse, costing approximately \$100,000, was opened last December 31. The other, an addition to the west coach shop—to house a truck shop and costing approximately \$75,000—was opened March 1, this year.

The extension to the north roundhouse is 120 feet wide by 150 feet long and contains seven stalls, four of them equipped with drop pits to handle locomotive driving wheels and

rail system extends from the new extension to the machine shop, 400 feet. The man in the photograph, Mr. A. C. Potter, a machinist at the north roundhouse is shown holding the pendant controls which operate the monorail hoist. Two sets of pendants, one for hoisting and lowering the material, the other for forward and reverse movements, constitute the only controls. One man does the work formerly done by four.

A three-ton electric floor crane, operated by storage batteries, expedites the removal of air pumps and other heavy material from the locomotive.

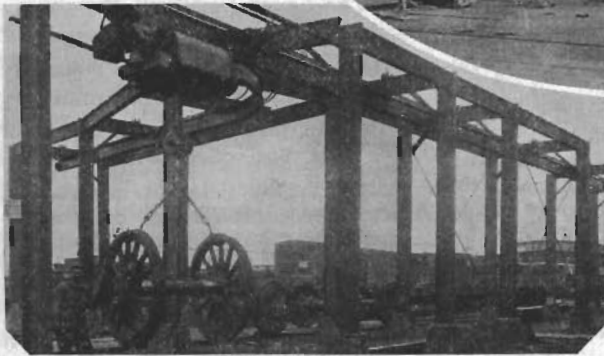
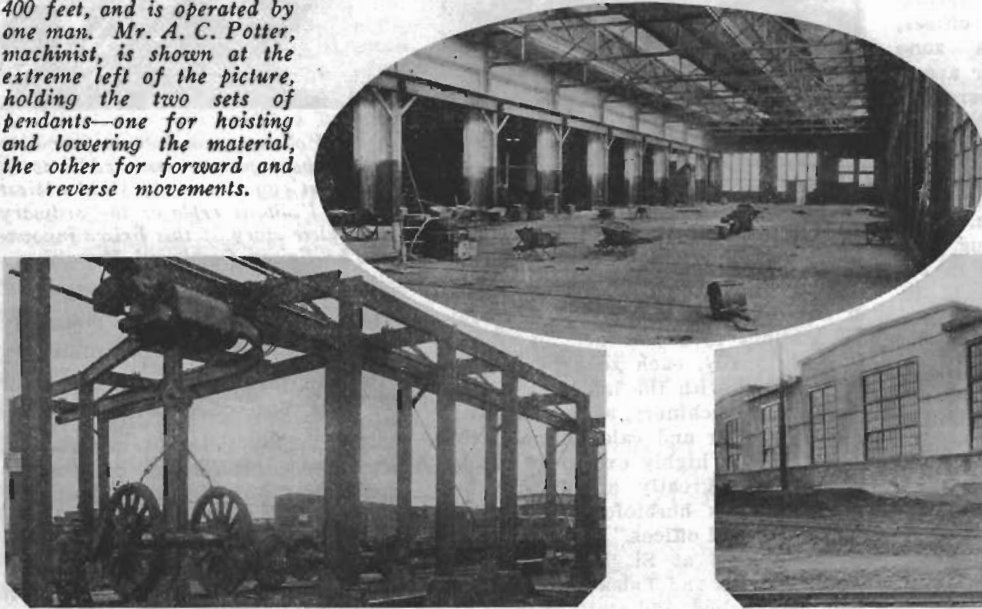
more space for the repairing of trucks. This extension was built especially to handle truck work, such as rebuilding and repairing of trucks for both steel and wooden cars, and is under the direct jurisdiction of Mr. J. T. Fite, general car foreman.

The photograph of the truck shop shows that at the time the picture was made it was just receiving the final touches before equipment was moved in. Its construction was begun early in the summer of 1927 and completed March 1, 1928. It is 60 feet wide by 220 feet long, and has a capacity for repairing twenty trucks

BELOW: This system extends from the new addition to the roundhouse to the machine shop, a distance of 400 feet, and is operated by one man. Mr. A. C. Potter, machinist, is shown at the extreme left of the picture, holding the two sets of pendants—one for hoisting and lowering the material, the other for forward and reverse movements.

CENTER: Interior view of the new truck shop at the west coach shop, Springfield, in the last stages of completion. The shop is 60 feet wide by 220 feet long.

BELOW: An exterior view of the new extension to the north roundhouse. The building is 120 feet wide by 150 feet long, fireproof, and will enable that roundhouse to handle light classified repairs. The picture was taken before the ground had been smoothed and terraced. A small tool room and electrician's shop are built onto the new extension, which greatly facilitate operations.



tender truck wheels. The roundhouse now handles all heavy running repairs formerly handled at the south side and eliminates the south side roundhouse entirely. Engines requiring only a few hours' work are run in on the old roundhouse tracks. If engines require more than a few hours' work they are moved into the new building, where they do not interfere with rush repairs being made in the old roundhouse proper. The shop is under the direct supervision of Mr. W. F. Brandt, general foreman.

A monorail system, installed in connection with this extension, is of ten-ton capacity, and is used for carrying driving wheels, rods, boxes and other heavy materials between the pits in the extension, and the machine shop, thus eliminating handling of this material by hand. The mono-

It is estimated that the floor crane and the monorail system together cost approximately \$20,000.

This new extension also has a device used for "snubbing" engines into the shop with a cable, and an electrically-operated device for pulling engines up on wedges so that the springs can be removed, eliminating the use of a switch engine for this purpose.

"This new building eliminates the necessity of moving to the west shop engines requiring light classified repairs, which leaves the facilities at the latter shop free for heavier classes of work. We now give class 4 and 5 (light classified) repairs to engines in the north roundhouse," J. C. Breckenfeld, shop supervisor, said.

The extension to the west coach shop was made necessary to provide

at a time, or enough for ten cars. Such work as applying new wheels and oil boxes, new pedestals, and new truck hangers is handled. All truck work for the system is taken care of in this shop, excepting running repairs, which are handled all over the railroad as before. The building is served by a ten-ton electric traveling crane, with a sixty-foot span, operated from the floor.

Each of the truck tracks is equipped with special telescoping stands devised by Mr. Fite, which form supports for the truck frame while mechanics make repairs, eliminating wooden tripods or wooden benches. These new stands will aid in the safety program and in labor saving. Many special machines such as a steam hammer and blacksmith forges are in use in this shop.

ESTABLISH ZONE OFFICES Freight Accounting System Is Revised to Speed Up Billing

AN innovation in railroad accounting which will permit the receivers and shippers of freight at all the more important stations to receive current expense bills and, at the smaller stations where errors in rates may be detected, to receive corrected freight bills in three or four days where weeks or months were required before, is being inaugurated by the St. Louis-San Francisco Railway Company.

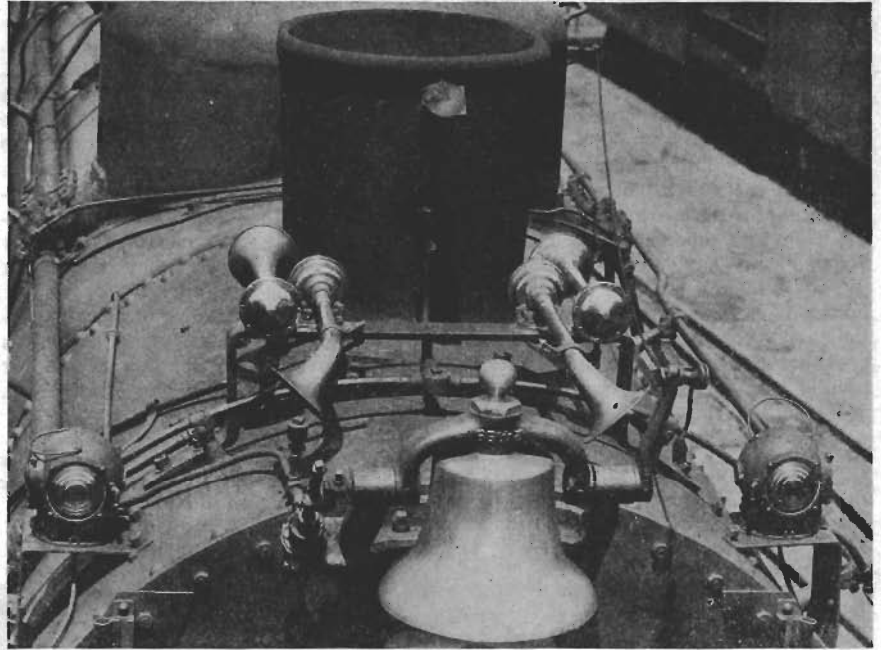
In place of the large central organization in St. Louis, where all freight accounting has been handled heretofore, five freight accounting zone offices are being established. These offices are at Memphis, Kansas City, Mo., Tulsa, St. Louis and Springfield, Mo. Each of these offices, under the direction of a zone auditor, will be responsible for a certain territory, and freight matters will originate and terminate at the zone offices, instead of being forwarded to St. Louis for final accounting as heretofore.

In explaining the new system, which is hailed by railway accounting men as a significant forward step in expediting a difficult work, Mr. E. H. Bunnell, St. Louis, comptroller of the Frisco Lines and originator of the plan, said:

"One of the most difficult tasks in the entire scope of railway activities has been to handle errors in freight accounting, such as undercharges and overcharges, quickly and efficiently. So many changes in rates, etc., have entered into it in recent years that a railway accounting man's job has been difficult indeed. The system of clearing all these accounts through one central office has had its disadvantages in that a longer time necessarily must be consumed, thus delaying the presentation of a corrected bill to the shipper when an error has been made.

"With our new plan on the Frisco the shipper will receive a correct expense bill or, where errors are not detected until after delivery, will receive his corrected bill in days instead of weeks. We shall eliminate duplicate work at our stations, as well as in the general offices, by performing all revising and checking of interline and local waybills to insure application of proper tariff rates right in the zone in which these bills belong. Each zone office will be responsible for the freight accounting work of the stations in that zone and we shall have 700 operating stations distributed

Frisco Air Chime Acclaimed by the Press



The installation, on Frisco Lines locomotives, of the Volitone, a melodious four-note compressed air chime warning signal, shown in the above picture mounted between the smokestack and the bell, is being acclaimed in front page stories in Middle West newspapers as a forward step in railroading. The Volitone replaces the ordinary steam whistle. It is audible twelve miles. The complete story of this Frisco innovation was carried in the February number of The Frisco Employees' Magazine.

in these five zones, divided at about 150 stations to each zone.

"Additionally, each zone office will be equipped with the latest electrical accounting machinery, such as sorting and tabulating and calculating machines. This is highly expensive equipment which greatly speeds up the work and has heretofore been used only in general offices."

Zone offices at St. Louis, Kansas City, Memphis and Tulsa already have been established, and stations in their respective territories gradually are being added to the zone offices. The Springfield zone office will be established April 1, Mr. Bunnell announced. Frisco officers expect to complete all zone arrangements by September 1.

St. Louis Seventh Street Station now has charge of the accounts of 165 stations; Kansas City has 114 stations; Memphis, 11 stations, and Tulsa, 1 station.

He (at hosiery counter): "Gee! Ten dollars is awful high for silk stockings. Have you anything lower?"

Clerk: "Sure! We have silk socks."—Long Beach Press.

Many who say they are self-made men might be asked, "who interrupted you?"

Letter of Long Ago Is Prized by Veteran Frisco Trainman

Written in 1888 by Superintendent of
Old Springfield Division

Many Frisco Veterans, active and retired, will remember the persons mentioned in an old letter recently loaned to *The Frisco Employees' Magazine* by J. A. Amber, a trainman running on the southwestern division, who owns the letter and values it quite highly.

The letter is dated August 23, 1888, and was written at Springfield, Mo., by F. E. Merrill, then superintendent of the old Springfield division, to H. C. Sprinkle, then a conductor, and is as follows:

"The bearer, William Thompson, is learning the road. Carry him free and have your brakeman show him about the work and especially the air."

Conductor Sprinkle died about three years ago. Mr. Merrill, also, is dead. Mr. Thompson is now on a pension.

Mr. Sprinkle's crew, at the time the letter was written consisted of J. A. Amber, brakeman, and Henry Pinnell, baggageman. Mr. Amber has forty-one years of service, and Mr. Pinnell is a brakeman on the eastern division with thirty-six years of service.

Frisko Passenger Trains Operate 95.4 Per Cent on Time in January

OF the 5,846 passenger trains operated by Frisko Lines during January, 1928, 5,576 or 95.4 per cent, either maintained their schedules

or made up time, according to the monthly comparative statement concerning passenger train performance prepared in the department of F. H.

Shaffer, Springfield, general manager. The percentage for January, 1927, was 92.4. Following is the comparative statement:

DIVISION	Trains Operated			Trains Maintaining Schedules or Making Up Time			Per Cent Trains Maintaining Schedules or Making Up Time			Standing of Divisions		
	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926
Western.....	217	217	217	215	214	217	99.1	98.6	100.0	1	1	1
Northern.....	1333	1333	1519	1304	1261	1470	97.8	94.6	96.8	2	3	4
Southwestern.....	930	867	868	899	766	839	96.7	88.3	96.7	3	7	5
River.....	1045	733	858	1011	688	840	96.7	93.9	97.9	3	4	3
Central.....	558	620	744	538	609	737	96.4	98.2	99.1	4	2	2
Southern.....	864	793	868	799	717	801	92.5	90.4	92.3	5	5	6
Eastern.....	651	673	796	569	605	732	87.4	89.9	92.0	6	6	7
Sub-Total.....	5598	5236	5870	5335	4860	5636	95.3	92.8	96.0			
Texas Lines.....	248	248	186	241	205	172	97.0	82.6	90.3			
Total for System.....	5846	5484	6056	5576	5065	5808	95.4	92.4	95.9			

RED CAPS ORGANIZE

St. Louis Ushers Form Athletic Association

THE Red Caps' Athletic Association, probably the only one of its kind in America, composed of the 79 Red Caps (ushers) of the Terminal Railroad Association, was organized February 17 at the St. Louis Union Station by C. H. "Uncle Charley" Baltzell, St. Louis, a special representative of the general manager of the Frisko railway, with the assistance of Ed. "Strangler" Lewis, famous wrestler, who was elected honorary president.

Mr. Baltzell, for years a prominent trainer of fighters, and a friend of Dempsey, Corbett and many other fighters, was elected president. The other officers will be elected soon.

A large vacant room at the Union Station is being equipped with gymnasium apparatus by the club members and semi-weekly military drills, such as marching and facings, and daily exercises will be held in this "gym". Lewis said that whenever he is in town he will, if requested by the Red Caps, go to their gymnasium and work out with them and demonstrate wrestling holds.

The organization meeting was opened with the introduction of Mr. Lewis by Mr. Baltzell. Mr. Baltzell said he always had liked to help boys and complimented the Red Caps on their appearance and for their courtesy toward the traveling public. He said that Henry Miller, president of the Terminal Railroad Association, heartily endorsed the new association and had donated to the association the use of the room where the organization meeting was held.

Most of the Red Caps are former soldiers, sailors and marines. Ray O'Neill, chief usher, has seventeen years' service as a St. Louis Union Station Red Cap. He said that among

the Red Caps a great variety of languages is spoken, permitting the Red Caps to act as interpreters for foreign-speaking travelers at this station. A total of 262 trains a day is on the Union Station timetable, approximately thirty-five of them being handled between 7 and 8 o'clock each morning. The Red Caps meet all arriving trains and usher passengers to all departing trains. Eighteen railroads use the St. Louis Union Station.

Much Like That

Ed (in motor car): "This controls the brake. It is put on quickly in case of emergency."

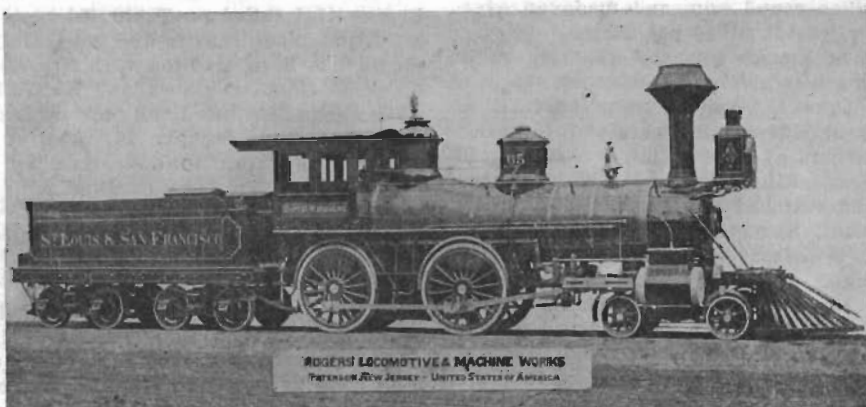
Co-ed: "Oh, I see. Something like a kimono."

Stoutland Balance Sheet of 1888 Is Owned by J. L. Fry, Agent

To J. L. Fry, agent at Stoutland, Mo., *The Frisko Employees' Magazine* is indebted for the loan of a balance sheet for the station account at Stoutland for January, 1888. The balance for that month was \$90.38, as compared with the balance of \$9,397.60 for that station for December, 1927.

The agent who prepared the balance sheet for Stoutland for January, 1888, was W. H. Burton. At that time A. Douglas was auditor for the St. Louis & San Francisco Railway Company, with headquarters in St. Louis.

A Famous Frisko Ancient



Frisko locomotive No. 65 was exhibited at the Railway Exposition on the lake front at Chicago, May-June, 1883. The photograph is the property of S. P. Hutchinson, of Deerfield, Ill., and was sent to *The Frisko Employees' Magazine* through the courtesy of William Powers, city ticket agent for the Chicago and Eastern Illinois Railroad. The locomotive had cylinder 17 by 24 inches, the driving wheels were 63 inches in diameter, the rigid wheel base was 8 feet 2 inches long and the total length of the locomotive was 23 feet, one and one-half inches. The weight of the locomotive, in working order, was 74,500 pounds and the weight on the drivers was 48,000 pounds.

HANDLE CARS QUICKLY

Foreign Equipment Receives
Prompt Attention, Doggrell
Says

"HANDLING of foreign equipment is receiving excellent attention on our line", writes J. H. Doggrell, superintendent of transportation at Springfield, "and here is an example of prompt and intelligent handling of equipment, which evidences our people have in mind attaining the results in this direction that we are all desirous of obtaining."

Mr. Doggrell reports that seven foreign stock cars, received at Neosho from the Kansas City Southern Railway at 2:30 a. m. February 12, moved to White Oak, unloaded and the empties delivered to the Kansas City Southern before midnight, resulting in our not having to pay any per diem on these cars, and they made the splendid average of 114 miles a day.

On December 31, UP-127855, merchandise for Fort Worth into West Tulsa, 10:45 p. m. and moved out in Advance 535 January 1; back into West Tulsa with merchandise for Tulsa house at 7:30 p. m. Sunday, January 5; car could not be worked. Car worked Monday January 6, and moved out in Ex-4156 at 7:30 p. m. January 6, enroute home—Kansas City. This car unloaded twice, held up 24 hours account Sunday and at the same time made 616 loaded miles, or better than one hundred loaded miles per day.

"PMCKY-90941 received at West Tulsa Ex-4111 January 23 at 4:15 a. m. Was received back empty 1:15 p. m. January 28 and moved out enroute St. Louis at 10:20 p. m. Car was moved to Cresson, Texas, a total of 760 miles round trip, and made an average of 111 miles per day.

At Kansas City the following handling was given 73 foreign cars:

One car received from the C. B. & Q. at 1:20 a. m.; 6 cars at 7:45 a. m.; 20 cars at 11:10 a. m.; 5 cars at 2:30 p. m. All cars were loaded with hogs and switched into Armour & Company plant, unloaded and returned to the C. B. & Q. at 9:50 p. m. the same evening.

Nine cars received from the Union Pacific at 11:15 a. m., returned to that road at 10:00 p. m.

Fifteen cars received from the Missouri Pacific at 2:30 a. m., made empty and returned to the Missouri Pacific at 10:30 a. m.

Twenty-three cars received from the Missouri Pacific 4:30 a. m., delivered into Armour & Company, made empty and returned at 2:50 p. m.

"These", writes Mr. Doggrell, "in my opinion, are good examples of what can be accomplished in this direction."

For Meritorious Service

SOUTHWESTERN DIVISION

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

A. L. Deaton, conductor, West Tulsa, Okla., on January 5 saw two negroes leave his train near the Bartlett-Collins glass plant at Sapulpa. They were carrying several hand bags. Mr. Deaton immediately notified Frisco special officers, giving them good descriptions of the two negroes. They were arrested and found to have approximately \$500 worth of merchandise said to have been stolen from a store at Boley, Okla. The personal record of Mr. Deaton has been credited with ten merit marks.

C. C. Oats, switchman; James Taylor, engineer; J. O. Smith, fireman; O. H. Pearce, switchman, and H. C. Babb, switchman, all of Oklahoma City, on January 4 while making delivery of some cars to the Santa Fe discovered fire in the Terminal Oil Mill and immediately went to the plant and removed several cars that probably would have been burned. The personal record of each of these men has been credited with ten merit marks.

E. T. Brown, switchman, Oklahoma City, while switching at Terminal Oil Mill at Oklahoma City, January 8, discovered a broken rail on M. K. & T. Bridge A-3734 near the Peoples' Packing Plant, stopped cut of cars and notified Katy. He has been commended.

C. E. Huff, conductor, West Tulsa, Okla., while handling train of cattle being shipped by D. M. Cogdell from Childress, Texas, to Kansas City, Mo., learned that Mr. Cogdell had a very severe headache, gave him some medicine and fixed a place for him to lie down in the caboose and "gave him various little personal attentions that mark the difference between Frisco service and that of other lines." Mr. Huff has been commended.

Herb Miller, engineer, Springfield, while on Train 9 the morning of January 6 stopped at Fairland, Okla., and reported that his train ran over something near west passing track switch at Ogechee, Okla., which sounded like a broken rail. He notified crew of Train 432 which was at Fairland and their investigation disclosed a broken rail. The personal record of Mr. Miller has been credited with fifteen merit marks.

L. O. Biddle, conductor; C. R. Brock, engineer; P. C. Wyrick, fireman; C. L. Graham, brakeman, and Lon Williams, porter, all of Oklahoma City, while on Train 404 the morning of December 30, discovered Car SM 27680, an empty box car, on fire at Packing House Siding. They stopped train, extinguished the fire and moved several cars away from this car in case the fire might be smoldering and might again blaze up. This crew has been commended.

D. Wortman, engineer, West Tulsa, Okla., when union on air pump on Engine 4141 failed on Train 434 at MP 396, January 11, removed union from train line, made repairs and got train moving in thirty minutes. His personal record has been credited with five merit marks.

P. D. Cross, engineer, and W. W. Horton, fireman, both of Oklahoma City, when steam heat line to oil tank car broke when their train, Train 112, was near Oklahoma City, January 10, repaired the break, an extraordinary one, and brought their train into the terminal on time. The personal record of each of these men has been credited with ten merit marks.

Bert Leach, car repairer, and L. J. Adams, clerk, both of Neosho, Mo., immediately after lower arm of mail crane at Neosho broke when Train 9 took mail from the crane, made the necessary repairs. They have been commended.

J. L. Reno, engineer, West Tulsa, Okla., when gooseneck broke off of left side of tank while Engine 4141, Train 435, was going to coal chute at Afton, saw there was no other engine at Afton and to avoid delay did not take time to report this matter but continued with his train. For his good judgment in this matter his personal record has been credited with ten merit marks.

Henry C. Gaddy, fireman, and Clem W. Koenig, brakeman, fired Engine 4152 by hand with scoop shovel when stoker broke down. They have been commended.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

H. F. White, engine foreman, and C. J. Smith, engineer, both of Monett,

Mo., discovered and reported broken rail at MP 282 plus 9 the morning of November 24. The record of each man has been credited with five merit marks.

A. V. Casselman, engineer, and V. Patrick, fireman, both of Springfield, stopped a leak in the tank of Engine 53 on Extra, west, at Aurora, Mo., January 8. The leak was caused by a break in a pipe connection inside the tank which these men corrected by draining the tank, getting in the tank and plugging the broken pipe, thus avoiding engine failure and delay to stock train at Monett which the engine crew was going after. This crew has been commended.

F. S. Huckins, conductor, Newburg, Mo., discovered a broken wheel on POX 7417, loaded with oil for St. Louis, in Train 1/38, January 5, at Stanton, Mo. His record has been credited with five merit marks.

Joe Brockmeier, section foreman, Eureka, Mo., discovered a wheel sliding on a car in Extra 14, west, February 8, and signalled crew. He has been commended.

Ross Laker, conductor; J. W. Carroll and W. W. Adkins, brakemen, all of Springfield, voluntarily braced a car of butter picked up at Marshfield for St. Louis. Car has been set out by another train and crew of latter train had broken a jack in attempt to brace car. Messrs. Laker, Carroll and Adkins have been commended.

NORTHERN DIVISION

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

H. D. Goodwin, conductor, Wichita, Kansas, when he had difficulty getting water at Medora, Kansas, December 31, while on Train 350, with Engine 777, went up on top of tank, down on the inside, broke ice from around the chain and made it possible to get water. His personal record has been credited with fifteen merit marks.

Mike Watson, flagman, Wichita, Kansas, assisted in fixing a broken rail in the Wichita yard when the men had laid off. He has been commended.

George Cozar, fireman, and I. V. Ewing and J. T. Clinton, brakemen, all of Joplin, Mo., kept Train 351 going January 16, when Engineer Zentner became ill. Mr. Cozar handled engine, and these brakemen fired engine. The personal record of Mr. Cozar, of Mr. Ewing and of Mr. Clinton has been credited with five merit marks.

A. J. Rhoads, conductor, and F. J. Sherer and R. C. Reese, brakemen, all of Fort Scott, Kansas, on January 24, found a carrier iron off one side of a car when their train was picking

River Division Makes Freight Speed Record

A record in the speedy handling by the Frisco of foreign cars was made on the River division when two cars were received on line at St. Louis, run to Cape Girardeau, 131 miles, placed at consignee's property, unloaded, and returned to St. Louis and off the Frisco rails within two days. These two cars made 131 miles a day, each, while on the Frisco.

In a letter addressed jointly to J. A. Moran, Chaffee, Mo., superintendent of the River division, and J. T. Hulehan, agent at Cape Girardeau, Mo., by J. H. Doggrell, Springfield, superintendent of transportation for the Frisco, the latter said:

"I want to express my appreciation of the efficiency in handling the two Erie cars, as indicated in Mr. Hulehan's letter, and for your information these two cars were on our line two days each and made an average of 131 miles per day with each car. This, as well as the other car that was handled, is a record as far as I can find for such movements and service."

up eleven loads at Baxter Springs, Kansas, and made temporary repairs by taking bleed rods and wiring carrier irons to proper position. The personal record of each of these men has been credited with five merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

John Atteberry, section foreman, Jenson, Ark., found a badly broken wheel on SF-85424. His personal record has been credited with ten merit marks.

J. S. Person, fireman, Hugo, Okla., secured bolts and made permanent repairs to B & O 106251 saving delay to special oil train. He was deadheading at the time. His personal record has been credited with ten merit marks.

Fred Linebarger, section foreman, Washburn, Mo., when main line switch lights on a section other than his own went out on account of section men of that section being at a derailment, obtained some of his own oil, made a trip of several miles and put the lights in working order. His personal record has been credited with five merit marks.

W. A. Centers, engineer, made repairs to a pile driver which broke down while being used in the con-

struction of emergency Bridge 395.6 on the night of December 20. His personal record has been credited with five merit marks.

Murray Hill, porter, Train 706, December 22, made repairs to drain pipes in Chair Car 749. His personal record has been credited with five merit marks.

S. E. Arnold, fireman, Fort Smith, Ark., Train 703, December 18, his engine needing coal at Fayette Junction, Ark. Mr. Arnold tried to get coal to run from chute but on account of it being frozen it would not do so. He then told the conductor to go ahead and that he would pull coal down enroute in order to save delay, which he did. His personal record has been credited with ten merit marks.

H. A. Crum, brakeman, Monett, Mo., and Ernest Wilson, train porter, Fayetteville, Ark., while deadheading on Train 703, December 18, as the train was detouring via Kansas City Southern, Westville, Okla., to Spiro, Okla., assisted in turning the engine, clearing connection to Kansas City Southern at Westville and getting the train lined up for movement. The personal record of each of these two men has been credited with five merit marks.

L. M. Simmons, brakeman, Hugo, Okla., fired engine on Train 751, Haworth, Okla., to Hugo, Okla., on account of the engineer becoming ill and it being necessary for fireman to run engine. The personal record of Mr. Simmons has been credited with ten merit marks.

V. L. Kile, conductor, and D. W. Wright and S. G. Story, brakemen, handled Train 751, Haworth, Okla., to Hugo, Okla., shorthanded when L. M. Simmons, brakeman, Hugo, fired the engine when the engineer became ill, and the fireman ran the engine. Messrs. Kile, Wright and Story have been commended.

H. J. Blakeslee, engineer; C. S. Armstrong, fireman; J. J. Cooper, conductor, and J. F. Dummitt, J. H. Smith and T. J. Spain, brakemen, have been commended for their services to the Frisco during the recent high water and washouts near Lancaster, Ark.

J. F. Foster, chief yard clerk, effected the watering of poultry in a car when the water supply in the car was frozen. He has been commended.

T. F. Scott, conductor, and C. L. Shipley, brakeman, discovered a broken arch bar when the break was hardly discernable. The personal record of each man has been credited with five merit marks.

J. H. Smith, conductor, found a broken arch bar on one car and the train line of another car broken while

(Now turn to next page, please)

FOR MERITORIOUS SERVICE

(Continued from preceding page)

a train was pulling by him at Rudy. His personal record has been credited with five merit marks.

G. C. Foust, conductor, and Harry Sprigen, brakeman, recovered way-bills from a caboose which had turned over into a bayou at Bridge 395.6, dried them out and sent them to Monett. The personal record of each man has been credited with five merit marks.

W. A. Reeves, fireman, made repairs to a water tank at Talihina, Oklahoma, January 12. His personal record has been credited with ten merit marks.

Ben Grady, engine foreman; G. C. Campbell and J. E. Fern, switchmen; J. E. Brock, engineer, and Earl Nelson, fireman, moved cars and an electric tram engine from vicinity of the recent fire at Hugo, Okla., and also beat out grass fires which were threatening piles of ties and timbers. The personal record of each man has been credited with ten merit marks.

RIVER DIVISION

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

E. W. Segraves, bridge foreman, on December 21, voluntarily fired an engine on a work train on account of no fireman being available due to a misunderstanding as to where train would tie up. Mr. Segraves has been commended.

Robert Kammer, yard clerk, detected a brake beam dragging on Train 835, January 11, and notified crew. He has been commended.

WESTERN DIVISION

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

Bud Harper, freight clerk, Pawnee, Okla., thawed out frozen water line to Pawnee water tank when tank was about dry and prevented serious delay to important trains. His personal record has been credited with ten merit marks.

L. B. Lindley, agent, Ames, Okla., discovered a broken rail in the main line near Ames. His personal record has been credited with ten merit marks.

A. C. Davis, agent, Breckenridge, Okla., found a broken rail near his station, flagged Train 633 and called section men. His personal record has been credited with ten merit marks.

C. L. Thomas, brakeman, recently voluntarily fired Engine 1616, Blackwell to Enid, Okla., when the fireman

P. O. Freeman Is Pastor Engineer

ABOUT the time the roosters awake and raucously announce dawn has arrived in Thayer, Mo., they are completely drowned out by the deep-toned whistle of engine 1526 on the Kansas City-Florida special, which passes through Thayer at 3:40 a. m., and driven by Mr. P. O. Freeman, veteran engineer, who is also the popular preacher and pastor of the Baptist church of Thayer, Mo.

Mr. Freeman began his service with the old Kansas City-Ft. Scott and Memphis line in the roundhouse at Jonesboro, Ark., in September, 1900. He was promoted to firing in 1901 and to running an engine in 1906. Since that time he has established a very fine record as engineer on the Memphis sub of the southern division.

If you are in Thayer almost any Sunday and should attend service at the beautiful little Baptist church, built of native rocks, you would find him there—not the grimy figure you picture in the engine cab in overalls, besmeared with grease, but the neat-appearing and eloquent pastor of a nice little flock, and as he extols the virtues of right living to the little gathering of townspeople, many of whom are railroad employes and their families, he still has his hand on the throttle and his eye on the shining rail of the road that leads to eternal bliss, and he pleads for the unsaved to board his special, "For that fair and happy land".

THE PREACHER ENGINEER

By CHARLES B. CROWE
Fireman, Jonesboro Yard

You can talk about your hog-heads,
The Frisco has one at Thayer,
He runs on the Memphis sub-division,
And he's sho' some engineer.

He can take the Florida special,
Right into Memphis on the spot,
If he's got a regular fireman,
Who'll keep the boiler hot.

suddenly became ill. Mr. Thomas has been commended.

BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following case of meritorious service:

O. W. Horn, switchman, recently detected a brake beam on a tank car down and reported condition. His personal record has been credited with five merit marks.

"Has he proposed, then?"
"Oh, not yet, dear. But his voice had such an engagement ring in it last night."—Tit-Bits, London.



REV. P. O. FREEMAN

He can pull the way-freight local,
He can pull the Sunnyland,
Or pull the Shriners' special,
Just as good as any man.

He can handle trains in safety,
But that's not all he can do,
He can take the Holy Bible,
And preach the Gospel, too.

He doesn't need an introduction,
To the boys down this way,
He's the only hog-head preacher,
On the Memphis sub today.

If you don't know this hogger,
P. O. Freeman is his name,
And on the Memphis sub-division,
Is where he won his fame.

Boys, if you will all listen,
To this good and faithful man,
Some day you can board his special,
For that fair and happy land.

J. D. TURNER APPOINTED

Mr. J. D. Turner was appointed acting assistant superintendent in the freight loss and damage claims department at Springfield, effective February 15, due to a leave of absence granted Mr. R. H. Burnie, who formerly held that position, according to an announcement issued by Mr. J. L. McCormack, superintendent freight loss and damage claims.

Mr. Turner has been with the claims department since 1913 and has been serving as traveling claim agent for the past seven years. Mr. Burnie's leave of absence was for ill health.

PRAISE FOR SPRINGFIELD

The following complimentary letter from the Toombs Fay Sash Door Company of Springfield, Mo., addressed to Mr. W. C. Smith freight agent at Springfield, and sent to the *Magazine* by Mr. J. L. Brandon, reporter, highly commends the Frisco freight employees, at that point:

"We wish to commend the employees of the local freight office for the efficient manner in which they handle our local shipments. Truly this office is an example for service and efficiency. We draw this conclusion by way of comparison with other transfer points which our goods go through. Our shipping clerk advises us that during the past year that he has failed to find a single error in shipments he has received or sent out. This condition is certainly gratifying and we trust that these boys will keep up their good work."

ORDER 4,020 NEW CARS

Awarding of contracts for the construction of four thousand freight cars and twenty passenger cars was announced February 16, by President J. M. Kurn. The contracts are for 1,500 50-ton capacity 40-foot, steel-frame, single-sheath box cars; 500 50-ton steel-frame, single-sheath, automobile cars; 1,500 55-ton, all-steel, twin-hopper coal cars; 500 steel flat cars; 15 steel baggage and mail cars and 5 steel baggage cars.

The American Car and Foundry Company, of St. Louis, will build 1,000 of the box cars, 500 of the coal cars and the 20 passenger cars. The Pullman Car and Manufacturing Company, of Chicago, will construct 500 hopper and 500 automobile cars. The General American Car Company, also of Chicago, has been awarded the contract for 500 hopper, 500 box and 500 flat cars.

ATTEND FUEL MEETINGS

One hundred and seventy employees consisting of supervisory forces, engineers, firemen, conductors, brakemen and others, attended five fuel meetings held at Thayer, and Chaffee, Mo., and Hugo, Oklahoma City and Enid, Okla., covering the period, January 10-26 inclusive.

These meetings were held for the purpose of discussing matters and conditions that are adversely affecting fuel performance. The question as to what part the conductor and brakemen played in fuel economy was discussed at length in most of the meetings. While not actually handling fuel, the conductor and brakeman on each train can be of great assistance to the engineer and fireman in helping them to burn less fuel by seeing that no brakes are dragging, by facilitating road switching as much as possible and helping in every way to get trains over the line with a minimum of delay.

Two Divisions and Two Terminals Damage No Freight Cars in January

THE Eastern and Western divisions and the Springfield and the Tulsa terminals did not damage by rough handling any freight cars during January, and for Frisco Lines as a whole there was a decrease of 25.3 per cent in the number of freight cars damaged by rough handling in January as compared with January, 1927, it is shown in the monthly comparative statement on rough handling of freight cars, prepared in the office of the car accountant at Springfield, Mo.

Frisco Lines handled 392,631 freight cars last January and only 56 were damaged by rough handling, involving damages totaling \$1,940, the statement shows. In January, 1926, 158 cars were so damaged, involving damages totaling \$5,173.80.

In a circular letter, dated February 8, to all superintendents M. M. Sisson, Springfield, assistant general manager, says in part:

"We can beat the 1927 performance very materially. In fact, I am satisfied we can go through the year

with at least a 50 per cent reduction. This is the goal we set to reach in 1927 as compared with 1926 but were unsuccessful, missing it by about 15 per cent.

"Suggest in your Claim Prevention and Better Service meetings you solicit suggestions from the men in the field and see if in this way we can further improve in our campaign for bringing about a reduction."

