

INDUSTRIAL RELATION  
SECTION

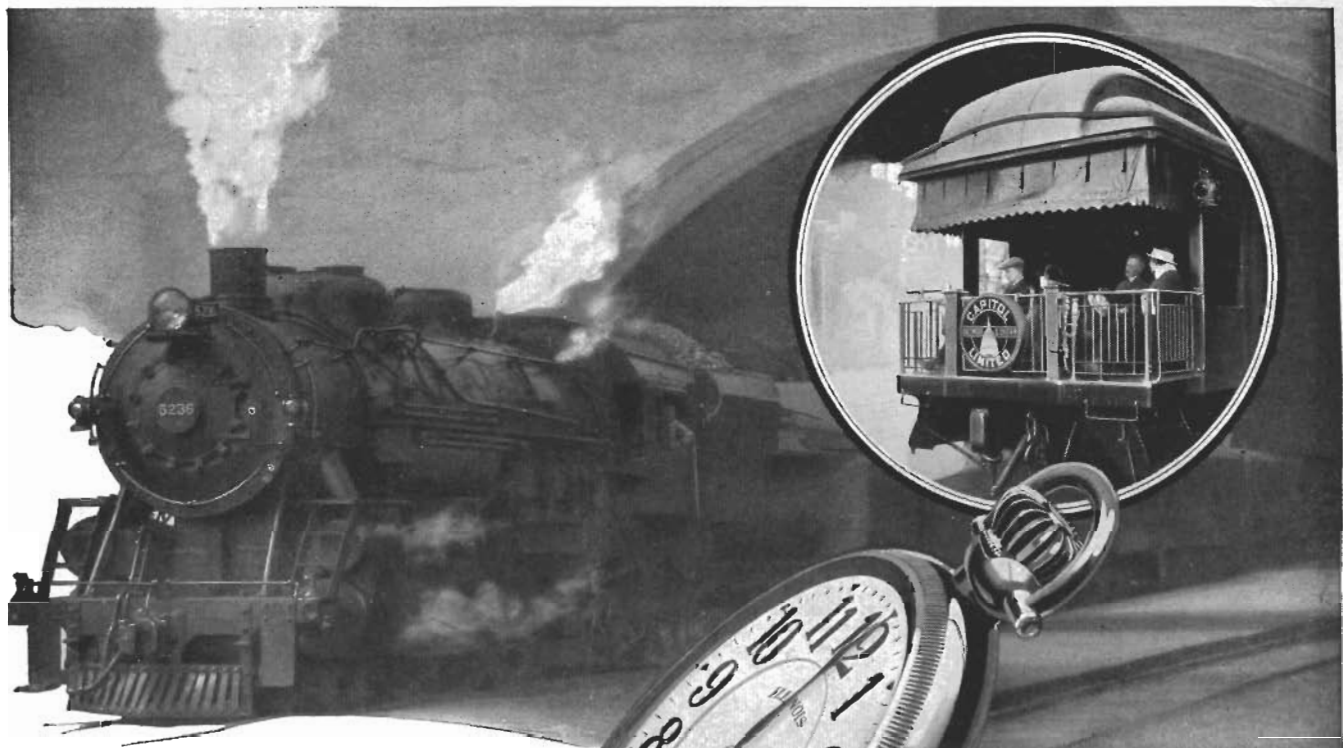
FEB 9 1924

# THE FRISCO EMPLOYEES' MAGAZINE

VOL. II No. 2

NOVEMBER 1924





Dial up



Dial down



12 up



3 up



9 up



6 up

CAPITOL LIMITED  
Baltimore & Ohio's All Pullman Train.  
Noted for dependable schedule and  
courtesy of train personnel.

On time up-to-the-minute train service depends largely  
upon the accuracy of the watches carried  
by the train crews

BE ON TIME WITH A

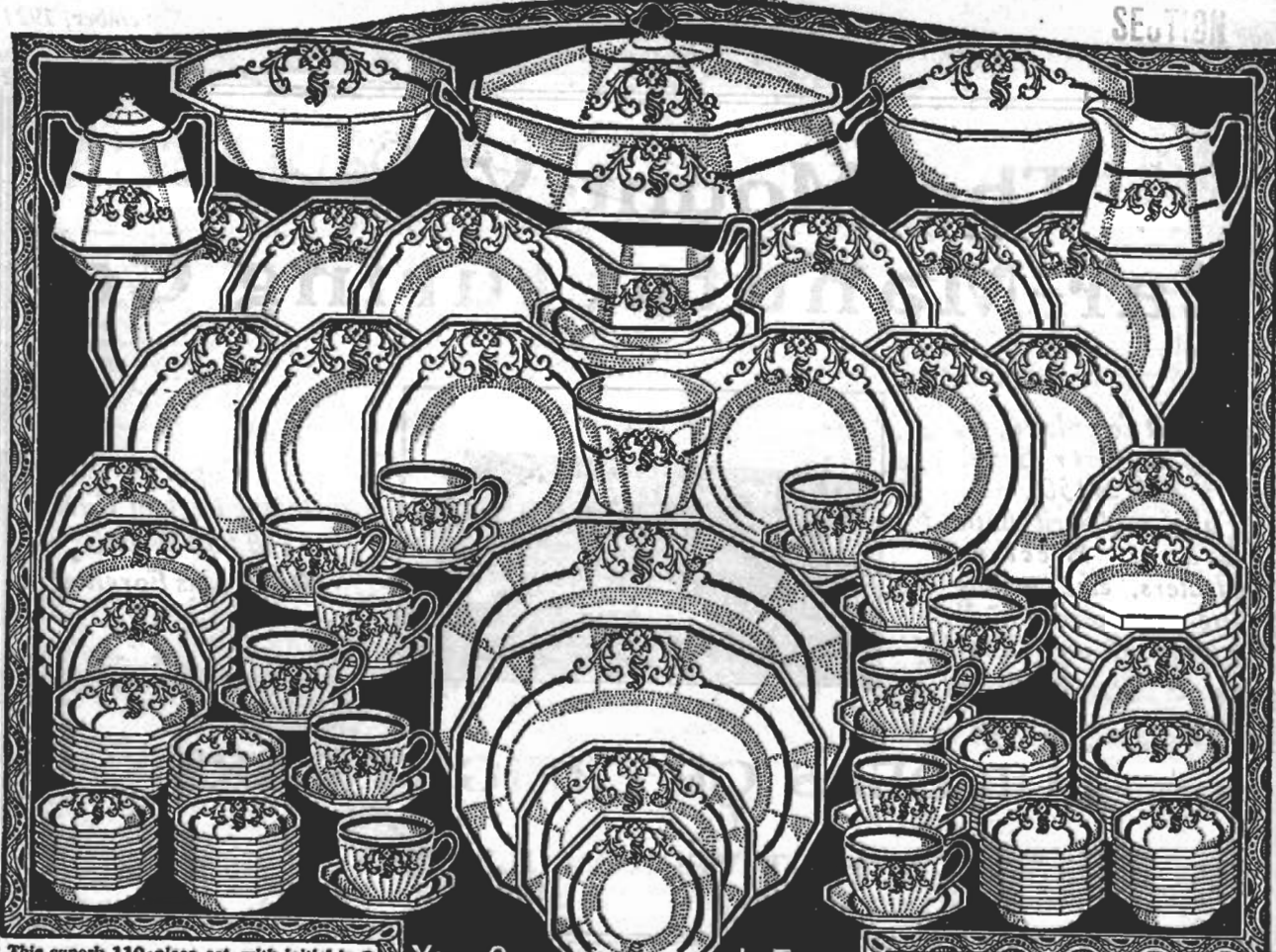
*Bunn Special*

23 OR 21 JEWELS  
ADJUSTED TO 6 POSITIONS AND TEMPERATURES

*For sale by the best jewelers everywhere*

ILLINOIS WATCH COMPANY  
SPRINGFIELD, U. S. A.

*Makers of fine watches for more than 50 years*



This superb 110-piece set, with initial in 2 places on every piece, decorated in blue and gold, with gold covered handles, consists of:

- 12 Dinner Plates, 9 inches
- 12 Breakfast Plates, 7 in.
- 12 Soup Plates, 7 1/2 inches
- 12 Cereal Dishes, 8 inches
- 12 Fruit Dishes, 6 1/2 in.
- 12 Cups
- 12 Saucers
- 12 Individual Bread and Butter Plates, 6 1/4 in.
- 1 Platter, 13 1/4 inches
- 1 Platter, 11 1/4 inches
- 1 Celery Dish, 8 1/4 inches

Your Own Initial in Gold In Two Places on Every Piece

- 1 Sauce Boat Tray, 7 1/2 in.
- 1 Butter Plate, 6 inches
- 1 Vegetable Dish, 10 1/4 in., with lid (2 pieces)
- 1 Deep Bowl, 8 1/4 inches
- 1 Oval Baker, 9 inches
- 1 Small Deep Bowl, 6 in.
- 1 Sauce Boat, 7 1/4 inches
- 1 Creamer
- 1 Sugar Bowl with cover (2 pieces)

# NO MONEY DOWN!

No C. O. D.—Nothing to Pay for Dishes on Arrival

Not a penny now. Just mail the coupon and Hartman, the Largest Home Furnishing Concern in the World, will send you this complete 110-piece Dinner Set, and with it, absolutely FREE, the handsome 7-piece Fish and Game Set. It's easy to get this set from Hartman. Nothing to pay for goods on arrival. No C. O. D. Use both sets 30 days on Free Trial, and if not satisfied send them back and we will pay transportation charges both ways. If you keep them, pay only for the Dinner Set—a little every month. Keep the 7-piece Fish and Game Set as a gift from Hartman. It is FREE. Only by seeing this splendid dinnerware can you appreciate its exquisite beauty and superior quality. Every article in the Dinner Set has a clear, white, lustrous body, decorated with a rich gold band edge, a mazarine blue follow band and two pure gold initials in Old English design, surrounded by graceful gold wreaths. All handles covered with gold. Many expensive imported sets have not such elaborate decorations. Every piece guaranteed perfect.

**IMPORTANT**  
Hartman guarantees that every piece in this set is absolutely first quality—no "seconds." This is a standard or "open" pattern. Replacement pieces may be had of us for 3 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once.



**FREE** Full Size, 7-Piece Porcelain Set for Fish or Game  
This beautiful 7-piece set of handsome, durable porcelain comes to you absolutely FREE, when you order the 110-piece Dinner Set. Includes one 11 1/2-inch platter and six 7-inch plates, all with assorted tinted borders and attractive colored designs in center. This complete set costs you nothing either now or later.

## FREE BARGAIN CATALOG

Most complete book of its kind ever issued. Over 300 pages (of which 68 pages are in actual colors) of the world's greatest bargains in Furniture, rugs, carpets, draperies, aluminumware, sewing machines, silverware, watches, etc. 30 days' free trial. Easy monthly terms on everything you buy. Opening an account with us is like opening a charge account at your local store, but you have nearly a year to pay at Hartman's. Send post card only for Catalog No. E 6881.



Send Post Card Today for Your FREE Copy

**FREE GIFTS**  
Book also explains Hartman's wonderful gift plan which brings you, absolutely FREE with purchases, many splendid articles such as glassware, dishes, silverware, toilet sets, jewelry, table linens, etc.—valuable things for which you would pay high prices at stores.  
"Let Hartman Feather Your Nest"

## 110-Piece Colonial Initialed Blue and Gold Decorated Dinner Set

We will ship the Dinner Set complete, and with it the 7-piece Porcelain Fish and Game Set absolutely FREE. Use both sets 30 days on Free Trial. See these beautiful dishes on your table, show them to friends, use them—then make your decision. If not satisfied, send them back and we will pay transportation charges both ways. If you keep them, pay only for the 110-piece Dinner Set—a little every month. Pay nothing at any time for the 7-piece Fish and Game Set. It is free. Send the coupon—now.

Order No. 320FFMA25.  
110-Piece Dinner Set.  
Our Bargain Price, \$33.85.  
No Money Down. \$4.00 Monthly.  
7-Piece Fish and Game Set is FREE.

Use Coupon Only When Ordering Dishes—Mail Today!

**HARTMAN FURNITURE & CARPET CO.**  
Dept. 6881 Chicago, Ill.

Send the **110-Piece Dinner Set No. 320FFMA25, Price \$33.85** and with it the 7-piece Porcelain Set absolutely FREE. I am to pay nothing for goods on arrival—only the small freight charges. I am to have 30 days' free trial. If satisfied, I will send you \$4.00 monthly until full price of Dinner Set \$33.85 is paid. Will pay nothing at any time for the 7-Piece Porcelain Set. Title remains with you until paid in full. If not satisfied after 30 days' free trial, I will ship all goods back and you will pay transportation charges both ways.

Name \_\_\_\_\_

R. F. D., Box No. \_\_\_\_\_ or Street and No. \_\_\_\_\_

Town \_\_\_\_\_ State \_\_\_\_\_

**HARTMAN FURNITURE & CARPET CO.**  
Largest Home Furnishing Concern in the World  
Dept. 6881 Chicago  
Copyright, 1924, by Hartman's, Chicago

# The Mount Vernon Car Manufacturing Co.

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



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

## BUILDERS OF FREIGHT CARS

MOUNT VERNON, ILLINOIS

R. F. CARR, Memphis  
President

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



MANUFACTURERS & DEALERS  
IN ALL KINDS OF LUMBER

MILLS AT HICKORY FLAT, MISS.

## SPECIALIZING IN RAILROAD BUILDING MATERIAL

*Strong as Ever for the "Frisco"*

GENERAL OFFICES  
P. O. Box 1032

MEMPHIS, TENN.

Phone Main 2312



# THE FRISCO EMPLOYEES' MAGAZINE

645 FRISCO BUILDING :: ST. LOUIS

Edited by FLOYD L. BELL

VOL. II

NOVEMBER, 1924

No. 2

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

## Contents of This Issue

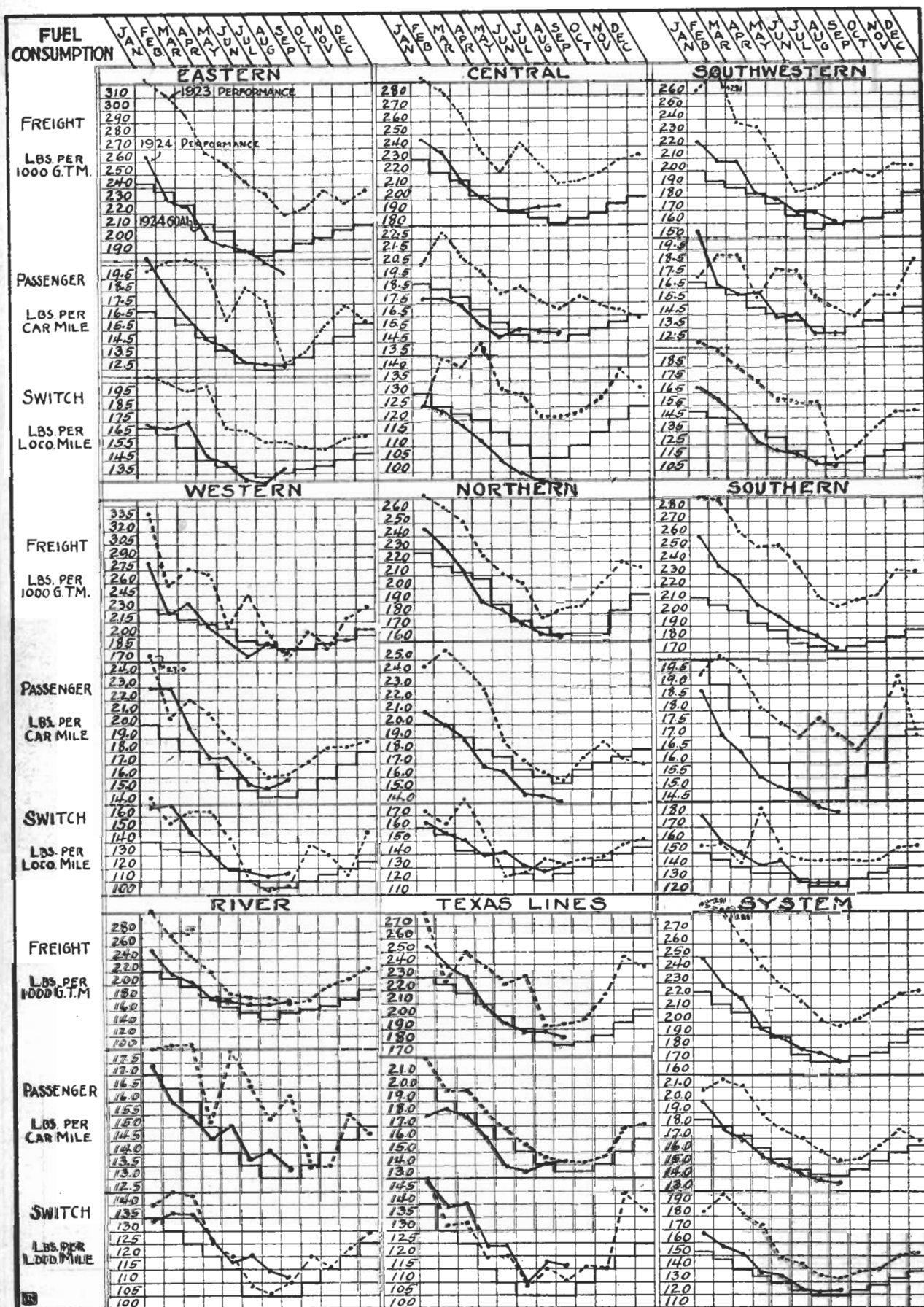
	PAGE
JOPLIN—An Imperial City.....	5
Economies In Railroad Materials—By <i>H. L. Worman</i> .....	9
The Sand Springs Cotton Mill—By <i>T. S. Steffen</i> .....	10
What Is Meant by Gross Ton Miles—By <i>F. E. Bates</i> .....	11
The Engineer—His Prayer—Verse.....	11
Ben McCrum On Initial Trip of "Southeastern Limited".....	12
Trackmen May Aid Safety Movement—By <i>R. Holland</i> .....	13
Home Builders' Page.....	14
Frisco Babies .....	15
Story of Recent Improvements In Locomotives—By <i>P. O. Wood</i> .....	16
Be Careful What You Say—Verse.....	17
The Greatest Fraternal Organization—By <i>W. S. Merchant</i> .....	17
Interviewing a Circus—By <i>Martha C. Moore</i> .....	18
Always Be Careful—By <i>George L. Ball</i> .....	20
Just Thoughts on Things—By <i>Sam A. Hughes</i> .....	22
Pastimes .....	23-24
Editorials .....	25-26
Proper Engine Handling Saves Fuel—By <i>Frank Reed</i> .....	27
Timely Tips on Handling Trunks—By <i>O. D. Chalmers</i> .....	27
Homemakers' Department— <i>Loretto A. Connor, Editor</i> .....	28-29
Charlie Baltzell Writes a Letter.....	30
Frisco Employees' Picnic at Neodesha.....	30
Letter From Boy Who Went West.....	31
"Bobs"—By <i>Floydine McCormack</i> .....	31
Joplin In Pictorial Form.....	32-33
Flashes of Merriment.....	34-35
Reminiscence—Verse—By <i>E. N. Stapp</i> .....	35
"A Message to Garcia"—By <i>Elbert Hubbard</i> .....	36
The Man at the Ticket Window—By <i>Lisle B. Kellogg</i> .....	38
Frisco Family News.....	39-64

### THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 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. 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.



FUEL CHART FOR SEPTEMBER

# JOPLIN IMPERIAL CITY OF A PROSPEROUS DISTRICT

THE REGION of which Joplin is the metropolis, including parts of Missouri, Kansas, and Oklahoma, and, therefore, sometimes called the "Tri-State District" and sometimes the "Joplin District," was known as a lead producing district previous to 1860. Up to that time it had produced more than a million dollars worth of lead. In the ten years that followed, or between 1860 and 1870, it produced nearly a million dollars worth of lead. It was in the early seventies that it really began to be well known as a great producer of lead and, at the same time, the importance of its zinc was discovered. In the ten years between 1870 and 1880, the combined production of lead and zinc increased to nearly nine million dollars, and in the next ten years, it increased to more than twenty million dollars. Since 1900 the value of the lead and zinc produced in the Joplin District has been reckoned each

year in tens of millions and now it is the greatest lead and zinc producing region in the world.

Very few realize the immense value of the metals produced or the magnitude of the industry. The four greatest gold producing states in the United States are, California, Alaska, South Carolina, and Colorado. In 1923 the gold produced in these four states was valued as follows: California \$14,829,100; Alaska \$7,871,200; South Carolina \$6,711,100; Colorado \$6,518,100. The total is \$35,929,500. The lead and zinc produced in the Joplin District in the same period was valued at \$37,122,589. In other words, the lead and zinc produced in the Joplin District exceeded in value the total gold output of the four greatest gold-producing states by more than a million dollars. Up to the present date the 1924 production is ahead of the 1923 production. Joplin ores are being shipped direct to European smelt-



FOURTH STREET, LOOKING EAST

ers and, therefore, Joplin justly claims that its market is the world.