The January, 1928, comparative statement follows:

CARS DAMAGED BY ROUGH HANDLING, MONTH OF JANUARY, 1928, COMPARED WITH SAME PERIOD OF 1927 AND 1926

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															
Birmingham.....	5	3	1	\$ 95.00	\$ 175.00	\$ 40.00	60,849	69,256	73,200	.0082	.0043	.0014	1	1	1
Memphis.....	7	14	52	385.00	268.00	2,826.00	78,200	76,718	93,351	.0090	.0182	.0557	2	4	3
St. Louis.....	6	8	3	224.00	100.00	49.00	55,380	55,785	57,676	.0108	.0143	.0052	3	3	2
Kansas City.....	8	13	36	157.50	247.50	976.00	62,881	54,247	59,106	.0127	.0240	.0609	4	5	5
Springfield.....	.....	.....	.....	.....	.....	.....	57,352	57,141	60,898	.....	.....	.....	.....	.....	.....
Tulsa.....	2	22	.....	.....	25.00	541.00	70,817	38,884	37,665	.....	.0051	.0584	.....	2	4
Total.....	26	40	114	\$ 861.50	\$ 815.50	\$ 4,432.00	385,479	352,031	381,896	.0067	.0114	.0299	..	..	..
DIVISIONS															
Southwestern.....	2	.....	34	\$ 115.00	.....	\$ 536.00	81,885	95,677	93,928	.0024	.....	.0362	1	.....	3
Central.....	1	.....	1	40.00	.....	15.00	29,972	32,129	34,110	.0033	.....	.0029	2	.....	1
Southern.....	7	2	.....	178.00	6.00	.....	73,790	79,167	87,246	.0095	.0025	.....	3	1	.....
Northern.....	13	28	5	647.00	598.00	101.50	33,161	77,393	88,786	.0158	.0362	.....	4	3	.....
River.....	6	4	.....	94.00	57.00	.....	33,810	33,022	39,532	.0177	.0321	.....	5	2	.....
Eastern.....	.....	.....	4	.....	.....	39.30	59,158	60,845	66,550	.....	.....	.0060	.....	.....	2
Western.....	.....	.....	.....	.....	.....	.....	19,444	19,548	17,648	.....	.....	.....	.....	.....	.....
Total.....	29	34	44	\$ 1,074.00	\$ 661.00	\$ 741.80	381,220	397,781	427,800	.0076	.0085	.0103	..	..	..
Texas Lines.....	1	1	.....	5.00	25.00	.....	11,411	13,260	13,440	.0088	.0075	.....	.....	.....	.....
Total System.....	56	75	158	\$ 1,940.50	\$ 1,501.50	\$ 5,173.80	392,631	392,631	392,631	.0067	.0114	.0299	..	..	..

1928 Compared with 1927

Per cent decrease in number cars damaged.....25.3
Per cent increase in amount of damage.....29.2

Per cent increase in number of cars handled per car damaged.....36.6
Per cent increase in amount of damage per car handled.....26.40

ON ACCIDENT PREVENTION

Five accident prevention meetings were held, February 1 to 10, inclusive, at various points on the system, with a total attendance of 426 employees and visitors. A total of 159 employees attended the five meetings held January 20 to 31.

The largest meeting held in February was at Snyder, Okla., on February 1, when 106 employees and 250 visitors were in attendance. The meeting was arranged and advertised by Mr. R. C. Canady, assistant superintendent, and Mr. F. H. Broadstreet, agent at Snyder. Mrs. H. L. Vogel of Snyder arranged for a very excellent musical program and Mr. Jimmie Douglas of the Oklahoma City traffic department, presented some monologues which were well received. Mr. C. C. Mills of the accident prevention department at Springfield, helped to conduct the meeting.

Through Mr. Canady, Mr. Mills was issued an invitation and talked on accident prevention in the various schools on the western division. During the last of January and the first three days of February he addressed 9,100 school children at twelve different schools.

Other meetings during the month of February were held at Springfield, office of master mechanic on February 10, with ten in attendance; north shops, Springfield, February 7, ten in attendance; west shop, Springfield, February 6, twenty-five in attendance and Bessie, Okla., February 2, with twenty-five in attendance.

During the last ten days of January, meetings were held at Vernon, Texas; Enid, Okla.; Hayti, Mo.; Salem, Mo.; and Amory, Miss.

PAYMASTER IN SERVICE 46 YEARS

(Continued from Page 4)

Sixth and Olive, and now in the Frisco Building, Ninth and Olive, with one year spent in the Railway Exchange Building.

"During the money panic of 1907 currency was very scarce. Mr. Hamilton, treasurer, issued so-called 'John Smith's' or 'bearer' drafts for small amounts in order to pay wages, and successfully weathered the storm."

When Mr. Young was asked what his hobby was he replied that he did not know that he liked to do any one thing better than another. "When I was twelve years old I used to ride one of those high wheels. They were quite the thing then. I've fished in the Gasconade river, and hunted. I've played billiards and pool and bowled a little. Perhaps I am more interested in my garden and my car now than anything else. I live in Vinita Park,

Graduates of the Frisco Key Punch School Make Speed Records in Freight Accounting Work

TO quote President Coolidge, "Education does not end when we close the school door". All through life there is, in this day and age, an extra chance for the man or woman who takes advantage of training. It is, indeed, the age of the trained worker.

For several years the freight accounting department of the Frisco Lines, located in St. Louis, found difficulty in securing competent operators on the key punch machines, a device for punching holes in cards for the accounting of freight revenue and the preparing of statistical data. The need was met, however, when Mr. C. B. Rex, assistant auditor, received permission to start a key punch school, one of the few on a railroad in the country.

In February, 1926, the school was started. The students were chosen from the ranks of the waybill filers, who already were familiar with the handling of waybills and who desired to increase their pay. The class met two nights a week and men in charge of the department usually served as instructors with the assistance of veteran key punch operators. The girls who attended the school finished their regular day's work at 5:00 p. m., secured a bite of dinner, returned to their office and received instruction from 5:30 P. M. until 8:00 P. M.

"We saw in this school a chance for the girl to advance herself, and of course her work was more efficient and she meant more to our road", Mr. Rex said. "These students have all made good.

"Our method of instruction is that the girl should learn the 'touch system' just as typists learn that system in the operation of typewriters. This, as is well known, increases the speed.

"We use in this accounting system about sixteen varieties of cards, and

some of them demand as many as thirty or forty punches in the proper columns. In August, 1927, eleven operators, (eight of them from the Frisco school), punched 542,101 cards, or an average of 301 cards an hour per operator. This record would have been impossible had the operators not used the 'touch system'."

There are, of course, those employees who make exceptional records, and according to Mr. Rex the honor for having punched the greatest number of cards rightfully belongs to Miss Leona Eisel who holds an unchallenged record of having punched 500 cards in an hour for nine consecutive hours. She is one of the veteran operators and instead of just attending the school when it was first inaugurated, she was one of the first instructors.

A total of 32 girls have gone through the school since it was started. The first student operator was assigned to a regular position in June, 1926, after having started her course in February. There are five students now in the school. Seven graduates have been assigned to positions with Frisco Lines in the office of the auditor of freight accounts, seven are now in the offices of the various zone auditors, eight have resigned and accepted services with other companies and five dropped the key punch work and engaged in other branches of the service.

This educational program undertaken by the Frisco Lines is not only unique but is a splendid innovation in railroad work. Many times waybill filers were unable to complete their education, but the key punch school gave those who were ambitious, a chance to learn and earn, and to contribute their part to the efficient operation of the company which employs them.

St. Louis, County, and I can have a garden."

His association with Mr. Hamilton, who recently celebrated his fortieth year of service, has welded a friendship between the two, and at a recent Frisco St. Louis Men's Club meeting, Mr. Hamilton introduced him to the members as one of his most able assistants, and as his senior in years of service.

"I do not know any business other than railroading and that with the good old Frisco. To my notion, there isn't any other road and I hope to finish my service with it. Every year of the forty-six has endeared it to me

and I have many more years yet to look forward to, associating with Frisco folk and with the company," the paymaster concluded.

Mr. Young's service is continuous, and outside of a vacation which he and Mrs. Young take each year, and his occasional trips on the line, he may be found, greeting his staff and his co-workers at his office in the Frisco Building at St. Louis every working day in the year.

"Papa, what makes a man always give a woman a diamond engagement ring?"

"The woman."

FRISCO BOWLERS WIN

The Bluebonnet, Memphian and Sunnyland teams of the Frisco Bowling League of St. Louis, journeyed to Omaha, Neb., on February 4, where they participated in the Central West Railway Bowling Association meet. They made a very creditable showing and brought back a large portion of the prize money.

In all events, Mr. E. Thielker, of the Bluebonnet team, won the \$4.00 prize, with 1,874 pins to his credit while the Sunnylanders won the team event, with a score of 2,728 pins and a \$20.00 prize.

In the doubles, Messrs. A. H. Burgdorf, E. Thielker, C. C. Lament and R. J. Tschampers of the Bluebonnet team won \$32.00 in prize money.

The singles were won by Messrs. E. Thielker, (627); F. J. Burke, (612); A. Stoessel, (595); and O. B. Duffy, (586), who received \$24.00 in prize money.

Bowlers along the Frisco Lines are invited to organize teams to enter the National Railway Bowling Tournament to be held in St. Louis beginning March 24, and continuing through April. The out of town teams will bowl Saturdays and Sundays.

Anyone desiring further information regarding this meet, may secure same by addressing Mr. R. J. Tschampers, local secretary, 705 South 7th St. St. Louis, Mo.

AGENCY CHANGES

K. R. Stapleton installed temporary agent, Hobart, Okla., January 31.

G. L. Henson installed temporary agent, Welling, Okla., January 23.

J. J. Corum installed temporary agent, Ritchey, Okla., January 23.

G. E. Butts installed permanent agent, Black Oak, Ark., January 23.

R. D. Richey installed temporary agent, Depew, Okla., January 22.

L. S. Brophy installed permanent agent, Williford, Ark., January 20.

L. G. Denny appointed permanent agent, Claremore, Okla., January 19.

A. G. Fitzgerald installed temporary agent, Davidson, Okla., January 19.

R. M. Page installed permanent agent, Vinita, Okla., January 19.

H. E. Young installed permanent agent, Henson, Kans., January 18.

Aliceville, Ala., opened as a freight agency and B. L. Meeks installed as agent, January 18. This station is on the new line being constructed from Aberdeen, Miss., to Kimbrough, Ala. Aliceville is at mile post N-680 from Kansas City. This agency is joint with the Alabama, Tennessee & Northern Railroad.

WITH VETS' AUXILIARY



MRS. W. L. SPANGLER

Mrs. W. L. Spangler of Thayer, Mo., is the second vice-president of the auxiliary to the Frisco Veteran Employees' Association, and the wife of a Frisco engineer.

She has been actively engaged in securing members for the auxiliary in her surrounding territory, since her appointment, at the 1927 meeting.

Mr. Spangler, who runs on the Sunnyland, has had thirty-two years' service with the Frisco Lines, and each year he takes time off from his duties to attend the reunion.

Mrs. Spangler, aside from her household duties and her auxiliary work, is a member of a federated study club of Thayer, and has been a Sunday School teacher for several years.

C. J. Quinn installed temporary agent, West Tulsa, Okla., January 17.

G. E. Gravlee installed permanent agent, Holly Springs, Miss., January 16.

Swift, Mo., ticket only agency closed January 16.

E. R. Myers installed permanent agent, Millerton, Okla., January 14.

J. O. Smith installed permanent agent, Leflore, Okla., January 12.

A. W. Eagan installed permanent agent, Montier, Mo., January 9.

W. O. Batts installed permanent agent, Wilmot, Kans., January 16.

V. S. Whitener installed permanent agent, Keiser, Ark., January 9.

Single blessedness is defined as seeing some other guy marry the girl you were once in love with.

VETS' AUXILIARY MEETS

The Kansas City Unit of the auxiliary to the Frisco Veteran Employees' Association is now well organized and is working to aid in enlarging the attendance at the annual June meeting of the Frisco Veterans' Association.

The last meeting held was on February 10, when business matters were taken up and programs planned for several future months.

Mrs. M. D. Scotten, president of the unit announces that a big party is planned for March 9, to be held in the evening at 3210 Main Street. The evening will be devoted to cards and games of all kinds for the entertainment of the guests.

The two previous meetings, one on January 13, held at the Baltimore Hotel, and a second on February 10, were well attended. Splendid musical programs were presented at each meeting by Frisco talent—the wives and daughters of Frisco men, which consisted of vocal numbers by Mrs. Sage, daughter of Mr. and Mrs. Lyons of Kansas City, the Misses Frances Cooper and Irene Barbee, vocalists; Miss O'Brien, pianist, and others.

The officers of this unit, who have done such successful organization work of the veteran employees in the Kansas City district are: Mrs. M. D. Scotten, president; Mrs. J. B. Gleason, first vice-president; Mrs. Roy Clark, second vice-president; Mrs. E. G. Butcher, secretary and treasurer; Mrs. E. M. Harriman, corresponding secretary; Mrs. J. L. McCarter, chairman, finance committee and Mr. J. E. Harris, chairman publicity committee.

ST. LOUIS TO MOBILE —42 HOURS

Forty-two hour fast freight service from St. Louis to Mobile, Alabama, was inaugurated by the Frisco Lines February 1, in connection with the Alabama, Tennessee & Northern Railway. The new service is made possible by the completion this month of the rail-laying into Aliceville, Ala., where a connection is made with the A. T. & N. railroad to Mobile.

The forty-two hour St. Louis to Mobile freight train will be known as Advance No. 835, and will leave St. Louis at 1:00 p. m., arriving in Mobile at 7:00 a. m. the second morning. Returning the train will leave Mobile at 6:00 p. m. arriving in St. Louis at 12:00 noon the second day.

Government stops making \$10,000 bills. Good, then we won't get them mixed with our "ones" any more.

AT THE TICKET WINDOW

By E. W. Shanahan

Old men who set their watch by the station clock. They don't know that it is usually kept a little fast to hurry the sluggards.

Veterans who have spent their life in railroad service and have been retired come to the depot to loaf and talk old times.

The timid people, mostly young girls, who are afraid to ask the ticket man questions. Such remarks as: "Ask him what time it gets there", "What track is it on", etc., are passed between them.

Old ladies who keep their money in a coin purse at the very bottom, which necessitates their piling the entire contents on the counter to find their money.

Some small children who crowd up close and watch with round eyes while their parents buys the tickets. Most of them will talk readily enough when spoken to. Such questions as: "Do you like to ride on the train?" "What grade are you in at school?" are sure fire pleasers to them. Incidentally this thoughtfulness pleases the parents also.

The peevish folks who are greatly put out if their train is a little late and they have to wait a few minutes, indulging in sarcastic remarks at the road.

The patient ones who make no complaint at all when told they will have to wait several hours. The most patient ones are country people and foreigners. They will sit on the seats for hours scarcely moving. It is noticeable that men are more restless than the women. They will get up and walk up and down the platform and perhaps up the street a little ways. Also they will start a conversation with others like themselves.

Telephone calls in the small hours of the morning from people who have just received news that makes it necessary for them to make a hurried trip. You can tell from the tone of their voices whether the news was good or bad.

Train No. 6 had just left for Catoosa recently when a roughly dressed young man rushed up to the ticket window.

He: "Has the CATOOSA train done gone?"

Ticket Man: "Yes, done gone."

He: "Done gone, huh?"

Ticket Man: "Done gone."

He: (To his wife, who had just caught up with him) "Done gone."

She: "Done gone?"

He: "Done gone."

If you are "run down" take the license number.

Drastic Reduction in 1927 F. L. and D. Claims

By J. L. McCORMACK

Superintendent Freight Loss and Damage Claims

NOTWITHSTANDING bad weather, floods and other unforeseen and unpreventable calamities, the freight loss and damage claim payments for the year 1927 show a decrease of \$22,853.73 or 4.5% under 1926, which was considered a banner and outstanding year. The total system payments for 1927 were \$489,369.77 in 1927 as compared with \$512,223.50 in 1926. The record made by the Frisco in the last six years is one of which every Frisco employee can feel proud.

The 1921 freight loss and damage claim payments were \$1,746,162.30 and the ratio of claim payments to \$1,000 gross freight revenue was \$29.92. In other words, out of every \$1,000 gross freight revenue \$29.92 were paid in settlement of freight loss and damage claims.

In 1927 the freight loss and damage claim payments were \$489,369.77—a reduction of \$1,256,792.53 as compared with 1921 and the ratio of claim payments to each \$1,000 gross freight revenue was reduced to \$7.00.

Space will not permit of a detailed explanation as to how the reduction was brought about and an attempt to

do so would be unnecessary for in the last analysis the answer would be—through the co-operation and support of all departments and employees of the railroad, for there is no better barometer to the operating conditions of a railroad or the efficiency of its employees than the freight loss and damage claim payments for a given period.

It is hoped that all employees will pledge themselves to continue and renew during the year 1928 their activities in our freight claim prevention campaign, which thus far has proven so successful as each claim prevented not only results in a saving of the amount of the loss or damage to the particular shipment, but in a satisfied patron, which is of inestimable value in the solicitation of traffic.

The following statement of claim payments by classified causes is self-explanatory and is illustrative of how thousands of small items will run into big money and will, we feel, convince all that there is, notwithstanding the remarkable record made, still room for further and substantial improvement:

Causes	1927
Unlocated loss entire package—	
C. L.	\$ 7,704.18
L. C. L.	22,715.72
Total	\$ 30,419.90
Unlocated loss other than entire package—	
C. L.	\$ 22,131.52
L. C. L.	4,656.23
Total	\$ 26,787.75
Unlocated damage—	
C. L.	\$ 94,514.64
L. C. L.	25,637.58
Total	\$120,152.22
Rough handling of cars—	
C. L.	\$ 87,362.31
L. C. L.	2,729.94
Total	\$ 90,092.25
Improper handling, loading, unloading or stowing—	
C. L.	\$ 721.55
L. C. L.	5,704.92
Total	\$ 6,426.47
Defective or unfit equipment—	
C. L.	\$ 48,970.88
L. C. L.	2,743.31
Total	\$ 51,714.19
Fire or Marine loss or damage—	
C. L.	\$ 1,665.06
L. C. L.	442.37
Total	\$ 2,107.43

(Now turn to Next Page, please)

IN THE FRISCO HOSPITAL

Below is a list of patients confined in the St. Louis Frisco Hospital as of February 21.

These good folks of the Frisco family would be delighted to receive a letter or a call from friends:

D. O. Slater, conductor, Hayti, Mo.
G. A. Hall, pumper, Leachville, Ark.
C. C. Ritter, train meeter, Richey, Mo.
A. B. Rush, car repairer, Jonesboro, Ark.
E. L. Judkins, fireman, Thayer, Mo.
E. Mussler, freight handler, St. Louis, Mo.
G. F. Allen, B. & B. carpenter, Harrisonville, Mo.
H. K. Giles, conductor, Kansas City, Mo.
W. J. Brockmeier, laborer, Allenton, Mo.
A. S. Walker, section foreman, Dawson, Okla.
E. Monger, brakeman, Springfield, Mo.
R. T. Murphy, machinist, Tulsa, Okla.
Patrick Foley, stationary engineer, Frisco Hospital.
Thos. Heath, pensioned, Webser Groves, Mo.
W. A. Mercer, store helper, Enid, Okla.
H. S. Nichols, airman, Kansas City, Kans.
A. Gregory, B. & B. carpenter, Zama, Mo.
H. J. James, roundhouse clerk, Oklahoma City, Okla.
Geo. Dilbeck, extra gang laborer, St. Louis, Mo.
Leo Timmons, switchman, Kansas City, Mo.
Geo. Rosback, pensioned, Hugo, Okla.
Geo. Breuer, B. & B. carpenter, Caruthersville, Mo.
C. Swafford, section laborer, Arcadia, Kans.
Wm. Temple, store helper, Oklahoma City, Okla.
J. P. Hutton, laborer, Beaumont, Kans.
C. V. Jackson, pumper, West Tulsa, Okla.
Mrs. Sue Wood, agent, Fanning, Mo.
A. H. Keith, pumper, Neelys Landing, Mo.
W. E. Burgess, conductor, St. Louis, Mo.
J. J. Odom, engineer, Chaffee, Mo.
E. C. Franz, pensioned, Kansas City, Mo.
A. M. Darragh, box packer, Oklahoma City, Okla.
J. Gordon, crossing flagman, Memphis, Tenn.

REDUCTION IN F. L. & D. CLAIMS

(Continued from preceding Page)

Errors of employees—

C. L.	\$ 9,595.85
L. C. L.	1,368.67
Total	\$ 10,964.52

Improper refrigeration or ventilation—

C. L.	\$ 10,234.66
L. C. L.	667.10
Total	\$ 10,901.76

Freezing or heater failure—

C. L.	\$ 2,225.89
L. C. L.	1,036.07
Total	\$ 3,261.96

Delay—

C. L.	\$ 30,496.30
L. C. L.	4,863.62
Total	\$ 35,359.92

Robbery entire package—

C. L.	\$ 3,004.42
L. C. L.	15,622.74
Total	\$ 18,627.16

Robbery other than entire package—

C. L.	\$ 1,426.48
L. C. L.	3,052.53
Total	\$ 4,479.01

Concealed loss—

C. L.	\$ 39.15
L. C. L.	2,179.34
Total	\$ 2,218.49

Concealed damage—

C. L.	\$ 2,366.90
L. C. L.	33,993.02
Total	\$ 36,359.92

Wrecks—

C. L.	\$ 38,099.15
L. C. L.	1,397.67
Total	\$ 39,496.82

Total C. L. \$360,558.94

Total L. C. L. 128,810.83

C. L. and L. C. L. combined.....\$489,369.77

Dr. H. A. Killion, physician, Portageville, Mo.

E. C. Marston, engine foreman, Fayetteville, Ark.

F. H. Broadstreet, agent and yardmaster, Snyder, Okla.

B. Ballard, conductor, Memphis, Tenn.

E. E. Chaffin, machinist helper, Kansas City, Mo.

Miss Verona Dyer, file clerk, St. Louis, Mo.

R. J. Slagle, agent, Jonesboro, Ark.

Miss F. Turley, clerk, Tulsa, Okla.

D. Gullis, conductor, Kansas City, Mo.

J. M. Saxton, lineman, Bennington, Okla.

Payments by Metropolitan Life Insurance Company to insured officers and employees of Frisco Lines for the month of January, 1928, totaled \$12,063.78, divided as follows: Supervisory group, disability benefits, \$1,386.00; death claims, \$3,801.63. Clerks' group, disability benefits, \$385.48; death claims, \$1,803.82. Shop group, disability benefits, \$1,327.04; sick benefits, \$2,802.89 and death claims, \$556.92.

Frisco Fuel Records

EASTERN DIVISION

Rolla Sub: Engineer WILKENLOW, fireman WILSON, train Number 10, engine 1515, Newburg to St. Louis, January 18, 14 cars in train, burned 961 gallons, average consumption per passenger car mile .57 gallons or 6.8 pounds.

Engineer W. J. DONAHUE, fireman S. WHITTINGTON, train No. 8, engine 1514, Newburg to St. Louis, January 21, 11 cars in train, 1,320 passenger car miles, performance 8.3 pounds.

Engineer JONES, fireman JOHN-SON, train Number 10, engine 1502, Newburg to St. Louis, January 21, 16 cars in train, total of 1,904 car miles, burned 1,008 gallons oil, average consumption per passenger car mile .52 gallons or 6.18 pounds.

Engineer MULLIN, fireman Mc-ROBERTS, train 41, engine 1519, St. Louis to Stanton, January 13, handled 965 gross tons and burned 760 gallons oil. This is an average consumption per 1,000 gross ton miles of 150 pounds, and is much below the average for a local train.

Lebanon Sub: Engineer FITCH, fireman DORAN, train 10, engine 1515, Springfield to Newburg, January 18, 14 cars in train, 1,680 car miles, burned 1,105 gallons oil, performance .65 gallon or 7.7 pounds per passenger car mile.

Engineer VINSON, fireman BRIDGES, train 15, engine 1500, Newburg to Springfield, January 7, 11 cars in train, 1,320 car miles, performance 10.9 pounds per passenger car mile.

Engineer W. BEISEIGLE, fireman NAPIER, train 36, engine 5, Springfield to Newburg January 12, 61 cars in train, 2,873 gross tons, performance 87 pounds per 1,000 gross ton miles which is much below the average for this Subdivision.

Springfield Sub: Engineer Ed. MON-ROE, fireman H. ALEXANDER, train Extra West, engine 57, Springfield to Monett, Jan. 26, 71 cars in train, 2,519 gross tons, burned 6 tons of coal, performance 109 pounds per 1,000 gross ton miles.

Engineer H. A. DAVIDSON, fireman R. MORRIS, train Extra West, engine 57, Springfield to Monett, January 11, 73 cars in train, 2,492 gross tons, burned 6 tons of coal, performance 110 pounds.

Engineer ED. RICE, fireman D. B. ALDRIDGE, train Extra West, engine 49, Springfield to Monett, January 25, 2,345 gross tons in train, performance 116 pounds per 1,000 gross ton miles.

Engineer TOM WRIGHT, fireman

Eastern Division Makes Largest Fuel Decrease in 1927

UNIT fuel consumption on the Frisco System for the year of 1927, compared to 1926, decreased .56 per cent per 1,000 gross ton miles in freight service, increased 3.27 per cent per passenger car mile in passenger service, and remained the same in switch service.

The eastern division made the

largest per cent decrease in both freight and passenger service, while in switch service the southern division and the Springfield terminal ranked first in per cent reduction over any other division or terminal.

Following is the performance of each division, showing increase or decrease in the different classes of service:

FREIGHT SERVICE

Division	Pounds Fuel Per 1,000 G. T. M.		Per Cent	
	1927	1926	Incr.	Deccr.
System.....	176	177	—	.56
River.....	158	162	—	2.47
Texas Lines.....	161	158	1.90	—
Southern.....	170	175	—	2.86
Southwestern.....	171	168	1.79	—
Northern.....	177	171	3.51	—
Central.....	177	179	—	1.12
Eastern.....	193	201	—	3.98
Western.....	196	198	—	1.01

PASSENGER SERVICE

Division	Pounds Fuel Per Pass. Car Mile		Per Cent	
	1927	1926	Incr.	Deccr.
System.....	15.8	15.3	3.27	—
Eastern.....	14.2	14.8	—	4.05
River.....	14.4	14.7	—	2.04
Southwestern.....	14.6	14.4	1.39	—
Texas Lines.....	15.6	15.5	.65	—
Central.....	16.3	16.8	—	2.98
Southern.....	17.3	15.9	8.81	—
Western.....	18.0	16.6	8.48	—
Northern.....	18.1	15.7	15.29	—

SWITCH SERVICE

Division or Terminal	Pounds Fuel Per Switch Loc. Mile		Per Cent	
	1927	1926	Incr.	Deccr.
System.....	142	142	—	—
Central Division.....	100	97	3.09	—
Southwestern Division.....	120	122	—	1.64
River Division.....	121	121	—	—
Texas Lines Division.....	122	120	1.67	—
Eastern Division.....	123	127	—	3.15
Northern Division.....	126	126	—	—
Western Division.....	139	132	5.30	—
Southern Division.....	141	149	—	5.37
Memphis Terminal.....	136	138	—	1.45
Tulsa Terminal.....	143	137	4.38	—
Springfield Terminal.....	148	157	—	5.73
Kansas City Terminal.....	154	148	4.05	—
Birmingham Terminal.....	162	168	—	3.57
St. Louis Terminal.....	189	198	—	4.55

F. WATSON, train 38, engine 52, Monett to Springfield, January 25, 70 cars in train, 3,394 gross tons, burned 10 tons of coal, performance 121 pounds per 1,000 gross ton miles.

SOUTHERN DIVISION

Willow Springs Sub: Engineer KELSEY, fireman SLATER, train 104, engine 1057, Willow Springs to Springfield, January 17, 6 cars in train, burned 3 tons of coal, performance 10.1 pounds per passenger car mile.

Engineer BAKER, fireman COLE, train 135, engine 4144, Springfield to Willow Springs, January 17, 1,570 gross tons in train, burned 8 tons coal, performance 112 pounds per 1,000 gross ton miles.

Engineer HEGBERG, fireman HORNBEAK, train 131, engine 4111, Springfield to Willow Springs, January 16, 1,554 gross tons in train, burned 9 tons coal, performance 127 pounds per 1,000 gross ton miles.

Memphis Sub: Engineer P. O. FREE-MAN, fireman LAMB, train 135, engine 1527, Thayer to Memphis, January 16, 10 cars in train, burned 1,109 gallons oil, performance .75 gallon per passenger car mile.

Engineer FISHER, fireman JUD-KINS, train 131, engine 4001, Thayer to Jonesboro, January 12, 1,940 gross tons in train, burned 7 tons coal, performance 83 pounds per 1,000 gross ton mile.

Engineer JACOBS, fireman CAR-GYLE, train 104, engine 1059, Memphis to Thayer, January 11, 6 cars in train, performance 15.1 pounds per passenger car mile.

Tupelo Sub: Engineer JACKSON, fireman PRATHER, train 108, engine 1526, Amory to Memphis, January 16, 10 cars in train, burned 905 gallons oil, performance .71 gallon per passenger car mile.

Engineer HAZELBAUER, fireman BERGANCE, train 193, engine 1107, Memphis to Amory, January 23, 5 cars in train, burned 4 tons coal, performance 12 pounds per passenger car mile.

Engineer LEFFERT, fireman COOPER, train 922, engine 1028, Potts Camp to Memphis, January 28, 4 cars in train, performance 13.1 pounds per passenger car mile.

Engineer T. NOLAN, fireman TITUS, train 135, engine 34, Memphis to Amory, 46 cars in train, total of 239,548 gross ton miles, performance 116 pounds.

Birmingham Sub: Engineer PAT MADDEN, fireman R. ROBINSON, train Extra North, engine 29, Birmingham to Amory, January 28, 57 cars in train, burned 14 tons coal, performance 123 pounds per 1,000 gross ton miles.

Engineer A. PLUNKETT, fireman R. ROBERTSON, train 934, engine 41, Carbon Hill to Amory, January 26, 2,350 gross tons in train, burned 8 tons coal, performance 106 pounds per 1,000 gross ton miles.

Engineer AYERS, fireman DAVIS, train 106, engine 1529, Birmingham to Amory, January 6, 10 cars in train, burned 1,011 gallons oil, performance .80 gallon per passenger car mile.

RIVER DIVISION

St. Louis Sub: Engineer W. S. MAREBERY, fireman L. W. ANSELM, train 832, engine 4016, Chaffee to St. Louis, January 14, 474,000 gross ton miles in train, burned 18 tons coal, performance 76 pounds.

Engineer J. P. PRICE, fireman E. S. DARK, train 835, engine 4029, St. Louis to Chaffee, January 29, 415,000 gross ton miles in train, performance 87 pounds.

Engineer D. A. HILTEBRAND, fireman HALL, train 832, engine 4021,

Chaffee to St. Louis, January 7, total of 466,000 gross ton miles handled, performance 90 pounds.

Chaffee Sub: Engineer ROBINSON, fireman H. L. HOUSMAN, train 832 engine 4000, Harvard to Chaffee, January 15, handled a total of 544,000 gross ton miles, performance 74 pounds.

Engineer E. BARCLAY, fireman J. RYKER, train 835, engine 4021, Chaffee to Harvard, January 17, handled a total of 496,000 gross ton miles, performance 85 pounds.

NORTHERN DIVISION

Kansas City Sub: Engineer RAY McCURUM, fireman T. COLLINS, train 131, engine 4100, Kansas City to Ft. Scott, January 7, 51 cars in train, a total of 2,061 gross tons, burned 11 tons coal, performance 108 pounds per 1,000 gross ton miles.

Engineer BRANSTETTER, fireman KINNEY, train 3d/131, engine 4106, Kansas City to Ft. Scott, January 13, 75 cars in train, 2,136 gross tons, burned 12½ tons coal, performance 118 pounds per 1,000 gross ton miles.

Engineer W. COOPER, fireman HARMON, train 104, engine 1057, Ft. Scott to Kansas City, January 13, 10 cars in train, burned 7 tons coal, performance 14 pounds per passenger car mile.

Engineer LECKENBY, fireman H. KING, train 104, engine 1045, Ft. Scott to Kansas City, January 10, 11 cars in train, burned 6 tons coal, performance 11 pounds per passenger car mile.

Ash Grove Sub: Engineer NORTON, fireman AUSTIN, train 106, Springfield to Ft. Scott, January 10, 10 cars in train, performance .73 gallons per passenger car mile.

SOUTHWESTERN DIVISION

Cherokee Sub: Engineer E. BO-HANAN, fireman R. ROY, train Advance 35, engine 4114, Monett to Tulsa, January 18, 2073 gross tons in train, burned 2,300 gallons oil, performance 8 gallons or 95 pounds per 1,000 gross ton miles.

Engineer E. LLOYD, fireman AL WINTERS, train 117, engine 1050, Afton to Tulsa, January 11, 5 cars in train, burned 325 gallons oil, performance .85 gallon per passenger car mile.

Engineer J. WOOLSEY, fireman W. MCKINNEY, train 439, engine 4147, Afton to West Tulsa, January 19, 2,119 gross tons in train, burned 10 tons coal, performance 121 pounds per 1,000 gross ton miles.

Engineer D. R. BEELER, fireman A. ANDERSON, train 435, engine 4103, Monett to West Tulsa, January 4, 1427 gross tons in train, a total of 205,000 gross ton miles, performance 9.3 gallons.

Creek Sub: Engineer I. R. CHEEK, fireman E. W. BROWN, train Extra North, engine 4117, Francis to West Tulsa, January 16, handled 185,707 gross ton miles, performance 119 pounds.

Engineer W. H. SAWYER, fireman DICKERSON, train Extra South, engine 4121, West Tulsa to Henryetta and return, January 6, handled a total of 228,390 gross ton miles, performance 10 gallons.

CENTRAL DIVISION

Ft. Smith Sub: Engineer R. P. HANKINS, fireman E. G. COPELAND, train 734, engine 1318, Ft. Smith to Monett, January 12, 1,290 gross tons in train, performance 122 pounds per 1,000 gross ton miles.

Engineer P. GOOCH, fireman E. COPELAND, train 734, engine 1336, Ft. Smith to Monett, January 4, 1,228 gross tons in train, performance 121 pounds per 1,000 gross ton miles.

Engineer C. WOMACK, fireman W. H. MARTIN, train 735, engine 1312, Monett to Ft. Smith, January 10, handled a total of 155,993 gross ton miles, performance 120 pounds.

Engineer J. S. HOGAN, fireman R. E. HOOVER, train 734, engine 1318, Ft. Smith to Monett, January 31, handled 182,840 gross ton miles, performance 128 pounds.

Arthur Sub: Engineer M. C. MON-ROE, fireman E. O. ELLIG, train 705, engine 1405, Ft. Smith to Talihina, January 8, 5 cars in train, burned 2½ tons coal, performance 14 pounds per passenger car mile.

Engineer W. A. DAVIS, fireman D. C. FRY, train 706, engine 1400, Talihina to Ft. Smith, January 8, 5 cars in train, burned 2 tons coal, performance 11 pounds per passenger car mile.

TEXAS LINES

Sherman Sub: Engineer WALKER, fireman BROCK, extra north, engine 706, Ft. Worth to Sherman, January 28, on duty 6 hours 40 minutes, handled 101,993 gross ton miles, burned 975 gallons oil, performance 9 gallons per 1,000 gross ton miles.

Engineer DEAN, fireman STRAHAN, train Extra South, engine 1261, Sherman to Ft. Worth, January 28, handled 168,000 gross ton miles, burned 1,178 gallons oil, performance 7 gallons.

Engineer ROGERS, fireman DEW, train Extra North, engine 739, Ft. Worth to Sherman, January 29, on duty 7 hours 15 minutes, handled 125,529 gross ton miles, burned 1,203 gallons oil, performance 9.6 gallons.

Engineer MCCLAIN, fireman CRANE, train Extra North, engine 1240, Sherman to Ft. Worth, January 30, on duty 7 hours, handled 174,000 gross ton miles, burned 1,178 gallons oil, performance 6.8 gallons.

The Pension Roll

SAMUEL ALEXANDER HUGHES, colonization agent, eastern division, age 68, was retired December 31, 1927, due to total disability. He had 48 years and four months continuous service. He was born at Effingham, Ill., on February 23, 1860. His father was engaged in the real estate business, and he attended the public schools at Effingham and St. Louis. At the age of fifteen years, he began work as a messenger boy with the Western Union Telegraph Company. He served as a telegraph operator at Effingham, Ill., Brazil, Ind., Greencastle, Ind., Edgewood, Ill., and Vandalia, Ill., for the Western Union Telegraph Co., the Illinois Central Railroad and the Vandalia Railroad. He entered the service of the Frisco Lines on July 1, 1879, as night telegraph operator at Peirce City, Mo. He held the following positions: telegraph operator, vice-president's office; clerk, auditor's office; clerk, general passenger office; city ticket agent and city passenger agent; chief clerk, general passenger office; general agent, passenger department; general immigration agent; general efficiency agent; general service agent; colonization agent, all at St. Louis, and president and vice-president, New Mexico Arizona Land Company, with headquarters at Albuquerque, N. M. On June 5, 1889, he was married to Mary Harriette Rozier, and to them was born one son, Rozier Paul Hughes, Dec. 13, 1891. Continuous service of 48 years and 4 months entitles him to a pension allowance of \$150.00 per month, effective January 1, 1928.

WILLIAM HENRY VAN HORN, locomotive engineer, eastern division, was retired on December 31, 1927, due to his having reached the age limit on December 24, 1927. He was born December 24, 1857, at St. Louis, Mo. His father was a ship carpenter and he received his education in the schools in St. Louis. His first work was as an apprentice in a boiler shop. On July 7, 1879, he left his work in the boiler shop and entered the service of the Terminal Railroad in St. Louis as an engine wiper. He was promoted to the position of fireman, in which capacity he worked until December 10, 1883, when he resigned. He began his service with the Frisco on December 15, 1883, in the fence

Six Frisco Lines veteran employees, with combined service of 196 years and six months, were retired and placed on the Pension Roll at the meeting of the Board of Pensions, held January 16, 1928, at the St. Louis general office.

gang in and around St. Louis. In January, 1884, he began work in the roundhouse and was promoted to fireman in February, 1884. On July 27, 1887, he made his first trip as an extra engineer, and in February, 1904, he was given a regular passenger run. On September 2, 1896, he was married to Lida Belle Morgan of Madisonville, Ohio, and to them was born one son, Harold Morgan Van Horn. The son is employed as a chemical engineer with the Certain-teed Products Company in the East. Mr. and Mrs. Van Horn reside at 5052 Vernon Avenue, St. Louis. Continuous service of 43 years and 11 months entitles him to a pension allowance of \$110.40 a month, effective January 1, 1928.

CHARLES ROBERT LASHLEY, pumper, West Plains, Mo. was retired on December 31, 1927, due to his having reached the age limit on December 27, 1927. He was born December 27, 1857, at Brunswick County, Va., where he also attended school. His father was a farmer and served as Sheriff. At the age of 38 years he began his service as a bridge carpenter with the



C. R. LASHLEY

Atlantic & Danville Railroad. He also served with the M-K-T, the Southern Pacific, and the Norfolk & Western Railroads. On November 15, 1895, he began his service as a bridge carpenter for the Frisco at Willow Springs, Mo., and six months later was made bridge foreman. He served at various points on the southern division. On December 23, 1902, he was married to Miss Alice Davis, and to them were born four boys. Mr. and Mrs. Lashley reside in West Plains, Mo. Continuous service of 29 years and 6 months entitles him to a pension allowance of \$28.20 a month, effective January 1, 1928.

WILLIAM BOYNTON, locomotive engineer, eastern division, was retired on October 15, 1927, due to total disability. He was 69 years of age, born November 28, 1858, at Freeport, Ill.



WM. BOYNTON

His father was a railroad man and he was educated in the schools at Kansas City. His first service was as a fireman on the Hannibal & St. Joe Railroad. He also served the C. & A. Railroad the C. B. & Q. Railroad and the M-K-T Railroad, and came to the Frisco on January 21, 1902, as a locomotive engineer, working out of Newburg. Mr. Boynton never married and resides in Pacific, Mo. Continuous service of 25 years and 8 months entitles him to a pension allowance of \$40.05 a month, effective December 1, 1927.

JOEL HADEN POLLARD claim agent, general claim department Hugo, Okla., was retired on December 31, 1927, due to his having reached the age limit on December 4, 1927. He was born December 4, 1857, at Fayetteville, Ark. His father was Justice of the Peace for many years at Fayetteville. He attended the University of Arkansas and also the Arkansas Industrial



J. H. POLLARD

University. He was hired to work in a printing office at the age of 17, and later on edited and published newspapers of his own at various points in Arkansas. On August 1, 1902, he entered the service of the Frisco as per diem clerk, car accountant's office, Springfield. He served as interchange record clerk and general clerk at Springfield and assistant claim agent at Hugo. He later was appointed claim agent. On December 22, 1881, he was married to Lena May Smithy, who died April 22, 1906. On January 8, 1910, he married Anna Baxter. Two girls and one boy were born to the

first Mrs. Pollard. The son, Carl, is a Frisco conductor out of Springfield at this time. Mr. and Mrs. Pollard reside at 208 E. Brown Ave., Hugo. Continuous service of 25 years and 5 months entitles him to a pension allowance of \$54.50 a month, effective January 1, 1928.

WILLIAM GREENE HAYNES, warehouse clerk, Monett, was retired December 31, 1927, due to his having reached the age



W. G. HAYNES

limit on December 13, 1927. He was born December 13, 1857, in Barry County, Mo. His father was a farmer, and he attended the school near his home. He worked on a farm until he was 25 years of age, when he engaged in the grain and wheat business at Purdy, Mo. On April 6, 1904, we was employed by the Frisco at Monett as a trucker. In November, 1880, he was married to Carrie E. Shepard of Pierce City, Mo., and to them were born five girls and four boys. One son, Maurice H. Haynes is a Frisco brakeman, and Mrs. Haynes and three children are deceased. Mr. Haynes resides at 708 Euclid Ave., Monett, Mo. Continuous service of 23 years and 8 months entitles him to a pension allowance of \$25.10 a month, effective January 1, 1928.

In Memoriam

THOMAS EDWIN FOUNTAIN

THOMAS EDWIN FOUNTAIN, pensioned crossing watchman, died at Weslaco, Texas, on February 3. He was born October 25, 1859, near Joplin, Mo., and entered the service as a section laborer on the old Kansas division in January, 1878, and worked as such until September, 1879, when he was promoted to the position of section foreman. He remained in that capacity until he was made extra gang foreman in July, 1890, becoming later B&B carpenter, then bridge inspector and finally roadmaster at Enid, Arkansas City and Hugo. He served in that capacity until February, 1920, when he was made a crossing watchman, serving as such until April, 1920, when he was retired due to disability. His pension allowance was \$59.10 a month and up to the time of his death he had been paid a total of \$5,437.20.

ELMER E. JAQUAY

ELMER E. JAQUAY, boiler foreman of the Fort Scott, Kansas, shop of Frisco Lines, died on January 25, from injuries received in an accident, January 22. Mr. Jaquay was at work on Sunday morning, January 22, and at noon went on train No. 102 to Kansas City to visit his daughter and while crossing the intersection of the streets at Troost and Thirteenth, was struck by a street car. He was taken to the Research Hospital and physicians found he had suffered a fracture of the skull. He did not regain consciousness and died January 25, at 10:40 p. m. Mr. Jaquay was born at Warrens County, Penna., January 10, 1864, and came to Kansas with his parents at the age of 7 years. He began his services with the Frisco in 1903 at Springfield, in the capacity of a boilermaker. He learned his trade with the Santa Fe at Topeka, Kans. Mr. Jaquay was a member of the Ben Hur Masonic Lodge of Argentine, Kans., and funeral services were held at the Blue Lodge Temple, Ft. Scott, Kans. Approximately 1,000 people gathered to pay tribute to the memory of this esteemed man, many coming from Springfield, St. Louis and Kansas City.

Interment was made at Evergreen Cemetery.

FRANCIS MARION BAITY

FRANCIS MARION BAITY, pensioned passenger brakeman, died at the home of his son in Fredonia, Kansas, on February 4. He was born at Xenia, Clay County, Ill., on August 1, 1853, and was retired and pensioned under the retirement rules on August 31, 1923, with 33 years and 10 months continuous service. His pension allowance was \$38.35 a month and the total amount paid him while on the pension roll was \$2,032.55. He entered the service as a caller at Springfield in October, 1889, and served successively as caller, porter, passenger brakeman and train baggageman on the Kansas, western and northern divisions during his period of service.

LEO STERNBERG

LEO STERNBERG, expert Frisco machinist of Memphis, Tenn., died while at Mayo Brothers Clinic, Rochester, Minn. Mr. Sternberg was well known over the entire system. He was forty years of age, having come over from Germany at the age of 19. He entered the Altoona Shops of the Pennsylvania Railroad and learned his trade, and came with the Frisco in 1923. He worked at the south side shops, Springfield at first, and in 1924 was transferred to Chaffee, Mo., and in

1927 to Memphis. He was the only member of his family in the United States, and had not heard from his family in Germany since the World War. He was buried in Springfield, Mo., Sunday, February 19.

CHARLES A. M. EDWARDS

CHARLES ALONZO MILTON EDWARDS, 70 years old, retired Frisco engineer, died January 23 of suffocation when fire swept the second story of his home at Chaffee, Mo. His wife was visiting in St. Louis at the time. He was born in London, England, January 19, 1858. He began his railroad career as an engine wiper with the Iron Mountain Railroad, and was made an engineer about 1890. He entered Frisco service in 1903 as a hostler at Pochahontas, Ark., and later that year became an engineer.

BE LOYAL TO THE BOSS

(Sent in by E. E. Harvey, Agent West Fork, Ark.)

Be loyal to God and your country,
To your innermost self be true,
But don't forget, there's another debt,
To the Boss be loyal, too!

He has paid for your time and your labors,
You have given your promise to work;
It's up to you to be honest, true,
And it's hardly the square thing to shirk.

It's easy to knock down the minutes,
To clip off an hour here and there,
And none may know you are doing so,
But ask yourself, now, is it fair?

He has taken you as his servant—
Stenographer, bookkeeper, clerk—
He expects from you what you're paid to do—
To be loyal to him and to work.

Would you cheat playing cards, dice,
or checkers,
Deceive any man in a game;
In a moment rash steal jewels or cash
And think you were never to blame?

Most certainly not! You'd assure us
You're honest, you'd proudly say;
Yet men like you who boast proudly,
too,
Will do down the boss every day.

It's cowardly, despicable, yellow;
And a man is a thief, no less,
Who would steal or rob when upon
the job,
And boast of his faithfulness.

So be loyal to God and your country,
To your innermost self be true,
But don't forget there's another debt,
To the Boss be loyal, too!

—Edmund Leamy.



The TWILIGHT HOUR

A Page Just for Children



Jimmy and the Russian Wolf Hound

LADY PATRICIA was a beautiful, big, white, Russian wolf hound. But Lady Patricia was an orphan, and the saddest kind of an orphan. She was once owned by a very rich, old man who loved her dearly. One day he died, and the relatives, left to dispose of his property, did not like dogs, and Lady Patricia was sold to a man who owned a dog shop!

It was a great contrast, that noisy shop with dogs, and parrots, and monkeys chattering all day. At first life hardly seemed worth living, and it all grated on her finer senses. She howled a bit, and each time the door opened and a purchaser came in she scanned the face of the new arrival, hoping that one of her old friends had come to claim her.

She was so immense that the dog store man placed her in his window. Here she stayed, day after day.

When no one came to claim her, she became used to the humdrum life, and took little interest in what was happening. She would lie, with her great long nose on her paws, and stare into space. Her eyes, so full of expression, gazed out into the street, with its swarming crowds, and she would heave a great sigh and revel in the memories of her past life.

Jimmy Baker was an orphan, too, and he lived with his grandmother. Grandmothers were fine, but mothers were just a little better, and Jimmy often longed for that mother love which he had known such a short time.

This longing made him receptive to the least attention. It made him kind and generous.

He sold papers near the dog store, and as he passed the window each night, he would pause for a moment, to see what was on display. For a week he had noticed Lady Patricia, lying in one corner, seemingly unaware of the confusion outside her window—street cars lumbering by, trucks and motor cars whirling each way. He longed to pat her on the head.

One night she was lying with her head in the corner of the window facing the street. She looked up, just as Jimmy approached the window. He placed his dirty, chubby hand on the

pane. For a moment she stared at him. Could someone actually know her? No, she reasoned, she had never seen this little fellow before, but she placed her nose on the glass. Jimmy was delighted, and smiled. She raised her ears a bit, and then when Jimmy passed on, she gazed after his retreating figure until he was out of sight.

The next night, when Jimmy paused, she showed more interest in his presence outside her window, and it wasn't long before she began eagerly to watch for his coming.

It seemed that nobody in that whole, big city wanted a Russian wolf hound, and Jimmy was glad that they didn't, for there had sprung up between them a friendship. He hardly dared let himself wish that he owned her—she must cost great stacks of money—and of course, some day, some rich man would come along and buy her. One day he did go in and ask how much the dog store man wanted for her, and he just laughed and patted Jimmy's head, and said, "Oh, a lot, sonny, fifty dollars!"

Jimmy was lustily shouting the news and selling his papers when a big car drove up to his stand. The back door swung open and the most beautiful lady Jimmy had ever seen leaned over and asked for a paper. Jimmy jerked one from under his arm and handed it to her. She gave him a quarter and as he reached to get the change she said: "Never mind the change, little man, just keep it." Jimmy thanked her and, as the car rolled away, he saw, lying in the street, a mesh purse. Quickly snatching it up he ran after the car, but he was too late. But it did not move too rapidly for him to get the license number.

That afternoon, with the aid of the cop on the beat, Jimmy learned where the beautiful lady lived, and in the evening, when he had finished his work, he washed his face, smoothed his hair and boarded a street car which would convey him near her home. He timidly rang the door bell, and when he informed the maid that he wished to see the "lady of the house" and that he had found her purse, he was told to wait in the hall.

Soon after his arrival had been announced, the beautiful lady came down the stairs. She went over to Jimmy and took his hand.

"I came to bring your purse," he said.

"Why—I'm very glad," she said, "I knew I lost it, but I would never have thought of losing it near your stand. You're an honest little boy to bring it to me. How did you find out just where I lived?"

"I asked the cop to help me find out who owned the car—I ran after you till I got the license number. I'll be leavin' now, because I told my grandmother I'd be right back," and he shyly started toward the door.

"But isn't there always a reward for honesty?" said the beautiful lady. "Suppose I take you home!"

Jimmy mumbled his delight. A ride in the big car! His little heart beat wildly.

On the way home they chanced to pass the dog store and Jimmy just unconsciously said, "Lady's still awake!"

"Lady?" said the beautiful lady.

"Oh, yes, the big wolf hound. We're good friends. We know each other 'cause I pass here every night on my way home just to see her. She's a fine dog, and—well, maybe you'd like to buy her. I hate to see her sold, but I'd like for you to have her," he said.

The next evening Jimmy, after closing up his little stand, walked slowly up the street and paused in front of the dog store. Lady Patricia was gone! He rushed inside and asked the man in quick sentences when she had been sold, who got her and all the details. But the dog store man only smiled and said a lady got her that afternoon, but he didn't recall her name.

Jimmy walked slowly out of the store, and just as he stepped outside, there stood the beautiful lady with Lady Patricia on a leash. Jimmy stopped and stared! The beautiful lady handed the leash to him with the simple words, "She's yours, little man. I know you'll be kind to her."

"Why—why—oh! you don't mean she's mine—why you bought her!" he said, as tears streamed down his face.

"Yes—but I bought her for you."

March Pictures of the Frisco Children

Top row: J. M. D. Pratt, son of Gould Pratt, section foreman, Arcadia, Kans.; Glen Corn, 16 months-old grandson of Philip Corn, section foreman, Willow Springs, Mo.

Second row: Bobby Edward, 9-month-old son of R. E. Meadows, platform foreman, Cape Girardeau, Mo.; Mellidge Newton, 6-month-old son of Mr. and Mrs. Mellidge Newton of Wichita, Kansas, and great-great-nephew of James D. Newton, passenger engineer, central division; Donald Ray Duckworth, 9-month-old son of fireman, Sapulpa, Okla.

Third row: Zo Ann Lind, 4-month-old granddaughter of C. L. Mahan, general foreman, B. & B. department, Ft. Smith, and Jack Sprouse, 5-month-old son of Elton Sprouse, stock clerk, store department, Ft. Smith.

Fourth row: Marie Frances Toler, age 9, and John V. Toler, age 6, children of J. W. Toler, Pullman conductor, trains 15 and 4, and the three sons of Horace H. Gray, car repairer, Mo. net, Mo.

Fifth row: Macine, age 4, and Evelyn, age 2, children of Olan Bull, machinist, north roundhouse, Springfield.

Sixth row: Sephronia Mae, age 4, and Hazel Pearl, age 2, daughters of L. A. Burris, car repairer, Wichita, Kans., and Charles and George Everett, with their father, who is foreman, Frisco Lines, St. Clair, Mo.

she said.

Jimmy walked slowly toward the dog, and when he had touched her head to find out if she were really real, he fell on his knees and with his arms around her neck, sobbed and cried for sheer happiness.

When the beautiful lady had picked him up from the walk and wiped his tears, she bundled both Lady Patricia and Jimmy in the big car and it rolled away.

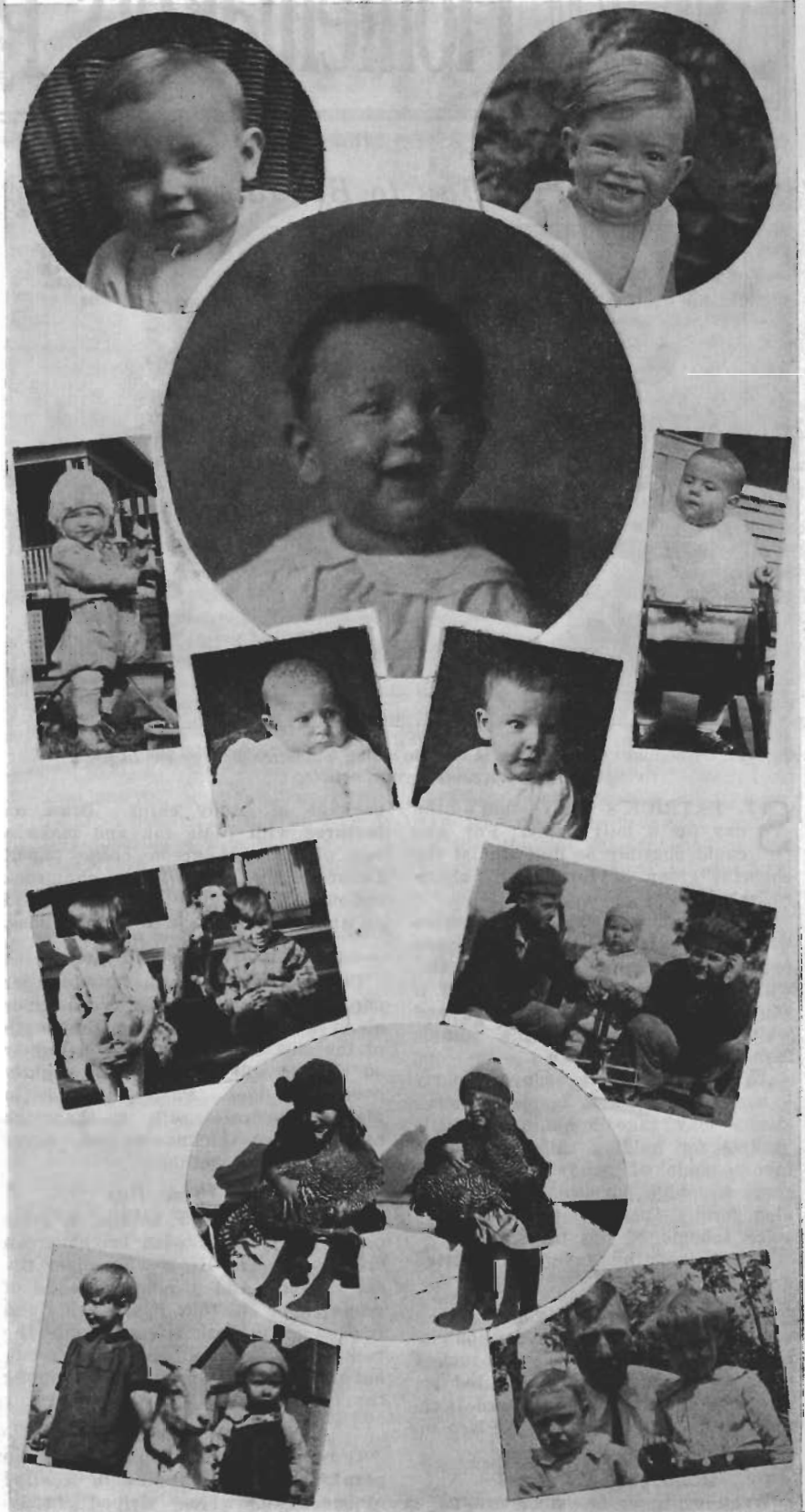
When the big coop asked the new boy on the corner what had become of Jimmy, he said, "Aw, some swell dame come and adopted him and that big Russian wolf hound in the window. Gosh, some folks have all the luck. Aw well, maybe it was comin' to him—he was a good kid."

Father: So the teacher caught you using a bad word and punished you.

Tommy: Yes, and she asked me where I learned it.

Father: What did you tell her?

Tommy: I didn't want to give you away, Pa., so I blamed it on the parrot.—Boston Transcript.





Homemakers' Page



MISS LORETTO A. CONNOR, Editor

The Day to Be Gay



Directions for making these attractive novelties are given in the accompanying article.

ST. PATRICK'S DAY—that's the day for a jolly party. For who could possibly be dull amidst the cheerful green of the Irish shamrocks?

You can make your table festive with inexpensive decorations of crepe paper. The room decorations, too, will take on a festive appearance if you will decorate it with green and white crepe paper in some simple fashion.

An important part of every party is some sort of clever favor that one's guests may take home. Gay little baskets for holding salted nuts and favors made of candy and cut-outs serve a double purpose, because they also form a part of the decorative color scheme of the table.

The interesting favors illustrated are easy to make.

Paddy Patty

A peppermint patty is the foundation. Fasten a piece of a green tuckered streamer around the white fluted paper case and stick a cardboard Irishman cut-out in the middle. Place on a shamrock cut-out.

Candy Doll's Head

Wrap white crepe paper around a

package of candy chips. Draw on features with India ink and make a cap of emerald green crepe paper. Decorate the cap with a shamrock cut-out. Then glue the doll's head on another shamrock to form a base.

Shamrock Serving Cup

Cover a plain white fluted paper cup with a strip of green crepe paper about an inch wider than the depth of the cup. Stretch it around tightly so that it will be drawn in slightly over the edges. Paste the ends in place. Decorate with a shamrock made of two thicknesses of silver paper pasted together.

Irish Prize Box

Wrap the box for holding a prize or a few bonbons with bright green crepe paper and tie it with silver tinsel ribbon. Add a pompon made of crepe paper cut four inches wide and fringed along both edges. Paste the pompon to the box and paste a cut-out of boy and girl upright among the fringed edges.

Candy Girl

Draw a face with India ink on the paraffine paper wrapping of a stick of green and white striped candy.

Fasten a bit of a tuckered streamer around the top and then trim the "hat" with a shamrock seal.

Shamrock Sandwich

A few sticks of candy, a sandwich or a piece of cake wrapped in paraffine paper make the "filling" spread between two shamrock cut-outs. A bit of light green ribbon holds them together.

WASHING YOUR HAIR IS REALLY AN ART

Now that bobbed hair is so common that every old-fashioned husband dreads to open the door at night for fear his wife has at last succumbed to the lure of attractiveness, hair washing has become a much more important duty than ever.

Bobbed hair must be treated to a wave, a marcel or something of the kind occasionally. These treatments are expensive, and few can afford to have them without first treating their hair at home so that the wave or marcel will remain.

Greasy or oily hair is difficult to manage. A wash or a shampoo usually leaves a filmy curd of soap sticking to the individual strands. Even when constant rinsing apparently removes this curd, enough will be found by the hair dresser to make her task a difficult one. A hundred rinses in clear water will not remove that objectionable film.

It is not necessary to purchase any cosmetic or preparation for the hair rinse. Nature has provided one that cannot be beaten in the little lemon. The mild acid removes the curd, and after a final rinse in cold water and a drying, the hair will be ready for any expensive treatment.

Merely add the juice of two lemons to a washbowl of water, rinse the hair thoroughly in the solution, follow this by a rinse in cold water, and the hair is absolutely clean.

Old Lady: "Young man, how long does the next train stop here?"

Station Agent: "From two to two, to two-two."

Old Lady: "Well, I declare! Be you the whistle?"—Capper's Weekly.



We All Know It!

"One half the world is ignorant of how the other half lives."

"Not in this town!"

The Younger Generation

Photographer, (making portrait of charming little girl): "Now look this way and you'll see a pretty little dicky-bird come out."

Little Girl: "Oh don't be ridiculous. Expose your plate and let's get this over."—(London Passing Show).

Which!

"I've driven this car six years and never had a wreck."

"You mean you've driven that wreck six years and never had a car!"

Equal Terms

"So you saw me kiss your sister last night, did you? Well buddy, say nothing about it. Here's half a dollar."

The young brother pocketed the coin and then handing the young man a quarter, he added, "and here's your change, sir. One price to all is my motto."

Shocking!

"Where is your doll, dear?" the family visitor asked the modern young miss.

"Oh", said the child, "the boy next door has the custody of the doll and I'm awarded three lollipops a week alimony."

An Optimist

An optimist is a tourist who starts out with poor brakes, no spare, and a knock in the motor, and who wires 250 miles ahead for hotel reservations.

Speed

In a contest in dressing for speed, a Chicago girl won in forty-five seconds. What could she have been putting on the last thirty seconds?—Los Angeles Times.

Which Way?

"I'll have lamb chops with potatoes, and have the chops lean."

"Which way, sir", asked the waiter.

A Gentle Reminder

A pedestrian, bumped by a taxicab, found himself lying in the street directly in the path of a steam roller.

"That reminds me", he cried. "I was to bring home some pancake flour."

There Was Once a Girl Who Said—

"I shall never marry a man who smokes tobacco in any form."

Her husband is wedded to a pipe.

"All I care about it is intellect."

She married a prize-fighter.

"Give me a successful business man."

She married a poet.

"If a man is just and honest, it is all I ask."

She married a swindler.

"After all, money isn't the only thing."

She married a millionaire.

"These bookish men are such awful bores."

She married a popular novelist.

"I don't believe in divorce."

She married a film star.

"I can't stand these big, brainy men who know everything."

She married me.

—London Opinion.

Plausible

"We're going to get a baby brother at our house today", remarked the small sister to her teacher.

"Why, how do you know?"

"Because yesterday mother was sick and we got a baby girl, and today Daddy's sick."

Aw!

"Say Jimmy, what's the new baby at your house, a boy or a girl?"

"Aw, it's a girl—I saw 'em putting powder on it."

I'll tell you what real poverty is: It is never to have a big thought or a generous impulse. —(Tom Dreifer).

Some people are like price lists—you have to know what the discount is on what they say.

—(Book of Smiles).

A man writing to the Baltimore Sun says that, barring her footgear, the costume of the girl today can be sent through the mails for four cents, and danged if some of the gals don't almost look as if they were on their way BACK from the post office.

Warning

"Hey Mike", said a workman to the other atop, "don't come down on that ladder on the north corner, I took it away."—(UP Mag.)

The increasing number of daylight robberies indicates that bandits, as well as doctors, like to spend a quiet evening at home or the movies now and then.

Talk about optimists! We have just read that membership cards are still held and dues paid by more than 36,000 ex-bartenders!

Truthful

"Doctor, why does a small cavity feel so large to the tongue?"

"Just the natural tendency of your tongue to exaggerate, I suppose."

—(L. & N. Mag.)

Too Patriotic

"Mother, make Jane quit singing."

This gentle command came for the second time from upstairs, where Jimmy and Jane were supposed to have been asleep.

"Jimmy, pay no attention to Jane. Be a little man and go to sleep," answered mother.

"I am a man, mother. Jane keeps singing 'Star Spangled Banner', and every time I have to stand up."

—Indianapolis (Ind.) News.

A Small Meal

Wife: "I can't find my last year's bathing suit."

Husband: "Probably a moth ate it."

One Kind of a Tree

Mrs. Highest: "And what did you discover about your family tree?"

Genealogist: "I found that it was of the nut-bearing variety."

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

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Edited by WM. L. HUGGINS, Jr.

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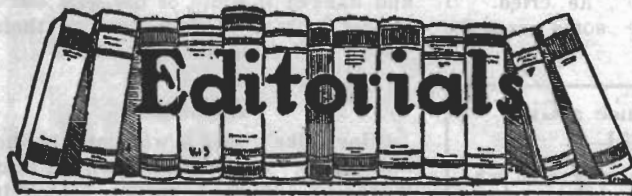
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MARCH, 1928

No. 6

**But It Can't Be Helped**

THIS might be headed "The Editor's Lament", but it isn't, because the ordinary or garden variety of lamenting is a temporary thing, and ours has become chronic about this time of the month. This is the time when magazine editors are busier than two one-armed paper hangers in an eight-room house, a general manager with three wrecks, and a road foreman of engines in the cab of a directors' special. This is the time when the ring of the telephone means either the printer calling for copy or proof, or the engraver verifying cut size markings—in other words, this is "make-up" time.

All of which brings us to remark that getting out a publication is no picnic. Neither is it a moonlight ride with the best girl in a roadster with the top down. Nor yet is it a lazy day in June under tranquil skies in the country.

Viewing the situation with the jaundiced eye of any editor, anywhere, at "make-up" time, we make a few observations.

If this issue contains jokes, some folks will say we are silly. But if it doesn't, others will say we are too serious.

If we publish a quantity of original stuff, they say we lack variety. Yet, if we publish things from other papers, we are accused of editing with a "scissors and paste pot" and being too lazy to write.

If we don't print all contributions, we don't show proper appreciation, and if we do print them, they say the paper is filled with junk.

Like as not, some fellow will say we purloined this from some other paper.

We did—and we thank him.

Some Splendid Records

THIS editorial isn't written with the idea that it is necessary to direct the attention of any Frisco employe or officer to the fact that 30,000 of our workers are striving steadily and earnestly to improve the service given by this company. All Frisco people know that. But it is the editor's hope that the vast army of shippers, who use Frisco rails, read this editorial in their March copies, and also read the news stories from which the editorial is written.

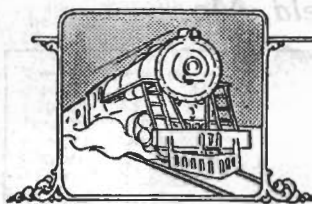
There is no better barometer of increased business efficiency on a railroad than the freight loss and damage and rough handling records. It is there that the co-operation of train and yard crews and loading platform workers—a large part of our Frisco army—is reflected.

During 1927, then, let it be known, those workers on this railroad reduced the number of freight cars damaged by rough handling by 35 per cent. Other decreases, all reflected from this figure, include a decrease of 15.9 per cent in the amount of total damage, an 11.90 per cent decrease in the amount of damage per car handled, and an increase of 46.1 per cent in the number of cars handled per car damaged.

That splendid record took thought, intelligent handling, hard work, and 100 per cent co-operation from all men who came in contact with moving trains, and that embraces the activities of a tremendous percentage of the total number of employes.

In addition to that splendid record, the eastern and western divisions of the Frisco handled 79,602 cars during January of this year without damage to a single car, the Springfield and Tulsa terminals paired off this remarkable record by handling 128,169 cars during that same month without damage to a car of the lot.

Another story in this issue quotes Superintendent of Transportation Doggrell on the excellent records being made in the handling of foreign equipment in avoidance of per diem—handling which moved these cars at the splendid average of 114 miles a day. That saves many per diem dollars for Frisco Lines, but it also expedites service to the shipper. And that is good railroading.



The FRISCO MECHANIC

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



ELECT ADVISORY BOARD

By the time the March issue of the *Magazine* is off the press the convention of delegates called to re-elect the advisory board will have been held, according to Frank Junkins, General Chairman System Board, Frisco Association of Shop Crafts. Each division and Springfield were represented by seven men, making a total of seventy delegates.

This meeting will be the second one held since the board of adjustment was organized two years ago under the provisions of the Watson-Parker labor law. It is said that neither the railway nor the shop employees ever have had to make an appeal to this board since its conception two years ago. Board is composed of fourteen men, seven elected by the shopmen and seven appointed by the railroad. Under provisions of the agreement creating it, the board is authorized to settle any disputes between the shopmen and the road, which cannot be disposed of satisfactorily by direct negotiations between officials of the road and the General System Committee of the Association.

The men who will come to Springfield will represent machinists, boiler-makers, blacksmiths, sheet metal workers, carmen, electricians and power plant, brown hoist and laborers, one man representing the last three named classes of employees.

The association members of the present Advisory Board, all of whom were elected in February, 1925, are: W. C. Bush, Springfield, who represents carmen; J. P. McNamara, Oklahoma City, who represents the electricians; J. A. King, Hugo, Okla., representative of sheet metal workers; H. W. Fuller, Enid, Okla., shop laborers; O. A. Kraft, Memphis, Tenn., boiler-makers; John George, Sherman, Tex., machinists, and C. H. Matthews, Monett, Mo., blacksmiths.

Reductions

Her husband came home a few weeks after the honeymoon and in distressed accents told his wife:

"I am terribly discouraged. My salary has been cut down 15 per cent."

"Never mind, dearie," said the bride, cheerfully. "All the shops are advertising perfectly lovely things cut down 25 per cent."



This pleasant group of shop men, lined up on the side of engine 1627, one January day while the engine was on the turntable near the roundhouse at Pensacola, Florida. Sleeves rolled high, and the lack of overcoats and sweaters, gives one a feeling that the weather is beautiful and mild.



Employees of the mechanical department Frisco Lines at Pensacola, Florida, have safety slogans before them constantly.

The one pictured above "Don't get careless—Keep safety in your mind always", appears on the tank beside the mechanical department properties.

ANOTHER HANDLING RECORD

The roundhouse force at Springfield, Missouri, made an excellent record in the handling of engines the night of January 29. From 6 o'clock p. m., until 7 o'clock a. m., twenty-three road engines and seven switch engines were handled.

This fine record was made under the supervision of Cliff Keiser, general night roundhouse foreman, and James Miscampbell, assistant night roundhouse foreman. Much credit is due James Bass and Loma Abbott, hostler and helper on the second shift; also John Avers and Lester Keithley, hostler and helper on the third shift, for the rapid handling of these engines. When one considers that these engines were all coaled, watered and sanded, in addition to the numerous "spots" and moves made necessary by the mechanics working on engines and that no extra help was employed whatever, this is a record of which that department is very proud.

Teacher: "Now, children, what is 'above par'?"

Johnny: "Please, sir, Ma."

—Montreal Star.

The program started by a business meeting of the Monett Commercial Club.

After this short business meeting, we were served a supper. About four hundred were in attendance at this supper. After the supper Mr. Wm. V. Huggins, editor of the magazine, gave a very interesting talk on the Frisco Clubs.

Mr. Mills, head of the accident prevention department, also gave an interesting talk; an orchestra composed of Monett school children, lead by Miss Louise Bean, gave several selections; Mr. "Skeeter" Palmer of Springfield, gave a medley of popular songs on the piano; Miss Marie Campbell of Monett, gave two vocal solos; Mr. Fred Theis and Albert Weaver of Springfield gave several selections of old time music on their violin and guitar; Mr. Thos. Frezzel of Springfield, gave a violin solo; Master Gilbert Weston of Monett gave a very good reading; this was followed by another very good reading by little Miss Shirley Mustang.

What seemed to go over biggest was The Paramount Quartet of Springfield.

Mr. H. Coffman, general foreman of the car department, gave a bass solo.

Mr. Coffman also informed us that our coach would be brought back to Springfield on "The Meteor", instead of No. 6. This gave us another hour to stay, which pleased us very much, because a dance followed the program.

The music was furnished by an orchestra from Pierce City, Mo.

Ask Bill Gooch if he likes to dance. He surely does, because coming home on the train, music furnished by Fred Theis and Albert Weaver got the crowd to dancing, and Bill Gooch was the first to hit the aisle. Part of the crowd formed in one end of the car and listened to the Brakeman recite poetry. This was very interesting.

"The Meteor" brought us to town in thirty minutes.

Homer Kerr of the south shop, is driving an Oldsmobile now.

Mrs. W. A. Stewart, wife of machinist W. A. Stewart, spent two weeks visiting in Independence, Kansas and Joplin, Missouri.

Claud Massey of the machine shop, drives an Overland sedan now.

Enid Shop Forces in Vocational Classes



The shop forces of Enid are taking advantage of the vocational training classes conducted at the Enid High School. The accompanying picture is of the class on the Walschart Valve Gear and Interstate Safety Appliances and is composed entirely of Enid shop men. The class is sponsored by Mr. T. E. Giddens, machine shop foreman.

The men in the picture are, reading from left to right, back row: Earl Young, blacksmith; Dick Jones, boilermaker; B. O. Gibson, apprentice; John Poling, machinist; William Phillips, general foreman; M. L. Graves, night round-house foreman, and T. E. Giddens, machine shop foreman.

Center row: Grover Meyers, machinist; William Cooper, machinist; H. L. Cummings, helper.

Front row: Tom King, locomotive carpenter; Otis Cobb, air man; Asa Vion, engine inspector; J. R. Pritchett, machinist; Charles Carver, machinist and T. E. Carter, air man.

Frisco Association Auxiliary at Chaffee, Mo.



Officers and members of the newly formed auxiliary to the Frisco Association of Metal Crafts and Car Department Employees of Chaffee, Mo., appear above.

They are, reading from left to right, (seated): Mrs. Richard Ahlstead, past president; Mrs. Lizzie Bienert, president; Mrs. John Ponders, vice-president; Mrs. John Sheeley, chaplain; Mrs. Armon Peer, secretary; Mrs. Robert Mathis, treasurer.

Standing: Mrs. George Morie, conductress; Miss Bernice Bienert, conductress; Mrs. Morrol Lyle, guard; Miss Ruth Lyle, drill team captain; Mrs. Ivas Hamilton, trustee; Mrs. Pierce, trustee; Mrs. Rose, trustee; Miss Leona Bienert, musician.

Virgil Johnson had a little smashup with his Ford sedan the other night. From the way Thos. Reynolds looked when he appeared at association meeting, it must have been quite severe.

Local No. 1 had a regular business meeting January 27. Local No. 1 still going strong, taking six new members this meeting night.

The Ladies auxiliary served refreshments after the meeting. Tickets were sold on chances for a quilt.

The P. & P. Club met at Mr. E. E. McMahan's home February 4.

Mr. J. C. Evans of the south tin shop is building a new home on East Monroe Street.

Mr. Hazel Fitzpatrick and wife gave a dance at their home on College street. Their guests were: Mr. and Mrs. Jess Potts, Mr. and Mrs. E. McMahan, Mr. and Mrs. Keltner and daughter of Nixa. Mr. Paul Preston, Dr. Landrum, Sr. and Dr. Landrum, Jr.