In the early days the mining center was in Joplin and Webb City. In those days Joplin had all the characteristics of a typical mining camp. Now, however, the actual mining field has moved down into Oklahoma and Joplin is changed into a flourishing commercial city. Joplin is no longer a mining camp, but it is the business center of the mining district. Here are located the offices of all the big mining companies. Here they do their banking. Here are located all the large machinery and powder companies that supply the mine field. Here the mine operators have their homes, and many of the miners live in Joplin and go daily to their work, either in their autos or in the cars of the Southwest Missouri Electric Railway Co.

The greatness of Joplin as the metropolis of the world's greatest lead and zinc producing district is but the foundation of what she is and will be. Zinc and lead gave the city its start and will always furnish a backbone for its industrial growth and development, but it has many other advantages and characteristics that are destined to add to its distinction in the succeeding years. Joplin has a wealth of opportunity which few cities can surpass or even equal.

To begin with, Joplin has one of the most delightful climates in the world. It lies a thousand feet above the sea, which is high enough to be above the summer sultriness of coast cities, and not so high as to be subject to the cold and storms of the higher mountain regions. It is far enough north to avoid the extreme heat in summer of the semi-tropical cities and not far enough north to suffer from the extreme cold of winter. The average lowest daily temperature for January is 26 degrees and the average highest daily temperature for

July is 87 degrees. The annual average of sunshine is 72.6 per cent. The annual average rainfall has been 36.13 inches. With a very high annual average of sunshine and, on the other hand, a fully sufficient fall of rain, coupled with a good soil, the dairy, agricultural and fruit possibilities are unlimited.

Joplin is peculiarly fortunate in its transportation facilities. Few, if any, cities of its size have so many and so good railroads, street cars, both local and interurban, and high-class highways. It enjoys the service of six railroads. The great Frisco System gives the city an outlet in six directions, eastward to St. Louis and the east; southeast to Memphis and beyond; south through Arkansas; southwest through Oklahoma; westward to Wichita; and northward to Kansas City and the northwest. The Kansas City Southern connects it with Kansas City and the north, and also gives it a direct line to Port Arthur on the Gulf of Mexico. Over this line at present large quantities of ore are being shipped to the gulf ports for transportation to Belgium. The Missouri-Pacific gives the city four openings. By



FRISCO OFFICES AND STATION

this system one can reach Kansas City or St. Louis, or can travel south into Arkansas and the beautiful Ozark country or westward to Wichita. The Missouri, Kansas, & Texas System leads away to the north and east or to Texas and the great southwest. The Santa Fe System gives an outlet to any part of the west. The Missouri and North Arkansas opens up a fine territory in Arkansas and the south.

Joplin also has two good electric street car systems. The Southwest Missouri Railway Co., maintains a system of urban service to all parts of the city and also has an interurban line running from Carthage, eighteen miles away on the northeast, to Picher, Okla., thirty miles away on the southwest. The Joplin and Pitts-



burg Co., has one urban line and an interurban line to Pittsburg, Kans., thirty-three miles to the northwest. Both of these systems give not only excellent passenger service, but also carry freight and express.

The waste material from the mines, which is in the form of crushed rock, has given to the Joplin District an unlimited supply of the finest kind of road building material and the district has taken full advantage of the opportunity. The Joplin Special Road District has built nearly eighty miles of concrete road leading out from Joplin in eight different directions. There have also been constructed in the counties adjacent to Joplin more than six hundred miles of solid rock road. These magnificent roads make it possible to do business in and out of Joplin by car or truck three hundred and sixty-five days in a year.

Joplin itself is a city of thirty thousand inhabitants, but the county has a population of eighty thousand and the six railroads, giving sixteen outlets, the two electric interurbans, giving three outlets, and the magnificent system of concrete and rock roads, making possible auto passenger and truck service at all times make it possible for the city to serve a population of three hundred and forty thousand. The fact that Joplin stores and banks are serving such a large area and population has given to Joplin institutions of the metropolitan type, far superior to those ordinarily found in a city of Joplin's size.

Joplin's splendid location as a center of six railroads makes it almost an ideal location as a distributing center and it boasts of many large, progressive and successful jobbing and wholesale houses. The same factors make a good place for manufacturing, both on account of the

facilities for shipping in raw material and shipping out the products. Great as was the value of the products of the mines as mentioned early in this article, it was almost equalled by the value of manufactured products of the district, which ran somewhere in the neighborhood of thirty million dollars.

The factory products of Joplin show a wide variety and only the most important can be mentioned. Joplin

has several cigar factories, one of them the largest in Missouri, and Joplin cigars are acquiring a nation-wide reputation. All kinds of lead products made in Joplin are known the world over. Other important products of Joplin are garments, leather goods, gloves, machinery, foundry products, dairy and bakery products, mattresses, cooperage, and many other things.

Joplin is the imperial city of one of the richest empires in the world. The immense value of the lead and zinc produced in the district has already been pointed out, but this value is dwarfed by the value of the crops raised in the district. The



CONNOR HOTEL

crops of the district for 1923 were valued at \$46,038,220, which is about \$9,000,000 or about 25 per cent more than the value of the mine products. These crop figures are more impressive when it is understood that they represent a diversified farming and are not the result of unusual conditions in any one crop. It should also be remembered that they represent a year in which the farmer was supposed to be having a particularly hard time. Of the forty-six millions, general crops produced about twenty millions. Jasper County, in which Joplin is situated, is not generally looked on as an agricultural county, but it is said to have the largest

wheat acreage in the state. Dairying and poultry produced more than thirteen millions. On a farm just outside of Joplin is a Guernsey cow which is the champion cow of all breeds in Missouri. The American Jersey Breeders Association awarded to Jasper County the cup for the best Jersey County in the United States. The region is just being discovered as a dairy country, but the mild winters which make wintering of stock easy, together with good pasturage and good water make this an ideal country for dairying and poultry.

Both the soil and the climate are well adapted to the raising of fruits and last year the fruit industry was worth seven millions to the district. The counties surrounding Joplin have thousands of acres set to fruit, but many of the vineyards and orchards are in their first bearing and the coming years will show an enormous increase in the value of the fruit crop.

Beef, mutton, and pork brought \$5,000,000 to the district and wood, wool and miscellaneous products brought another \$100,000. In the heart of a district producing millions in metals, millions in factory products, and millions in farm products Joplin may well and safely boast that it is going forward into a great and prosperous future.

Joplin was at one time known as the "City that Jack Built." To most people this name did not mean much, for very few outside the district knew the special meaning of the term "Jack." "Jack" is the miner's name for zinc ore and because it was the mining of zinc that first built Joplin, it was called the "City that Jack Built." But the name has lost what little meaning it had. Those were the days when Joplin was little more than a mining camp. The city has long outgrown the name and the condition. It is now a city with miles of well-paved streets, fine buildings, good schools, many

and handsome churches and modern and up-to-the-minute metropolitan stores. Its hotel accommodations are not surpassed anywhere in the southwest. It is a city of homes, with well shaded streets, and beautiful homes with handsome grounds. Some of its public buildings are unsurpassed even in much larger cities. For example, its Scottish Rite Cathedral is, not the largest, but the most perfect building of its kind anywhere. Its \$250,000 Y. M. C. A. building is the best there is in any city of its size. Its \$500,000 High School is a model of modern school construction. There is now building a splendid Memorial Hall to the memory of our soldier dead.

The city's recreation is well cared for by several good theaters and several parks. Within the city limits there are several fine parks, each with a good swimming pool. One park has a menagerie, a dance pavillion, a free moving picture show, and a good auditorium. The city has a fine eighteen-hole municipal golf course. There is a good ball park in the city. Just outside the city there are numerous resorts with accommodations for swimming, boating, fishing, dancing, ball playing, tennis and other sports and amusements.

Joplin is the "Gateway to the Ozark Playgrounds." The "Playgrounds" are the group of counties which form the southwest corner of Missouri and the northwest corner of Arkansas. They form a region of unsurpassed mountain scenery, crystal streams, dimpling lakes, and perfect weather, which is annually becoming better known as the central playground of America, and is calling each year thousands of tourists to enjoy its beauties and pleasures. This beautiful land of mountains, lakes, rivers, and sunshine lies just at the door of Joplin and has been well named the "Land of a Million Smiles."

## THE LABORER

WITH a fine sense of the fitness of things, the Illinois Central Magazine pays tribute to the men and women who labor for the railways.

"Surely no service is of greater value to the industrial life of our nation than that rendered by the railway employe," says the editor, "in heat and cold, by night and by day, at the switch, the forge, the throttle, on the lonely patrol of the track, they toil; and by reason of their effort the great trains roll smoothly to their destination, on time and in safety, bearing the travelers and the commerce of the world. The accomplishments of American railways that have set them so far above the other railroads of the world are in a

large measure the accomplishments of American railway employes and the employes should guard jealously this reputation. They should resent, as an insult, any suggestion that even remotely might threaten the efficiency of our railroads. In the mind of the public, the railroads and their employes are inseparably linked together; they stand and fall together; they are honored together or they are not honored at all. \* \* \* We are successful as we are harmonious; every passenger transported by us, every ton of freight moved speedily to its destination, is a mark of credit for us individually in the book that surely must be kept somewhere for a record of work faithfully performed."

# ECONOMIES IN MATERIALS MEANS MUCH TO RAILROADS

By H. L. WORMAN, Superintendent of Motive Power

THE question of company material stock in the Mechanical Department on the railroads of today, is a very vital subject, and is a subject that requires detailed and comprehensive study on the part of the Purchasing Agent and the Mechanical Department, to keep from carrying a surplus lot of material, or in other words, material that would not be used for several months.

When you stop to consider the amount of material necessary to be carried in our store stock to successfully take care of the heavy rebuilding work which is now going on, you can readily see that the material necessary requires an enormous cash outlay. At the present time for every dollar spent in the Mechanical Department, approximately 45 cents covers material.

As you know we have been making a campaign on the saving of material on which there has been some progress, although I feel that we have so far only combed the surface.

All material drawn and used in the Mechanical Department is on a form MP-21, approved by the foremen of the various departments. Working on an appropriation as we are today, it behooves all of our supervisors to exert every possible effort to only buy such material as is absolutely necessary.

On a recent trip to the Reclamation Plant, I was amazed to see the amount of first-class, serviceable material being shipped in scrap cars. Great quantities of this material was reclaimed without any work whatever being performed on it while on other it was necessary only to spend a small amount of money to make it first-class and return it to the storehouse. I feel that if we can get our supervision and employees more interested in our material situation, we will be able to show a remarkable reduction in the amount of new material drawn. If these men, who are charged with the authority of issuing MP-21's for new material would only take the same interest with the company's cash that they do with their personal bank account, there would be a great deal more of this material reclaimed and re-used than there is today. Every time an MP-21 is issued for material that is a check on the Frisco bank account. Just as soon as we can impress on our supervisors the importance of only buying what new material is absolutely necessary, just so soon will we be able to increase the amount of our allowance for labor.