Mrs. Paul Preston and son were visiting Mrs. Preston's father and mother-in-law recently.

Local No. 1 met February 10, at the hall, 214½ East Commercial street. A large crowd attended. Two new members were taken in.

Mr. Ryan gave a talk about the accident prevention rally to be held February 24.

Mr. Harry Harrison gave a very interesting talk on safety first.

The meeting adjourned early and met with the Ladies auxiliary, who served coffee and sandwiches.

"Uncle Bill" Nobles is back on the job feeling fine, he says. We sure do miss our hot water when Uncle Bill is away.

Clarence Doran and family have moved from Nixa to Springfield and are located on North Nettleton.

Mr. Rotterman of the tin shop says he is going to try manufactured teeth now.

Mr. Couch of the south shop is in the hospital.

Malcomb Doran of the south machine shop is driving a Maxwell now.

H. Smith, the two to ten engineer in the power house, is back on the job after two weeks' sickness.

Mrs. Scott Pimberton has been visiting her brother, Hugh Doran for the past few days.

The Local met Friday, January 13. The first meeting of the year. There were some two hundred members present. This was a very interesting meeting as several good talks were made. The principal one by general chairman, Mr. Frank Junkins. An entertainment, refreshments and radio program followed the meeting.

NORTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

When are the magazines coming?—is a question that is asked by many along about the first of every month, but the wording is now changed to, when is the Magazine coming? This new question is prompted by the removal of so many departments to Springfield from St. Louis that many of us are hoping that we will have the pleasure of welcoming the magazine to the center of the system real soon.

A great number of the roundhouse employees went to Monett the evening of January 25 where they attended the open house meeting of Local No. 6, F. A. M. & C. D. E. They reported a good time.

Mildred, the three year old daughter of Wesley Kimble has recovered from a very severe attack of scarlet fever. Mr. Kimble is employed on the third shift boiler force.

Mr. and Mrs. George Cole have the sympathy of the roundhouse employees in the loss of their infant daughter, whose death occurred February 11. Mr. Cole is employed on the third shift boiler force.

Raymond Ellis, has finished his machinist apprenticeship and has been assigned to extra work in the roundhouse.

Joe Wall, outside hostler foreman, on the night shift, is spending a sixty days' vacation in sunny Florida.

Herman Andries, machinist, on cab and stoker work, is back with us again after several days spent in Tulsa, Oklahoma, visiting relatives and friends.

Olan Bull, our chicken raising machinist is going to demonstrate that bables other than baby chicks can thrive on his place west of town, having been made the proud daddy of a nine and one quarter pound boy, named Charles Olan.

Gaylord "Dutch" Dodsen, crew caller, is starting a herd of milking goats, having secured two high-producing goats and is expecting to secure more in the near future. John Avers, hostler, and Don Monroe, engine watcher, are assisting him and claiming that the milk is of the highest quality, basing their claims on the fact of having used it for some time.

Ray Jackson, boilermaker, has returned to work after a three weeks' siege of tonsillitis.

Edgar Jackson, machinist, was off several nights recently on account of the death of a niece, of Lebanon, Mo.

LOCAL No. 32—NEWBURG, MO.

ED. F. FULLER, Reporter

R. D. Wilson, car foreman, is driving a very late model Oakland sedan.

Mr. Clarence Woodall, of the storeroom, was in Springfield, February 12. Mrs. Woodall was called there on account of illness of her father.

S. E. Fellows, storekeeper, attended a storekeepers meeting in Springfield, February 16.

J. M. Davis, dispatcher, was in St. Louis, attending the Automobile Show, February 7.

Miss Almeta Watts, daughter of assistant superintendent, who is attending Teachers College at Cape Girardeau, spent Sunday recently with her family in Newburg.

Bumping is the order of the day at the station and yard office. We see new faces most every time we pass by.

A brother of S. F. Furst, of the storeroom, from Kit Carson, Colorado, is visiting here.

Pete Guffey, of the storeroom, is driving a Ford.

Local No. 32 met Tuesday, February 7. After the business meeting, Len Cook and O. G. Brammel donated some good string music to the assembled.

Bernard Hendrix, supplyman, visited home folks at Conway recently.

Albert McDonald, third class machinist, is driving a new Chevrolet coach.

W. H. Owens, locomotive carpenter, visited home folks at Rogersville recently.

Local No. 32 held a special meeting January 25, 1928, for the purpose of electing a delegate from each craft to go to Springfield for the convention.

Geo. W. Turner, third class machinist, is back at work after a siege of the mumps.

A. E. Canary, hill engineer, is the owner of a new light Buick sedan.

Tim Fite, laborer, visited friends in Conway recently.

Orville Fite and wife are spending their honeymoon in Kansas City and Lebanon.

Harvey Green, grease cup man, went to Conway recently.

Elmer L. Dillon, locomotive inspector, and wife, visited in St. Louis one day recently.

Chesley Looney, stenographer and wife, spent a Sunday evening in St. Louis and heard Billy Sunday.

LOCAL No. 8—ENID, OKLA.

H. H. FULLER, Reporter

Mr. and Mrs. B. G. Adams spent a week recently in Springfield, visiting friends and relatives. Mrs. W. H. Venable, of Hickory Ridge, Arkansas, is visiting her son, Tom Venable, assistant foreman water service. Mr. Arthur Shaffnitt, car foreman and wife were called to Kansas City recently account of death in Mrs. Shaffnitt's family.

M. V. "Fat" Wilkerson, lathe man in machine shop has left the service. He has accepted a position with The Franks Machine Shop. Our best wishes go with him in his new work.

Born to Mr. and Mrs. C. W. Maddox, a bouncing baby boy on January 16, whom they have named Aldon Jack.

Mr. Frank Junkins, general chairman, paid this local a visit on Monday evening, January 16. We are always glad to have Frank with us, as he always has a message of good cheer and helpfulness for us.

Bill Messer, store room counter man who has been off sick for the past six months, was shaking hands with the boys one day last week. Bill thinks he will be on the job March 1.

General Foreman Phillips is very much elated over the fact that there has not been an accident among the locomotive department employees since December 4, 1927. We believe this is a record, but there has been a number of accidents in the car department, and this keeps our standing low in the contest for the accident prevention cup.

Mr. John Polling has bid in job as lathe man, M. V. Wilkerson's vacancy.

Arthur Shaffnitt is sporting a brand new Nash sedan.

Mr. Carl Baker, machinist and Ray Shepard, machinist, were called to Oklahoma City on account of the sud-

den death of Mrs. Baker and Mr. Shepard's sister. Our deepest sympathy is extended them.

Charles Carver, machinist, has taken over the duties of instructor of class in machine shop practice in night school.

On Monday evening, January 27, the members of Local No. 8, staged another one of their pleasant dances in our rooms at Convention Hall. The dances are held every two weeks and are proving very popular, as they afford an opportunity for the different families to get together.

Another industry for Enid and located on Frisco trackage is a milk condensary. The De Coursey Creamery Co., of Kansas City has leased the Alton building and are installing machinery, preparatory to operating a first class condensary. They will employ a number of workers and a market for milk. We welcome them.

MECHANICAL DEPARTMENT THAYER, MO.

F. M. PEEBLES, Reporter

John Perrigo, boilermaker helper, has been promoted and transferred to second class at Memphis.

L. D. Davis whose position has been abolished for some time, has now been transferred to Birmingham as blacksmith.

C. A. Berry, roundhouse foreman, who has been sick for the past few days has again resumed duties.

Geo. Powell who has been on the extra list for some time has now a regular job as boiler maker helper.

Charles P. Evans, car repairer, died February 3 at the Government hospital at Silver City, New Mexico.

The deceased was a soldier in the World War, serving with the army in France, and it was while on duty he was gassed, which eventually caused his death.

The last work he did here was on March 11, 1927. He went to New Mexico, hoping that the change in climate would benefit him.

The body arrived on train 105, February 6 and the funeral was conducted from the home of his brother-in-law.

The Local American Legion Post of which he was a member, acted as an escort to the Cemetery, where, after the sounding of 'taps' he was laid to rest.

The deceased is survived by his mother and three sisters.

R. R. Holms, engine inspector is now sporting a brand new Whippet sedan.

Charley Cline, caller, was married to Miss Imogene Bell, of Mammoth Springs. We welcome you to the benedict class.

Howard Holms, engineer and son, Ralph made a trip to Springfield.

Rodney Wilcox has been appointed local store keeper in place of A. M. Burnum, who is still on the sick list.

On February 2 the metal craft and car department employees had a call meeting for the purpose of electing a president. This due to President L. D. Davis being transferred.

R. J. Sullivan, boilermaker, was elected president. It is to be hoped that all will take a more active interest in the meetings than we have been doing, as we can bring up many topics if in need of correction can be easily corrected, and this cannot be done if we all stay at home. So on our regular meeting night we hope there will be a large attendance.

LOCAL No. 18—BIRMINGHAM, ALA.

JOHN M. TILLERY, Reporter

We have just learned that Colonel Lindbergh has two rivals among our boys in the persons of Arthur G. Eitzen and Claude A. Edwards. These amiable young gentlemen, on a recent Sunday afternoon, visited the flying

field where a commercial flying company was taking passengers on an aerial joyride, and took a trip around over our city. Both report a very fine trip.

We have all been wondering where the big fire was, since machine shop foreman Tracy Miller is all dolled up in new overalls and new hat.

Mr. and Mrs. Arthur L. Williams announce the arrival of a baby boy, Rolf Morgan. Mother and son are reported doing nicely.

Forest E. Marlin, machinist transferred from Springfield, has been assigned to drop pit work. We extend him a hearty welcome to our shop.

Miss Etta May Paul, timekeeper in mechanical department, had as recent visitors, her sister, Mrs. L. E. Monroe, and her husband, Doctor Monroe, of St. Louis, who were enroute to New Orleans.

Rip track foreman, John L. Sullivan, and Jerry Sullivan, engineer, have had a very sad and far-away look on their faces for the past week or more. On inquiry we found the reason for it was that the management saw fit to move the big 160 ton derrick to Memphis in exchange for the smaller derrick previously located at that point.

Robert Marston, third-class sheet metal worker at night, and wife are the proud parents of a recently arrived son, Robert Junior.

We are very sorry to hear that the three year old daughter of O. S. Blanton, tank man on night shift, is ill with pneumonia. We hope the little one will have a speedy recovery.

Mr. L. M. Westerhouse, general foreman, recently attended the division accident prevention meeting at Memphis. We are striving and hoping for a no-accident month.

Mr. and Mrs. Fred M. Watson had as a recent visitor, Fred's sister, of Mobile, Alabama.

Mr. William C. Barr, chief clerk to storekeeper, wishes to thank the magazine for publishing his picture last month. We suggest that Mr. Cotterman see about his camera—it may be broken.

William L. Orr, supplyman, and wife, announce the arrival of a baby boy. His name has not been learned to date.

Mr. L. D. Davis, blacksmith, who has been stationed at Thayer, Missouri, for the past thirty years, has been transferred to the car department at Birmingham. We all extend brother Davis a hearty welcome to our shop.

Thomas E. Kelly, night boilermaker, was the unfortunate victim of a hit-and-run driver while on his way to work one day recently. Mr. Kelly is still confined to the hospital, but we hope to see him out again soon.

We have just heard that the company has scrapped engine 2005, the big mallet which stayed in Birmingham so long. Mr. Westerhouse, general foreman, and Mr. F. L. Cox, engineer, who ran the 2005, seem to be very much grieved over the matter.

Roundhouse foreman A. M. Askew has had as recent visitors Mrs. Askew's brother and wife, Mr. and Mrs. A. Miller of Washington, D. C.

We are very sorry to learn of the death of the infant son of machinist J. W. Drake, and we extend our heartfelt sympathy to the bereaved family.

Mr. Charles G. LeFevre, electrical supervisor, was a visitor at our shop last week.

The Frisco Employees Club has organized a smaller club known as the Pandora Dancing Club and Miss Mae Dudley, distribution clerk in mechanical department, has been chosen Miss Pandora. The Pandora Club is to give a dance for the Frisco employees following the "better business" banquet at the Highland Park Country Club, February 16.

Mr. B. G. Gamble, master mechanic, paid us a flying visit lately. We suppose he found everything in good shape, as he stayed with us only one day.

Fred T. Garrett, former Frisco man

who resigned last month, has been seriously injured and it is feared that he may lose the sight of his left eye.

Howard Poole, supplyman, who has been off for some time on account of an injured foot, is again able to work. We are glad to see Poole back on the job again.

Electrician Pete F. Crouch is boarding with G. E. Westbrook, our storekeeper. Pete says he went to take a bath the other morning when "Guy" came in—

"Got a requisition?"

"No."

"No requisition, no bath."

That's the way of a storekeeper.

Mr. Lawrence M. Broderick, third class sheet metal worker, has been off some ten days on account of a fall in which he wrenched his back. We're mighty glad to see you back, Tom.

WATER SERVICE DEPARTMENT SPRINGFIELD

CLAUDE HEREFORD, Reporter

Frank Lamar visited recently in St. Louis and Dixon. While in St. Louis he paid a short visit to our genial old friend Chas. Loague, who was transferred from here to that point last fall. Lamar reports Charley well and pleased with his new location.

Chancey Buckmaster went to Wichita during the illness of the regular pumper at that place.

James Blunt has been employed as plumber in this department.

W. E. Phillips, assistant foreman and Henry Potter made a trip to Aurora ground hog day on company business. This is not to insinuate that this was the only day they could venture out.

Wm. Marrs has stopped paying rent, having purchased a house and a complete new "outfit" of furniture. Since moving out of Chancey Buckmaster's neighborhood, "Bill" has had to put the old "Durant" back into service in order to ride to work.

Wm. Bailey, water service foreman on the Southern division, was in the office here recently.

Henry Potter reports fishing in the north side pond as being good.

Through D. C. Canady, water service repairman at Monett, the boys here were extended a special invitation to attend the open meeting and entertainment of Local No. 6 of the metal crafts and car department employees, at Monett recently.

We had all planned on going, but conditions so arranged themselves as to prevent our attendance, which was the source of deepest regret, especially after hearing about the big time they had.

With new departments being reported each month, our magazine is getting to be more like a letter from the folks at home.

Interesting family news and instructive and constructive articles and editorials are proving to be interesting reading as well as valuable information. Let's all read all of it each month.

Frank Lamar comes forward with what we believe to be the prize story of the month, to-wit:

It seems that the corn crop on Frank's farm, close to Hartville, was not up to standard the past season, being mostly small "nubbins", so he just left it in the field.

While down there last week he noticed the supply in the crib running low, so in order to have up enough feed to run three or four old cows, a couple of horses, a half dozen shoats and two or three hundred old hens the balance of the week, he just strolled down to the field and "shouldered" a nubbins and started back to the barn.

In some manner he stumped his toe and dropped the ear of corn, breaking

it and to his surprise two full-grown coons ran out the pith of the cob.

Now, honestly, don't you think that this entitles Frank to full membership in the "Ananias" Club? Who can beat it?

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Mr. and Mrs. J. B. Gilliam were called to Springfield recently on the death of Mrs. Gilliam's sister-in-law. We extend sympathy to them in their bereavement.

L. J. Leigh, assistant general foreman car department, is able to be back on the job after an enforced vacation of some thirty days' account having to undergo an operation for the removal of his appendix.

Sympathy is extended to James Bruce, boilermaker foreman, in his recent loss of his mother a few weeks ago.

Alvin Moline, price clerk in division storekeeper's office, recently enrolled for a course in the rate school, lately organized at Kansas City by a representative from Mr. Bernthol's office.

We are watching with a great deal of interest the reports of progress on the construction of the line to Pensacola, as we are anxious to go see our new deep-water port.

Persistence wins the day! At any rate Wayne Land has quit fighting the extra board and has finally "landed" a place in the regular ranks. Here's hoping.

We all nearly had nervous prostration while the contractors were rebuilding the smoke stack which had to be taken down in order to remodel the stationary boiler plant. It was rather creepy watching those men crawl around on the stacks after they reached a height of 100 feet in the air.

The ladies' auxiliary of the Sunnyland Club sponsored a dance at La Fiesta Hall on February 14. From all accounts they had a glorious time.

A number of valentines were received in the office around February 14. The receivers appreciated them but the senders forgot to sign their names. We have our own opinion, however.

F. S. Eldred, electrician foreman, reports his car broken into and his overcoat, also a robe stolen.

Mr. and Mrs. Jack Burch entertained a group of Frisco young people at their home a few weeks ago. A good time was reported. Refreshments were served late in the evening.

The office was brightened lately and fragrance permeated the air from roses which occupied a place of honor on Dorothy Johnson's desk. "We" certainly thank "him."

Catherine Welch's mother spent a week with Catherine recently.

Pauline—"Johnson, I have added up this column of figures 10 times."

Johnson—"That's fine."

Pauline—"And here are the 10 answers."

CAR DEPARTMENT MONETT, MO.

D. F. TOBIAS, Reporter

To you who were disappointed in not finding items under this heading in the February issue will advise that ye scribe was called home account of serious illness of the wife and failed to have them written or see that some one else wrote them for me. At this time am happy to report that the lady is considerably improved and desire to thank all those in Monett and Wilcox Springs who so kindly assisted and offered such as they were able in

Frisco Forces at Amory and Memphis Are V



MEMPHIS: 7—Office force of
Top row, left to right Samuel
and A. A. Loeffel, timekeeper,
Nichols, general yardmaster; M
clerk; M. O. Truitt, claim agent, an
6—Office force of the agent, M

steno-comptometer operator; Miss
steno-clerk; Miss Dorothy Johnson, machi
agent; Miss Elma Wright, comptometer o
Mildred Estes, waybill checker; Mrs. L. Len
Wright, receiving clerk; Theodore Birkner, r
clerk; Everett Hanover, receiving clerk; J. E. Geiger, receiving
Alessio, chief messenger; Chester Tapley, machine operator; Fred Kle
claim clerk; Oscar Townsend, general clerk; Gordon Robertson, cas
(wearing sweater), assistant warehouse foreman; Francis Walsh, b
ersley, bill clerk; R. L. Mackey, zone auditor; John Norman, demur
Johnson, chief bill clerk; Thad. P. Lockhart, accountant clerk; Dan
cashier-clerk; W. D. Welch, warehouse foreman. Fourth row, left
cashier; Willie A. Moore, route clerk; Fred Dobing, check clerk; H
rate clerk; Hiram Robertson, check clerk; William C. Hamilton, b
Humphrey, zone accountant; Edwin A. Elliott, accountant clerk; L
claim clerk; H. G. Snyder, station inspector; John A. Ladd, uncollec
man, and Clarence Maupin, check clerk. At left rear, standing on
and Joseph J. Spencer, balance clerk.

8—Office force of R. B. Butler, Memphis, superintendent of the
Ferguson, transit man; C. B. Callahan, trainmaster; H. F. Hastings,
superintendent; John Evans, B. & E. clerk; F. J. Walsh, chief tin
O'Donnell, timekeeper; C. H. Kline, car distributor; R. E. Flen
platform, wearing cap, J. M. Vandover, transit man. Second row
Mary Buhler, stenographer; Bertha Harris, general clerk; C. M.
telephone operator, and C. J. Andereck, clerk in the trainmaster's
Allen, timekeeper; Cozette Parker, 691 clerk; Katharine Surles
and Harold Taylor, file clerk.

9—Southern division accountant's force, Memphis. Back row
clerk; Oscar Townsend, general clerk; O. E. Reed, assistant bill
and voucher clerk; Elon Taylor, completion report clerk;
clerk; C. M. Quigley, travelling accountant, and M. E. Coleman
row, left to right: W. J. Kelley, construction accountant;
Scott, stenographer; F. C. Hughett, division accountant, and
Vashti Grimes, comptometer operator was not present.

10—Yard force at Memphis. Left to right: C. T. Moon
interchange clerk; I. J. Lewis, location clerk; R. E. John
man; C. McClure, clerk; W. O. White, pilot; H. B. Nichol
tower, assistant general yardmaster; W. J. Michel, assistant y
switchmen. In engine cab window is O. W. Vaughn, engineer.

AMORY: 2—Employees at the division office at Amory.
wire chief; O. E. Bradley, general yardmaster; John Rumse
Third row, left to right: John Kenramer, second trick oper
H. G. Dollahite, chief caller. Second row, left to right: Jo
Standing on ground and sidewalk, left to right: B. E. Camp,
assistant superintendent; Violet Goldsmith, steno-clerk; C
Collier, yard clerk, and C. C. Lowery, bridge inspector.

1—Store department employees, Amory. Back row, left
storekeeper, and J. C. Allen, clerk. Front row, left to right:

3—Car department employees, Amory. Standing, left to
parker; Melvin B. Lowe, car carpenter; William D. Tibbetts
left to right: Marshall J. Malone, laborer; Kelly Powell, car
Allison, car carpenter.

4—Yard force, Amory. Standing in engine gangway: J
der, W. F. Davis, switchman; standing on pilot, left to right,
and Claud Morton, yard clerk. Sitting on pilot: E. H. Glin
Davis, day engine foreman; Will Carter, switchman; Ceal Eul
hill, fireman; H. F. Collier, yard clerk; E. O. Broadway, gener
man; R. V. Cobb, engine foreman; C. L. Eddings, engine forema
man; H. G. Dollahite, day caller; D. S. Patrick, switch engi
man; L. G. Beckham, fireman; D. B. Jackson, caller; Tom
old son of H. G. Dollahite. 5—Daylight roundhouse force at

Visited by Frisco Magazine Photographer



Office force of E. E. McGuire, superintendent of terminals, Memphis. Standing on ground and first step, left to right: H. B. [unclear], Miss Johanna Welner, secretary; L. E. Thorpe, stenographer agent, and H. C. Barnett, chief clerk.

Front row, left to right: Miss Faye Barbee, [unclear]; Miss Virginia Griffin, secretary; Miss Pearl E. McCartney, [unclear], machine operator; W. F. Corkery, chief clerk; S. L. Oliver, [unclear] operator; Miss Rose Matoska, machine operator; Miss [unclear] L. Lenihan, steno-clerk. Second row, left to right: Curtis Birkner, receiving clerk; W. Y. Billings, assistant disposition [unclear]; T. E. Hanson; McBee binder operator; Louis [unclear]; Fred Kieffer and Howard Easley, messengers; Charles M. Davis, [unclear] cashier. Third row, left to right: Charles T. Johnson, [unclear] bill clerk; Willie Humphrey, switch clerk; W. J. Tankman, demurrage clerk; Joseph B. Wright, claim clerk; Ben C. [unclear]; Dan E. Creeden, chief disposition clerk; Thomas E. Bryant, [unclear] row, left to right: B. C. Scruggs (wearing light suit), assistant [unclear] clerk; Hugh Q. Flanigan, O. S. & D. clerk; Felix J. Wright, [unclear] bill clerk; James H. Brewer, check clerk; George R. [unclear] clerk; Louis Hanover, chief cotton clerk; L. W. Tankersley, [unclear] clerk; Joseph L. Fazzl, inbound warehouse fore- standing on stairs, left to right: Leon Rohrbaugh, demurrage clerk,



dent of the southern division. Top row, left to right: E. D. Hastings, timekeeper; M. F. Shannahan, chief clerk to the [unclear], chief timekeeper; Edgar Van Hosen, office boy; M. J. K. E. Flemming, O. S. & D. and miscellaneous. Seated on [unclear] Second row, left to right: J. P. Bruton, assistant engineer; [unclear] clerk; C. M. Scott, assistant division engineer; Lena Cagle, [unclear] trainmaster's office. Front row, left to right: W. A. [unclear] Surles, comptometer operator; Grace Hughes, steno,

Back row, left to right: H. T. Butler, acting general [unclear] bill and voucher clerk; A. E. Biggers, head bill [unclear] clerk; R. G. Langston, head completion report [unclear] R. Coleman, assistant construction accountant. Front [unclear] accountant; J. T. Connelly, shop accountant; Dolyne [unclear] untant, and C. B. DeGrande, construction accountant.

C. T. Moon, switchman; O. C. Dugas, switchman; H. A. Markham, [unclear] E. Johnrow, switchman; H. V. Hall, switchman; R. T. Boyd, fire- [unclear] B. Nichols, general yardmaster; Tom Tork, switchman; D. Elgh- [unclear] assistant yardmaster; L. L. Hallen, G. L. Morris and J. H. Martin, [unclear] engineer.

at Amory. Top row, left to right: F. G. Backschles, manager and [unclear] John Rumsey, traingram clerk, and C. H. Goldsmith, trainmaster, [unclear] truck operator; M. J. Williams, operator and acting clerk, and [unclear] right: Joe Adams, yard clerk, and R. T. Hynson, night trainmaster. [unclear] E. Camp, car distributor; Henry Stevenson, yard clerk; E. A. Teed, [unclear] clerk; Claude Frizzell, lineman; H. L. Wilson, engineer; H. F. [unclear] spector.

row, left to right: Arthur Grizzle, lead trucker; W. J. Patterson, [unclear] to right: C. W. Kynard and L. Grizzle, truckers. [unclear] g, left to right: Robert L. Stevenson, car clerk; Dock Dees, box [unclear] D. Tibbets, car carpenter, and L. J. Orman, lead car man. Sitting, [unclear] Powell, car carpenter; William L. Peeler, airbrake man and John D.

gangway: Ed. Whitfield, blacksmith helper. Sitting on engine cylin- [unclear] to right: J. C. Willson, yard clerk; H. C. Stevenson, Jr., yard clerk; [unclear] E. H. Gilmore, fireman. Standing on ground, left to right: P. N. [unclear]; Ceal Eubanks, switchman; T. M. Russell, yard clerk; Price Green- [unclear] way, general yardmaster; V. C. Scan, switchman; H. C. York, switch- [unclear] engine foreman; G. B. Crump, switch engineer; W. P. Johnson, switch- [unclear] switch engineer; Roy Armstrong, switch engineer; E. H. Gilmore, fire- [unclear] ler; Tom Beckham, fireman; Harry Anderlick Dollahite, three-year- [unclear] se force at Amory.



a time when darkness seemed about to fall. It is in times like this that friends never seemed so beautiful in spirit or so wonderful in kindness.

Among the items that should have been in the February issue I find a few that may yet interest you. Death clouded the home of Loren Carmack in the loss of his father, December 22. C. P. Burnside was called to Osage, Oklahoma, account the death of a niece January 1. Elmer Hardesty and Omer Shepherd, each lost some little time account illness. Peter Gumbrie and wife returned from a visit to California, January 6. Just how Pete escaped being signed up by a movie producer we are yet unable to guess.

The cheerful face of Arvel Kester-son, night foreman, is again among us after an absence of almost a month account illness.

On January 26, Ira Stockton had the misfortune to lose his left thumb in an accident. Also Richard Gravener got his left hand caught in the accidental falling of a coupler and got his index finger badly mashed.

Alfred D. Scott has traded his 8th street property for a home just off North Central avenue and is moving there.

Walter A. Henson has also purchased a home on North Central avenue.

Traveling inspector Cleo Wilkins paid us several days' visit the first part of February. Having just returned from a trip to Pensacola, his conversation was unusually interesting to those of us who have not been so fortunate.

General foreman R. G. Kaufman made a business trip to Springfield, February 13. Also we understand a number of his friends are urging him to join a bowling club. Would you consider a good arm in pitching horse shoes an asset in bowling?

Traveling inspector C. F. Davidson has been kept at home the past week account the serious illness of a daughter. At this writing we are pleased to report her condition somewhat improved.

Distribution of the annual passes for 1928 brought smiles to an unusually large number of our boys, February 1. Next year there will be almost a mile of smiles. Possession of a service pass gives one a sense of satisfaction and pride.

What a wonderful thing "gossip" would be if the subject were something worthy and uplifting or educational! One little remark not long ago enveloped the town in an awfully dark cloud and it took a strong wind to blow it away. Let's be careful.

New interest in our flower gardens for the coming season has been given us by the promise of Frisco florist Don C. Fellows to provide us with different bulbs and seeds. Watch us grow them!

LOCAL No. 24—AMORY, MISS.

EVERETT D. HANSEN, Reporter

O. B. Holmquist, air man, has been off for 29 days due to injuries that he received when he slipped and fell on an icy sidewalk.

Walter White, machinist third class, has returned from the hospital at St. Louis. He also visited in St. Charles, Mo., during his recuperation.

On account of fixing up section houses for the new road, three extra men have been hired by the car department.

It has been rumored for some time that Francis L. George, machinist second class, is married, but it is now a known fact that he has been married since January 13.

W. T. Ritter, cab carpenter, has been trading cars and he has finally acquired a Ford that will stay in the road.

Walter C. White, machinist third class, has taken out a mechanical en-

gineering course with the International Correspondence Schools. Understand that Frank Wolf is thinking of taking out the same course.

OKLAHOMA CITY LOCAL No. 15

E. W. GEE, Reporter

We had a big meeting first Wednesday night in February, one hundred and fifteen members present. This was one of the best meetings we have had in a long time.

Frank Junkins, our general chairman, was with us January 30 in conference with our master mechanic Mr. R. B. Spencer and the shop committee and several matters were adjusted satisfactorily to everyone.

C. A. Waddle, coach inspector, is sporting a new Whippet coach. Boys, when you see him coming give him a wide berth.

Frisco Employes' Club had a social meeting February 9. The shop crafts were well represented. This was the first social meeting this year and they expect to have one every month.

Mrs. Jesse Moore, president of the ladies' auxiliary, is planning an entertainment in the near future and one thing sure, we can count on it being a big success when Mrs. Moore gets behind it.

Mr. B. W. Swain, our general foreman, issued a letter to all employes of the mechanical department asking the support of every one in the Employe Club movement. This is a great move and we should get behind it to the man. More business for the Frisco means more jobs and better working conditions, so let's get behind this and put it over big.

George Papin, our secretary, made a pleasure trip to Tulsa recently.

A. L. Sasser, our division chairman, was with us at our last meeting in January, mighty glad to have him with us—come again.

George Howe, freight car inspector, is in the St. Louis hospital, and we hope to see him out and on the job again soon.

LOCAL No. 19—MEMPHIS, TENN.

"Down in Dixie"

OTTO KETTMANN, Reporter

Getting ready to move to our new home. There is a lot of work for us in the next few months. But just look what we will have after it is all over. A brand new shop! Every one is now looking forward to that time.

Some of you fellows, who have forgotten where this local meets, would not recognize us any more. We have grown considerably in the last few months. Our president, W. H. Motes, and all of the officers, are working hard for a one hundred per cent membership: one hundred per cent on safety first, and one hundred per cent more business for this railroad.

W. D. Earley, treasurer of the local, reports that the financial condition of the treasury is in fine shape. We still have some members delinquent in their flower-fund dues.

Members of this organization and the supervisors, extend heartfelt sympathy to the family of Edward Scott, who died on January 28. He has worked for the Frisco for quite a number of years.

R. L. Bowels has returned from the St. Louis hospital after an operation and is getting along fine.

Leo Steinhurg, engine inspector, who is now a patient at the Colonial hospital, Rochester, Minn., and is reported getting along favorably.

William Bell, machinist, is confined to the St. Louis hospital. Members wish him a speedy recovery.

W. H. Watts, car inspector at Harvard, is very ill.

R. L. Stone, car carpenter at Yale,

is in the St. Louis hospital and also reported getting along favorably after an operation.

We had the pleasure of having all the supervisors attend our business meeting. Hope they will come again.

Robt. Herr, machinist in roundhouse, was appointed on the safety committee for the next quarter.

Mr. H. G. Krone, car inspector at Harvard, has been transferred to Aliceville, Ala.

J. R. Stewart, car foreman at Harvard, Ark., has had to move his office on account of the building being transferred to Yale.

Tom Doran, tool room attendant, was off several days on account of illness. Glad to see him back at work again.

Urban Billing, boilermaker, was appointed on the shop committee.

The International Correspondence School car in the coach yard has been painted. This car looks like a new one. C. L. Moore, painter, did the work and J. J. Draughman, the coach yard foreman, supervised the job. A lot of comment on this work has been passed down the line and credit should be given to these men.

Did you see the safety cup? It was from Mr. McGuire's office. Oh, boy! It will not look near so good as the safety cup from the mechanical department when we win it. So, let us work hard and size ourselves up. Ninety per cent was a fine mark for a boy in school, but no mark for us in the school of life. Ten per cent more effort will put us over the top. There is no fun in being almost there!

George A. Brighton, upholsterer, was transferred from Springfield to Memphis.

The most effective sermon is that given by a good example.

NORTH SHOPS—SPRINGFIELD, MO.

SHERMAN W. ELLIS, Reporter

Frank Goodson, blacksmith, returned to work February 6, after being confined to his home thirty days on account of illness.

C. A. Tiller, machinist, was absent from the shop a few days recently during the illness of Mrs. Tiller and children.

A new 42-inch separate driven boring mill was put in service at this shop February 3.

Jack Gehrs, who has been confined to his home with influenza since January 12, returned to work February 1.

Most all the men tried to look their best during noon hour, January 25, and at that time had their picture taken.

Mr. Ben Dunlop, electrician at Memphis, was a visitor here Sunday, February 5.

Mrs. Crawford, wife of H. D. Crawford, blacksmith, is spending several weeks in St. Louis with her son.

Mr. Eugene Divan, is confined in St. Johns hospital, recovering from an operation, which was performed January 28. Mr. Divan is the brother of Jewel Divan, machinist, at this shop.

S. W. Ellis, electrician, spent Sunday, January 29, with his parents, Mr. and Mrs. J. A. Ellis, at Pittsburg, Kansas.

Several foremen from this shop and a number from the west shop, attended the Masonic funeral of Mr. Elmer Jacway, boiler foreman, at Ft. Scott, Kansas, January 29.

Chas. Champeux, machinist, received a slight injury to his left eye, January 23, but only lost twelve hours' time. "Better wear goggles, might lose an eye next time."

Joe Bodey, blacksmith, and family, visited with friends and relatives at Pierce City, Sunday, February 12.

Willie Ray, pattern maker apprentice, has purchased a home on Missouri avenue. A wise start for a newly-married man.

The machinery in the power house has been given a new coat of paint.

Dr. J. E. Byrnes, was a visitor at this shop, February 7. Dr. Byrnes has just returned from a trip to Chicago.

We understood that Merrell De-noon, brass molder, had purchased a new Marmon car, but on investigating we find he had only been riding in a new Chevrolet, which was being demonstrated to him.

Mr. A. Kerns, blacksmith, has been nursing an injured foot the past few weeks. We hope he will be able to return to work soon.

Mr. H. D. Green, well known attorney of West Plains, and formerly attorney for the Frisco, died February 1, at the Burge hospital in Springfield. Mr. Green was better known to the older members of the Frisco family.

Sam Fowler, machinist apprentice, spent Sunday, February 12, with his parents at Forsyth on White River.

LOCAL No. 17 WEST TULSA, OKLA.

E. F. BEATTY, Reporter

Mr. Ira Smith, rip track box packer, is the proud father of a baby boy, born January 16. Luck to the future railroader.

Marion N. Allen, safety appliance man, has just returned from a 15-day visit in Thayer, Mo., and vicinity. He reports having a good time.

Casper Oaks, cook on the wrecker, has resumed his duties after a sixty-day leave of absence account of being injured.

Mr. A. L. Sasser, division chairman, made a business trip to Oklahoma City, January 19.

Otis E. Dickerson, car carpenter, is spending a thirty-day leave of absence in Arkansas.

John Powell, car carpenter, was off the job several days last week account of sickness.

Mr. Frank Junkins, system chairman, met with Local No. 17, Monday, February 6, and gave a very interesting and entertaining talk.

Ambrose Rice, extra inspector, is on the sick list at this writing.

Local No. 17 has adopted a new attendance plan. Each member must attend at least once each three months in order to remain in good standing. Each member is assessed 50 cents every quarter as dues. This money is to be used for social events or any other expense which may arise.

HAYTI MECHANICAL DEPT.

THEON STRACK, Reporter

Hello, everybody! This is our first time to be represented in the Magazine. Very glad to be here and will attempt to gather news from now on for each issue of the Magazine.

Our congenial foreman, Mr. Larson, is now nicely located in his new office which was finished some time ago.

Our monthly accident prevention meeting was held during February, with all members present, including a few visitors.

The water service department has installed a new water line and crane here, which is of great help to the shopmen as well as the engine crews.

The new wheel lathe which was shipped here from Springfield, has been installed and we are very thankful for this piece of machinery.

Ralph Paschel, of Springfield, has been working here for several days, helping out on motor car work.

Sam Johnson has been transferred from Poplar Bluff here and later will go to Kennett to do some repair work in connection with motor cars.

Walter Shanks, boiler-maker, has moved his family here from Oram.

Norman Kay, machinist apprentice, has been transferred to this point from Chaffee, Mo.

Mrs. Joe Pryor, wife of the machinist, spent a recent week end with home folks at Chaffee.

Theon Strack, third class machinist, recently visited home folks at Benton and Cape Girardeau.

Odus L. Powell, third class machinist and family, are back from Hannibal, Mo., where they attended the funeral of Mrs. Powell's father.

Bert Williams, car inspector, is the proud owner of a new Chevrolet coach.

RECLAMATION PLANT SPRINGFIELD, MO.

T. O. CHAPMAN, Reporter

Orval Becker, blacksmith helper, has recovered from a severe siege of the "flu" and returned to his job.

Porter Dorset, blacksmith helper, has resigned his services with the Frisco and will farm near Pleasant Hope, Mo.

Charles Mikeswell, blacksmith, is in the Frisco hospital in St. Louis.

J. E. Kellogg, machinist, was ill during much of February.

Mrs. Ferba Norris, wife of Edward Norris, died early in February. Our sympathy is extended to the bereaved husband.

Homer Kerr, sheet metal worker, has purchased an Oldsmobile six coach.

Bud Hall, valve machinist, has resigned his job with the Frisco, and we have been informed has moved to Oklahoma.

Paul Preston, of the air department, has sold his Hudson sedan and is in the market for a new Ford or an aeroplane.

Curtis Blevins, switch stand builder, was laid up a few days in February with an injured foot, caused from being struck by a piece of casting.

Motor Car No. 2130 has been given an overhauling and returned to her run on the High Line. L. A. Tupin, gas motor supervisor, says he is well pleased with the performance of the Brill motor cars since they have been remodeled at the reclamation plant.

Charles Kelley has been undergoing treatment at St. John's hospital here for some time.

James Potts, tin shop laborer, recently spent a month with his mother, who has been ill at her home in Memphis.

Eugene Maybee has purchased the property at 1519 West Chestnut street and moved into it.

Ted McEwen, of the switch point gang, visited his sister in St. Louis recently.

Mr. and Mrs. Clarence Sissel announce the birth of a seven-pound girl, Wanda Lea.

Frank Todd, painter, is under a doctor's care. We hope for his speedy recovery.

Earl Harmon, planer operator, was at St. Louis visiting and sight-seeing a few days this month. He rode the "Bluebonnet" both ways and says that she sure is a "hummer."

Walter Cox, blacksmith, is much improved in health after a month's lay-off for recuperation. We are glad to see him back on the job.

John McCullough decided he could get along better without his tonsils, so he submitted to having them removed, and is back at his job as shop mule "skinner."

Joe Weddell, our popular singer and entertainer, has served long and faithfully as oiler and belt chaser, and has earned a promotion to machine operator. Andrew Long will have charge of the oiling job.

Mr. and Mrs. Malcomb Doran announce the birth of a daughter, Nena Lenoea.

Fred Carr has resigned his position

with the Frisco to accept one with the Sinclair Oil Company as driver of a tank wagon.

J. C. Potts, gang foreman, who was confined with rheumatism in St. John's hospital here for a few weeks, has improved sufficiently to return to work.

Horse shoe pitching was such an alluring sport for some folks, that when King Winter frowned upon the pleasures of the game, other ways were devised to still enjoy the noon hour sport. So shoes of rubber belting were made especially for indoor pitching, and the game goes on inside the shop.

John Haynes, laborer, who underwent an operation at St. John's hospital, expects to return to work soon.

John C. Evans, sheet metal worker, has his home at 1025 E. Monroe street completed and will move into it soon.

The building formerly occupied by the store department is ready to receive both the freight claim department and the stationery department.

Pictures of reclamation plant employees were made lately. Much enthusiasm was shown over them and several hundred were sold among the men.

Rail Layer No. 21 has been given a complete overhauling in the gas motor department and sent to Holly Springs, Miss. It will be in charge of Carl Robinson, of Springfield.

A fifty-ton, belt-driven hydraulic spring testing machine has been installed in the spring department of the forge shop. Locomotive springs are given a rigid and thorough double test before they are allowed to leave the plant. There is such a big demand for springs for locomotives, that the spring department of the reclamation plant works day and night shifts continuously.

The E. F. Houghton Laundry Supply Company of Chicago, has sold to the reclamation plant a complete set of machinery for laundry work, which is expected to make a big saving for the Frisco in laundry bills. The plant is being operated by Charles Spencer. A factory representative was here on a tour of inspection and was so favorably impressed that he made a reel of motion pictures of the plant in operation.

A couple of representatives from the office of Robert Collett, St. Louis, fuel supervisor for the Frisco, were here for a few days inspecting and testing oils. They report that our methods of handling fuel oil at this place are very satisfactory and complimented Mr. Nash, tin shop foreman, on the efficient way in which he was handling this work.

Steve Blevins has been second engineer to "Chief" Nicholson at power house in the absence of Stephen Smith, who was confined to his home with the "flu" for a couple of weeks.

A quartet has been organized and is composed of Joe Weddell, first tenor; Howard Palmer, second tenor; William Delo, baritone, and C. A. Nash, bass. These "boys" know their notes and their singing is much appreciated and applauded at all of our accident prevention and get-together meetings, held every Tuesday.

J. A. Taylor, special engineer, who has been associated with the reclamation plant the past four years, has been retired. Mr. Taylor has been a faithful and conscientious worker, and a booster for the Frisco for the past forty years. He is a man who has risen from the ranks and deserves to be retired and live at ease in the evening of life, after having spent more than forty years of the prime of his life in the service and interest of the road we are all proud to be associated with. A farewell meeting was held in Mr. Taylor's honor on February 1, the day that he retired, and a bill fold was presented to him as a token of the friendship for him of the employees of the reclamation plant.

LOCAL No. 29—FT. SCOTT, KANS.

ROY W. RECTOR, Reporter

Mr. and Mrs. Joe Sellers, Frisco newlyweds, who recently returned from their honeymoon trip, have moved into a beautifully furnished little home.

Mr. Harry Moore has been appointed on the entertainment committee of the Frisco Employees' Club of Ft. Scott. He is a live wire and we can expect some good entertainment.

We are pleased to see George Langly in the service again after a long illness. George is looking better than he has for many a day, and says he is growing younger every day.

P. J. Moore, general foreman, has returned to work following an illness.

Richard Byrnes is in the Frisco hospital in St. Louis, having been operated on for appendicitis. He expects to be back to work soon.

A special meeting was held by Local No. 29 February 8. Mr. Junkins visited our local and transacted some important business, and we had with us this night, Mr. George Moore, of Springfield and Mr. J. B. Gilliam, general car foreman, from Kansas City; also, Mr. P. J. Moore, general roundhouse foreman, Mr. H. L. Moore, assistant roundhouse foreman, Mr. Longworth, car department foreman of Fort Scott. The above mentioned all gave short but interesting addresses. The meeting was well attended and very beneficial.

J. M. Sisk, local storekeeper, is planning to visit the big automobile show in Kansas City to help him decide what make of car to buy. We wouldn't be so terribly surprised to see him fly home in an airplane. Anyway, it won't be long now.

We extend our heartfelt sympathy to John Bunn, who's father recently passed away.

Mr. and Mrs. Billy Bryant are the parents of a new baby.

We regret to announce the death of one of our most loved foremen, Elmer Jaquay. He was struck by a street car in Kansas City, the injuries resulting in his death a few days later. We extend our utmost sympathy to his relatives.

**WEST COACH AND PAINT SHOP
SPRINGFIELD, MO.**

FRANK SCHELLHARDT, Reporter

J. E. Roberts, who for a number of years has been a foreman in the coach department, has resigned and will live on his farm near Springfield.

The vacancy created by Mr. Roberts' resignation was filled by John G. Haynes, who comes from the passenger equipment maintenance department at the Springfield Mill Street station.

We congratulate Clifford Coffee who surprised his friends by getting married on January 14. He is serving his time as carpenter apprentice.

Plez Walton, another one of our apprentices, has served his time and has been employed as painter, first class. We are glad to have Plez stay with us.

Charles Haymes, assistant in the clock and lock shop, recently purchased a new Dodge sedan, in which he enjoyed a motor trip to Columbus, Kansas.

George Bright, upholsterer and ball player, has been transferred to Memphis, where he will be located at the terminal.

The coach department employees are proud of the new \$50,000.00 truck shop just completed. This addition has been a long felt need and will greatly increase the efficiency of this department.

During the past month two of our co-workers have been made to realize the absolute necessity of wearing goggles in hazardous work. Both these men undoubtedly would have lost an

eye if they had not observed the goggle rule at this time. Don't believe that it would be amiss to state at this juncture that the men in the coach and paint shops are putting forth every effort to prevent accidents.

LOCAL No. 20—HUGO, OKLA.

ORAY N. WRIGHT, Reporter

Chester Cearly, boilermaker and family, motored to Paris, Tex., last Friday in their new Erskine six.

Clyde Knight, machinist is back after a week's vacation in Shawnee and Muskogee, Okla.

Mrs. H. L. Akridge, wife of storekeeper, is visiting home folks in Springfield, Mo.

A. E. Barrow, extra man, has gone to the hospital at St. Louis for an operation on his nose. We hope to see him return soon all O. K.

We wondered why Jesse Streetman was in high spirits until he says he has a new boy at his home. No wonder. We congratulate Mr. Streetman, who is holding down the air job for the car department.

Another new club has been organized at Hugo. It is known as the Frisco Employees' Club. They held their first meeting on Tuesday, January 12 with following officers elected; C. M. Sasor, president; M. K. Roberts, vice-president; Mr. Shanahan, secretary and Mr. McBee, treasurer. They report a fine meeting and many interesting talks were made by officials. We hope it will be a great success.

Sam Hollins, helper is back after a week's illness with the flu.

The annual safety first meeting was held at Hugo this month. Many talks were made for the safety of Frisco employees. They will meet next month at Fort Smith.

Local lodge had a call meeting this month with about 95% attendance. This meeting was for the purpose of electing members for the advisory board who will go to Springfield, Mo. for their annual meeting which is held every year. Also other business was taken up. Our lodge members are taking a great interest in the meetings and have been coming up for every meeting. Following members elected from here were: F. D. Knipp, B. C. Tanner, H. G. Tittle, H. A. Matthew, Lee Stephens and George Streetman.

F. D. Knipp, machinist, has gone for a week's stay in Marshall, Tex., to see home folks.

Mrs. L. L. Hope, wife of clerk, is spending some time in Fort Smith, Ark. We wonder what little Lonnie is doing while she is gone?

"Headlight" Matthew, electrician, says he might make a motorman some day if he stays on that motor car long enough.

H. G. Tittle, pipefitter, claims the champion dog of the state. Say's he got his limit on qualls and ducks every day during the season and will contest his dog against any.

Homer Tittle, 15 year old boy of H. G. Tittle, pipefitter, is very ill with pneumonia. Hope he will rapidly recover.

Mrs. E. W. Holt, wife of E. W. Holt, helper, is visiting home folks in Ner-rout, La., this month.

P. I. Holloway, car foreman, reports that the car department is going fine.

Misses Irene and Nadine Holloway, daughters of P. I. Holloway, car foreman, say they had a wonderful trip to Tulsa last month.

Zack Merideth, caller, says they keep him busy calling crews. Business is picking up on this division. Zack says he makes his mileage every night.

LOCAL No. 30—PITTSBURG, KANS.

WILLIAM CHANEY, Reporter

Marion Walker, who has been a patient at the Frisco Hospital, St. Louis,

for several weeks, reported for work a few days ago.

The small son of Lee Hutton is recovering from a severe attack of influenza.

W. B. Berry, of Kansas City, was in Pittsburg the first of the month, looking things over at the shops. Mr. Berry is our congenial master mechanic and we are always glad to have him come around.

Charley Cox, machinist helper, has been unable to work for the last few days on account of sickness.

In a basket ball game between the Frisco aggregation and Kansas City Southern five resulted in a score of 11 to 2 in favor of the Frisco boys.

**NORTH BACK SHOPS
SPRINGFIELD, MO.**

ALEX WATTS, Reporter

Hiram Brown, tool room man of the car department, has returned to work after a three weeks' absence because of a foot injury.

Irvin Carr, steel worker, recently injured one of his fingers.

George Wright, car carpenter, has the sympathy and friendship of his fellow workers in the loss of his wife. A beautiful floral piece was presented by these workers.

The Ford roadster that was stolen from Cleo Flood was found near Crocker, Mo., almost a total wreck.

Wm. Buhler is one of our north side painters.

Homer C. Looney's sons, Guy and E. E., with their wives visited in Springfield recently and have returned to their home in Denver, Colo., February 11. Homer is a supply man in the north car yard.

W. R. Looney, rip track air man, batched recently while his wife visited relatives and friends in St. Louis.

Ross Clark has resigned his job with the Frisco as painter to enter the chicken business. He bought a forty-acre tract near Crocker, Mo., and moved there the first of February.

Frank Austin is again on the job as painter, after several weeks absence.

Edgar Barnes, leader of our "Sunnyland Minstrels," is absent due to a severe case of tonsillitis.

The car of W. R. Riley, B. & B. department carpenter, was damaged by fire when thieves recently broke into his garage and probably accidentally set the garage on fire.

The stork visited the home of S. F. Cooper, cabinet maker, and wife February 8, and left them a fine boy, Ralph Leroy.

**MECHANICAL DEPARTMENT
TULSA, OKLA.**

HENRY PHILLIPS, Reporter

Local No. 17 is making wonderful progress. We have adopted a new membership card and have agreed to an assessment of fifty cents each quarter, funds from which will be utilized for charity, etc. Thus far, nearly all the old members have paid their assessments.

At our regular meeting, February 6, we had our smiling and genial general chairman, Frank Junkins, of Springfield, with us, and he, of course, lived up to his reputation as a live and spirited speaker, inspiring them to carry on in the great welfare work of helping one another with a view of bettering the general conditions in our shops and car yards. At this meeting twenty new applicants were initiated into our local and issued new membership cards. We hope to be able to report 100 per cent membership soon.

Blair Flegal, machinist, has returned to work after doing two weeks' jury service. This is a very important duty and we commend Brother Flegal for the example he has set in accepting

service of this kind. Sometime or other we will all, probably, be called upon to co-operate with the courts of our land in this regard.

A. W. Finley, one of our mechanics in the Tulsa roundhouse, has returned to our fold after a several days' visit with his family in Denison, Texas.

Brother Charles H. Howard is planning taking a few days off with a view of visiting old friends at Fort Smith, Ark.

Brother William R. Cline, one of our machinists in the shop here, is proudly driving a Ford car which he purchased recently for the small sum of \$30.00. Of course, the reader must understand this is not one of the new Fords extraordinary, but a late "Model T".

WEST SHOP LOCOMOTIVE DEPT. SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Mr. and Mrs. M. L. Lawson are the proud parents of a fine baby boy. Mr. Lawson is a third-class tank truckman.

Jake Wommack, second-class boiler-maker, has a new automobile.

O. S. Bradley, power pump engineer, is now back on the job again, following an illness. The boys are all glad to see him back.

Leonard Jones, power house engineer, is sporting a new car.

H. E. Baer, boiler-maker, and family have returned from a trip to Los Angeles, Calif., where they visited Mr. Baer's brother. They report a wonderful trip.

R. D. Abbott, locomotive cab carpenter, is wearing a grin a mile long and just as wide. No wonder, just look at the new gasoline buggy he is sporting.

Albert M. Newberry, machinist, has the sympathy of the boys at the west shops in the death of his father.

Lawrence Harless, machinist, is very ill. We hope he will be back on the job soon.

Mr. and Mrs. Milton Agee are the proud parents of a fine baby girl.

E. C. Cottrell, sheet metal worker, has the sympathy of the west shop boys in the death of his mother.

Valentine Green, boiler-maker apprentice, finished his apprenticeship and is employed as first-class boiler-maker.

We are sorry to announce the death, February 4, of Lorena Davis, daughter of Mr. and Mrs. Robert Davis. Mr. and Mrs. Davis have the sympathy of the boys at the west shop.

We are sorry to announce the death, February 7, of W. E. Bailey, machinist.

The following employees have been appointed safety committeemen for 1928: A. E. Axline, W. L. Triplett, J. A. Westmoreland, L. L. Simmons, H. Champieux, T. B. Harris, E. France, H. Atwell, C. O. Her, Wm. Basore, Humphrey Johnson.

MECHANICAL DEPARTMENT WICHITA, KANS.

JAS. N. HARGROVE, Reporter

Kansas, Oklahoma and Missouri mules have blazed a trail from Wichita down to the old South to such an extent that Wichita continues to hold the title of the mule capital of the country, with Oklahoma City, Kansas City and St. Louis in close competition.

H. E. Morris, assistant general freight and passenger agent of the Frisco here, states that there had been approximately seventy-five carloads of mules shipped over the Frisco since the first of the year, including the fifteenth of February.

Cotton mule buyers from Montgomery, Memphis, Jackson and Vicksburg have made this city their headquarters for several weeks.

Mules are shipped to those points for distribution. Buyers report that mules from this region are probably

the most satisfactory. The animals will play no little part in the reclamation of the Mississippi Valley flood district. It is reported that Kansas mule raisers have a big supply ready for the market this year and that prices are making the business profitable.

Milton Benedict, store room checker, took his vacation the first half of February, and took a trip to New Orleans and reports a very fine time.

George Patterson, car repairer, is very proud of his new nephew, who arrived January 8, and was given the name of Alvin Perre McGuire.

Rolla Walters, coach cleaner, also announces the birth of a nine-pound boy, who has been given the name of Duane Everett.

The pile driver was here the first of February, doing some work on the Burton sub.

E. R. Johnson, switchman, spent the first week in February visiting in Oklahoma.

Frank Lamb, brakeman, is back at work again after a long absence due to being injured.

We have been somewhat handicapped the past few days, as they are at work overhauling the scales at this place.

L. A. Burris, car repairer, certainly has a fine bunch of rabbits, numbering over one hundred of all sizes and colors. If anyone wants to deal in rabbits, he certainly can supply them.

A. B. Bazzell has been employed as box packer, to take the place of Charles Ketchell, who quit to go on the farm.

Cal Griffith, who has been a car repairer at this place for the past five years, has traded his home here for a farm in Arkansas and has moved there to live. We are sorry to lose Mr. Griffith, but hope he likes his new country home.

LOCAL No. 14—PENSACOLA, FLA. "The Land of Sunshine and Flowers"

R. P. CARTER, Reporter

Here comes Pensacola again with a new reporter, on a very short notice. However, will try to give my best efforts to the new work.

George P. Sheppard has been suffering from rheumatism for several weeks, but we are glad to report he is able to be back on the job again.

Mrs. C. R. Ogden, wife of mill department employe, has been ill for several weeks. The writer is informed, however, that she is recovering very nicely.

Hazel Estella Cobb, daughter of A. G. Cobb of the mill department, recently underwent an operation and at this writing she is very much improved.

We regret very much to lose our old friend, E. B. Herring, Frisco engineer, running from Memphis to Amory, Miss. We extend our sincere sympathy to his family in their bereavement.

All the boys up North had better come down—there is lots of good fishing going on her. Everybody seems to enjoy it very much.

MECHANICAL NEWS— WEST SHOPS—SPRINGFIELD, MO.

J. A. PULLAR and A. C. SMITH,
Reporters

L. L. Harless, lathe operator, had an operation for appendicitis recently. He is doing fine.

E. W. Bailey, spring rigging foreman, succumbed after an illness of just a few days. He is sadly missed by all.

Ed Richardson, boiler foreman, had his Moon overhauled recently. It is rumored he is going to compete with the marathon foot race, over the Main Street of America from Los Angeles

to New York this summer. Watch out Nurm, the Moon is a fast car.

Guy Eskridge is going around these days with an expression which seems to say, "Take that job off the machine and put this one on, it is far more important." Leave it to Guy to get the work out.

Cecil Gardner was off from work a few days last week account of illness.

G. D. Green was ill recently. Ed Andelafte is back at work after an illness.

Ed Hall, eccentric man, claims to have a super poultry farm.

Verl Trantham, formerly of the west shop, who is working in West Tulsa, visited Springfield a recent week end.

We are glad that Walter Shackelford won a watch in the popularity contest at the Shrine Mosque the tenth and eleventh. We are sorry he failed to get the Hudson coach.

Paul Anderson, night machinist, is the father of a seven-pound girl, born February 10th.

"Fat" Maxwell is now operating the pin drill press. When heavier men are needed the Frisco will find them. Fat should operate a punch press.

To whom it may concern: Sadness, grief, woe, pain, distress, dissatisfaction, agony, sorrow, to the party or parties that premeditated the murder of Hal Ingram's bird dog.

Arthur McCulloh claims to have killed a mile-or-more bird, the only one in existence.

LOCAL No. 9—JOPLIN, MO.

JESS F. WILSON, Reporter

R. L. Carpenter, piece-work checker at Ruth Yards, has purchased a new Pontiac coach.

L. O. Foster has purchased a five-room house.

C. W. Kerr, our storekeeper, and wife visited Mr. Kerr's parents in Springfield recently.

Mrs. V. K. Pack, wife of the piece-work checker at Kansas City, was in Joplin recently visiting Mr. Pack's parents, Mr. and Mrs. Dansberry.

EASTERN DIVISION PAINT GANGS

GEORGE HOLLMAN, Reporter

The B. & E. paint department extends its sympathy to William Wadlow in the death of his granddaughter, Nona Amis, age two years, also to the parents, Mr. and Mrs. J. W. Amis, of this city.

W. I. Foster, paint foreman B. & E. department, was a visitor in Chicago, February 15, at a paint demonstration given by a paint company.

We are all glad to see again the smiling face of Ed Reed, B. & E. lumber foreman. He was ill for several weeks.

Jim Jones, formerly B. & E. foreman here, was a recent visitor. Jim is at Pensacola as general B. & E. foreman. He says Pensacola is a wonderful place, especially the bathing beaches.

Mrs. Nunn, wife of Jack Nunn, B. & E. lumber yard trucker, has been seriously ill at home here for the past several weeks. We are glad to report she is rapidly improving.

The paint gang on the east end has now completed all of the station buildings between St. Louis and Newburg, Mo., and are now working on the buildings between Newburg and this point.

Bill Wadlow was on jury duty recently.

Jack Nunn has traded his Ford touring car for a Ford sedan.

Frank Jenkins, general chairman of the Frisco Association of Metal Crafts and Car Department Employes, has moved his office from 415 to 418, General Office Building, Springfield.

The writer has redecorated his new office.



Frisco Family News

EASTERN DIVISION

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Last month things were sorta blue 'Cause the reporter had the flue, But this month we'll "strut our stuff" And try to give you all enough.

The hog saw his shadow we all agree, That meant bad weather don't you see? So Laker and House traveled southward far Stopping enroute to attend the Mardi Gras.

'Tis Cuba we find they liked very much With its lovely climate, food and such, They seem to have had a wonderful time And the account they give sounds very fine.

Missouri's all right for summer and spring But during the winter it's another thing For Wall and DuBois suffered great pain From flue and removing some tonsils again.

Our Leap Year dance was certainly fine And everyone had a glorious time; I'm sure the men will have to admit That the Girls' Club surely has "it".

Now, if I were a poet like Mr. Springer, I'd write a poem that'd be a "ringer" But being a reporter like Joe and Bill I merely crave your humble good will.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HILTON, Reporter

Wm. Reigel has been very ill with cold and an abscess in his ear, but is able to be at work at the present writing.

We are glad to welcome our new office boy—August Krivoy.

Cornelius Houlihan is taking an extended leave of absence on account of his health; he will spend several months at the Veteran's Hospital in Legion, Texas.

The angel of death has again visited among us, this time calling home Peter T. Madden, father of Margie Madden, to whom we extend our sympathy. Mr. Madden was a retired real estate dealer, one of the fathers of the Ziebold Bill, passage of which in the Board of Aldermen, led to the construction of the Free Bridge.

Cornelius O'Connor has been transferred from this office to the office of auditor of disbursements. J. F. Martin is filling his place in this office.

Mr. and Mrs. C. A. Goose were called to Cobden, Illinois, recently, on account of the death of a friend.

Wm. Eichenier, Jack Tremayne and Arthur Stoessell attended the Central West Railway Bowling Tournament held at Omaha, Neb., January 28 and 29.

Melvin Ekles participated in the fourth annual pilgrimage of order of DeMolay to Lincoln's Tomb on the 119th anniversary of Lincoln's birth.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

A very pretty wedding was solemnized Sunday afternoon, February 12, at 4 o'clock, when Miss Dorothy J. Adamson, daughter of Mr. George S. Adamson, of Topeka, Kansas, became the bride of Mr. Delbert O. Inman. The ceremony was read at the home of the officiating clergyman, Dr. J. T. Bacon. Miss Doris Gustafson attended the bride as maid of honor and Mr. Ira Miller acted as best man. The bride was gowned in blue crepe and carried a shower bouquet of tea roses and lilies of the valley. The maid of honor wore a red and black ensemble and carried roses. Out of town guests were Mr. George W. Adamson, father of the bride, of Topeka, Kansas, Mrs. R. N. McKitterick, sister of the bride, of Emporia, Kansas, and Miss Brosemer of Topeka Kansas. Mr. and Mrs. Inman will be at home at 1045 South Delaware avenue, this city. Miss Adamson has been employed in the lumber yard office for the past eleven years as stenographer-clerk. The employees of the store department extend congratulations and best wishes.

B. P. Morris, trucker, who has been seriously ill for the past eight weeks was removed from his home 1077 E. Blaine street, February 14, to the Frisco hospital. We are sorry that his condition is not improved, but we are wishing for him a speedy recovery.

Mrs. G. A. Cunningham, mother-in-law of James Saddler, checker, at general store, died at her home in Humboldt, Nebraska, February 11. Funeral services were held at two o'clock, February 14, at Palmetto, Mo., and burial was made in the Palmetto cemetery. Sympathy is extended to the bereaved relatives.

Geo. Platt, trucker, who has been ill for several days has now returned to his work.

Velma Martin, Cora Engleking, Gertrude Crow, Pearl Fain, and Bertha Reed, entertained at the latter's home, 1525 National boulevard, Wednesday evening, February 8, with a miscellaneous shower in honor of Mrs. Delbert O. Inman, formerly Miss Dorothy J. Adamson. Mrs. Inman received many beautiful and useful gifts.

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

CHARLENE WILLARD Reporter

Mary Adams, file clerk, entertained the typing and filing girls at her home the evening of February 8. Bridge was the diversion of the evening, the

high prize being awarded to Mabelle O'Brien and the consolation prize to Angeline Golden.

Claude Harris, O. S. & D. Investigator, has again been re-employed in this office to fill a vacancy created at the time W. A. Cripps left the service. Mr. Harris formerly was employed at the Springfield freight station.

Miss Gertrude Fryer, dictaphone operator, has just undergone a nasal operation at St. John's hospital and returned to work on February 8.

G. C. Roop of the voucher department, is building a very beautiful and artistic home on Roanoke avenue. The type of architecture employed, will be of the colonial style—wide six-inch siding, painted white, green shutters and green shingle roof. The house will be ready for occupancy late in the spring.

Students in the personality classes being conducted by Mrs. E. E. Dodd during two evenings of the week in the assembly room of the Frisco building, are now being given a special course in the art of introductions, table manners and the proprieties of life in general.

Mr. Virgil Anderson, claim investigator, attended the annual grand convocation of the Order of True Kindred, held in Kansas City on February 18, at which time he was elected grand adviser for the State of Missouri.

The choral club, composed of approximately twenty Frisco girls, recently attracted considerable attention. February 8 they sang at a noon-day luncheon, which was given at the Y. M. C. A. in the interest of their annual membership drive and the following evening they were the guests of the officers of the accident prevention department, who were holding a monthly safety meeting in a coach at the Mill street station. The plaintive melodies and sweet voices of the girls won them instant applause and they were called upon to give a number of encores.

We are glad to report that Prof. Ritchie Robertson, who is the instructor of the Frisco girls' choral club, is recovering from a serious illness and will soon be able to resume work with his classes.

The writer has just returned from a two weeks' trip to Florida, having visited at St. Augustine, Daytona Beach, and Miami, also, Havana, Cuba.

SOUTH TRAIN YARDS SPRINGFIELD, MO.

JESSE L. BRANDON, Reporter

The Springfield Chamber of Commerce is behind a movement to foster the agricultural and dairying possibilities of this territory and proposes to finance the proposition liberally, which should result in great good to the community and incidentally help the Frisco Railway.

While these interests have grown considerably in the past few years, the surface has scarcely been scratched and no doubt the result of the efforts being put forth by that organization will be felt in the future.

The Springfield zone office of the accounting department is expected to

be put into operation April 1, and will be in charge of Mr. George Pipes, zone auditor. Mr. Pipes will move his family to Springfield in the near future. He is not a stranger in Springfield, as several years ago his headquarters were here and he was employed as traveling auditor for the Frisco serving this territory.

Mr. and Mrs. I. G. Cox are the proud parents of a fine baby girl named Mary Lee Cox, who arrived February 5.

D. W. Youcy is a new coach cleaner, nights.

Clifford Carter, night coach cleaner, has been promoted to day coach cleaner, account vacancy.

We are glad to report that the safety meeting held at the south train yards was well attended and they had a very interesting program.

Leroy Garrett and Miss Maggie Green were married January 26, 1928. Rev. Walter George officiated.

Mrs. Isah Garrett, wife of car inspector, underwent an operation for appendicitis, January 2. She is recovering nicely.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Harmon Gray, switchman on the 11:30 p. m. middle lead crew, was quite painfully injured, February 9th, when a brake club broke as he was setting a brake on an oil tank. Gray was thrown to the ground, sustaining severe bruises and a sprained back.

Wm. Scott, formerly employed as yard clerk, has bumped on the second track callers position, displacing Carl C. Paul.

Mrs. Pearl Lewis, who until the freight transfer department was moved away, held the position of O. S. and D. clerk, is now established as stenographer to general yardmaster M. K. Pace. Mrs. Lewis displaced Miss Helen Northern.

Johnson's B. and B. outfit have been repairing several bridges and buildings at this place.

Due to pulling off the first trick east lead engine, Fireman Chas. Rausch, who was bumped off a day turn, has bumped on the 3:30 p. m. coach crew with Engineer John Stowe.

A St. Valentine dance, given by the Monett Frisco Employees' Club has been reported as a most enjoyable affair. About eighty couples were in attendance.

Mr. and Mrs. Mack Cotham have moved to Newburg where Mr. Cotham has pumped into position as yard clerk. Mack held the position of icing inspector at this point for several years. Monett certainly regrets losing this estimable couple and we hope they will soon be back home.

Switchman Henry D. Brown is piloting a new Oakland coupe.

Switchman Howard F. White is sporting a new Oakland coach.

Switchmen D. Marshall, Gray Elrod and Wm. Schaffnit, went fishing the other day. It is reported that it kept Gray and William busy carrying wood for the fire so that Marshall wouldn't freeze to death. Gray Elrod, mighty Ike Waltonite that he is, surely deserves a medal. He felt a tug on the line and thought he had a giant barracuda or some other sea varmint but it happened to be a goodly-sized water dog. (We don't know what is a water dog, but will have to take Marshall's word for it.)

Switchman Sam O. Rittenhouse has purchased a five-acre tract of land about two miles north of town. Sam says he is going to move out there and be a sure-enough farmer.

Assistant Superintendent H. B. Wilson of the northern division, held a book of rules meeting at the Y. M. C. A. on February 15. It was a very interesting meeting and well attended, there being about fifty present.

Miss Helen Northern who has been seriously ill, is reported convalescent.

EASTERN DIVISION—MECHANICAL SPRINGFIELD, MO.

MILLARD F. BROWN, Reporter

Loran Loveless, distribution clerk, in this office recently purchased a new

Studebaker sedan, which he intends to loan each of us during our vacation.

Chas. N. Thompson, chief clerk to master mechanic, was recently made a captain in the American Legion campaign for new members. He reports getting 24 signed on the dotted line out of 25 prospects.

J. L. Harvey, our master mechanic, ran a little low on oil while out driving in his Chevrolet sedan, thus burning out the main bearings. He says

Can you answer these questions about the Locomotive Valve?

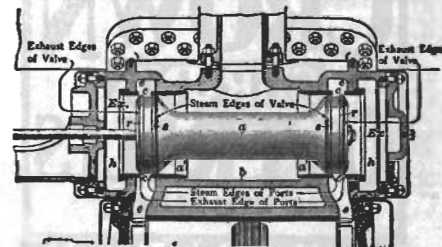
- 1—What is the purpose of a locomotive valve?
- 2—What are the requirements of a locomotive valve?
- 3—How are valves classified?
- 4—Explain the difference between an inside and an outside admission valve.
- 5—(a) Name the parts of a piston valve. (b) What are the inside and outside packing rings on an inside-admission piston valve called?
- 6—Explain what is meant by the steam and the exhaust edges of a valve.
- 7—Explain what is meant by the steam and exhaust edges of the steam ports.
- 8—(a) What is steam lap? (b) What is the purpose of steam lap?
- 9—What is exhaust clearance?
- 10—What is lead, and what is the purpose of lead?
- 11—Define valve travel.
- 12—Name and define the valve events.
- 13—Name the cylinder events.
- 14—Define the cylinder events, and name the valve event that begins and ends each cylinder event.
- 15—What is meant by a short and long cut-off?
- 16—Name the positions of the main crankpin.
- 17—How many valve events occur for each turn of the driving wheels?
- 18—Considering the right side of the locomotive, give the approximate positions of the main crankpin when the exhaust occurs at the different ports.
- 19—Explain the effect of increasing the lead.

AUTHORITIES agree that unless a man can answer these questions it is impossible for him to really understand a locomotive.

The day has gone when a man could "pick up" all the knowledge needed about a locomotive. If you want to be a successful railroad man these days, you've got to study. That's why salaries are bigger than they would be if training were unnecessary.

There is no better way for you to learn than through the railroad courses offered by the International Correspondence Schools.

The questions listed above were taken



One of the illustrations from the lesson on locomotive valves.

from just one lesson on Locomotive Valves. There isn't another school in all the world that covers this subject as thoroughly as the I. C. S.

The instructors are men who have occupied important positions in the railroad world and have spent years in gaining their practical knowledge.

The courses are practical and complete—they are indorsed by officials of 300 railroads and they contain information and data that is not available in any other form—anywhere.

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Without cost or obligation, please tell me how I can qualify for the position, or in the subject, before which I am marking X in the list below:

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| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> Station Agent |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppermith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor |
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LARGEST IN THE WORLD CINCINNATI, OHIO

it looks as if he would have to give and take his own investigation for running low on oil.

Springfield has been selected for the next convention of the 35th Division, which is to be held September 29th and 30th. We are informed General Pershing will give the principal address. Col. R. E. Truman, chief special agent of the Frisco, is president of the 35th Division and through his efforts we were lucky in landing the convention at Springfield, which should draw between twenty-five and thirty thousand visitors here.

Roy E. Putman and Sherman Tuter, special apprentices, have transferred to north roundhouse from west shop.

Our department as well as north roundhouse was well represented at the last meeting of the Frisco Men's Club, which was in the form of a smoker, held February 9th.

Miss Mona Watts who has been on a sixty days' leave of absence sent in her resignation stating that she would make her future home in California.

Allan Moore, our timekeeper, visited the pure food show the other evening. The reporter happened to see him on the way home and thought Allan looked all out of proportion, but upon closer investigation found he had all of his pockets filled with free samples.

GENERAL STOREKEEPER'S OFFICE—SPRINGFIELD

STELLA COMEGYS, Reporter

Miss Elizabeth Gibson is back at work after a two weeks' absence on account of illness.

Misses Barbara Murray, Effie Ott and Maude Bedell visited friends and relatives over the week end, recently, in Kansas City.

This office extend their sympathy to Mr. W. B. Hudson, clerk in the store accountant's office, whose father died recently.

Mr. Homer Webber was absent from the office a few days on account of illness.

This office had the candy and cigars passed to them this month, the reason for the treat being the marriage of Charles Belton Hembree to Miss Laura Miller, on January 28th. All in this office wish Mr. and Mrs. Hembree a long and happy wedded life.

The position of general clerk in the eastern division accounting department has been awarded Mr. Hulbert Reed Mason, Jr.

Mr. L. W. Kistler, superintendent of treating plant, attended the annual meeting of the American Wood Preservers' Association, January 21st to 28th, at Montreal, Canada. Mr. Kistler was accompanied by his wife and baby. Mrs. Kistler enjoyed the toboggan trip down Mt. Royal, while Mr. Kistler saw a championship hockey game between Montreal and Chicago.

STATISTICAL DEPARTMENT SPRINGFIELD, MO.

MARY PROPHET, Reporter

The girls in Miss Neta Mooney's Sunday school class thought they were forsaken when Neta spent two successive Sundays away from home. Neta spent January 29th in Kansas City visiting two brothers and other relatives. The following Sunday she went to Memphis to visit another brother and his family.

We are glad to have Mrs. Blanche Anderson back with us again. She has been in the car accountant's office for some time.

Mr. Todd leaves this office, but not this room, to become chief clerk in the private carline department.

Our sympathy is extended to Miss Nancy Bruce in the loss of her aunt. This office is quite proud of its representation in the choral club. A sextet from the club sang at a Y. M. C. A. luncheon, February 7th. Our own Dorothy Thoms took the solo parts. Frisco officials who heard the program had the girl's promise to sing that night at an accident prevention meeting.

A new member has been added to the O. M. A. club. Miss Thelma Smith has a new nephew.

PASSENGER TRAFFIC DEPT. ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Roy Horkenbach came down to the office about a week ago with a red, red nose. We thought Roy had been visiting his friends and enjoying what was left from the Christmas holidays, but poor Roy had to make several trips to the doctor.

Seems as though red nose is going to be the subject of this news column. Eddie Grob also has a very bad nose and had to secure the service of a doctor. Eddie says his nose wasn't caused from any wild parties, just sore, that's all.

Tom Williamson has gone into the poultry business. Just recently Tom received a shipment of baby chicks from Columbia, Mo., and if luck is with him intends to sell them when they average about two pounds. Any one desiring nice friers just call Tom and he will be at your service.

C. B. Michelson and wife recently returned from a three-week trip to California and points of interest enroute. They attended a convention of the National Fruit Growers' Association. Mike says it would take pages and pages to tell of his good times.

Congratulations are in order because of the arrival of a baby girl at the home of Frank Zoellner, January 19. Frank says they had a hard time finding a name but finally decided on Coralie Ann.

Francis Burke says you can't keep a good man down so he went to the bowling tournament at Omaha, Nebraska, with the Frisco bowling league. Luck was with Francis as he came back with a prize.

Effective February 1, Elmer Payne, city passenger agent, St. Louis, Mo., was transferred to Tulsa, Okla., to the position of passenger agent. Elmer is certainly climbing the ladder fast. We hated to see Jimmy leave but were fortunate enough to have P. E. Buess take his place. Mr. Buess was formerly at Tulsa. The department wishes both success in their new positions.