To give you an illustration of prices we are paying for some small items of material, am listing below, certain items that are drawn from the storehouse by the dozens, whereas there would perhaps be only one or two of them used on the engine or car they are working on:

Article	Size	Cost
Bolts, Machine	..... 1/2x2"	.013 Ea.
"	" ..... 1/2x2 1/2"	.014 "
"	" ..... 1/2x1 1/4"	.012 "
"	" ..... 5/8x2"	.02 "
"	" ..... 3/8x1 1/4"	.0068 "
"	" ..... 1/8x5"	.123 "
Bolts, Carriage	..... 3/8x8 1/2"	.018 "
"	" ..... 1/2x1 1/2"	.013 "
"	" ..... 1/2x5"	.023 "
"	" ..... 1/2x7"	.026 "
"	" ..... 1/2x9 1/2"	.03 "
"	" ..... 1/2x13"	.04 "
Cotter Keys	..... 1/4x2 1/2"	.0028 "
"	" ..... 3/8x3"	.0066 "
"	" ..... 3-16x2 1/4"	.0017 "
"	" ..... 5-16x3"	.0046 "
"	" ..... 3/8x2"	.011 "
"	" ..... 1/2x3"	.013 "
Cold Chisel	.....	.17 "
Files, Round	..... 12"	.17 "
" Flat	..... 6"	.20 "
File Handles	.....	.02 "
Globes, Cab	.....	.21 "
" Headlight	.....	1.28 "
" Roundhouse	..... 16 cp	.21 "
Grease Cup Plugs	.....	.18 "
" Bushings	.....	.66 "
Hammer Handles	..... 18"	.04 "
Hack Saw Blades	.....	.03 "
Lag Screws	..... 1/2x3 1/2"	.018 "
"	" ..... 5/8x4"	.028 "
Nuts, Square	..... 1/2"	.005 "
"	" ..... 1 1/4"	.006 "
"	" ..... 1 5/8"	.012 "
Nuts, Hexagon	..... 5/8"	.015 "
"	" ..... 3/4"	.02 "
"	" ..... 1 1/4"	.06 "
"	" ..... 3/8"	.005 "
Nipples, Pipe	..... 2 1/2"	.07 "
"	" ..... 3/8"	.02 "
Pipe Couplings	..... 1 1/4"	.08 "

Pipe Ells .....	3/4"	.07	Ea.
" Tees .....	1 1/4"	.02	"
" Unions .....	3/4"	.18	"
" Plugs .....	3/4"	.02	"
" Bushings .....	1 x 3/4"	.03	"
Rivets .....	1/2 x 1 1/2"	.005	"
" .....	5/8 x 2 1/4"	.01	"
Tape .....		.25	Roll
Washers .....	1"	.0075	Ea.
" .....	1 3/8"	.013	"

You will note from the foregoing statement, items such as cotter keys, bolts, nipples, rivets, etc., that are drawn from the storehouse in quantities considerably in excess of what are used on that particular job.

If in drawing material from the storehouse only actual requirements were drawn, I will venture to say our material issues would show a tremendously heavy reduction.

## Sand Springs Cotton Mill Marks Beginning of Vast Development

By T. S. STEFFEN, Vice-President Sand Springs Railway

**O**PERATING as the Sand Springs Cotton Mill Corporation, Charles Page has completed, and has in operation, a textile mill at Sand Springs for the manufacture of sheeting. The mill has been erected at a cost of about a million and a half dollars. It is equipped with the most modern machinery, which has a capacity of 80,000 yards of wide sheeting per week, with 500 looms and 25,200 spindles. The mill, when in full operation, will furnish employment to about 700 or 800 people.

This new plant is located along the line of the Sand Springs Railway, seven miles west of the Frisco, Oklahoma, main line in Tulsa. The Sand Springs Railway is one of the most successful plant facilities in America, serving a number of industries along its eight mile line west from Tulsa.

The construction of the Sand Springs Cotton Mill is another strong link in the chain of permanent industries established by Charles Page, as an endowment for the Sand Springs Home and allied charitable features. Mr. Page, long ago, figured that the surest permanent endowment for his benevolent institution was in public utilities and manufacture of necessities. He now operates a railway, electric light and power plant, which is the largest in his state, and water supply system which cost more than a million and a quarter dollars, together with his manufacturing enterprises and numerous oil and gas properties.

The Sand Springs Cotton Mill marks the beginning of vast industrial development along the line of the Frisco, Oklahoma, railroad. It is the first step of any magnitude toward industrial development aside from oil and gas.

Mr. Page, in laying his plans for the plant just

completed, concluded, after many months of investigation, that the products from cotton could be manufactured and sold from an Oklahoma factory as profitably as crude oil is manufactured and sold in Oklahoma refineries.

Heretofore some 90% of Oklahoma cotton has gone to the Atlantic seaboard. This new plant brings the spindles and looms to the cotton patch. The old practice of "following the leader" has application in the operation of this mill. Already two other large textile plants are being promoted in Oklahoma. Their location will, very likely, be in Tulsa.

Following the operation of the plant just completed, a number of knitting mills and a twine factory are in process of organization. Work will start this year.

In making these numerous investments in his home state, Mr. Page has not only created an industry which will furnish employment to a great number of people and provide a vast tonnage, but he has also blazed the trail for many new industries in that state.

## BOYS KILLED AT TRAIN CROSSING

James Grennan, Earl McClelland and Clark Coleman, all young men, were killed at Paola, Kansas, on September 25, when the automobile in which they were riding was struck by a passenger train. Two of the boys were killed instantly, while James Grennan died later.

"In Memoriam" cards issued after this tragedy bear this warning: "In memory of these boys and in behalf of their bereaved parents, won't you please be careful at all railroad crossings."

Always Be Careful!



# What Is Meant By Gross Ton Miles, Car Miles, Switch Miles and Potential Rating and How To Figure Fuel Records

By F. E. BATES, Road Foreman of Equipment, Western Division

THE above questions come up quite often and should be understood by all employees, especially those in the Transportation Department.

Gross ton miles are figured from freight train performance and the figures are obtained by multiplying the number of tons by the number of miles handled. For example, the distance on the Perry Subdivision between Enid and West Tulsa is one hundred twenty miles, the rating for a 1600 class engine is 1,650 tons and 1,650 times 120 gives 198,000 gross ton miles.

Car miles are figured from passenger train movement. The number of cars in train multiplied by the number of miles handled will give you the number of car miles. A train of five cars going a distance of 125 miles would be five times 125 or 625 car miles.

Potential rating refers to rating of freight engines and is nothing more than the tonnage rating multiplied by the length of the division in miles. As explained above, the 1600 class engines handling 1,650 tons over a 120-mile division, the engine would handle 198,000 gross ton miles and that figure will be the potential rating for the class of engines on the Perry Sub.

Switch locomotive mile is figured from yard engine performance.

Yard engines are allowed or figured at six miles per hour. An eight-hour day is equal to forty-eight switch locomotive miles. To get the amount of fuel for switch locomotive mile, you divide the switch miles into the amount of fuel used and this gives amount of fuel per switch locomotive mile. In figuring the fuel and tonnage, it must be reduced to the lowest unit so as to find just what the performance is. Fuel oil is figured in gallons and coal is figured so many pounds to the 1,000 gross ton miles, or car miles in passenger performance. The number of tons of coal used on a trip will have to be reduced to pounds before figuring as previously mentioned above reference to 1600 class engines handling 198,000 gross tons, using 1,650 gallons of oil or 8.33 gallons to the 1,000 gross ton mile. In other words, the engine used 8.33 gallons of oil to move 1,000 gross tons one mile. To figure the amount of fuel per 1,000 gross ton mile, you divide the gross ton miles into the amount of fuel used and to determine the amount of fuel used to the car mile (passenger service) you figure the same only divide the number of car miles into the amount of fuel used and you have the amount of fuel per car mile or amount of fuel to move

one car one mile. You can now see the advantage in handling engine's full tonnage rating, as the more gross ton miles you have to divide into the fuel used, the smaller will be the amount of fuel used per 1,000 gross ton miles and the same thing applies to passenger service. Am giving below a few fuel performances at Enid, Oklahoma:

## Freight Train Performance

July 31st, Engine 1616, Enid to West Tulsa, Engineer Allen, Fireman Hensley, handled 203,400 gross ton miles; potential rating, 198,000; on duty 8 hours and 25 minutes; used 1,627 gallons of oil or 8.0 gallons per 1,000 gross ton mile.

Engine 1,615, Engineer Blades, Fireman Calhoun, handled 205,395 gross ton miles; potential rating, 198,000; on duty 10 hours and 16 minute; used 1,722 gallons of oil or 8.4 gallons per 1,000 gross ton mile.

Engine 1,632, Engineer Macfarlane, Fireman Stewart, handled 201,240 gross ton miles; potential rating, 198,000; on duty 6 hours and 35 minutes; used 1,468 gallons oil or 7.3 gallons per 1,000 gross ton mile.

## Passenger Performance

Engine 1103, July 23rd, Engineer I. Scudder, Fireman N. B. Wright, Train 608, Enid to Tulsa, distance of 125 miles, handled 538 car miles, used 495 gallons of oil or .88 gallons per car mile.

Engine 1111, July 28th, Engineer A. W. Bell, Fireman H. Girard, train 610, Enid to Tulsa, handled 1,000 car miles on 919 gallons of oil or .92 gallon per car mile.

## Yard Engine Performance (Arkansas City, Kans.)

Engine 575, Engineer Givens, Fireman Stamm, worked eight hours on August 7th, used 248 gallons of oil or 5.16 gallons of oil per switch locomotive mile.

August 8th, worked eight hours, used 270 gallons oil or 5.62 gallons per switch locomotive mile.

August 9th, worked eight hours, used 259 gallons oil or 5.39 gallons oil per switch locomotive mile.

August 10th, worked eight hours, used 280 gallons oil or 5.83 gallons per switch locomotive mile.

## Yard Engine Performance (Enid, Oklahoma)

Engine 817, Engineer Burns, Fireman Goodrick, August 5th, worked 9 hours, used 407 gallons or 7.53 gallons per switch locomotive mile.

August 6th, worked 8 hours, used

350 gallons or 7.29 gallons per switch locomotive mile.

August 7th, worked 8 hours, used 300 gallons or 6.25 gallons per switch locomotive mile.

August 8th, worked 8 hours, used 307 gallons or 6.39 gallons per switch locomotive mile.

August 9th, worked 8 hours, used 307 gallons or 6.38 gallons per switch locomotive mile.

Engine 817, Engineer C. H. Kirby, Fireman Epperson, July 29th, worked 8 hours, used 328 gallons of oil or 6.83 gallons per switch locomotive mile.

Same crew worked with Engine 552 on eight-hour shift and used 322 gallons of oil or 6.71 gallons per switch locomotive mile.

This is just a sample of the performance on the Western Division and expect to make a still better improvement in all classes of service.

## THE ENGINEER His Prayer

Listen to me, just a moment please,

You folks who drive a car.

Who think my life is one of ease

And moves without a jar.

I pull a limited train you know,

A thousand tons of steel,

Swift as an arrow from the bow,

Along my path I wheel.

Do you ever give me a single thought?

Do you think I have no fear?

Don't you know my very nerves grow taunt,

When a speeding car draws near?

Time after time, I've held my breath

My heart a-tremble with fear,

As I've seen a driver flirt with death

With those he holds most dear.

I've seen the look of despair on a face

I've heard the moans of pain,

Of those, who ran a losing race

With my swiftly-speeding train;

I've felt the engine leave the rail,

As she struck a passing car.

I've lain for weeks upon my back,

I've even glimpsed the Gates ajar.

And as I returned from the Shadow of Death,

In anguish, and in pain,

I muttered a prayer beneath my breath

For the fool who raced a train.

Please use the brain, the eye and ear,

The sense the good God gave,

And save yourself, and the engineer,

From grief or an early grave.

# Ben McCrum Took Southeastern Limited—Now “Florida Special”—On Its Initial Trip

AT THE Veterans Reunion held at Springfield in May, 1924, I pinned my bobbed hair up over my ears and wiped the powder off my nose so that nothing would be in the way of either hearing or scenting a story for the Magazine. If I just had the time to run down all the clues that I got to good stories, I could have a feature story twice a week. But, alas, I sit in the office and occasionally throw out a line in the form of a letter and wait patiently for some weeks to see if, when I pull in the return, it contains anything at all I could use.

I fastened a line on an old veteran at the Reunion. I had heard from several sources that he was one of the finest old veterans we had at the Reunion, and a man that everybody liked, and that he had had a most interesting life. This man was Mr. Ben McCrum, passenger engineer for the Frisco, with 52 years service to his credit, and who is now retired.

After telling him what I had heard, I asked him if he wouldn't write me a letter and send me a picture or two, so I could give him a writeup in the Magazine. He most kindly consented, and the other day I pulled in the line that I had fastened on him in the shape of a fine letter, telling me his life history, and I want you to read what he wrote me:

“My dear Miss Moore:

“Your letter received, in which you ask me to give you a short writeup of my many experiences while an engineer for the Frisco Railroad.

“I have heard it said that William Cullen Bryant only had 285 words in his vocabulary and you ask me for a writeup of about 500 words. If I cannot locate that many, I'll see what I can do about several turn-overs of the vocabulary I possess.

“Well, you know I have been with the Frisco for 52 years, and on this next Xmas day I will be 72 years old. All my life, even when young, my aim was to be associated with a railroad in some manner and, when a child, I received every Xmas, much to my delight, a little engine that would wind up and run for a minute or two.

“In 1872 I made a start with the railroad as chain boy for the engineer's corps—from Kansas City to Baxter Springs, Kans. In '73 I was promoted to firing an engine, and in '76 took a job as switch engineer, and in 1880 became a road engineer.

“Twenty-five years ago last July, Miss Moore, I took the Southeastern Limited (now the Florida Special) on its trial trip, even before they put it on the card, with all the Board of Directors from the East and the officials. The train was not put on until they had put in a lot of new ties, and six months later, on a Sunday

## And Still a Frisco Booster at the Age of 72

night, train was put on the card, and I had the great honor of pulling it on its first trip, from Ft. Scott, Kans., to Springfield, Mo.

“The longest run I ever made (when Mr. Nettleton was connected with the Frisco) was an excursion of the Commercial Club of Kansas City, from Kansas City to Memphis, train consisting of 12 Pullman cars, and I handled this train all the way through, without relief.

“One night I came down on 105 and was going back on 106, and was tied up for rest some three or four hours. When I came down to the train, I asked the operator how the track was since 105 had come up, as there had been a very heavy and hard rain, and he told me it was alright. The dispatcher told me everything was alright. I slowed up at Everton and the section men told me that the track was OK, but I somehow did not feel just exactly right. Going on a little further, the creek ran up very close to the track and I held up the train along by this point and found that there was no track there at all for a quarter of a mile, and if I had gone on it would have meant death for a trainload of people.

“This happened in August, 1913, and I received the following letter from Mr. W. T. Tyler, then general manager:

“My Dear Mr. McCrum:

“I am very glad indeed to hand you herewith a document received by me in this morning's mail, signed by passengers on Train 106, of August 10th, commending your skillful handling of a critical situation, in connection with derailment of tank of your engine. I want to congratulate you and thank you for your correct handling of this emergency, and extend to you my very best personal wishes.

Sincerely yours,

W. T. Tyler.”

“On one trip, when Engine 1111 was new on the road between Springfield and Ft. Scott, I ran a mile in 43 seconds, or about 90 miles an hour.

“I love railroading, Miss Moore, and the only reason I would ever give it up is that I was forced to on account of the condition of my eyes; but they are getting much better now. I love the Frisco. I love all its officials, and my only regret is that I cannot serve it longer.

“Trust that this letter will give you the details you desire, and if you see

fit to print this little story, let me add at the end of this letter, a greeting to all my old friends and companions.

Sincerely yours,

Ben McCrum.”

Here is a man who has the satisfaction of knowing that his goal has been reached. From babyhood, while playing with little toy engines, he hoped someday to be a real engineer, and his baby dreams came true—for he was an engineer, pulling a real train, with real people, and speeding against time toward its goal.

Seems somehow this railroadin' just gets in a fellow's blood. Mr. McCrum's record is not unlike many of the others, in that he gave 52 years of the best years of his life in the service of the railroad, and then gave to the railroad two fine sons, Ray McCrum, who started to work with this company when only 14 years old, and is now an engineer on the Kansas City District, and Paul McCrum, who started firing in 1900 and is now a switch engineer out of Ft. Scott. The combined service of this father and his two sons total 108 years. However, it seems to me that this is a very unusual and much to be envied record.

There is no fitting tribute in words that I could pay to you, Mr. McCrum for the fine years of service you have given, and for your conscientious and careful handling of the great responsibility placed on your shoulders—that of running a powerful locomotive successfully enough, that even when accidents threaten, you, by your clear thinking, could master the situation and save the lives of a trainload of people.

Your life will stand as a goal and a guide to those coming after you, and I can think of no more fitting tribute to pay to you than to say that in the performance of your duties, you were most faithful and conscientious. Your work wasn't a “job”—it was your life, and into it you put your life, from your youth to old age, your whole soul—you gloried in it and it has glorified you, and now you have two fine sons to follow in your footsteps. We wish, for you, Mr. McCrum, that many, many years will go by before you are rewarded for all the fine things in your life by Him, who alone knows the praise that we are all entitled to.

## FORT WORTH

And our next issue will feature Fort Worth. Ben Lewis—of course—will be there.

# Trackmen Have Big Opportunity To Aid In Safety Movement

THE track foreman should be on the alert at all times to unsafe practices and should cultivate the "Safety First" habit; and, after a while this will become a part of his perception, and he will be continually and unconsciously on the lookout for the safety of himself and for the safety of others. When the men of each department have taken this kind of interest and have formed the "Safety First" habit the railroading occupation will cease to be considered an abnormally hazardous one.

While the trackmen, as a whole, are alive to what the "Safety First" movement means, new causes of accidents and new ways of preventing them will come before their notice every day. I am calling your attention to some practices or conditions which exist, which have caused personal injuries or loss of life in the past, and which, if allowed to continue, will result in accidents in the future.

Old and feeble parties are often in the habit of walking on the railroad tracks and, while it is dangerous for anyone to trespass on the right-of-way, the infirmities of old age make it more dangerous. The foreman should explain to these old people in a gentlemanly way that this is a dangerous practice.

Children are often prone to trespass on the tracks, and a great many injuries result from "train hopping." Whenever the foreman notices children hopping trains or climbing over cars, he should explain to them their danger, and if they persist in keeping up this practice, he should call the matter to the attention of their parents, explaining that it is his duty to watch out for these things.

The foreman should caution parties about driving teams on the right-of-way and between road crossings where there is danger from the horses being frightened or a chance of being struck by a train. When the parties persist in using the right-of-way for a highway or a foot-path, the foreman should place "Danger" or "Warning" signs in the paths, as instructed in General Manager's circular.

In doing track work the foreman should try to eliminate unsafe practices. In doing any kind of track work he should keep his men scattered as much as possible, to prevent injuries to each other. In removing crossing planks the foreman should always see that the planks are placed with the spikes sticking down. He should see that his men are not reckless spikers and should instruct them so that there is no danger from flying spikes.

Rails, ties, and other material should not be piled in the pathways of trainmen. However, sometimes this is necessary, and in cases of this

## Division Roadmaster Tells Of Methods To Use

By R. HOLLAND

kind the foreman should wire the Assistant Superintendent so that he can put out an order telling trainmen to watch for the obstruction, giving exact location of same.

Yards should be kept free from chunks of coal, cinders and other rubbish over which trainmen or switchmen may stumble when doing their work. Material of this nature can always be disposed of, filling in some low places in the yard. By making a practice of this it will take but little work at one time, and the yard will always present a neat and clean appearance.

The necessity of maintaining standard clearances, which is six feet from the gauge side of the rail, should be kept in mind. When placing signs the proper clearance should be maintained regardless of location. In case of parties constructing buildings or other structures on the right-of-way, the foreman should call their attention to the necessity of maintaining six feet clearance; and in case he cannot get these parties to observe this rule he should report the situation to the superintendent and roadmaster by wire. The clearance of telephone and telegraph wires and overhead structures should be watched closely. In this case the clearance should be 26 feet above the top of the rail. In connection with this I might say that the foreman should not allow any lines of any kind to be placed over the track, nor any obstructions to be placed on the right-of-way until he has ascertained that they are covered by contract.

Brush and trees on the right-of-way which obstruct the views on curves or which are liable to interfere with trainmen on the sides of cars, should be removed. In case the trees cannot be cut down they should be trimmed and kept as open as possible.

Particular attention should be paid to derailleurs; and they should be inspected frequently and kept in good working order.

Farm gates at private crossings should be kept closed and whenever gates are found open the foreman should close them and he should call the farmer's attention to it. If the farmer persists in leaving the gate open, the foreman should be patient and close it and again speak to the farmer about it. At the same time he should keep a record of each time he calls the matter to the attention of the farmer, for this record will fix the responsibility in case of an accident.