Oliver Coyle, mail room clerk, recently came down with a wallpaper tie on. Coyle says the fellows in the office envy him so he isn't going to wear it any more, for he doesn't want a riot in the mail room. (The tie should be on display at the Jefferson Memorial).

Science says maple sugar is good for the health. Evidently Emmett Reholz and Francis Burke are trying to get healthy. Incidentally, the writer gets in on the party occasionally.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

The Frisco Employees' Valentine dance given at Monett Park Casino night of February 14 was attended by seventy couples and all report a delightful evening. Music was furnished by a seven-piece orchestra.

Effective February 1 the Monett freight transfer platform was abolished, causing a number of changes in the clerical forces at Monett station. Ray Guinney and Carl Archdale bumped on positions in east yard office, causing displacement of Mack Cotham and Joseph Short who exercised rights at yard office, Newburg. Edward Planchon former messenger, is now acting as helper at Newburg. All freight handlers transferred to passenger station as mail and baggage handlers, where seniority permitted.

George Harmon, Jr., enjoyed a visit from his father, George Harmon, Sr., who now resides in Illinois. Mr. Harmon, Sr., is an old Frisco engineer and will be remembered by the "old-timers."

Columbus Mayhan is looking exceptionally well and says he does not deceive his looks—it all came about by "Clum" deciding to quit the tobacco habit after having been a user for thirty years.

A. M. Trimble, cashier, had the misfortune of skidding his new Essex sedan off an embankment close to Mt. Vernon, recently, injuring his sister and niece who were occupants of the car. Mr. Trimble escaped with a few bruises and a wrecked car.

THE SMOKER'S TREAT
WM. FREDRICK'S HAND MADE
5c — NOW — 5c
Monett, Mo.

OFFICIAL FRISCO WATCH INSPECTORS

Dilworth Jewelry Co. Jasper, Ala.
Graves, A. Co. Memphis, Tenn.
Haltom, C. W. Ft. Worth, Texas
Standard Jewelry Co. Muskogee, Okla.
Tulsa, Okla. Mack Company West Tulsa, Okla.

Miss Helen Nothern has been quite ill for the past three weeks, but is rapidly improving and expects to resume duties in a few weeks.

Effective February 13, trains No. 1, 9, 2, 7 and 8 will make a stop at Monett to handle passengers in and out of our station. Formerly Monett was not a stop for some of these fast trains. This will be good news for long distance passengers who desire to reach Texas points.

L. S. Sheridan, who has been working as assistant car foreman at Monett, has been transferred to Yale, Tenn., to a similar position. The family expects to move to Memphis in a short time.

Mr. H. C. Wilson, assistant superintendent northern division, held a "book of rules" meeting at the Y. M. C. A. February 14, Monett, which was attended by forty men.

Miss Ethel Livesay, second trick telephone operator, is taking a two weeks' vacation and is being relieved by Ruby Dickerson.

Miss Mary Fenton has been appointed relief operator in the Frisco central office at this station.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

Eunice Morrow is enjoying a trip to Florida and Cuba. Believe the men of the office each exacted a promise from Eunice that she would bring them one of those famous Havana cigars but the girls will be satisfied with nothing less than a handsome Spaniard.

A dance was given to the Frisco Girls' Club at the country club on February 17, the use of which was donated by H. L. Worman, and other railway officials. Members of the Men's Club were special guests and it is needless to add this was a gala event and everyone had a most enjoyable time.

S. P. Tobias, traveling wheel inspector, is in Pittsburgh, Penna., making an inspection of some new wheels recently purchased by the Frisco. When inspecting wheels, it seems the first thing Mr. "Toby" demands is that all paint be removed. He prefers wheels "in the nude."

We deeply sympathize with R. F. Peters, our mechanical engineer, over the loss of his father, R. F. Peters, Sr., of DeKalb, Texas, who passed away recently at the ripe old age of 98 years.

Among the recent welcome visitors at this office was R. G. Kaufman, general foreman of the car department at Monett. He predicts a good fruit crop this year and we sincerely trust his predictions are correct.

F. S. Routt spent the first few days of this week in St. Louis.

Betty Blake, Flo Blevins and others in this office attended the benefit bridge given at the Colonial Hotel recently by members of the Frisco Choral Club.

Again, death has visited the family of one of our co-workers, Hazel Clark, and taken away a dear father, C. W. Clark. As an expression of their sympathy, the office force sent a floral offering.

Our head file clerk, Millie Alcorn, spent Sunday with her sister, Mrs. J. B. Gilliam, at Kansas City.

We never heard that hugging a man would give him an appetite, but Herschel McNally says he got several tight hugs in the jam at the food show recently and he thinks it must have been a scheme to make him buy more of the wares.

SAPULPA RELAY OFFICE

E. F. OAKES, Reporter

Operator R. A. Miller, "X" office, leaves Thursday for a short visit with

his parents in Missouri. Understand Extra Operator Bradfield of Springfield is to relieve him. Will be glad to have Brad with us again.

Jimmie Moore, traveling telephone inspector, was with us a few days recently, giving the "printer" the once over.

Mrs. E. P. Olson, formerly chief P. B. X. operator, spent a few days in Sapulpa visiting friends. Mr. and Mrs. Olson now reside in Hugo, where Mr. Olson is employed as dispatcher.

Miss Alaska Fowler, relief telephone operator, spent a week in Seminole, visiting relatives.

C. N. Ellison, former agent, Francis, has been assigned the agency at West Tulsa, vice L. G. Denny, assigned the agency at Claremore. Hate to lose "CN" at Francis. This leaves a good position open at Francis. Suppose we young fellows will have to let the fellows with the "long whiskers" settle the argument as to who gets the job.

B. E. Vaughn, former agent, Luther, has bid in the agency at Red Fork.

Extra Operator J. E. Hulise is relieving Operator Sloan at East Yards, Oklahoma City, account of Sloan being on sick leave. Hope Roy will be able to be with us again soon.

Extra Operator C. T. Fine is relieving L. C. Knight on the third trick, "XY" office, Sapulpa, while Knight is doing extra work as dispatcher.

Here's another one on the Scotch: It seems that just before "Lindy" landed in France, all the bolts, nuts, etc., on his plane had worked loose, and things looked pretty bad. About that time he flew over Scotland, and everything tightened up.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Carl Thompson, who has been working on construction work, is again with us in the office, having accepted the position of draftsman.

Cecil Jones, formerly employed in this office, but who has been working on the southwestern and central divisions for the past year is also again associated with us, filling the position of clerk.

Mrs. R. C. Garton spent several days at Willard, recently, visiting her mother.

Mrs. Sally Williams has returned to her home in McKinney, Texas, after spending the winter with her daughter, Mrs. L. E. Owen.

Mr. G. F. Boyd, assistant maintainer at Arcadia, Kans., is off duty account of an injured foot. Robe Henry, helper at Nichols, is relieving Mr. Boyd.

Little Mary Francis Uhr, who has been ill with scarlet fever, is improving.

Mr. J. H. Saunders, joint facility examiner for the Katy, honored us with his jovial countenance for a few days; at least, that is what he says.

AURORA, MO., AND GREENFIELD BRANCH

B. P. RAMSEY, Reporter

Paul Taylor, station helper, this station, is the proud father of twins, born January 28. They have been named Lora Belle and Flora Jeane. The twins and their mother are getting along nicely.

T. A. Ridley, engineer, on the Greenfield branch, is off duty a few days. He is being relieved by Engineer Mayberry of Ft. Scott, Kans.

Sunday night, February 12, someone broke the seals on a car of merchandise at the freight house and got away with a case of chewing gum and a case of smoking tobacco. Total value

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of about \$60.00. No trace of the robbers has been found.

Mr. C. L. Woodside, fireman, Greenfield branch, was off duty a few days account of sickness.

A. R. Pruitt, engine watchman, is having a great time trying to catch the parties who have been stealing company coal from the roundhouse.

The mining prospects around Aurora are looking fine. Looks like more business for the Frisco. This spring ought to find the mines working. Here is hoping we get back to the old days.

Ben Doran, second trick operator, is back on the job after having been off a week or two account of sickness.

News a little scarce this time. Will try and make it up in the next issue.

OFFICE SUPT. TERMINALS SPRINGFIELD

NORMAN HINDE, Reporter

The regular accident prevention meeting was held February 8, and was attended by nearly one hundred persons, the largest gathering that has ever assembled for the event. An extremely interesting program, which included the rendering of several numbers by the Frisco Girls' Choral Club, talks by Mr. Hudgen and Mr. Claypool, of the claim department, and others, made the meeting exceptionally enjoyable.

Cecil Carnahan is again the possessor of a Ford, having decided that rubber is more convenient than shoe leather, though more expensive.

B. W. Gaffa was off duty for several days on account of illness, but we are glad to report he is now back on the job.

Karl Walters is no longer a member of the office force, he having bid in a position in the freight office.

Maurice Wilson recently visited in St. Louis and Carthage.

C. R. Morgan has returned after

spending nearly two months in Texas. We regret to report the death of Mrs. Kandis Caldwell of Branson, Mo., the sister of Mr. Bruton. Sympathy is extended to relatives of the deceased. George Briles is back on the job after enjoying his winter vacation.

We are sorry to report the serious illness of Howard, the young son of Mr. and Mrs. L. E. Sullivan, but are glad to say he is improving.

Gasps of dismay were audible when the photographs of the yard office forces were shown, as we did not realize we were such a hard looking outfit. Various suggestions have been made for suppression of the pictures and it is hoped the editor will have compassion and not publish the embarrassing photographs. (We can give no quarter—Ed.)

OFFICE OF DIVISION ENGINEER SPRINGFIELD, MO.

REGINA C. JAMES, Reporter

Mrs. E. L. Anderson, wife of assistant division engineer, recently had her tonsils removed and is getting along nicely.

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Visit With

G. R. HUGHES

12 South Main

Ft. Scott, Kan.

Mr. R. E. Miller, bridge engineer, paid us a visit recently in connection with viaducts at Grant and Benton avenues.

Mr. T. Graves Keithly, a new rodman, has been added to our force. We hope Mr. Keithly likes our "place of business" and this wonderful city of the Ozarks.

"Doc" John is a hard man to keep down—even lumbago can't do it.

We never saw Frank Peters excited in our lives, but one day after answering the telephone, "Pete" grabbed his hat and coat and left without a word to anyone. We were terribly excited guessing the cause, however, after an hour of anxiety for us, Pete returned looking natural—only a few shingles on his house had burned.

Mr. M. W. Abernathy, formerly division accountant on the Eastern division, has now accepted a position with the Interstate Commerce Commission at St. Paul, Minn. We are sorry to see "Abe" leave us, but wish him the best of luck in his new work.

The boys in the engineering department are very enthusiastic over the Frisco Men's Club, and have attended every meeting to date.

Geo. Kastendieck surely will be glad when the whooping cough leaves his house. The only rest he gets is a "cat nap" every now and then.

Anne McClernon, formerly steno in the division engineer's office is now "back home again" in the general manager's office.

Extra gang No. 106 is making some remarkable records laying one hundred pound rail. On January 11 they laid 13,650 feet with eighty-two men.

No doubt "autoists" are glad that

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FREIGHT TRAFFIC DEPARTMENT ST. LOUIS, MO.

MABEL JERNIGAN, Reporter

Henry Siemer, alias Hank, was overheard to make the remark that there was one girl in the office he admired and liked very much. 'Tis a shame he is so bashful and chances are that person's name will never be known.

Can you imagine all of this happening in one day? First Lucille Bostic is sick and goes to the hospital; then Mary Picher has numerous ailments; next Katherine LeHoullier feels badly; and then Elsie Mueller admits she is indisposed. Surely hope the air clears up soon and everyone is feeling 100 per cent.

Freddie Spinner and Joe Lyons participated in the bowling tournament at Omaha, Nebraska, representing the traffic department on the Frisco bowling team.

Lillian Barnes spent few days at the hospital having her tonsils removed, but is now back on the job and feeling fine. Lillian's co-workers are mighty glad to have her back so soon.

Freddie Spinner was off few days account light touch of the flu.

Mary Picher was absent from office a couple of days account of being ill.

Ed Kinworthy reports having his first ride in an airplane January 19. He said it was great, could have stayed up forever; incidentally his girl friend was along.

Valentine Day—the office boys surely had plenty of fun that day, for practically everyone in the office received a valentine—some funny ones, too.

It is gratifying to note, however, that there are no hard feelings after that busy day.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Z. M. Dunbar, chief transportation clerk, has always taken a prominent part in the work of his church—the South Street Christian. At the last meeting of the official board of the church he was presented with a fine fountain pen in appreciation of his fifteen years' service as clerk of the board. Zack is not a little proud of the honor and takes every occasion to display his gift.

Miss Ann Frances McClernon has now returned to our office after a temporary sojourn on the Eastern division. She bid in the vacancy of file clerk made by the resignation of H. L. Adkins, who left us to take a position in Tulsa.

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Mines Located at Mulberry and Scammon, Kansas, and
Henryetta, Oklahoma, on the line of the
St. Louis-San Francisco Ry. Co.

Members of "our family" won two grand prizes at the Frisco Girls' bridge party held at the Colonial Hotel, February 15. Mrs. H. E. Kimball, wife of our chief clerk, won a card table for having high score, while P. W. Arnold also won a card table for having high score among the men.

We miss the morning visits of J. G. Taylor, who has now been retired on a pension. He may be retired, but he can still hold his own, as evidenced by the wit with which he answered Ed. V. Williams at the last meeting of the Frisco Men's Club.

Miss Jessie Tulk won fifth prize at the Shrine Mardi Gras, February 11. Now if you ask her the time she glances proudly at an Elgin wrist watch.

Lloyd Stanley, train rule examiner, is still unable to resume his duties because of illness.

Jack Powell, son of R. H. Powell, contract clerk, is showing talent with the cornet. In addition to playing in the junior band he was one of a quartet to play before several audiences this month.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The monthly meeting of fuel supervisors was held in the office of Robert Collett, fuel agent, February 18; besides the five supervisors of fuel economy, Messrs. Curry, Schneider, Beshears, Allison and Crawford, this meeting was attended by the general fuel supervisor, mining engineer, fuel inspectors Messrs. Hammersly and Conley, Mr. Martin, chief clerk and Mr. Blevans, fuel statistician.

Our little friend, Miss Genevieve Vilsick, has departed from our department to take up new duties in the machine bureau. Good luck, Gen, and come back and see us once in awhile. Since leaving us we have been forced to watch very closely a certain Mr. Al Lutz, as his mind seems centered on self-destruction—clothes lines, cap pistols, etc. But we know Al will get over it as he had the Chevrolet fever once.

We take this opportunity to welcome in our department Miss Lucille Buron, who filled the vacancy created by Miss Vilsick's transfer. Lucille bids fair to be as popular in the fuel accounting division as was Genevieve.

AGENTS' ACCOUNTS DEPT. ST. LOUIS, MO.

ARTHUR STOEHR, Reporter

Loyola McLaughlin's "good morning" cough, punctuates all the check marks she makes on the 51 reports with breezy coughs.

Arnold Allen's wooing has been without success. Wilsey still declines to say "yes".

Max A. Schulze succeeds R. L. Schoeneberg as chief clerk to the auditor overcharge claims. Max has all the qualities of a college professor.

The testimonial given in honor of R. L. Schoeneberg, ex-president of the Frisco Men's Club and former chief clerk to the auditor of overcharge claims in January, 1928, in entering upon his new duties as zone auditor at Tulsa, Okla., will long be remembered by Mr. Schoeneberg's host of friends in the St. Louis general office, the symbol of affection and love for this great humanitarian was deeply engrossed in the beautiful watch and chain, a token of esteem from all his Frisco friends, presented to him in a presentation speech made by Arthur Stoehr, erstwhile reporter, and secretary of the Frisco Men's Club.

Ann Goldstein is slowly recuperating. Those 64 reports surely get on Ann's nerves.

Marie Kleyer claims she heard a robin, which is the sign of spring. This is generally followed by Marie preparing an itinerary for a long vacation trip.

Will Al Gerdel be seen on the screen as a leading shylock? That is the question some of our movie fans would like to know. It has been rumored for sometime that Al is head man in some show on the east side.

Well!!! Helen Bell and Marie Meinker are having a coming-out party all alone. Boys, they are now among the eligibles.

Our Julius is now a proud father of a boy—it's Pop Schepflin from now on. It has been rumored that Julius will make a better floor walker than Bob Kunstel.

The Frisco Girls' Club at a recent luncheon had a tremendous laugh while Magician Lindhorst experimented on E. R. O. Mueller in the performance of some very clever tricks, found evidence contrary to the 18th amendment.

OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

More changes were made this month—D. M. Todd now being chief clerk of the private car line mileage department and Mr. L. D. Anderson chief clerk of the per diem department.

We are glad to welcome back Otis Doty to the office, after an absence of several months account reduction in force. Mr. Doty has been in Tulsa while off duty from this office.

And we also welcome the stenographers and machine operators from Mr. Spangler's office, to our new machine bureau.

Anna Mason now answers to "auntie" since the birth of her nephew, Hugh Edwin Posey on the tenth.

Eleanor Bridwell visited friends in Columbia over the holiday.

Isabelle Cosby of the demurrage department made a flying pleasure visit to Chandler, Okla., on the nineteenth.

Pearl Grace spent a few days of her vacation visiting her parents in their new home in Iowa.

Clara Alderfer and Theda Pyland left on the Sunnyland on the eighteenth for a vacation in the warm, sunny south—visiting New Orleans, Florida and Havana, Cuba. In Miami they will visit Mr. and Mrs. Hubert S. Potter, known to most of our force, Hubert having worked in this office for several years.

H. E. Mahan, our traveling demurrage supervisor, was in the office one day this month.

Nellie Clifton visited relatives in St. Louis several days this month.

Vera Melton spent several days visiting friends in St. Louis from the 19th to the 22nd.

The office extends sympathy to Mildred Truman of the reclaim department on the sudden death of her father.

Two of our number, Ola Barnes of the interchange desk and Marguerite Lulai of the assorting board are reported rather seriously ill. We hope for their speedy recovery.

WEST SHOP NEWS—SPRINGFIELD

EDWARD KLINE, Reporter

The west shop has anything you want, a base ball team, two fighters, and a couple of horse shoe pitchers, Red Wommack and Virgil Hennessey blacksmiths, who challenge any horse shoe pitchers on the system. Come on now, let's see who the horse shoe pitchers are.

J. P. Hurley, chief engineer, power plant, attended the power show in

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Now, what do you think of this? We have a blacksmith in the race for mayor of Springfield, Charley D. Dunn. Charley sure has confidence he will win and we all wish him the best of luck. Say, boys, things ought to be real nice around here if we had one of our men for mayor, and with three of them already on the police force. I wonder if we can't find a man in the bunch who will run for governor.

The west locomotive shop has, I believe, the best "output" for January of any place on the system. Besides turning out locomotives, we turned out three policemen: H. D. Knighten, J. D. Hall and H. I. Murphy. We are wondering what kind of flat foots these men will make.

George W. Conboy completed his apprenticeship at this shop January 25 and went to Monett to work.

We have a new clerk, Homer J. Dennis, in the superintendent's office. Homer comes from the south and is complaining about the cold weather.

A. E. Thompson, machinist apprentice, recently was sent here from Kansas City to complete his time.

Floyd Bassore, Edgar Miller and Sam Shumate are some more of the new apprentices recently employed here.

Leonard Jones, stationary engineer, is sporting a new Pontiac sedan.

Emmett W. Bailey, machinist, died February 7. We extend to the family our deepest sympathy.

James R. Slusser, machinist, has

been ill for two months. We hope he soon will be able to report for work.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

C. A. Craig, night chief operator, has been off duty several weeks, and has spent most of his time in the hospital. He has been quite sick, but recent reports are favorable and it is expected that he will be able to return to work soon. Operator Foster B. Freeman,

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who formerly worked for the Missouri Pacific at Kansas City, is relieving Mr. Craig.

Operator C. B. Crump and family spent a few days in Hollister recently.

Messenger Elmer L. Sanders has resigned on account of his mother moving to Harlingen, Texas, where they expect to make their home. Curtis Danforth has been assigned to the vacancy created by Sanders' resignation.

Operator H. B. Bradfield has resumed duty after having been off since December 22, account of having suffered a broken arm in an automobile accident.

RUSSELL'S GANG—BENNINGTON, OKLAHOMA

MARSHALL WILSON, Reporter

This gang has experienced some beautiful weather during January and February and hope it continues.

We are moving right down the line. Only 30 more miles to complete into Hugo. From there, I guess, we will work on through to Hope, Arkansas, a distance of about 270 miles from Ardmore.

Lineman E. C. Holt has returned to this gang after several months' division relief work. Everyone is glad to see Mr. Holt back.

Lineman N. H. Harlinson is on a few days' vacation, visiting a sister in Indiana. All wish him a good time.

Lineman J. M. Saxton has been on the sick list since the last of January and has been in the hospital in St. Louis. Everyone hopes he comes back soon.

We have exchanged motor cars. Traded a Fairmont for a Buda and like the latter best.

This gang is being reinforced in the feminine line as Martin McGuire is going to bring his wife out and N. H. Harlinson is bringing his wife out, also.

This gang is almost 100 per cent married now.

W. M. Thompson, cook, is doing his part, he says, to make it so.

No accidents this month.

P. B. X. OFFICE, FT. SCOTT, KAN.

MISS ALICE HOGAN, Reporter

Miss Letha Linn, P. B. X. operator, was off a few days the latter part of January on account of the death of an uncle.

Mrs. A. P. Parks and small son, Edwin, and Mrs. J. P. Lee have returned from a week's visit in Hutchinson, Kansas. Mr. Parks, evening wire chief, and Mr. Lee, dispatcher, say they do not make good bachelors.

Mr. O. C. Miller, agent at Cherokee, is recovering from an injury received by a fall on February 4.

Mr. Don B. Fellows, florist, was a caller in our office recently. Mr. Fellows spoke to the Rotary Club at their noon luncheon, February 9, and also addressed the Garden Club at the Chamber of Commerce rooms, the same evening.

Mr. A. P. Parks, evening wire chief, attended the State Y. M. C. A. Convention in Kansas City, Kansas, February 10. Mr. W. J. Chesney relieved him.

Mrs. Agnes Sheehan, Kansas City P. B. X. operator, recently paid this office a short visit enroute home from Wichita, where she spent a few days. Several new assignments have been made on the K. C. & Ash Grove subdivisions.

H. L. Young, formerly second trick operator at Edward, has bid in the agency at Henson.

W. F. Haynes, who was third trick towerman at Lamar, is on the second trick at Edward.

T. E. Keating, who has been agent at South Greenfield, has been displaced

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by E. H. Britton of Keighley, and is now second trick towerman at Lamar.

The Fort Scott Frisco Employees' Club have planned an entertainment and dance February 17. All are anticipating a good time.

OLIVER'S GANG FULTON, KANSAS

EDWARD BROWN Reporter

Work progressing nicely. Harry Smith, lineman, was called to Springfield recently, account of the death of his uncle.

Linemen R. B. Jones and B. H. Edmonds received their five-year service passes this month.

Edward Brown, groundman, was called home during the first week in February, account of the illness of his son.

Charles Mahoney, groundman, spent February 12 in Golden City.

The boys are all figuring on going home for a visit on Washington's birthday.

Ben Watkins, lineman, motored to Ft. Scott on February 12.

This gang has had plenty of water and rock to go through.

No accidents this year.

WOODALL'S GANG CHESTER, ARK.

E. L. BRAY, Reporter

This gang is on the move again, having completed the estimate from the Missouri state line to Fayetteville, February 10. We are now on a light repair job from Fayetteville Junction to Meadows, Ark. There is about one week of this work and from here we expect to go to Turrell, Ark., and work to Bridge Junction.

We had a very enjoyable visit on January 24 from Messrs. Fred Long, S. B. Musgrave, general foreman, and W. B. Parrett, chief lineman. Mr. Long is a retired foreman from the Pennsylvania Lines, and told us some interesting happenings of the times when he and Mr. Musgrave worked on the Pennsylvania Railroad. Mr. Long helped Mr. Edison install the first electric lighting system in the United States.

W. P. Mead relieved Division Lineman McCoy at Ste. Genevieve and W. E. Cave at Memphis during the month of January.

Edward Baertels was released from this gang January 12.

George Denny was stricken with appendicitis February 3, and was taken to the hospital in Springfield. We are glad to report that he is getting along nicely and expects to be back soon.

Bruce Davidson, fireman and ex-lineman, paid this gang a visit on February 6 and 7.

H. H. Patton, Western Union cable repairman, spent February 6 and 7 repairing our transfer cable.

Four men were called to Schaberg, Ark., Saturday night, February 4, on account of wire trouble caused by tree falling on the line.

PHARRIS' GANG PARSONS, KANSAS

PAUL R. BURTON, Reporter

We have been delinquent on news items from this gang for several months, but we will try to be properly represented throughout the remainder of the year.

We are progressing very nicely on this estimate. We have 28 miles to work yet, and are making an average of one mile per day, so "it won't be long now".

It is expected that our next work will be on estimate Beaumont to Arkansas City. All the boys are asking, "When do we go back to Missouri".

J. A. Stockton, groundman, was called home, February 10 on account of the death of his mother. He has not yet returned.

Clyde Miller, lineman, spent a two-weeks' vacation in Wichita and Oklahoma recently.

No accidents this month.

DONOHUE'S GANG MARKED TREE, ARK.

J. E. NUSSBAUM, Reporter

We arrived here January 28, and the boys wondered who would catch and climb the 85-foot black diamond poles on each side of the St. Francis River.

George Griffen and Vernon Stephens caught the first one and Lee Dryden and Alvis Crouse the second.

We received a surprise in the form of a motor car on February 4. It is a model 19-L Buda and equipped with guard rails. The boys all think well of it.

In the last few miles that were built there was considerable timber to cut and a lot of tree trimming, for this is truly a timber country. Some of the men think they are real woodsmen. One of them wants to carry a bucket of water to keep the axes cool and claims he has to wait for the chips to fall.

Since starting the present estimate, we have set 932 black diamond poles of different sizes ranging from 20 to 50 feet in length.

CENTRAL DIVISION

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

The unsolicited passing of good cigars means that congratulatory greetings are in order, and to Mr. and Mrs. R. W. Murdick, who were recently married at Fort Smith, we extend our best wishes for a long and happy married life.

Miss Fern Heyburn has returned from a short visit with friends and relatives in Tulsa.

We are sorry to report that Mrs. R. L. McConnell has been seriously ill in a local hospital, where she underwent a major operation; however, it is with pleasure we learn she is steadily recuperating.

The February fuel meeting on the Central division was held at Fort Smith on the 16th, and from reports they had an exceptional good attendance and as Mr. D. L. Forsythe, general road foreman of equipment; Mr. J. E. Whalen, general fuel supervisor; Mr. J. W. Morrill, accident prevention agent, and Mr. J. R. Scott, general air brake inspector, were present, it goes without saying that it was an interesting meeting and one that will bear fruit.

Mr. and Mrs. E. T. McKenna and son, Eugene, spent several days during the past month in Springfield as the guests of relatives.

The following employees and wives have accepted the cordial invitation extended by the Frisco Employees Club at Hugo, Okla., to attend an entertainment and dance to be given by them at 7:30 p. m., February 16, in the American Legion hut; Mr. L. W. Caviness, Mr. and Mrs. Chas. Kline, Mr. John Maledon, Mr. and Mrs. G. C. Shields and Mr. and Mrs. H. H. Morgan. They are assured of a pleasant trip and we are sorry that more of us could not be present. Mr. Caviness can be thanked for this invitation, as when he was in Hugo last month to attend the division accident prevention meeting, he addressed the club there and made quite a hit; which, no doubt, left a lasting impression.

Mrs. M. L. Crawford is visiting with her brother, Mr. Chas. Lewis, and family in Heavener, Oklahoma.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HAYBURN, Reporter

C. R. Lakin resigned on February 3, to accept position as resident engineer for the Oklahoma Railway company, with headquarters at Oklahoma City. His friends here were sorry to see him leave, but wish him success in his new work.

Mrs. E. L. Collette recently spent a few days in Little Rock visiting friends.

C. L. Mahan has disposed of his Dodge, and is now riding around in a spiffy looking Chrysler sedan.

Johnson Ehing is wearing short pants and they aren't baseball pants, either. "Fore!"

Dan McCarthy, section foreman, has returned to work after an absence of several weeks due to serious illness.

Ed Carter, water service foreman, now rides instead of walking. It is an Essex sedan.

E. L. Greene is a new arrival in this department to fill vacancy left by C. R. Lakin.

Mrs. Edward Crandall and son, Edward, Jr., are visiting in Cape Girardeau, Chaffee, and Springfield.

Roadmaster McAllen is quite elated over the very fine showing his extra gang is making in laying rail on the Arthur subdivision. This gang of 67 men on January 25, laid 10,608 lineal feet of 90-lb. rail, which is 48-ft. over one track mile.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

To make up the deficit of party given by the Employees' Club January 27th, a "Round Robin" card party was given Thursday afternoon, February 15, by the wives and daughters of Frisco employees. There were fourteen tables arranged for bridge and bug.

Mrs. Robert Boyd won first prize at bridge, an Italian lace scarf donated by Mrs. J. G. Weaver; Miss Alma Schaap second prize, two linen handkerchiefs made and donated by Mrs. J. G. Weaver, and the consolation prize was given to Mrs. Lee W. Grimes which was a deck of playing cards donated by the Palace Drug Store.

The "Bug" prize was a linen handkerchief which was given to Mrs. J. A. Collins.

Earl Dodd, our big brown-eyed messenger boy, took a twenty mile ride into the country the other day on his bicycle. Going, everything was lovely, but on his way home after about twenty-four hours rain, the roads were not so good and everytime a car came along Earl had to pick up his bike and carry it.

We welcome J. R. Wilhoit back to our fold and hope he will not go astray again.

Miss Bernice Jennings, operator in Springfield relay office, was in Ft. Smith a few weeks ago as guest of Miss Frances Warthen, operator at Ft. Smith yard office.

W. V. Jameson, conductor, expects to resume duty about March 1, after being off several weeks account sickness.

R. M. Clark, agent at Tallhina, Oklahoma, has been away from the office account Mrs. Clark undergoing operation in a Ft. Smith hospital.

P. D. Dean has been assigned to position of assistant bill clerk at the Ft. Smith freight office.

Ernest Wolf, lineman, has been absent from duty for about six weeks account paralysis of his left arm.

The bulbs which were sent in from various stations to store in the basement of superintendent's office were sent back to the agents on Feb. 17.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Mr. R. P. Manley, division storekeeper, Mr. W. F. Griggs, chief clerk, and Mr. Hulin L. Akridge, attended a store-

keepers' meeting in Springfield February 16. Mrs. Akridge, who accompanied Mr. Akridge to Springfield remained in Springfield for a longer visit. Joe M. Blankinship, storehelper, has been off work on leave of absence during the months of January and February. His health is improving and we will welcome him back to work soon.

Mr. A. W. Blume, general storekeeper, spent a night in Fort Smith during the first part of February, while enroute from Sherman, Texas.

Miss Grayce Heyburn, of the engineering department, spent a week end in Monett, Mo.

The store department was well represented at the dance at which the Frisco Employees' Club entertained on January 27. Miss Norma Bell Manley, daughter of Storekeeper Manley, gave several readings which were greatly enjoyed.

We are always glad to welcome back an old friend, and this certainly applies to Mr. Jas. Wilhoit, who has been appointed to fill the position of division accountant for this division. Glad to see you back Jim.

OFFICE GENERAL AGENT OKMULGEE, OKLA.

D. B. McCain, Reporter

Mr. R. E. Bell, warehouse foreman, has been assigned the position of chief clerk, Ada, Okla.

Miss Lois Flanagan was assigned the position of abstract clerk, her stay was short, however, and we were sorry to lose her, but her "heart" is in Sapulpa and she had to return.

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Mr. Chas. B. Hinsey is a new addition to the force coming here from Bristow where he held the position as cashier. Mr. Otis Doty of West Tulsa, was a recent visitor at Okmulgee and reports that they are a "busy bunch" up there. Miss Maurene Mahan of the division accountant's office Sapulpa, was among the week end visitors while on her way home at Morris, Okla. Mr. E. F. Decocq has been assigned the position as warehouse foreman.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

J. R. Wilhoit has been appointed acting division accountant on this division. M. W. Abernathy, who recently came to Ft. Smith as division accountant, resigned to accept a position with the government and will be located in St. Paul, Minn. We wish success and happiness for both Mr. Wilhoit and Mr. Abernathy in their new work.

The accounting department and the B. & B. and water service departments have exchanged offices in the Frisco building here. John Trotter, claim agent, has also been assigned an office in the Frisco building.

All members of the office force are proud wearers of the Frisco emblem. Harry Harrison recently visited the office and supplied everyone with the new Frisco pin.

L. O. Mouser, who has been confined in the Frisco Hospital, St. Louis, is now in Cape Girardeau, Mo. Mrs. Ed Crandall is visiting Mr. and Mrs. Mouser at their home.

Signs of spring are appearing. C. L. Mahan has purchased a new Chrysler sedan while Mr. Ed Carter is driving a new Essex coach.

Dan McCarty, foreman of Section 84, has returned to work after a very serious illness.

Mrs. O. W. Russ recently visited her aunt, of Oklahoma City, who was convalescing from an operation.

During his last visit in this office Bill Henke had a rather trying hour or so endeavoring to get out of our file room where some one had thoughtlessly locked him in. When discovered along about dark he was making some headway toward a release before morning as he had been successful in removing a bolt or two from the door. Anyway he didn't miss dinner that night and he said that was all that was worrying him.

MUSKOGEE, OKLAHOMA NEWS

GRACE H. RAITT, Reporter

Geo. Bynum, of the mechanical department, had the misfortune to run a nail in his foot this week and is now enjoying (?) a vacation.

Otto Orman has moved into his new home just recently completed.

We greatly enjoyed having Mr. F. X. Adams, traveling claim adjuster from Springfield, with us one day this week.

E. H. Grose, check clerk, bid in the warehouse job at Idabel. We regret very much to have Mr. Grose leave us but welcome our Indian Chief Gilbert Morris, former check clerk, to the same position.

The automobile agents have been quite active around this office. Mr. Walker, our agent, is driving a new Chrysler, W. W. Harvel, car clerk, a Dodge, and Chief Clerk W. Estes, an Essex; the latter says he is now truly grateful to be allowed to drive from the back seat.

W. E. Lowery, our day switchman, has been off several days account of sickness.

John Blackford has returned from the hospital at St. Louis where he has

been receiving treatment for his eyes. We are glad he is able to return to work.

J. W. Clark, yardmaster, is wishing it would turn cold so he could kill four hogs and invite the bunch out for dinner. No doubt it would take four to satisfy the appetites of all.

W. E. Chamberlain is still testing out his radio; claims bad tubes is the reason for not being able to get KVOO, Tulsa. However, he does get Havana, Cuba, but states as the program is in Spanish it will be necessary to take a correspondence course in that language to derive the full benefits.

Dr. and Mrs. A. S. Hawkins are spending the winter with their daughter, Mrs. J. W. Clark and Mr. Clark, our yardmaster. Dr. Hawkins was at one time resident surgeon at Monett.

Every one is very much interested in the Frisco Employees' Club and a social session is being planned for March 16. We know that each employee is not only taking advantage of, but making new opportunities to obtain more business for "their" company, as all realize that steady employment for every one connected with the Frisco in any capacity, depends on the volume of business handled, and it is to the interest of each one to do "their bit."

Mr. J. Nelson, in point of service one of our oldest B. & B. foremen, has been quite ill at one of our local hospitals. Mrs. Nelson is now with him and we are glad to hear that he will be able to leave for his home in Girard, Kans., in a few days.

We were glad to see Lee Bean, engine foreman, and W. C. Strawhun, engineer, back on their old jobs again today. Lee O'Dell, conductor, and Engineer E. H. Bishop also reported for duty today, we are glad to know.

WESTERN DIVISION

ACCOUNTING DEPARTMENT ENID, OKLA.

V. L. THOMAS, Reporter

Paul S. Myers, who has been working in this office as general clerk for the past month, resigned and has left for Kingsville, Texas, where he has accepted a position with the Missouri Pacific Railway Co. The office force regrets Mr. Myers' departure and all wish him success on his new venture.

John R. Sickles was forced to remain at home for a few days recently account being stricken with the flu, however, John is now back to the old routine again and apparently with no ill effects from his sickness.

J. C. Hopley of Enid, Okla., has been holding down the position of general clerk in this office temporarily. Mr. Hopley is not exactly new around here having previously worked for the Frisco as bill clerk in the freight house at Enid and also worked for a short time in the freight offices at Tulsa, Oklahoma.

Don B. Fellows, Frisco florist, was another visitor to be with us during the past month. Mr. Fellows remained here for a couple of days getting things lined up for a few flower beds in order to beautify the station, office buildings and grounds.

TRANSPORTATION DEPARTMENT ENID, OKLA.

CAMPBELL & CAMPBELL, Reporters

Along about this time of the year it is in order to find out just how the year passed compares with previous ones, and on the Western division, so far as number of cars of green fruit is concerned, the year, 1927, showed a

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very decided increase over the year. 1926. During 1926, we handled a total of 897 cars of green fruit from Avard to W. Tulsa, during the year, 1927, this figure jumped to 2,065 cars, and so far this year, January shows an increase of 18 cars over January last year.

We wish to express our deep sympathy to C. R. Hall, telegrapher Enid office, in the loss of his mother, who passed away February 2nd.