The foreman should never allow anyone but employees to ride on hand or motor cars and then only when car is in charge of competent and experienced trackman. Cars should never be taken out at night without a red lamp on each end, and they should not be used then only in case of absolute necessity. In case there is no tool house where hand or motor car can be locked up, the foreman should see that it is fastened so that it cannot be moved. He should carry a chain and a padlock for this purpose. Push cars that are left out on the line should be locked in the same way.

There is no one in connection with the railroad who can be of more benefit to the railroad and to the safety first movement than the section foreman if he will carry out faithfully these things which I have suggested. And if he is a close observer, many more will come to his attention.

Every foreman should get a speaking acquaintance with the tenants along his section, for there are numerous occasions where this knowledge will be beneficial to him. He should cultivate their good will and their respect, and his personality will go a long way toward fixing their opinion of the railroad. Companies and corporations are judged by the men that they employ, and the farmer's opinion of you will influence his opinion of the railroad. Each employe, no matter what his capacity, has some influence in his community and he should endeavor to use this influence in favor of the company for which he works. By being amiable and patient in his dealings with the farmers, or with any one else, the section foreman can create a favorable impression for himself and for the railroad. It is human nature for a man to transact business with a firm where he receives courteous treatment, and this applies to the relation of the public to the railroad.

The reason why I speak particularly of the section foreman is because you are section foremen and because you are every day thrown in contact with the farmers. You should be the best friend that the farmers have on the railroad because they should know you best. And you to the farmer are representative of the railroad. The company relies on the judgment of the section foreman and the agent in settling claims for fires or stock killed and, in fact, the section foreman and the agent are generally the only representatives of the railroad that the farmer meets. The farmer is the one who has the power to legislate against the railroad. He is also the party who originates a large portion of the damage claims.

It is always easier to do business with a friend and, therefore, we want  
(Continued on Page 29.)

# Build Home Suitable for Family Income

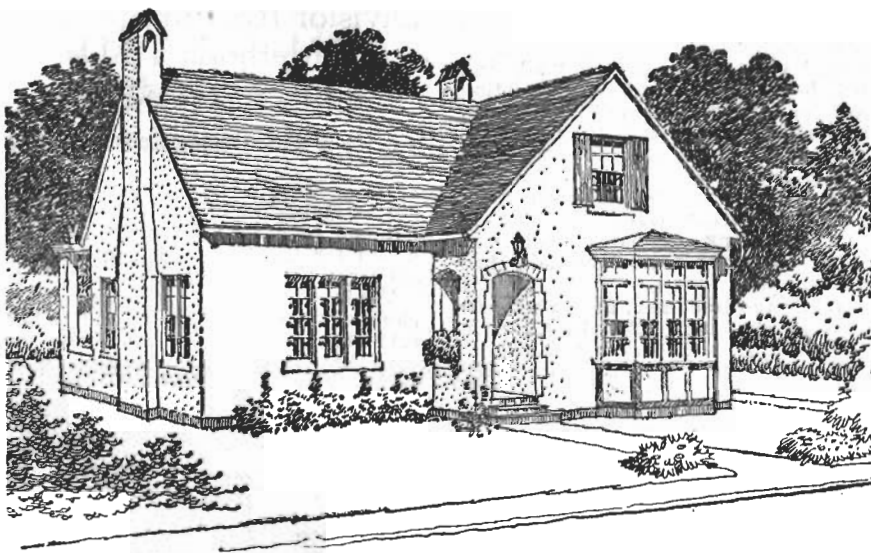
Olsen & Urbain, Architects, Chicago, Illinois

**T**HIS original house has been especially designed for the man who is looking forward to a good home, but lacks funds to complete it at the start. The dining room, kitchen, bedroom and bath form a complete unit so that the upstairs might be left unfinished or the building of the wing containing the living room left till later, as the house would look well without it.

The fine living room of this six-room house is lighted on three sides and has a lofty beamed ceiling which lends distinction to the interior. The living-porch, which may be glazed if desired, is located primarily for comfortable use. The dining room and kitchen are of ample size and are arranged to provide maximum convenience; both have good light. The central hallway also gives access to the ground floor bedroom, a fine feature, and the adjoining bath. On the second floor are included two bedrooms of good size, and the roomy closets provide plenty of clothes storage space.

This house should have a lot not less than 50 feet wide. It is intended for south or east aspect as shown, or for north or west with the plan reversed.

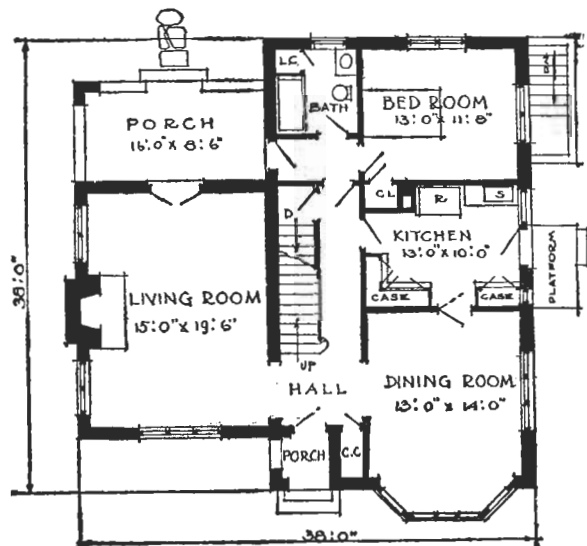
When built with concrete block walls, upon which an exterior covering of portland cement stucco of



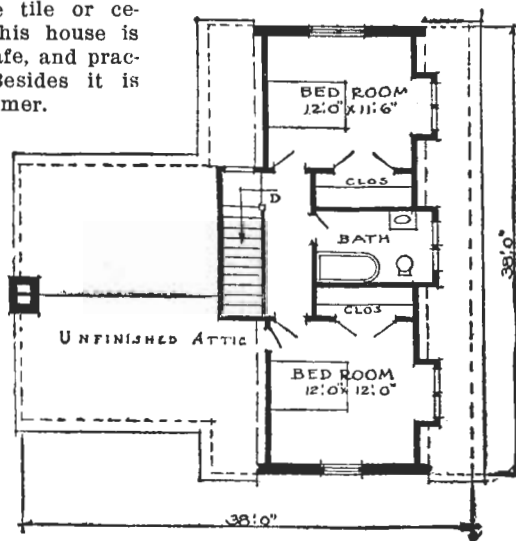
No. 6204—THE PELHAM

chosen tint has been applied, and with an appropriately colored concrete tile or cement asbestos shingle roof, this house is attractive in appearance, fire-safe, and practically free from up-keep. Besides it is warm in winter and cool in summer.

An illustrated booklet containing pictures of more than a dozen homes in different sections of the country may be obtained free of charge by writing to the Editor. In it also is much other information of interest and value to anyone planning to build a home.



FIRST FLOOR PLAN



SECOND FLOOR PLAN

Photographs and Descriptions  
of Homes Owned  
by Frisco Employees  
Are Wanted by the Magazine





1.—Marvin Tong, Jr., 2 years; son of Marvin Tong, West Shops, Springfield. 2.—Kathryn Elizabeth Cummings, age 10 months. 3.—Raphael, 3 years; Daren, 19 months; sons of E. E. McClanahan, Spaulding, Okla. 4.—Ruth and Richard Grayson, children of W. J. Grayson, Cuba, Missouri. 5.—Margaret Clarice Ford, 6 months; daughter of Clyde Ford, Sherman, Texas. 6.—Wilma Marguarite Clark, 14 years; Johanna Mae Clark, 13 months, children of Rufus Clark. 7.—Left to right: "Bob" Pitchford, Margaret Leah Cook and John Newton Pitchford, sons of N. E. Pitchford, Southern Division, and daughter of H. V. Cook, Memphis, Tenn. 8.—Wesly, Beatrice, James and Geraldine Cummings, ages respectively, 11, 9, 7 and 4 years. 9.—Agnes, 10 years, Louise, 21 months, sisters of Launa A. Chew. 10.—Fern E. Hines, 11 years; daughter of O. D. Hines. 11.—William Edgar Tait, age 18 months. 12.—Dorothy Alice Parrigin, 6 years; daughter of Dan W. Parrigin, Sherman, Texas.

# Story of Recent Improvements In Valve Gear Frisco Locomotives

TO THE average citizen an engine is an engine, either passenger, freight or switch, large or small.

To the mechanic or foreman in the shops the engine is judged by its condition, good or bad, and ability to turn promptly if needed. The engineer and fireman, and also to a large extent the trainmen and dispatcher, have an entirely different vision; and in the language they speak, can the engine in question handle its tonnage dependably and with dispatch, or in passenger service make its schedule, or better, with regular train or extra cars; or in other words, is the engine smart.

The engineer and fireman feel most keenly failures on the part of the engine to do the work that should and is expected of them and the engine in their charge, and are the first to have to bear the criticism of their superior officers. These men are also the first, through their training and experience, to know whether the engine is going to deliver the goods, and they do not have to go many miles before they have a line on the capacity of their engine. If it is a poor engine, it is mutually agreed that it is going to be hard sledding and everything is going to have to break right if they make the time. Many a train is put over the road right on time and to all outward appearances the engine is doing fine when it is quite to the contrary; the facts are, it was done only by the extraordinary exertion and perfect teamwork of a skillful engineer and fireman and their working together to that end. At the end of the trip about the only remark heard is that they had a hard trip and a loggy engine.

It is of this loggy engine that this article is written, and why two engines of identically the same class, one will be, in the common parlance of the engine crew, smart as a whip, and the other engine will be loggy. They will say of an engine handling a heavy tonnage on ruling grade that she almost knocked the hill down and only gave her five notches, and of another engine that it seems as if she wants to go under the hill instead of over it and had her in the corner before half way up. If other conditions are equal, namely, steam pressure is maximum, engine well lubricated, water kept down, engine not blowing, the answer will usually be found in the setting of the valves and consequently the steam distribution.

Improper setting of eccentric on Stephenson gear engines and improper setting of cranks of Walschaert gear engines, with some factor of either type cutting down the valve travel such as improper length of reach rod, improper spacing of or blocking of quadrant, improper adjust-

## Told In Trainmen's Own Language

By P. O. WOOD

ment of air reverse piston travel or adjusting rods and reach rods operating air reverse.

The question is often asked by our engineers, "What is being done to the engines, causing them to handle tonnage differently than same engine formerly did?" One of the contributing factors, others will be handled in a later article, is the re-designing of valve gear, properly proportioned and properly suspended to perfect the steam distribution that will develop maximum drawbar pull and maximum efficiency of the engine. Advantages of tight valves and cylinders, good fire-box conditions, good steaming engines well handled are entirely nullified by improperly designed and set valves.