Speaking of first-class freight service, we have an example of the way it is handled on the Frisco; Roadmaster Patterson's household goods loaded at Chaffee, Missouri, 4 a. m., February 5th, came through the St. Louis, Springfield, Monett and Tulsa Terminals and spotted for unloading at Enid 4 a. m., February 8th, 689 miles, three days' service.

Here is another increase, this is getting good.

Enid station for the month of January, revenue loads inbound increased 113, outbound increased 228. Freight revenues increased \$52,678.41, passenger revenue decreased \$2,014.89, showing a net increase of \$50,663.52. Not so bad, eh?

Some time ago Mr. F. C. Gow, assistant superintendent, found an old Frisco round trip ticket, issued February 17th, 1897, expiring March 24, 1899, from Fredonia to Chanute, Kans., and return. Notice to the length of time, two years and one month. Also it cost \$2.82, No. 3903, first-class round trip ticket. We are keeping it for a souvenir.

Geraldine was the name chosen by Mr. and Mrs. H. G. Campbell, for the little daughter that arrived at their home on February 3rd. Holland is now demurrage clerk at the freight depot, Enid.

Champlin Refining Company at Enid has taken another good clerk from the Frisco. John Morgan, for seven years cashier at Enid, will be their new traffic manager. John left the service of the Frisco on Feb. 15th. We wish you all the luck in the world and your many friends on the Frisco will miss you. Champlin is by far the winner.

Suppose by this time all of you know that the Western division, Transportation Accident Prevention department won the loving cup for the fourth quarter of 1927, and to celebrate the event will have a big entertainment in auditorium of the Masonic Temple at Enid. All Frisco employees and their families will be present, on February 23rd, and we'll have more to say about this celebration in the next issue of the Magazine.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS.

IWA SEWELL, Reporter

Mrs. Joe Bryan, electrician's wife, visited in Waco, Texas, during the latter part of January. Joe says he doesn't like batching, says they need more dishes, at least a ten days' supply.

E. G. Hughett, clerk in general foreman's office, has resigned to accept a position with an Insurance Company. We hated to see him leave as he had been with the Frisco here since January 1, 1918. We wish him success in his new undertaking, however.

Dick Horn, who has been working in Paris, Texas, has returned to his former job as messenger on February 1st.

Jimmie Honaker and family visited Mr. and Mrs. Dick Lyons in Dallas, Texas, Saturday and Sunday, February 4th and 5th.

Mrs. L. McMillan, wife of chief clerk, is entertaining her sister of Port Arthur, Texas, this week.

The executive committee of the Frisco Social Club are planning for a meeting Tuesday night, February 21st. They are arranging a short program to be followed by dancing.

K. Gilbert of Kansas City, visited here February 14th.

E. F. Tuck, general foreman of Fort Worth, was in Sherman, February 2nd.

E. E. Glascock, section stockman, has returned to work after being off sick with the flu for several days.

Bert Baldwin and family have returned from a visit with his mother and father at Okateha, Oklahoma.

Mr. and Mrs. Joe Bryan entertained the Snappy Eighteen Club February

9th. This club is composed mostly of Frisco employees and their wives and is a 42 club. Mrs. L. McMillan, wife of chief clerk, this department, won high score prize and Jimmie Honaker, accountant, won the low score prize.

C. V. Montgomery, foreman this department, spent Sunday, February 12, in Fort Worth.

E. G. Hughett, who formerly worked in general foreman's office, was married Sunday, February 12, to Mrs. Kerr. The entire force extends congratulations.

L. McMillan, chief clerk, has gone to Springfield to attend a meeting in the general storekeeper's office.

Our sympathy is extended to the family of Mr. Goff, machinist, who died suddenly February 14. He worked until eleven o'clock that morning when he laid off and went to his home in Denison. He died shortly after twelve o'clock with heart trouble.

All the employees and their families at Sherman Shops feel very grateful to our efficient County Commissioner Mr. O. L. Simmons, for resurfacing the road in back of the shops with gravel. It is now a fine driveway to and from the shops regardless of weather conditions. Heretofore the only road which leads to and from the shops was unaccessible during rainy weather. Mr. Simmons took action immediately after the inconvenience as stated above was revealed to him.

SOUTHWESTERN DIVISION

GENERAL YARDMASTER'S OFFICE OKLAHOMA CITY, OKLA.

G. K. HORNUNG, Reporter

Roy Sloan second trick operator at east yard has been off sick the past few weeks, however, at this writing he has recovered, and we understand he will soon be back with us. Operator J. D. Hulise has been relieving Mr. Sloan.

Yard Clerk Alvin Woodruff is feeling quite elated these days. He is the proud father of a daughter, born January 8. Her name is Betty Louise, and we are looking for Alvin to show her off some day soon.

Messrs. Pender, Wilson, and Attebury were visitors (in action) on January 24.

Fred Montgomery, yard clerk at north yard is off on a 60 day leave of absence, and is taking a motor trip to California. He is being relieved by Extra Clerk William Dorris.

Oma Adams is back with us again, as roadmaster's clerk, after an absence of a year or more.

The East Yard office was represented at the "Revelation of the Railroads Banquet" at the Chamber of Commerce January 26, by General Yardmaster P. D. Sheehan, and Messrs. D. L. Estes, and J. W. Bryant of the Employees' Club.

We are very sorry to report the death of Conductor Fred Hall, which occurred while he was on his run near Snyder, Okla. Mr. Hall was one of the "old timers" and had been running on trains 415 and 414 the past two years.

Wiley Dove, who reached the age of 70, and who had been in service 20 years on January 10, retired from active service January 30. Wiley, who had been roundhouse messenger for the past 10 years or more will certainly be missed. Wiley termed himself a "Smoked Irishman," but it never mattered to him how he was addressed, he always had a pleasant reply, and a good word for everyone. Mr. Dove is the first colored man to be pensioned at Oklahoma City.

After an extensive search, and many experiments the switchmen of Oklahoma City submit the following as

their favorite recipe for the making of "home brew". Chase wild bullfrogs for 3 miles and gather up hops. To this add ten gallons of tan bark, one pint of good shellac, and one bar of home-made soap. Boil 36 hours then strain through an I. W. W. sock to keep it from working. Add one grasshopper to each pint to give it a kick. Pour a little into the kitchen sink; if it takes the enamel off, it is ready for bottling. This recipe is guaranteed to be legal, and the writer understands, bears the personal approval of local chairman Atherton.

OFFICE SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Juliet Baskett, daughter of D. H. Baskett, agent at Racine, and sister of F. Baskett, agent at Eldorado, has been working in the superintendent's office as stenotypist. Miss Baskett did extra work a short period in Mr. Doggrell's office at Springfield.

Miss Helen Gorham has accepted a position as stenographer. Miss Gorham came here from Louisiana and is a sister of G. D. Gorham, clerk in the accounting department.

The clerks of the superintendent's office manifested their usual interest in Frisco activities by enrolling as charter members at the first meeting of the Frisco Employees' Club of Sapulpa which was organized Monday, February 6. Mr. C. E. Harris, transportation clerk was elected secretary. Several of the clerks served on the entertainment committee for the dance and bridge party held in the Elks Hall and worked hard to make the clubs' debut a huge success. As ever, they can be relied upon to do their bit, and can be called upon at any time to "pitch in."

Fred Morgan reports the first big catch of the season—Fred went fishing at Spavinaw and caught ten small mouthed bass.

Several members of the Sapulpa Club attended the dance given by the Frisco Employees' Club of Tulsa. The Tulsa Club has been going good for some time and we wanted to learn how they did it.

Miss Ella Thrasher was one of the entertainers at the open house given by the Business and Professional Women's Club at Sapulpa. Miss Thrasher also took part in recent recital given by Mrs. Bess Hughes, giving both vocal and piano selections, February 15, 1928.

FREIGHT AND PASSENGER DEPARTMENT OKLAHOMA CITY

VICTORIA WALKER, Reporter

L. W. Price accompanied a special car of Salvation Army people, enroute to Atlanta, to Memphis, January 19.

Miss Phil Vorderlandwehr spent week end of January 15, at her home in Kingfisher.

A special car party of lumbermen was handled to Kansas City, Jan. 24.

Mr. and Mrs. Wm. Fitch were called to Madill, January 17th, account the death of Mrs. Fitch's father.

R. O. Hopkins accompanied a special car of grocer and commission men, enroute to Chicago, to St. Louis, January 21.

Mrs. Roy Hughes spent a few days this month visiting her mother at Altus.

Mr. and Mrs. M. G. Buffington spent week end of February 11th in Chandler, Okla., visiting their daughter, who is now living there.

Frisco Club of Oklahoma City, held a social meeting February 9 at the Bohemian Hall. A very interesting program was presented by the pro-

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gram committee, composed of Mrs. J. T. Carruth and Mrs. L. A. Pruitt. The rest of the evening was spent dancing, and every one had a "real" time.

MECHANICAL DEPARTMENT WEST TULSA, OKLA.

J. N. PAISLEY, Reporter

Dear Reader, you will note that this column has a new correspondent and if you will bear with me for an issue or two, until I gain experience, I will try and maintain the standard of interesting news items sent by my predecessor, Mr. Tucker.

The accident prevention loving cup is still in our midst. Southwestern Division having again ranked first in the prevention of accidents for last quarter of 1927. The Central Division won it the first two quarters and Southwestern the third and fourth. Mr. Spencer is so proud that he has had his office repainted in order that the surroundings may harmonize with the cup.

Ray Bohon attended the Shrine Cereimonial at Guthrie, Oklahoma, recently and was put through the ancient rite of riding the goat. He taking the 32d degree in that organization.

Miss Geraldine Woods is the newest member of Southwestern Division's family having recently been assigned the position of clerk in General Foreman Swain's office at Oklahoma City. Welcome Miss Woods, may your stay with us be long and enjoyable.

Mr. O. R. Tucker, chief clerk to Mr. Jowers, has forsaken Sapulpa for Tulsa, having moved bag and baggage last week. And so Sapulpa loses another of her foremost citizens.

Messrs. Gene Moore, Harry Harrison, E. L. Phelps and Mr. Bybee were visitors at our regular monthly Accident Prevention meeting held February 14.

Mr. J. A. Counts, engineer on Southwestern division, who has been off since January 11, account of illness, is still confined in his home at Monett.

Machinist John Ingram, who has been in St. Louis Hospital, has been released and has returned to his old job at West Tulsa.

Engineer David R. Beeler, Southwestern division, has secured a sixty day leave of absence and is spending his vacation in California.

Machinist Herbert Dellis now keeps late hours and is the possessor of a new radio. We have been unable to find out who radios the most now, Herbert or S. M. Ferguson.

Fireman W. A. Causey is off account of illness in his family. We trust they may recover speedily so Mr. Cause may return to his duties.

We now have with us Fireman Swift, who has been on the Northern Division out of Monett, but who has accepted freight service at West Tulsa.

Fireman J. W. Jones, who has been firing switch engine at West Tulsa, was displaced and is now on the Frisco premier run out of Springfield, the Bluebonnet.

Machinist Wm. H. Jones, West Tulsa, is still absent from his duties, account of sickness.

Fireman F. L. Brite, West Tulsa, is also away from duty account of illness.

Machinist Lonnie Davis is confined in Morningside Hospital at Tulsa account of undergoing an operation. Lonnie wants his friends to call on him.

Fireman H. U. Musick, who has been on the Bluebonnet out of Springfield, was displaced by J. W. Jones and is now in freight service out of West Tulsa Terminal.

Harvey James, clerk at Oklahoma City, is confined to St. Louis Hospital account of illness.

Engineer Prescott, West Tulsa yards, who has been away from duty account of illness has now returned to work.

TULSA FREIGHT OFFICE TULSA, OKLA.

MARY JENKINS, Reporter

From Tulsa Tribune—"J. E. Payne, for several years an executive in the Frisco railway passenger department, has been promoted to be passenger agent at Tulsa, the biggest passenger point of the entire Frisco system. He comes directly from St. Louis where he was recently city passenger agent. Mr. Payne relieves Mr. P. E. Bussey, who goes back to his home city, St. Louis, as passenger agent. Mr. Bussey has been here several years and he will be greatly missed by his many friends."

Same old crowd enjoyed a roller skating party February 2, at Sand Springs Park. A very toothsome lunch of sandwiches and coffee was packed along.

The females of the "Dirty Double Dozen" were going to entertain the male species at a Leap Year's party, but being as it's Leap Year, the boys are afraid to venture far from home as all claim they are enjoying their days of bachelorhood.

F. Elizabeth Turley is a tonsillitis patient at the Frisco Hospital, St. Louis.

February 14. The boys on the car desk: George Kerns, George Kyger and Herman Bolen received their share of St. Valentine Greetings. Although they had to admit the "shoe fit" in some instances, still they are big hearted boys, and took the fun in good part.

While Mr. R. L. Schoenberg, auditor accounting zone, is late in getting in on the welcome we extended the new employees, we assure him he is very welcome. We know the St. Louis Club regrets the loss of their president, but we are glad Tulsa Club will gain such an enthusiastic member.

Effective February 13, George Kyger has had the duties of checking the West End Yards added to his position as report clerk. So if you see a good looking sheik going down the tracks (with his Big Ben alarm clock) you will know it's George performing his duties of puddle jumping.

Mrs. W. A. Bryan, wife of Rate Clerk Bryan, was called to Cleveland, Tenn., February 10, on account of her mother being very ill. Mr. Bryan leaves tonight for Ft. Worth, Texas, as he is

just in receipt of news that his mother is very low. We trust that they will both find their mothers greatly improved on their arrival at destination.

We extend our sincere sympathy to Mr. George H. Jones, switching clerk, in his late bereavement. Mr. Jones' mother, Mrs. Ida Jones, Frankford, Missouri, died February 13, 1928.

We are glad to see the warehouse force start the new year off right. The pennant, for the least number of errors, again decorates the wall of the Tulsa warehouse for the month of January, 1928.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MacMILLAN, Reporter

Movement is now under way of the first 12 miles of the new 110 pound rail from Ensley, Ala., which is to be laid on the Cherokee sub, east from Tulsa to Afton. When this heavy rail is laid between Afton and Tulsa, that part of the Cherokee sub will be one of the finest pieces of railroad on the system. It is expected that the steel gang will be put on the first of the month.

A. S. Walker, foreman, at Dawson, has gone to the St. Louis Hospital, and is being relieved by John Green of Wyandotte.

James Jackson has been assigned as foreman on the Granby section.

John Eagan, who has been off ill for some time, has returned to his job in the Sapulpa yards.

Mr. R. R. Cahill has been assigned the position of timekeeper on the extra gangs laying the new rail.

Regret to report the illness of our genial frog repairer, Pat Smith. He is being relieved by Leo Marsh.

CAR DEPARTMENT NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Mr. F. E. Dasher, car inspector at Tulsa, has just recently moved into his new home at 1135 S. Gary Place.

Business on the house track is picking up right along according to Mr. W. A. Rylander, house man. Mr. Rylander made a little trip to Kansas City not long ago, but was back so quick that no one missed him.

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SCORES of railroad men and machinists are numbered among our patrons. We invite more of you to take advantage of our facilities. Six departments—Savings, Trust, Foreign, Commercial, Investment and Safe Deposit to serve you.

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National Bank of Commerce
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BROADWAY
OLIVE TO PINE

Mr. E. R. McCarroll, passenger inspector, whose baby boy was seriously ill, recently, now reports him on the highway to recovery.

"Pete" Norton, car inspector at Tulsa, is just about in the notion of moving to Tulsa. Mr. Norton has been working in Tulsa for over a year, having been transferred from Sapulpa prior to the move.

A little girl weighing seven pounds and answering to the name of Norma Lorene is reported by Mr. Millard Sortore.

Mr. I. D. Henry, electrician, reports the injury of his son, Ira Donavon, Jr. who, when coming home from school last week was run down by a car, and suffered a broken right arm and minor bruises. He was moved to Morning-side Hospital for a few days, but now at home and getting along nicely.

Mr. William R. Doster, head mill man, and Mr. Millard Sortore have been appointed as safety men in place of Mr. Riddle and Mr. Sasser.

The fifteenth of January marked the twenty-fifth anniversary of matrimonial bliss for Mr. and Mrs. George A. Gladson. Mr. Gladson has been working for the Frisco as inspector for a number of years and when asked to give a brief summary of his life he said, "two sons and one wheel gauge."

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

LEONARD A. WRIGHT, Reporter

W. D. Jones, who has been our shop accountant for the past year has been transferred to the same position on the Northern division at Ft. Scott, Kansas. We all wish "Bill" the best of success in his new location.

Miss Maurine Mahan, stenographer spent the week end February 18 with relatives in Kansas City, Mo.

There has recently been organized

at Sapulpa a Frisco Employees' Club, and on Monday night, February 27, a bridge party and dance will be held at the Elk's Club. The entertainment committee is doing their best to provide program that will be well worth while.

Bill Jones and the writer went to Spavinaw last Saturday fishing. However, we were unaware that Chief Timekeeper Fred Morgan had arrived there about two hours before us, and that accounts for our returning empty handed.

EXECUTIVE GENERAL AGENT'S OFFICE—TULSA, OKLA.

R. M. McGLASSON, Reporter

We are having our first big snow of the winter at this writing which melted as fast as it fell. Seems as though we won't have any snowballing this winter.

We are glad to note that the organization of a new Frisco Employees' Club at Sapulpa and the fine showing made by them at their first meeting which was held February 6. Several Tulsa officials and employees attended. Numerous other meetings of interest were held in this territory last month and we hope that the interest will grow.

Last Saturday was like spring and Mr. O. H. Reid, F. A. Connell, W. L. Pendleton and W. B. Baxter took advantage of it and played golf.

The Lewis-Stetcher wrestling match created a great deal of interest here and the Frisco handled quite a list of passengers for the occasion.

We note that the zone auditor's office is getting into shape and take this means of greeting its various members to the wonder city of the southwest.

Tulsa is to have a Jockey Club and race course of a mile. This track will be one of the best in the southwest and according to reports the club will be one of the best of its kind anywhere.

Mr. W. B. Baxter has been under the weather with a cold but is beginning to sound normal again. The write had quite a siege of the same attack but is all O. K. now.

Miss Lelilita Maloney spent the last week end with relatives at St. Louis.

The Tulsa Traffic Club held its eleventh annual banquet on February 4, honoring Sir Henry W. Thornton, K. B. E. Chairman of the board and President of the Canadian National Railways.

Mr. G. R. McCullough, a director of the Frisco, accompanied his son to Rochester, Minnesota, recently. The son, who was ill made the trip to Mayo Brothers for treatment.

Mr. J. E. Payne, passenger agent at Tulsa, is rapidly absorbing a host of friends at Tulsa, who are attracted by his pleasing personality and pep.

Mr. C. H. Hensley's force are all extremely happy over having handled the greatest number of package freight with the least number of errors, thereby winning the cup which was held by the St. Louis Seventh Street Station and the St. Louis station has instructions to forward the cup to Mr. Hensley.

WEST TULSA STORES DEPT.

OTIS R. RULE, Reporter

Mr. S. R. Gardner and G. V. Stone spent February 16, in Springfield attending a storekeepers' meeting.

Tom Mishler, price clerk, was off duty February 7 and 8 account illness. Mr. Otis Rule, general clerk, was called to Shawnee Friday, 17, account the illness of his step-father.

Mrs. G. V. Stone and children were visiting in Springfield the 16th and 17th. Mr. Alsop, chairman of store department clerks, paid the store department a visit recently.

Virgil Stone, formerly employed

here, as store trucker is now working in Springfield.

Mr. O. S. Momany, storekeeper at Oklahoma City, visited here Friday evening, February 17.

James Counts has resigned his position as store trucker and is now working at the Sapulpa Refinery at Sapulpa.

The offices of the master mechanic ranged making it more convenient for and store department have been rearranged both departments.

41st and 42nd TRACK DIVISIONS OKLAHOMA CITY, OKLA.

OMA F. ADAMS, Reporter

Roadmaster F. B. Shedd and Mrs. Shedd are very proud of a son who arrived at Wesley Hospital, February 15. To date the young roadmaster has not been placed, due to the fact that superintendent Mason says he should first be trained.

In honor of Mr. W. A. Schubert's birthday, which occurs on February 15, Mrs. Schubert gave a six o'clock dinner at their home on South Walker street. Roadmaster Shedd, Miss Elma Williams, and Miss Oma Adams were guests, and all report a wonderful time—to say nothing of the chicken n'everything. After dinner was served roadmaster Schubert and family took us to the Wesley Hospital to be formally introduced to Mr. Shedd's new heir.

Henry Hillerty, section foreman, Section G-51, Spencer, Oklahoma, has just returned to work after recovering from a severe attack of flu.

Relief night foreman is relieving foreman Goad at Kellyville account Mr. Goad being confined to his home, suffering from pneumonia.

Ray Hurst has been assigned to Section G-37, Depew, relieving foreman Massie, resigned.

The Big Four Traffic Club of Oklahoma City recently gave a very interesting program and dance at the Bohemian Hall at Oklahoma City. Misses Irma Brown and Ella Thrasher of Sapulpa were guests of Misses Oma Adams and Nancy Kengle on this occasion.

On February 1 the Western and Southwestern divisions held a very successful accident prevention meeting at Snyder, Oklahoma. We are glad to report a large attendance of maintenance of way employees. Also, Mr. Albert Russell, general chairman of maintenance of way organization, was present.



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"Tulsa's Oldest Bank"

We have just completed a new industry track for the Forrester Oil Company at Oklahoma City, in addition to the chain of industries located on the Oklahoma Sub.

Signal engineers are busy checking up on block signals which are to be installed between Tulsa and Bristow, in the near future.

We had the first snow of the season, February 14 snow was light and did not cause any damage to track.

Foreman W. O. Hyler, Section G-52, Oklahoma City, is on a 60-day leave of absence.

Henry (Red) Roberts, crossing flagman on Robinson street, is also on a 60-day leave of absence.

CITY TICKET OFFICE TULSA, OKLA.

PHIL. F. ATKINSON, Reporter

The big Frisco dance and get-together meeting on January 16, went over big and everyone enjoyed a good time. It has been decided to have one of such affairs as this at least once a month.

Mr. P. E. Buesse, who has been in the service of the Frisco Lines at Tulsa for the last eight years, has been transferred to St. Louis, Missouri, as city passenger agent. Mr. Buesse held several different positions both at the depot and city ticket office and since June, 1927, had been passenger agent at Tulsa. It is needless to say that we all hated to see Paul leave us, for he was everyone's friend, but we are glad to know that he has gone to St. Louis as city passenger agent, which was his home before coming to Tulsa.

Mr. Buesse was succeeded by Mr. J. E. Payne, formerly city passenger agent at St. Louis. We all welcome Mr. Payne to Tulsa, for he is a very wide awake, friendly fellow. He has had considerable experience in the general offices at St. Louis and we are certain that he will be the same success as in the past, and that the Frisco at Tulsa will prosper as a result of his efforts.

The Frisco Lines secured the movement of a special train from Tulsa to Ponca City, Oklahoma, January 20, account of the Shrine Ceremonial in that city. The train consisted of five all-steel Pullman cars and departed from Tulsa at 6:45 a. m., January 20, returning at 6:45 a. m., January 21. Approximately one hundred and twenty-five Shriners made the trip. Mr. P. E. Buesse, passenger agent, accompanied the train on both the going and return trip.

Mr. J. E. Payne, passenger agent, visited relatives in St. Louis over the week end of February 11.

The writer spent the week end of February 4 in Pittsburg and Cherokee, Kansas, visiting friends and relatives.

This office secured the movement of the King's Henchmen Theatrical Company consisting of eighty-three persons, enroute from Tulsa to Ft. Smith, Arkansas. Mr. D. M. Hickox, city ticket agent, accompanied the party as far as Claremore.

Mr. P. E. Buesse, of St. Louis, visited in Tulsa Sunday, February 12. The lure of old associates and the golf links in Tulsa were too great for Paul to resist longer.

TRAINMASTER'S OFFICE SAPULPA, OKLA.

R. E. LEACH, Reporter

Fairba Justice is on the sick list this week, but is reported getting along OK and is expected back to work soon.

C. K. Baxter was a visitor in our office the other day—glad to have you drop in and see us Carrol, come again.

The writer accompanied by C. H. Boiling, spent a week end in Henryetta renewing old acquaintances.

Irma Browne attended the dance given by the Frisco Employees' Club in Oklahoma City recently.

Conductor J. B. Herndon has been appointed yardmaster at Henryetta effective February 1.

R. E. Leach and sister Dorothy and Mr. and Mrs. S. R. Anderson spent a day in Tulsa.

We are sorry to report the death of dispatcher Gordon's mother last week. The entire office extends our deepest sympathy.

Dispatcher Kirtland has returned to work after a short visit in Dallas.

Dispatcher W. E. Hines is now working the swing job here, glad to have you with us Mr. Hines.

Dispatcher Scott has returned to Springfield where he has been assigned a regular position.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

Mr. L. G. Denny, who has been agent at West Tulsa for the past several years, has been transferred to position of agent at Claremore. Mr. C. J. Quinn is now acting agent at West Tulsa. We were sorry to lose Mr. Denny and the best wishes of every employee in Tulsa terminals go with Mr. Denny and his family to their new home.

Mr. D. H. Cox, yard clerk, has been called to Little Rock, Arkansas, account of the death of his grandfather.

Mr. G. G. Harrison, chief clerk, is back on the job after having spent several days in the hospital at St. Louis, where he had his tonsils removed. He spoke very highly of the care he received while in the hospital.

Several employees of the transportation department attended the accident prevention meeting held in the office of master mechanic a few days ago. Several visitors were present, among them Mr. Harry Harrison, safety supervisor, who gave an interesting talk on safety and accident prevention.

Miss Christine Vanderford recently enjoyed a visit with her mother and sister from Sherman, Texas.

The Magic City Greater Traffic Club entertained their members and friends with a dance at Carpenter's Hall night of February 18. There was a large attendance from out of town, Sapulpa being well represented and issued an invitation to attend their initial opening for February 27. Hope we can send a good sized delegation over, as this is one way of enlarging our acquaintance.

Mr. Burch, general yardmaster, Kansas City, and family, spent several days here recently, visiting in the home of Mr. and Mrs. O. L. Young, and attended the dance.

SOUTHERN DIVISION

TRAINMASTER'S OFFICE AMORY, MISS.

VIOLET GOLDSMITH, Reporter

Mrs. C. M. Chance, third trick operator at Thomas Junction, was off duty recently account being injured in an automobile accident.

We are very glad to report J. T. Willingham, operator, who is in El Paso sanitarium, and J. V. Monasco, operator, in a sanitarium in Denver, are both improving.

O. P. Salter, agent, Palos, Ala., was off recently on account his mother being seriously ill.

Claude Morton, caller at Amory,

**NEW
SHAVING
MACHINE**



**ENDS
BUYING
BLADES**

\$22 A DAY to DEMONSTRATORS

Amazing new invention gives keen, velvety shaves forever and no more blades to buy. KRIS-KROSS—the marvelous blade rejuvenator—prolongs the life of any brand razor blade for months and even years. Cleverest machine you ever saw. Fits right in palm of your hand. Entirely automatic. Men everywhere say it is almost human. Absolutely different! Sells on sight. Brings salesmen the biggest money of their lives.

Get Details Quick! KRIS-KROSS offers surprising profits. H. King made \$66 in one day. C. E. Conklin made \$22 in 2 hours. Washow put bow. Send for details and special extra profit offer. Write today.

RHODES MANUFACTURING COMPANY, Dept. C 2742
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spent week end in Williford, Ark., visiting relatives.

Henry Stephenson and Herbert Dollahite, yard clerks, started to Aliceville via Frisco, but for some unknown reason decided to make most of the trip on foot. Mr. H. G. Dollahite drove to Aliceville and brought them back to Amory.

Violet Goldsmith recently spent several days in Oklahoma City visiting friends.

Jack Edgeworth, ticket clerk at Amory, has been off several weeks on account of an infection of the jaw bone.

Miss Flora Hummell, Ottawa, Ohio,

is visiting her sister, Mrs. E. A. Teed. Miss Pauline Schatz now is first trick operator at Columbus, Miss.

J. A. Price, agent, Nettleton, attended the recent Masonic grand lodge meeting in Jackson, Miss.

JONESBORO, ARK. TICKET OFFICE

CARL YARBROUGH, Reporter

R. J. Slagle, our local agent, is in the Frisco Employees' Hospital at St. Louis, and expects to be back on the job in a week or ten days.

E. T. Metz, extra operator, is relieving C. W. Yarbrough on first trick. Yarbrough is acting agent during Mr. Slagles' illness.

A. W. Lawson, third trick yard clerk, has bid in the delivery clerk job in the freight house at Jonesboro.

Luther Wilkerson, extra clerk, is working night baggage clerk job at Jonesboro until regular clerk is assigned.

We are glad to report business picking up a little at this time, especially car load shipments of timber and timber products, from our local mills.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Mrs. B. C. Scruggs and daughter, Dorothy, visited friends in St. Louis the latter part of January.

H. S. Crothers, expense clerk, and D. E. Creeden, disposition clerk, have been on the sick list.

F. J. Walsh, bill clerk, had to attend court the latter part of January, being away from the office about a week with the exception of a couple of hours each day.

T. E. Hanson, clerk, who had been with the Frisco since October 8, 1911, and having reached the age of 70 on January 7, was pensioned on January 31. At a few minutes to five o'clock the office force, together with Mrs. T.

E. Hanson, assembled to witness the presentation of a gift from his friends and fellow-workers. Mr. E. E. McGuire, superintendent of terminals, made an awfully nice talk and presented Mr. Hanson with diamond studded cuff links.

Pearl McCartney was assigned position of stenographer-clerk on Jan. 31.

C. P. Bell of the general office, St. Louis, formerly zone auditor at Memphis, spent several days here the first of February.

B. C. Johnson, rate clerk, was called to Hot Springs, Arkansas, on February 3 account the serious illness of his mother, Mrs. G. E. Wilson, age 62 years, who died before he could get there. Mrs. Wilson made her home here with her son, was in Hot Springs with some sick relatives. Mrs. Wilson

was buried in Elmwood cemetery, Memphis, February 5. We all extend to the family our sincere sympathy in their bereavement.

Fred E. Dobing, clerk on outbound platform, entered the St. Louis hospital February 1, to have his tonsils removed, but was returned home February 11, as it developed that he has T. B. of the throat. Dobing is leaving soon for Alamogordo, New Mexico. We surely hope he will soon be well and able to return to work.

L. E. Thorpe, account of his job being abolished in the superintendent of terminals' office, has bumped Pearl McCartney, taking the position on Feb. 8.

B. C. Johnson was assigned position of chief revising clerk in the zone office February 6.

Mrs. Lella Lenihan, stenographer, spent Sunday, February 4, in Jonesboro with her sister Mrs. George Barbee.

John Edward Ives, grandson of John A. Ladd, clerk in the zone, has been very sick with pneumonia, but is some better now.

We extend to the Tankersley family our deepest sympathy in the loss of Mrs. L. W. Tankersley's mother, Mrs. Fannie Parker, age 74, who died at the Baptist Hospital February 14. Mrs. Parker's home was New Augusta, Arkansas, where she was buried afternoon of February 15.

Mr. and Mrs. H. Q. Flanigan left for New Orleans on February 18, to enjoy Mardi Gras, returning February 23.

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OFFICE OF SUPERINTENDENT MEMPHIS, TENN.

MARY BUHLER, Reporter

The Frisco Employees' Club of Memphis, entertained with a Bunco party and dance at Lanier's Dreamland Garden, on the night of February 17, for all Frisco employees, their families and friends. Everyone was there and had a wonderful time.

Miss Katherine Surles, comptometer operator, has been seen several times recently riding around with a Chevrolet automobile salesman. Katherine placed an order for a new Ford, but is getting rather impatient and states that if said Ford is not delivered by March 1, something must be done, and no doubt she will cancel the order for the Ford and buy one of the pretty new Chevrolets.

Mrs. Grayce Hughes, formerly employed as stenographer in Mr. Oliver's office has been assigned to position of stenographer to chief clerk in this office.

Miss Cozette Parker, 691 Clerk, is wearing a beautiful diamond ring on the third finger of the left hand. This department will be sorry to lose Cozette and we hope it won't be soon.

Mr. Rollins Padell has accepted position as secretary to the superintendent. Mr. Padell was formerly employed in Mr. Matthew's office.

Mr. H. F. Hastings has been assigned M. of W. timekeeper.

Mr. Luther Williams has been appointed assistant W. S. foreman vice Mr. Geo. Revis, who resigned in order to enter business in Dallas, Texas.

We regret to report Mr. H. E. Crowder, transitman, was painfully injured when he slipped and fell into a deep pit at Yale, Tenn. Harold is improving and we hope he will be able to return to work in a few days.

Mr. H. E. Sullivan, general chairman of clerks, was a visitor in the office February 7th.

Mr. L. S. Brophy worked a few days during January as relief dispatcher. Mr. Brophy has now been assigned to agency at Williford, Ark.

Mrs. R. C. McWilliams, wife of dispatcher and sons, Curry and Major, spent Sunday, February 5, visiting with relatives in Willow Springs.

Miss Creatie Sickles, stenographer in engineering department, spent Sunday, February 12, with parents in Willow Springs.

Miss Cozette Parker is all smiles again, and there is a reason for that—Edwin has returned from Atlantic City, and brought her a beautiful box of candy. Cozette says the candy was not so good, but it was in such an attractive box, and of course, that makes a difference.

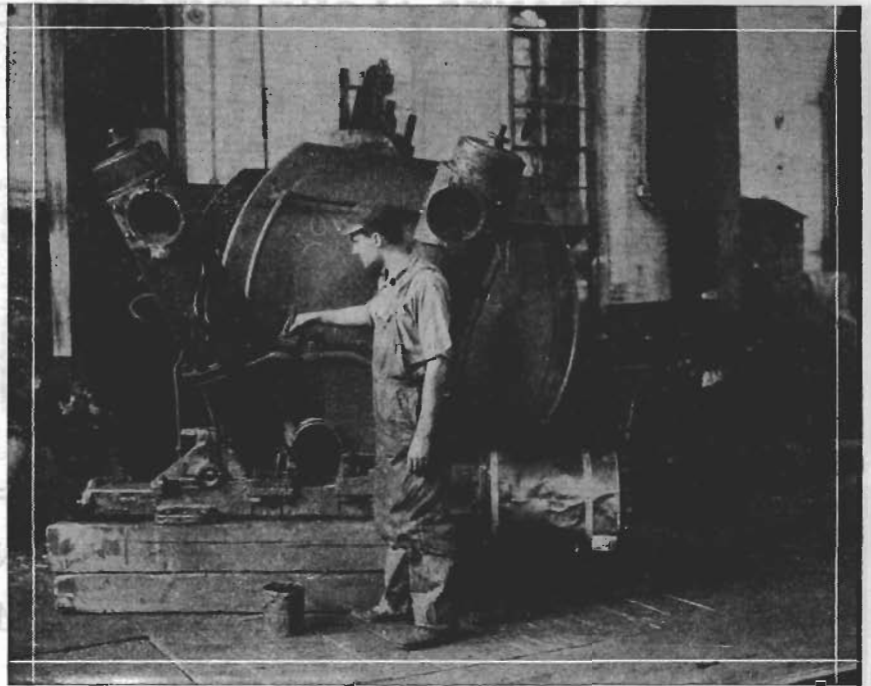
Mr. C. W. Gentry, dispatcher, was absent from the office for several days during the latter part of January account illness.

FRISCO FREIGHT HOUSE BIRMINGHAM, ALA.

A. C. HANSON, Reporter

Numerous compliments have been heard around the city, for the haste in completing the new road into Pensacola, and the local papers have printed articles each week about the Frisco's gateway from the south to the oil regions and grain fields of the great northwest. The business of the sections through which passes the new extension of the Frisco has been on a boost, and the people have something to look forward to in the near future.

Unusual interest is being manifested in the meetings of Frisco Clubs, much has been said and done about the election of the new officers. Two groups have been organized and the race is rather close with the blues and lily whites. The banquet and dance held



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recently was well attended and many of the employees and their wives were present and all enjoyed each part of the ceremony.

Most men smoke either here or hereafter, but Mr. Cummins, agent, says that all freight house men will have to do theirs hereafter in the future.

Mr. F. M. Packard, chief clerk, has been a bachelor for some time now as Mrs. Packard has been visiting relatives in Memphis, recently.

Mr. Burleson Carpenter, foreman, has

been very busy repairing the loading platforms about the freight house to take care of the automobile trade that has recently come our way.

Mr. J. F. Hill, check clerk, has been on the sick list for some time and his position is being filled by Mr. C. K. Coleman, yard clerk, at East Thomas Yards.

Mr. W. S. Jones, rate clerk, resigned recently to accept a similar position with Glass-Sheffield Co. We regret to have him leave the Frisco but also

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wish him Godspeed in his new field of duty.

Mr. J. Perego, rate clerk, succeeding Mr. Jones resigned, comes to Frisco from Mobile & Ohio Ry., at Corinth, Miss. We wish him good luck while in Birmingham and that his change will prove satisfactory to both the company and himself.

Mr. W. W. Johnson, accountant, is showing signs of a professional spitter since the anti-smoking bill was passed and posted on the bulletin board at the freight house.

Mr. E. Thomas, cashier, was forced to go home due to a sudden illness this week. He is reported improving now and will soon appear back for duty.

Mr. W. W. Wade, bill clerk, has recently purchased a Master Buick automobile, making the sixth clerk at freight house to own an automobile. Some of us may get to ride home when it rains now.

Two good signs of spring have made their appearance around the freight house lately. Misses Camie Adkins, expense clerk, and Elvina Smith, stenographer clerk, have bought new hats.

Mr. Woodrow Pfifer, collector, has obligated himself to buy an automobile when the new Fords come on the market. A certain young lady was heard to refuse to give him a date until he bought a car.