It naturally follows that a road of the size of the Frisco has been some time in the making and necessitated a number of mergers and consolidations. Power taken over by the parent line, designed and built with the ideas of a number of mechanical men incorporated in the various locomotives. This results in different proportions affecting heating surface, grate area, factors of adhesion, distribution of weights, etc., and most important among these items are port clearances, valve gear arrangement, design and length of valve travel. The latter is a very important item of which I will write in detail.

Passenger engines that formerly had as low as five-inch valve travel have been increased to six and one-half to seven inches. Valves that were line and line exhaust are now set with  $\frac{1}{8}$ -inch exhaust clearance and ports in valve bushings enlarged and lead increased. Freight engine valve travel increased from  $5\frac{1}{2}$  and 6 inches to  $7\frac{1}{2}$  and  $7\frac{3}{4}$  inches and steam lap increased. Valve gear parts corrected to blue print dimensions, air reverse gears checked and travel corrected and on engines with air reverse gear a calibrated plate placed by side of reverse lever with a pointer indicating zero for dead center of lever and gear, then 25 per cent, 33 per cent and 40 per cent cut off of gear stenciled so enginemen can at a glance, know his working notch and the cut-off that his engine is working in per cent of cylinder stroke.

The 4100 and 1500 class engines have a valve travel of  $8\frac{3}{4}$  inches, giving these engines a total maximum cut-off of 90 per cent. The 1015 class engines, 1000 class engines and 1400 class engines now coming out of the shops,

the 1040 class and Mallets are examples of improvements partly due to lengthening the valve travel. The 1015 class formerly had a  $5\frac{1}{2}$ -inch valve travel with lever in the corner. These engines had maximum cut-off of about 80 per cent, and with 7-inch travel nearly 90 per cent maximum cut-off. With 80 per cent cut-off the steam escapes after expansion when the crank pin is between the eighth and center and when there is still quite a leverage in the crank pins' position to perform more work if the valve had not opened and let the expanding steam escape. With the 90 per cent maximum cut-off, the expanding steam has continued to expand and continued to perform work until the piston has traveled 90 per cent of the piston's stroke and in this position the crank pin is so near its center that there is practically no leverage left.

The net results of increased maximum cut-off are a more constant torque due to both sides of engine having power applied through a large part of the stroke, and a reduction of the distance that the momentum of the engine plus the live working side has to put the engine over its four consecutive dead points of travel of the wheel making one revolution and is similar to the power transmitted by a six cylinder car as against a four cylinder car and results in a more powerful and smooth running engine and an increased tractive power. Another marked advantage of longer valve travel is the power built into the engine due to what is known as over travel. This is the valve instead of wire drawing the steam through; slow-moving valve port that barely opens port to maximum and immediately starts traveling back and cutting off the steam, also by a wire drawing process as in the short valve travel way will with long valve travel permit of the valve not only opening port wide, but will over travel or travel on by the edge of steam port  $\frac{3}{8}$  to  $\frac{1}{2}$  inch, and the port is in turn held wide open for free rush and building of steam pressure behind the piston not only while the valve is over traveling the  $\frac{1}{2}$  inch by the port, but also while it has to travel the  $\frac{1}{2}$  inch back, which permits the piston to travel a large part of its most effective part of the stroke due to advantages of its crank pin maximum leverage and with a full mean effective pressure instead of steam being wire drawn to the cylinder.

This builds up a higher cylinder pressure behind piston and reduces the drop in pressure from boiler pressure to the working pressure of the cylinder. The longer valve travel permits of wider steam lap, therefore, steam and exhaust ports less restricted, also more lead which, in passen-

ger engines, is desirable, increasing the port openings at short cut-off and obtaining a maximum movement from the cross head motion which is rapid and preliminary to any movement imparted by the crank arm. With wider steam lap for given cut-off a wider and longer maintained exhaust opening is secured, giving steam more time to escape and reducing compression account not so much steam trapped to compress; this gives smoother running engine at high speed and short cut-off. The longer maximum cut-off increases the tractive power of the engine to a marked degree, therefore, more power for starting train and correspondingly more power under any condition of service.

The over travel permits building up of nearer boiler pressure and therefore increases the mean effective pressure, and is equivalent to an increase in boiler pressure on the locomotive so far as results are concerned. The soft exhaust partly due to increased steam lap on engines working in short

cut-off is due to greater expansion of steam account being held on to longer expanding to a lower pressure and exhausting at a lesser terminal pressure, naturally getting more work out of the engine and saving both fuel and water. An engine which has long valve travel will accelerate faster if after getting few turns out of wheels the lever is brought back a few notches quickly unless engine is loaded to and working full capacity account unfavorable grade line.

Will in later article write of and give results of tests on what has been and is being done to reduce back pressure, the combining of correct steam distribution and minimum back pressure insures the elimination of the so-called loggy engine and gives us an engine smart, powerful and one that can develop its maximum drawbar pull with the least fuel and water cost, and permits of refinements of handling by the crew that makes it a pleasure to run and fire the engine.

It is perhaps not usually thought of as a fraternal organization. Yet there permeates the very soul of the most noble brotherly bearing.

The hand of good fellowship, helpfulness, kindness, liberality, integrity, ever is ready to greet warmly and sincerely its fellow members.

The fraternity of which I speak goes further than that, for the same unwritten principles that so illustriously guide the conduct of its members toward one another, unwittingly are brought into play in its dealings with the general public which embraces every living, breathing person in America.

There are no officers. It has but one rule—the Golden Rule. Its members need pay no dues.

Its lodge rooms may be found any place where there is a railroad office.

Traffic men constitute the greatest fraternity in America.

### Be Careful What You Say

In speaking of a person's faults,

Pray don't forget your own;  
Remember, those with homes of glass,  
Should seldom throw a stone.

If we have nothing else to do  
But talk of those who sin,  
'Tis better we commence at home,  
And from that point begin.

We have no right to judge a man,  
Until he's fairly tried;  
Should we not like his company,  
We know the world is wide.  
Some may have faults—and who has not?

The old as well as young;  
Perhaps we may for aught we know,  
Have fifty to their one.

I'll tell you of a better plan—  
You'll find it works full well;  
To try your own defects to cure  
Before of others tell;  
And though I sometimes hope to be  
No worse than some I know,  
My own shortcomings bid me let  
The faults of others go.

Then let us all when we commence  
To slander friend or foe,  
Think of the harm one word may do,  
To those we little know,  
Remember, curses, sometimes life  
Our chickens, "Roost at home."  
Don't speak of others' faults until  
We have none of our own.

**VOTE  
NOVEMBER 4th**

**VOTE  
AS YOU PLEASE**

**BUT  
VOTE!**

### Wonder if There's Anything Personal in This "Bug Editor" Stuff?

"Bug Editor,"

Frisco Employees' Magazine,  
St. Lou's, Missouri.

I have been requested by the manager and wife chief at Ft. Scott, Kan., to handle with you the matter of furnishing "bug-proof" screens for the relay office at that point. I am quoting below correspondence handled on this subject:

"EES. 6-24-24.

If entirely agreeable with the management of the office, I suggest you have a screen placed over the train order window. The bugs are getting fierce there. There are large and small ones, long, short, thick, thin ones; in fact they come in droves of all sizes; some bite, some of them only crawl, others shimmy all around.

They get in my eyes, ears, nose and mouth, and in my hair, in my pockets and up my pants legs, also in my shoes. In fact, I get partly intoxicated at times on bug juice. It is not my wish to violate rule "G" and thereby lose my job. I implore you to get a screen for this opening.

Long, L.N.C."

"Mr. W. O. Long:

Replying to your request for a screen for the train order window.

I have taken up with the department of bugology with a view of ascertaining if this insectivorous influx constitutes a hazard sufficient to justify the expenditure for the screen. In the meantime use Professor Skeet-nomore's Sketerene applied freely to the exposed parts.

E. E. S."

"R. D. S.:

Please note and return.

E. E. S.

"E. E. S.:

Abumbargladiflumhastiloquantus.

R. D. S."

"W. O. L.:

Please note the B. & B. Department says 'No.' I presume this is on account of no appropriations available at this time.

Now that the season has advanced well along, can you not make it over until next summer? Why this complaint not registered during the past winter so as to give us a chance to provide proper screening?

E. E. S."

You will note the matter is becoming quite serious. Can you not do something to have this screen furnished?

Lillian Hultsch,  
Reporter, Telegraph Department.

### The Greatest Fraternal Organization

By W. S. Merchant

General Eastern Agent, Frisco Lines  
New York City

Go where you will in the United States and you find temples or lodges, often magnificent structures, of various fraternal organizations. Collectively they are an American institution. They are typical of American life and ideals.

Even in the tiniest hamlet there is the inevitable Odd Fellows' Hall, or the Junior Order of American Mechanics.

These homes house orders or societies, that are strongly intrenched in their splendid purposes. They accomplish much that is good.

But there is one fraternity in America greater than them all, that possibly is not generally recognized as such.

# INTERVIEWING A CIRCUS

(WHICH "AIN'T" NO SMALL JOB)

By MARTHA C. MOORE

Prologue:—(With due apologies to Ben Lewis!) This is a story of a tour through a circus, culled and cut as much as possible so it will have a chance of slipping by the Editor. My thanks go to each and every body who made it possible for me to get this story, which I shall write down in my little book, as one of the most thrilling experiences of my life. Finest folks—those circus folks—wish you all could meet them.

"Say, mother, I'm sure having a time writing up that circus story for the Magazine. I just simply got so much wonderful information I can't conceive of a way to write it up. I've just thought and thought until my head aches."

"Well," said mother, "I don't suppose you can think of anything very original. Original ideas are hard to find. Don't sit up so late this evening. I think you need some sleep. You'll think of something pretty soon."

"Well, I ought to—with all the things I saw and the wonderful people I met and the letters—you know Mr. Meighan of the Ringling Brothers & Barnum Bailey Circus of Chicago wrote Mr. Geo. Smith at the main entrance to introduce me to those I wished to interview, and Mr. Baltzell, who knows the circus people so well, wrote everybody, asking that I be allowed the privilege of getting inside, and I got there and now to write up my experiences."

"I'm going to bed," said mother. "Don't stay up too late."

"Hey!"

"Hey, yourself. Who are you?"

"Me? Why say, don't you know me? I'm your ambition; your 'suppressed desire' so to speak. You've certainly been working me overtime. What's the matter, can't you get the BIG IDEA?"

"No, and if you're who you say you are, why don't you help? Where are all our big ideas anyway; yours and mine?"