OFFICE OF SUPERINTENDENT TERMINALS—MEMPHIS, TENN.

JOHANNA WEINER, Reporter

Mr. L. E. Thorpe, former steno-clerk to general yard master, has been transferred to position in local freight office at Memphis.

Mr. O. A. McGuire, son of superintendent terminals, is a patient at the St. Louis hospital.

Employees of superintendent terminal's office take this opportunity to express their deep sympathy to Mr. B. C. Johnson of the local freight office, in the death of his mother.

Mrs. J. J. Lewis, wife of location clerk, has been quite ill, but am glad to report her condition much improved.

Accident prevention meeting was held on February 10. All departments virtually concerned in this movement in Memphis Terminal were represented and, it is felt, much benefit will be derived from the meeting.

Colored employees of all departments in Memphis Terminal have displayed a keen interest in accident prevention

work, which was evident at meeting held on the night of February 9, at the Salem Baptist church at Memphis, for colored employees. Frisco officials took part in the speaker's program, among them Messrs. E. E. McGuire, B. G. Gamble, W. T. Clark, C. C. Mills, J. V. Ware and H. B. Nichols. A musical program was rendered by talented members of the church and refreshments were served.

Accident Prevention Merit Cup awarded to Memphis Terminal for the third quarter of 1927 has been sent to the Western Division at Enid, Oklahoma, who were the winners of the cup for the fourth quarter of 1927. Memphis Terminal employees take this opportunity to congratulate Western Division employees on their splendid record and winning of the cup and also to announce that we hope to have it back in Memphis Terminal after the first quarter of 1928.

HARVARD, ARK.

GERTRUDE WILLIS, Reporter

Mrs. Charles P. Long and little daughter, were at Popular Bluff, on business recently.

Gerald Adams, engineer, is recovering from an illness.

We regret losing our good friend, Bob Herring, engineer, who passed away February 5, and we extend our sympathy to his family.

Gertrude Willis spent a recent Sunday in Amory visiting her parents.

Paul Coleman, car inspector, is working at Hubbert.

Mrs. Harold Wall is visiting her mother, Mrs. Adams, at Thayer, Mo.

Switchman Rogers is night yardmaster in place of Yardmaster Walters, who is in the hospital.

Mr. and Mrs. Pat Coody and little daughter were confined to their home recently.

"Uncle Abe" the old porter, who worked for the Frisco at Harvard, Ark., for many years, dropped dead as he stepped out of the yard office door recently. Everyone in the yards will miss "Uncle Abe," as he was faithful to all.

DORA, ALABAMA

F. M. SCOTT, Reporter

V. E. Morgan, bill clerk, announces the arrival of a boy, born February 15. Mother and baby doing fine.

C. M. Hunt has resumed work after an absence of several weeks, and having spent 45 days in the St. Louis hospital. Mr. Hunt is very loud in his praise of the staff and hospital at St. Louis.

The station grounds at Dora is now graced with a new fence. This fence was erected by D. W. Hughes, bridge gang.

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Will Goshay "the old original porter" spent a few days in the old home town of Hannon, Ala. He was ably relieved by Alfred Harper.

Beechie Martin, relieved section foreman at Quinton for a few days account sickness of the Quinton foreman.

We notice that Arthur Greer and Joe Howell are displaying their new "store" teeth.

A Chevrolet coach is now being housed in the garage of Kilby Corkren.

W. L. Hopper, engineer, now on Cordova run. C. J. Jennings on the second Dora job, bumping Jeff King away from Dora.

A luncheon was served to 22 members of the Dora Frisco Employees' Club at a meeting January 31, held in the banquet room of the Methodist church. After luncheon Mr. N. R. Chambles, president of the club, took charge of the meeting. The reading of the minutes of last meeting was read and every one was agreeably surprised at the interest that was being taken in the club and at the business that the club was able to swing to the Frisco railroad. There were reported 56 cars of coal that had formerly been routed to Birmingham and other railroads that the Frisco is now getting the long haul. As one member said, "I was the wise bird that wanted to know how we could get more business." The opening of the new road to Columbus gave a chance to route quite a bit of coal through Columbus that had formerly gone to other roads. The new fast freight through from Memphis to Mobile had 9 cars the first trip out of Amory, and 5 of these cars was from the Dora Employees' Club.

STORE DEPARTMENT NEWS SOUTHERN DIVISION

WARREN PUCKETT, Reporter

S. K. Lyle, counterman, Amory, has been granted a thirty day leave of absence to enter the Frisco hospital at St. Louis to undergo treatment.

Jack V. Ware, assistant general car foreman, Memphis, recently traded in his old Dodge coupe for a Cadillac cloverleaf. Will admit that Jack doesn't look like himself seated under the wheel of so powerful a car.

Mr. Charles Wright, traveling storekeeper, is in Memphis working on the shelving for the new storeroom at Yale. Mr. John Harold, store department carpenter, Springfield, is also here assisting Mr. Wright with his work. We are guaranteed a good job on the equipment of our new store at Yale, with two such capable men on the job.

Alonzo Burnam, storekeeper, Thayer, has recently entered the Veterans' hospital at Kansas City to undergo treatment for being gassed while in the service during the World War. Mr. Wilcox, who has been Mr. Burnam's assistant for some time, has charge of the Thayer store now. We wish Mr. Burnam a speedy recovery and hope that he will soon be back on the job.

Mr. and Mrs. D. A. Riddle announce with pleasure the arrival of two fine baby boys, weight seven and nine pounds, who arrived on January the 24th. D. A. says that this arrival now makes his family complete as he now has two fine girls and two boys. "D. A." is store foreman, Memphis.

During the last month, private car number 1025, was located on a siding in the Memphis terminal for a few days going over the new book of rules which have been recently handed out to the different employees.

Ruby Patten, stenographer, this department, made a trip to Birmingham on February 11 to see friends over the week end.

Warren Puckett, reporter for this department, has resigned his position as material clerk to accept another position in the city.

OFFICE OF TERMINAL ACCOUNTANT BIRMINGHAM, ALA.

EUNICE O. HAGERMAN, Reporter

Hello, folks!

Due to the lack here of a reporter for the past few months, notes from the office of terminal accountant, Birmingham, have been missing from the Magazine. Hope you have missed them. We find a lot of pleasure reading in the "Family News" about our friends along the line and we expect to have a word or two to say each month in the future, if the editor can find room for us and we can think of something to say.

For those, if any, who failed to read some of the notes in the February number and did not learn of the changes in personnel effective January 1, a sort of introduction to the cast of actors in this office may not be out of order.

Terminal accountant—H. S. Coleman.

Bill and voucher clerk—G. T. Dunlap.

Assistant bill and voucher clerk—B. C. Dennis.

Steno-clerk—Eunice O. Hagerman. —The fact that seventy-five per cent of our number are former citizens of Springfield has caused Bennie Dennis, native Alabamian and the other twenty-five per cent of the force, to say that the logical thing for him to do is to move to Springfield for a week or two, thereby making our force one hundred per cent ex-citizens of Springfield. However, we are doubtful about Bennie's return after once living in that fair city, and we think we'll keep him here. Nevertheless, now that we are here, we are going to root for Birmingham and the sunny south.

H. S. Coleman, terminal accountant, and family, formerly of Springfield, Mo., are now located in their new home here.

E. T. Boyd, proprietor of the restaurant here in the yards, gave the girls of the terminal offices a real treat at the luncheon period recently when he surprised them with a regular banquet—fried chicken, hot biscuits, fresh strawberries, angel food cake, etc. Thank you, Mr. Boyd!

BIRMINGHAM TERMINAL

MRS. NELLIE MCGOWEN, Reporter

Earl Gray, switchman, spent several days recently at Amory, Miss., visiting relatives.

J. W. Whitaker, crossing flagman here, is spending some time in Key West, Fla., and will visit also Havana.

D. M. Stanford, crossing flagman, and Mrs. Stanford are visiting relatives in Tampa, Fla.

R. M. Johnson, yard clerk, was a recent visitor to Cordova.

W. K. Thompson, operator, has returned from a visit to Elmore, Ala.

Mrs. F. L. Parris and children have returned from Mace Springs, Va., where they were called account of illness of Mrs. Parris' father.

N. B. Jolly, switchman, and family are visiting relatives in Bremen, Ga.

ACCOUNTING DEPARTMENT MEMPHIS, TENN.

R. G. LANGSTON, Reporter

Miss Vashti Grimes, comptometer operator, was absent from the office January 17 and 18 account illness.

Mr. E. C. Peet and E. H. Evans of the accounting department, St. Louis, were visitors February 3 and 4.

Mr. C. E. Reed, assistant bill and voucher clerk, is the happy father of an eight-pound boy, born January 21, 1928.

Mr. J. O. Hardin of St. Louis has taken over the duties of general clerk in this office. Hope he likes the work and decides to stay awhile.

Mr. M. R. Coleman has been absent for the past two weeks account illness, but is now well on the way to recovery and expect to see him back at work within the next few days.

Just learned that Leo Sternberg of the mechanical department at Memphis died while in Rochester, Minn., taking treatment from Mayo Brothers. Mr. Sternberg formerly worked at Chaffee, Mo., as engine inspector.

Mr. Frank DeGroat of Springfield, spent a few minutes in the office February 17.

Mr. Warren E. Pucket of the store department has resigned and accepted a position as storekeeper at the Union station, Memphis. We are sorry to see him leave as it will probably take some time before the pricing will be on the basis that he had it. Here's hoping for his future success though and hope that he does not forget us altogether.

Mr. H. E. Crowder, transitman, detailed to the engineering forces at Yale on the new mechanical facilities, has been confined to his home for a few days account injuries received while on duty. Understand he is now able to be out a few hours each day and expects to be fully recovered within a few days.

At the time this report is written there is a dance and bunco party being given by the Frisco Employees' Club at Dreamland Garden. From all indications there will be a large attendance, as lots of interest was displayed among the employees of all departments and the former entertainments have proven successful.

NORTHERN DIVISION

TRANSPORTATION DEPARTMENT FT. SCOTT, KANS.

LEO D. CHUMLEA, Reporter

Charlie Hanes worked two days in E. R. Schumaker's place as 691 clerk.

Wilson Robinson, office boy, was a victim of bad luck. He left his car parked for a few minutes in front of a church and returned to find it stolen. However, he says, "It's insured and I rather like these new Fords!"

Miss Laura Clark, stenographer for the superintendent's chief clerk, and Miss Gladys Roth, trainmaster's stenographer, drove to Thayer, Mo., and Neodesha, Kans., to spend a week-end. With the weather nice, they reported a good trip.

E. R. Schumaker was off several days account of the death of his father-in-law, Mr. Jaquay. Mr. Jaquay was employed as boiler foreman at Ft. Scott for many years.

Jim Chesney, our reliable extra man, and a farmer by trade, was the 691 clerk for several days.

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When the weather is like it has been here for the past week, it is hard to keep our chief clerk, T. W. Moreland, in his chair, for he certainly likes to fish.

Several of the office force were in Kansas City during the Automobile show.

C. T. Reeder, timekeeper, is sporting a new Whippet. Claude says, "It's a little better than a Ford".

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Who's who in this office:

W. L. Coleman, commercial agent: Radio fan and golf shooter.

R. C. Wiltshire, T. F. & P. A.: A good scout. Does all his wife's shopping. Very popular. A suburbanite. Owns a canary, cat, dog, cow and some gold fish. Principal hobby, golf.

P. J. Rose, T. F. A.: Scoutmaster. Does many good turns a day. Likes to play golf and bridge.

L. W. Warner, S. F. A.: Man of wide experience. Radio fan. Owns Chevy.

C. E. Stephens, S. F. A.: Married. Has a nephew. Principal hobby, prize-fighting. Also indulges in a little burlesque. Owns the oldest pipe in the world. Also a Dodge that will make as high as twenty miles per.

W. E. DeVeney, S. F. A.: Takes 8 cents from his wife for street car fare and then rides to work with a neighbor. Some solicitor! And how!

M. C. Anderson, chief clerk: A blonde. Very quiet. Likes to fish. Principal hobby, home.

J. M. Sachse, rate clerk: Always looking for something for nothing. Likes to bowl; plays baseball, golf and pinocle. Also likes to dance. Single.

A. H. Goble, diversion clerk: Very courteous to shipping public. Likes dime stores. Has no car and, therefore, has bigger bankroll than the rest. Wayne Young, operator-clerk: Nice boy. Wears derby hat. Goes to church regularly. An optimist.

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

CLEIS B. HUNT, Reporter

It is because of his cheery smile, sunny disposition, faithfulness and loyalty to fellow-workers and the Frisco that we grieve the loss of our esteemed friend, Elmer E. Jaquay, boilermaker foreman. Mr. Jaquay died at Kansas City, January 25th, 1928, resulting from a fractured skull, sustained in an accident when struck by a street car at Kansas City. Our sincere sympathy is extended to his family left to mourn his death.

Mr. and Mrs. Edward R. Strader are the proud parents of a new daughter, Jean Marie, born January 28th, 1928.

On January 31, Fireman W. L. Watkins was seriously hurt near Columbus when he started to step off the engine and fell through a bridge. Mr. Watkins was taken to the St. Louis hospital.

On December 26, 1927, Mr. and Mrs. Oscar Newell announced the arrival of a new daughter. She has been given the name of Millicent Amber.

Norman Miller, boilermaker, attended the Kansas City Frisco Club entertainment and dance, February 14.

Mrs. W. F. Pritchard, wife of engineer, is visiting her daughter at Palatka, Florida.

We are quite enthusiastic over the prospects of beautifying the roundhouse grounds. Mr. Don Fellows, the flower fellow, has counseled with us. He and Mrs. Harry L. Moore, wife of machine shop foreman, have planned beautiful things for us, and with Mrs. Moore pushing the project, we are sure to have very beautiful grounds. Many are aware of the flower garden that Mrs. Moore has each summer, one of the most beautiful of the city.

Mr. Pat Moore changed his place of abode and now has a vacant lot or two on which he is going to have a big garden this summer, and is already dreaming of the pleasant evenings he is to spend in same. He is really so very enthusiastic about outdoor work that we hear he is rushing the season and is expecting the bees to swarm.

We welcome you, Mr. Charles Heinze, our new boilermaker foreman, and we trust that you will find Fort Scott a good place to live and work. Mr. Heinze comes to us from the Springfield shops, and has about twenty-four years' continuous service with the Frisco. Mrs. Heinze and son are soon to be in Fort Scott to live.

We extend our sympathy to Mr. William C. Bryant, machinist, in the loss of his grandmother, who died at Springfield, February 4th.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

There is being organized at this station a rate school similar to the one now in operation at St. Louis, under the supervision of Mr. Bernthal, directed by Mr. Swortwood and sponsored by Messrs. Geo. F. Macgregor, J. M. Flanagan, B. J. Gleason and A. P. Saurin, which has as its motive to promote general efficiency, cut overcharge and undercharge corrections and claims to a minimum, teach the application of consolidated classification, published tariffs, general accountancy and letter writing. Such a great interest was manifested that at our preliminary meeting we had a turnout of

about 120 employees, about 72 of whom signified their desire to attend by filing applications. Mr. Swortwood gave a brief outline as to what the course would cover. In view of the fact that a class of 72 would be too large, 35 were selected to be in our first class.

Elmer Lindeman is back in the harness after being ill with tonsillitis for more than a week.

Talk about the ride of Paul Revere. That is as nothing compared with the ride Al Westerman and August Geiss had coming back from Pittsburg, Kans., in Jim Quinlan's Ford touring car which was stolen from in front of this office about two months ago. We hope next time that he will patronize the Frisco and leave the car in town.

The Ladies Auxiliary of the Frisco Veteran's Club gave their initial dance Valentine eve. "Rich" O'Connor and Edith Zahl won the prize waltz. The large hall was thoroughly crowded and a nice time was had by all.

Guess the bunch forgot all about February 14 being Valentine's Day, as the usual run of comics were not distributed in this office, but "George Bungle" received enough to make up for what we didn't get.

Joe Kramer and Al Westerman are now getting up before breakfast, as their hour of arrival at the office was set up to 8:00 a. m. This is our general daylight saving plan.

STORE DEPARTMENT—FT. SCOTT

MAURICE CRANE, Reporter

J. M. Sisk, storekeeper, attended the storekeepers' meeting at Springfield, February 16.

The mother of Ralph Barrowman, trucker, recently underwent a minor operation at the Fort Scott hospital.

The automobile agencies should keep their eyes open as there seem to be several prospects in the store department here.

Mrs. J. M. Sisk has returned from Longmont, Colo., where she was called by the illness of her sister.

All of us miss Elmer Jaquay. Minor Amey's "puddle jumper" failed Sunday for the first time while on its way to Iola. His garage bill was high.

OFFICE ASSISTANT GENERAL PASSENGER AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

At the Kansas City passenger agents' annual smoker the other evening, in the Congress Room of the Hotel President, our Mr. F. C. Werner was elected vice-president. We understand when it comes to speeches, he is there! Con-

The Frisco Policy to guarantee the safety of their employes
is further carried out by their purchase of
Marathon Brand Sterilized Wiping Rags

G. MATHES COMPANY

St. Louis, U. S. A.

gratulations, Mr. Werner. We are proud of you.

Mrs. R. E. Holman, wife of our city ticket agent, has been in Springfield for the past week, visiting her mother.

We extend our sympathy to Mrs. M. A. Glover, who is mourning the loss of her father, Mr. H. H. Edle, of independence, Mo.

Believe it or not:

Mr. F. C. Werner, our city passenger agent, on a trip to Tulsa recently, fell out of an upper berth and sprained his ankle.

Mr. L. A. Fuller, our traveling passenger agent, always waits for a blizzard to make Nebraska.

C. E. Finnegan, our depot passenger agent, is such a sound sleeper that when he has to be on deck at 6:00 o'clock in the morning, he places a tin dishpan over his double alarm clock.

OFFICE OF SUPERINTENDENT TERMINALS KANSAS CITY, MO.

D. H. SWINDELL, Reporter

The Ladies' Auxiliary of the Sunnyside Club of Kansas City gave a Valentine Dance at La Fiesta Hall, Tuesday evening, February 14. All who were present report the affair a huge success.

The school fever has struck Kansas City. When Mr. Bernthal announced there would be a meeting held for enrollment in the State School inaugurated at Kansas City, there were about seventy-five enthusiastic employees reported for enrollment. However, the class has been cut down to thirty-five for the first semester. The first reg-

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ular class meeting was held last night, February 17. Mr. W. E. Bernthal, auditor of overcharge claims, addressed the meeting. For the present at least, classes will be held on Mondays and Thursdays of each week, from 7:30 p. m. until 9:30 p. m.

Mr. W. S. Pollard, claim agent, is preparing to move his office down into the yards. He will occupy a portion of the building which is also occupied by the shop foremen, located immediately across from the superintendent's office.

There has been a great deal of scratching of heads going on around here for the past few days. We had begun to get uneasy about some of the fellows. However, they are only trying to get a slogan for the Kansas City Automobile Show. The winning slogan won a brand-new Gardner coach.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

We wish to extend our deepest sympathy to Mr. William Rockers, and son, Clarence, in the loss of their brother and uncle, who passed away recently.

Joseph Plourd, night supply man, lost a number of days account of injury received when he fell during work recently.

Virgil Dillinger, night machinist helper, had the misfortune of having his eyes burned slightly, but is now back to work again.

We have two new members of the Frisco family we wish to extend greetings to, and also congratulations to their proud parents. They are Mr. and Mrs. Leslie McGowan, who were presented with an 8 pound girl, and Mr. and Mrs. John Nachbar, parents of little Miss Mildred Eileen.

Wm. McGee has been off account illness but is now back at work feeling much better.

Wm. Swan was visited recently by his royal neighbors, Count Joseph Marx and his royal guard, and we can verify that the twins are a reality.

John H. Callflower, Jr., or just plain Mac, is still driving his Chevrolet and says the older it gets the faster it goes.

John Renz is still off on the injured list. Hope to see him back soon.

Edward Chaffin and wife have left for St. Louis where Mr. Chaffin entered the hospital for an operation.

Melvin McCready has returned from St. Louis where he was in the hospital for a few days for examination.

Mrs. Charles Fritzel, who has been ill for some time is reported to be progressing nicely at this time. We hope for a quick recovery.

Mrs. George Willis, who has been confined in her home account illness, is reported to be doing very well.

George Kent, assistant roundhouse foreman, is the proud owner of a new Dodge four.

TRANSPORTATION DEPARTMENT NEODESHA, KANS.

CHESTER FULTON, Reporter

J. J. Galyon, night yardmaster, is back on the job after being off two or three weeks visiting relatives and friends.

We are glad to see "Hank" Lockard back with us after a short illness.

Mr. and Mrs. Harry Brown recently spent ten days visiting relatives at Ellsworth, Kansas.

The 4000 class engines, of which on the Wichita sub-division we have six equipped with boosters, have been almost a new thing to the men on this sub-division and were a little difficult in the beginning to get familiar with. These engines are commencing to make their mark. The average train haul February 1 to 12, inclusive, in through freight service was 1,625 tons against 1,189 for the same period in 1927. The fuel used per 1,000 gross tons miles February 1-12, was 207 pounds with stoker-fired engines, against 213 for the same period last year with hand-fired 1200 class engines, which were considered very economical engines.

OFFICE, DIVISION ACCOUNTANT FORT SCOTT, KANS.

DOROTHY WORKING, Reporter

Miss Margaret Hendrick was called to her home in Detroit, Michigan, January 30, on account of the sudden death of her father, Mr. Jack Hendrick. We wish to express our sincere sympathy to Marge, her mother and other members of her family. Miss Hayden has been relieving Marge during her absence from the office.

Mr. Pipkin was recently instructed by the judge on how to park his car between the Yellow Traffic lines. The price of said instructions was valued at two dollars.

We were certainly sorry to have to lose Mr. Jim Wilhoit, but we are thrilled with his promotion and we believe he was very much pleased to have the opportunity to return to Fort Smith.

Mr. Bill Jones has been assigned to the position of shop accountant, made vacant by promotion of Mr. Wilhoit. We certainly are glad to have Mr. Jones with us.

We had the pleasure of having Mr. E. R. Belt, Mr. E. H. Evans and Mr. Otis Crocker with us for a few days.

Mr. L. W. Pipkin and Mr. J. B. Jennings spent a few days in St. Louis, recently.

Mr. R. A. Denniston spent the week end in Kansas City recently. While there he attended the automobile show.

The Fort Scott Frisco Club gave an entertainment and dance the evening of February 17. A most enjoyable evening was had by all present. The decorations were carried out in the George Washington color scheme. Mr. E. R. O. Mueller, auditor of freight accounts, St. Louis, was our main speaker of the evening. We were all very pleased to have had the pleasure of having Mr. Mueller with us. We also had quite a few visitors from different places out of town.

RIVER DIVISION

AGENT'S OFFICE
CAPE GIRARDEAU, MO.

INEZ LAIL, Reporter

On Monday, January 23, the hearing on the application of the Missouri Pac-

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ific Railroad to extend their line into Cape Girardeau was begun before the Interstate Commerce Commission and the Missouri Public Service Commission at the Common Pleas Court House at Cape Girardeau. Thomas J. Brown, chairman of the Missouri Public Service Commission conducted the hearing and also represented the Interstate Commerce Commission at this hearing.

Quite a few men, prominent in affairs of both the Missouri Pacific and Frisco Railroads, attended this hearing.

The Frisco Railroad is protesting the entrance of the Missouri Pacific Railroad into Cape Girardeau and as a result had quite a few people here to testify at the hearing. Among those in attendance were: Mr. J. E. Hutchison, vice-president; Mr. J. A. Moran, superintendent River division; Mr. B. H. Stanage, assistant freight traffic manager; Mr. Roberts and Montague Lyons, attorneys; Mr. Geo. H. Windsor, commercial agent, Poplar Bluff, Mo.; Mr. W. H. Brooke, superintendent B. & B., Chaffee, Mo., and many others.

The hearing was completed at 1 p. m., January 25 and the decision now rests with the Interstate Commerce Commission.

Mr. Alonzo Foreman, bill clerk, has been in the Frisco Hospital at St. Louis for the past several days receiving treatment, but we are glad to report he is again on the job and feeling much better.

Edgar Willer, cashier, Mrs. Willer and son, Junior, motored to Illinois Saturday to spend the week end with Mrs. Willer's parents.

Wm. Ruskamp, demurrage clerk, spent the week end in St. Louis attending some shows.

R. E. Meadows, platform foreman, was called to Puxico account of the serious illness of his father. However, Mr. Meadows, Sr., is now improving and Ed is back on the job.

Mr. H. G. Sawyer, station inspector, visited this station.

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OFFICE OF B. & B. AND MAIN- TENANCE OF WAY CHAFFEE, MO.

EVA WRAY, Reporter

The recent heavy rains caused many slides on St. Louis Sub. The ditcher is now working between Neelys and Wittenberg cleaning them up.

Extra gangs have resumed work and are ballasting track between Ten Brook and Gravois, Barnhart and Crystal City, Menfro and Seventy-six.

Preparations are being made to install track at Festus, Mo., to serve the new furniture factory at that point—the A. L. Randall & Co.

A new passing track will be built south of Ste. Genevieve in the very near future which will hold 140 cars.

W. J. Alsobrook and gang are giving general overhauling at this time.

E. W. Segraves and gang, with Pile Driver 99063 are redriving several bridges on the line which was known as the St. Louis, Kennett & Southeastern Ry., until it was purchased last fall by the Frisco.

Foreman Bailey and gang finished Bridge 17.7 last week, which is the last bridge on the St. Louis Sub. on the carry-over program from 1927.

Ed Cadwallader and gang are repairing and painting all buildings on the old Butler County Ry., which is adding a great deal to the appearance of our railroad.

Bridge E-183.5 over Ditch No. 1 at Charter Oak is being built for Foreman Boyer and gang. This is a large bridge and it is difficult to renew account of possibility of heavy rains and drift at this time of year.

The B. & B. department closed the year 1927, with five gangs out of the eleven not having a single personal injury during the year.

W. H. Pryor and gang have finished putting down a 6-inch well 90 feet deep at Dell, Ark. There is no limit to the supply of water at that point.

Foremen Segraves and Vanzant passed the fleet of dredge boats through Bridge 275.7 at Lake City on February 7th on their return trip north. These three boats are building a large levee on the west side of the St. Francis River, both north and south of Lake City.

The B. & B. department lost a very faithful employee, Mr. Tom Parker, who died in the Jonesboro hospital on January 26th, two days after an operation for appendicitis. Mr. Parker entered the service on the J. L. C. & E. on May 10, 1922, where he served as bridge carpenter and foreman until the J. L. C. & E. Ry. was taken over by the Frisco and since that time has worked as bridge carpenter under Foreman Vanzant. Parker was well known and liked by everyone who knew him.

No man is his real self until he has had the opportunity to develop his powers.

MECHANICAL DEPARTMENT CHAFFEE, MO.

LEOTA FRIEND, Reporter

Chas. Stausing, storekeeper and John Thornbrough, chief clerk, attended storekeepers' meeting in Springfield, from February 13 to 16.

Charles Thomson, of London, Ontario, who has been visiting his brother, W. B. Thomson, machinist, was called home due to illness of his mother.

Joe Litzzenfelner resigned his position as stock clerk in store department and has bought an interest in a mercantile business at Conran, Missouri. Mr. Litzzenfelner had ten years' service with the Frisco. The position of stock clerk is being filled temporarily by Dewey Adams.

Mrs. John Thornbrough has returned from Kansas City where she has been for the past several weeks due to the illness of her father.

Roundhouse employees say that Herman Norris, machinist, has been wearing a smile and whistling all the latest jazz tunes the past week due to the fact a new daughter put in her appearance at his home on Monday, February 13.

Norman J. Kay, machinist apprentice, has been transferred to Hayti for a short period. Norman says he likes Hayti fine if only it were not so far away from Cape Girardeau.

Miss Glenna Fay Kay spends most of her time when off duty, before a certain shop window up town which has a display of new spring togs for ladies.

Think Dad Beinert is getting ready for the rodeo judging from the cowboy hat he is wearing. We are wondering if he is going to complete the outfit and if the chaps and spurs are on order.

Jesse F. Dudley, sheet metal worker, returned to work February 15 after an absence of four months due to illness. Mr. Dudley will be out of his time during February.

Mr. and Mrs. H. E. Hubbard attended the automobile show in St. Louis Monday, February 13.

Oliver Rigdon, machinist, says he read an article in the Chaffee Signal recently about building a hard road to the County Seat from Chaffee. Stuff says he wants to endorse this suggestion since it is necessary that he make frequent visits to the county seat.

Clyde Stevens, tank truckman, has purchased the house of Dewey Adams on 127 Black Avenue.

Our Office Boy Fred Angel is dealing in real estate as a side line. On Monday, February 13, he closed a deal transferring the deed on a house and lot on Helen Avenue to Irwin Johnson counter clerk of the store department.

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OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Mrs. H. H. McGarvey is in Springfield account of the serious illness of her brother.

Mrs. Ranney McDonough entertained the W. M. U. of the First Baptist Church, at her home on South Third Street, February 9. A very pleasant afternoon was spent after which a delicious lunch was served.

T. J. Sweeney and H. H. McGarvey spent a few days the past month making a check of the various work on the line.

Our deepest sympathy is extended to Miss Margaret Hendricks, Fort Scott, Kansas, in the loss of her father, who passed away in Detroit, Michigan, on January 30th.

R. J. Stephens has had a pass to go to St. Louis for two months but somehow his courage has failed so far.

Miss Esther Rigdon is already planning her vacation. It is wonderful to look over the various maps and plan for a six months' vacation to be crowded into one little week.

H. H. McGarvey thought Santa Claus had come a little late when he discovered his wood shed full of wood recently. It was rather disappointing when he found the wood really belonged to Mr. W. H. Stubblefield and had been unloaded by mistake.

TRAINMASTER'S OFFICE

Mr. and Mrs. R. L. Cooper were among the many who attended the auto show in St. Louis the week of February 6th to 11th.

James Morgan is again on the job after being in the hospital a week to have his tonsils removed. Burl Thompson, who is on leave of absence account of his health, relieved Mr. Morgan.

The P. E. O. was delightfully entertained on February 7, at the home of Mrs. Fred Dierrsen on West Davidson Avenue. They had as their guest Mrs. Joe Ruch of Columbia City, Indiana.

Mr. and Mrs. B. M. Dark had as their guests recently, Mr. and Mrs. H. Casanover and children, who motor-

ed down from St. Louis. When only about three miles from Chaffee, the automobile overturned. Mrs. Casanover was badly cut about the face and chin, but was able to return to St. Louis the following day.

Everyone knows "Mother" Ballard in this vicinity. When she had a birthday recently the ladies of the Methodist Church had a surprise party for her. Following the usual business meeting of the circle, a social hour was arranged. The last game to be played was the blind folding of the members. When Mother Ballard removed the bandage from her eyes she found an immense birthday cake with 74 lighted candles. All who know her, love her and wish her many more such birthdays.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Mr. C. McBroom, our chief clerk, had to spend about two weeks in the hospital last month. Mr. M. E. Gest took care of his desk during his absence.

Miss Mary Farrell has returned to her home in Sikeston, Mo., after filling a temporary vacancy in the general office for about three weeks. Miss Farrell made a number of friends during her short stay and we would like to see her a regular member of our force.

Frank Brockmeyer, who is filling the place of messenger is the latest member of our force.

James Morgan has returned from several days' stay in the hospital. James had his tonsils removed and said he found it quite inconvenient to quit eating for a few days.

Mrs. W. E. Burgess, of St. Louis, was a visitor in Chaffee for a few days last month.

Mrs. James Ferguson was called to Hyannis, Neb., account death of her mother, Mrs. Smith, who resided at that point. Our sympathy is extended to Mrs. Ferguson in her bereavement.

Miss Irene Rigdon entertained the office girls Bridge Club at her home February 16, having two tables of members and one table of guests. Mrs. Raney McDonough won first prize while Miss Elizabeth Grieshaber carried away second. Delightful refreshments of salad, sandwiches and hot coffee were served.

Genest Morgan's little son and daughter have been unfortunate enough to be confined with diphtheria. Both are getting along nicely and hope to be out soon.

Chris Roland is flying around in a new Chevrolet, and having a hard time finding time enough to fill all his engagements.

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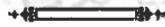
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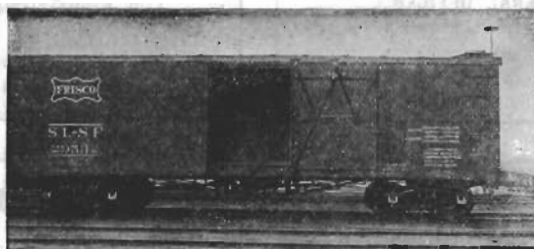
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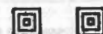
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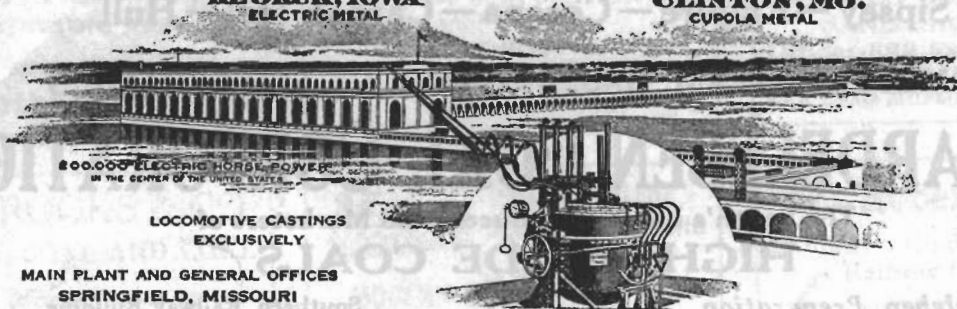
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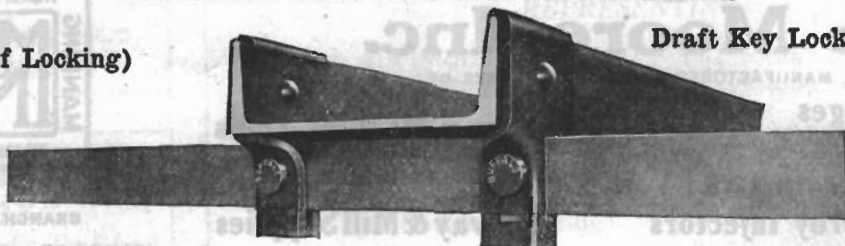
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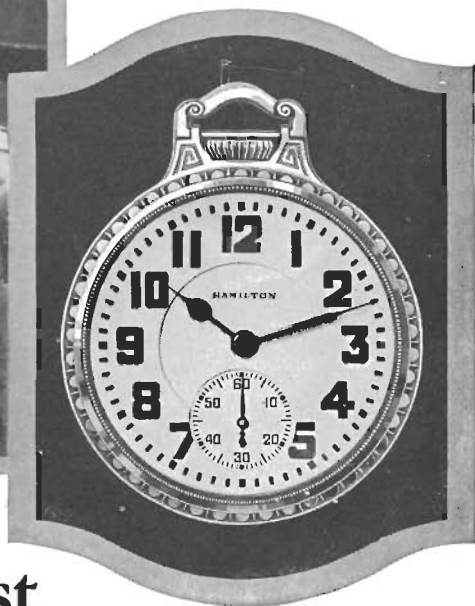
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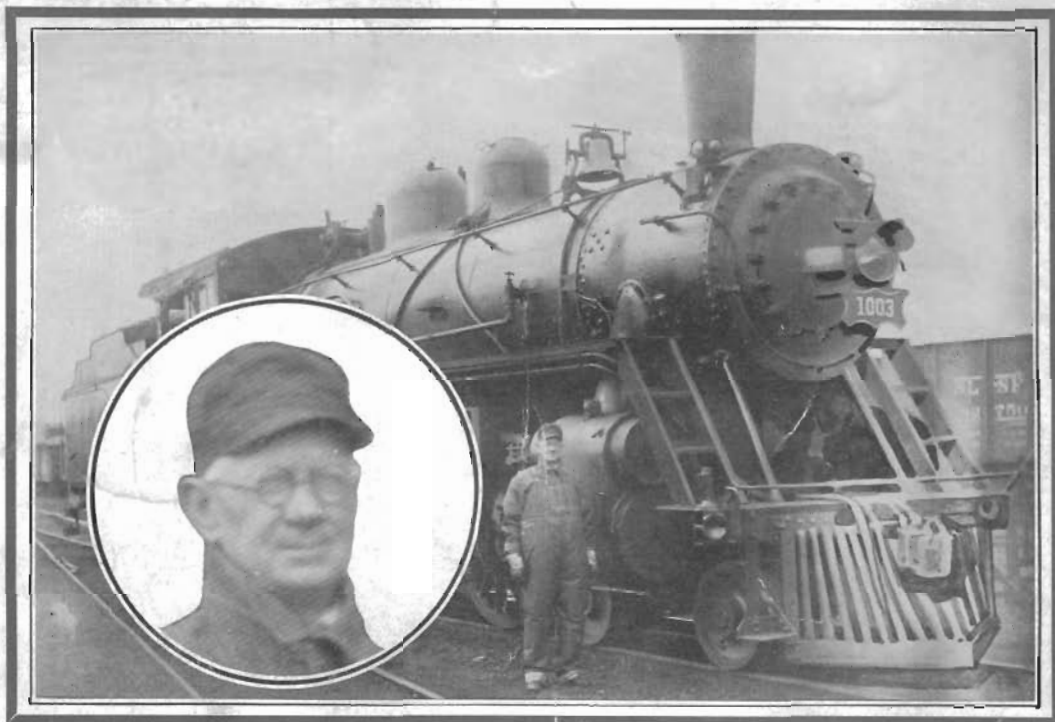
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