"Well, that's just what I thought I'd drop around to see you about. You see all night long I keep right on

working. Hardly ever have a rest. Work in connection with your subconscious mind you know, and maybe I can help you. I work out all kinds of your problems, but when you awaken, you never can remember your dreams; so I don't help you much. You've been running me to death lately, just thinkin', and I've either got to get busy or move. Suppose you just put your head down on that table; kinda drop off into unconsciousness. I'll stay right here with you and keep you just enough awake to remember what I make you dream, see?"

"Say, I'm so sleepy that table looks

ed 'Main Entrance,' but I couldn't find him in the cars, so I went on over to the grounds."

"Remember those big black boys pounding posts?"

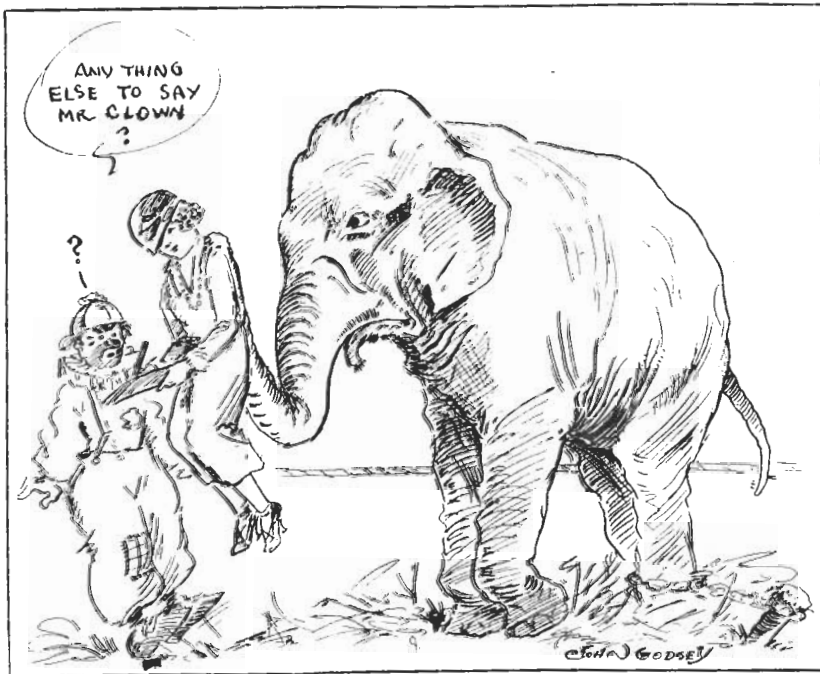
"Oh, sure. You know I got there before they had many of the tents up, and a wagon was driving over the ground, containing a post-driving machine, setting up posts and after they were started in the ground, about 10 or 12 big black boys with sledge hammers, all hitting the same post, drove it on in, to hold the big canvas down. That ground was certainly confusion—trying to get wagons, tents and paraphernalia that covered 12 acres on

about 5. The ground was wet with recent rains, and the wagons got stuck, and if 8 horses couldn't pull it out, they got 16, if 16 couldn't, they got 24. I was standing on a corner of the field and saw a tent go up marked 'Main Entrance.' I shifted toward it, and hung around trying to find Mr. Smith and give him that letter."

"I remember what a time you had finding him!"

"Thought I never would; but while I was waiting I got both eyes and ears full. You know I always did want to know how they loaded and carried a giraffe. Well they drove one big wagon up in front of me and opened the door and out stepped two

giraffes. They stretched their neck around and I just wondered if they got sore throats which part you'd start to doctor. My curiosity was terribly relieved. I didn't think they had elastic necks and were loaded on box cars, and when they went under a bridge they would bend down and then spring back, but I never could find out for sure how they were carried. The floor of their wagon is very low and the sides all padded—so if they can keep their neck folded up—they're all ok. Well, pretty soon I found Mr. Smith. He was worth looking for, for he was one of the finest fellows I ever met, and he called over one of his assistants, Mr. Karl Steinbrooke, and told him to take me around, all over the circus grounds and introduce me to everybody I wanted to meet."



MARTHA AT THE CIRCUS

like a feather bed; but if I ever do start sleeping, I'll never wake up, so you'll have to keep busy so I can remember all this help you think you can give me. Gosh, I'm half asleep now, so get busy!"

"You remember where you went first, after you left the office, don't you?"

"You bet I do. Went down to the tracks where they were unloading the cars. Great big old red wagons drawn off the cars by a team of horses, and as each one came down the plank, there stood the four big horses to take it on to the show grounds. Don't seem like I ever saw so many beautiful horses. The train was in four sections, consisting in all of 98 cars. Of course I had letters of introduction to Mr. Geo. Smith, address-



"Yeah, I remember how excited you were, getting such a nice send-off from Mr. Smith."

"I don't believe he could have picked anybody more considerate and kind to show me around. The trunks were just beginning to arrive and the little individual dressing room tents just going up and we wandered around trying to locate the various folks. About the first one we ran into was Miss Mabel Stark. She came walking over to us in a trim little grey tailored suit. One would never guess she trained the big tigers. I asked her dozens of questions, which she so kindly answered. She is one of the few women in the world, or perhaps about the only one who has successfully mastered those huge beasts, and she says they are just like people, some have good dispositions and others always looking for a chance to get you. She handles them with kindness, and as for fear, there is no such word in her vocabulary. On her face are several little tiny white scars, marks of her service, and one time she was in the hospital with a torn side. Miss Stark is the only woman in the world who wrestles with a tiger. When I glanced in the cage at those huge beasts—I decided that she surely was 'foolishly brave,' as Mr. Baltzell calls her. She enjoys her winters more than the summer with the circus, for then she trains her tigers, while in summer she only makes them perform. When I asked if she ever gave danger a thought, she shrugged her shoulders and said, 'Oh, no, I go over it so many times, day after day. I never think about it and I've been pretty lucky. Some days my big fellows are nice and other days they aren't.' From the way she talked, I really think she gets a thrill from a contrary tiger; but I could not imagine so much nerve as she has, confined to such a small person and I thoroughly enjoyed meeting her."

"Then you met the Pollenberg's, who train the big bears."

"Yes, he was standing beside the cage and took me around to see his wonderful bears. Also met his wife who assists him in his act, and found them to be very charming. He told me the bears he likes most came from Russia. Big fellows with grayish black fur, tiny eyes and very, very intelligent. Showed me all the bicycles, etc., that they work with. We went around to one side of the cage to see a little fellow about a year old, and he told me he was no good. I asked him why, and he said he was too tame. He likes the ones that fight back once in a while, and sorta break the monotony. They eat bread and milk and carrots, no meat, and as he went along the cage, out came paw after paw to shake hands with him. I didn't offer to be so friendly, for a more personal interview with one might have been my last interview, and I intend to keep right on writing interviews. Mr. Pollenberg tells me he trains in winter, too, but has his own private quarters. Mrs. Pollen-

berg was so lovely and talked with me for some time about the circus."

"Then, remember, Mr. Steinbrooke took you through the stables."

"Say, don't worry, I won't forget that. A huge tent with a double row of horses on each side. Most wonderful lot of horses I ever saw. We saw the Wild West bunch, the wonderful fellows who were 'high schooled,' the 24 horses that work in the middle ring at one time, of six different colors, and then I asked especially to see 'Babe,' the horse Miss May Wirth rides, most wonderful big fellow with a big wide back, where the little lady jumps on and off, turns over and over, and does any number of other seemingly impossible things. The man in charge told me the fellows who took care of the horses got so attached to them they would split hairs over them, or steal for them. When they gave them their allotment of hay, they would press it down and weigh it and just fuss if one allotment was heavier than the other. Of course from there we went to Miss Wirth's dressing room, and Mr. Baltzell and Mr. Steinbrooke both introduced me to her. She asked me into her little tent-home, and told me some of her experiences. She told me when about 10 years old she used to do an acrobatic stunt with the circus and then she just finally drifted toward riding. She loves horses and considers that they are just like people, each one different. She loves her work very much, and I asked if she had ever had any bad falls. She answered that you weren't considered a rider until you had had two or three, but she just considered her's unpleasant memories, to be forgotten as soon as possible. She wasn't over 5 feet tall, short black hair, such a pleasant face, and eyes that sparkled. When working in the ring that night, turning somersaults in the air and lighting on the back of the big white horse, they seemed to be in perfect rhythm for he seemed to know by the touch of her tiny feet just what she was going to do, and he was there to catch her when she came down again on his back. She was so interesting I hope some day I get to talk to her again."

"You're not going to forget Mr. Ricardo, who trains lions?"

"How could I. Imagine 52 years training lions. He had a wagon containing some six or seven and he asked me if I would like to know how much meat they ate a day. Just 375 pounds of fresh meat, direct from Armour & Co., Chicago. Somehow to me a lion is one of the most beautiful of wild animals. There is something terribly fiendish in his seemingly dreamy eyes, and it seems incredible that mere men could tame such a beast. He pointed out one big fellow that he had to watch every minute, and then pointing to another told me that that one would always take his part and jump on any of the others who tried to harm him. He just uses a common kitchen chair and a small whip in his performance, and

he, like the others, showed me scars and scratches which he had given to him training them. One big fellow, with teeth as sharp as tacks, allows Mr. Ricardo to put his head inside his mouth. He told me so much I was simply spellbound, drinking it all in. He always takes a cub born in the wild and then tames it; rather than take one born in captivity, for on account of its environment would naturally be more tame, and he says you trust them too much on this account and they are much more treacherous, and are more likely to take advantage of you. What a book of experiences he could write, and he never gives a thought to his danger. A fine fellow he was, and I shall often recall that few moments spent with him."

"Then didn't you meet Miss Leitzel?"

"I'd call her the tiniest little piece of humanity with the most endurance in the world. Her golden hair was piled up on her head, and that night she climbed up the big white tape to the top of the tent and then with one hand turned her entire body over 75 times. Lovely and charming, and just shows that strength is deceiving."

"You surely had a great time at the side show!"

"Saw 'em all, didn't I? Mr. Steinbrooke would go up and call them by name. There was the wild-man who was somewhere near 106 years old, with a smile that wouldn't come off. The fat lady, the snake charmer, the man who smokes and eats under water, the tiny little midgets, the tall man and the small one, the men with the fuzzy hair and the cross between a monkey and a human. A woman with long black hair all over her face and arms, a flat nose, big ears, flexible hands with fingers that bent both ways, and she spoke seven different languages. The sword swallower, who has appeared before the crowned heads of Europe, etc., etc. So much to see and hear, and in the evening I saw the performance, and through the kindness of Mr. Smith sat right in front of the center ring. I was quite as thrilled or more so, with their acts than before I met them. I'll never forget it all. One of the most thrilling events in my life. There isn't a person in the world I am sure who wouldn't have liked to have been with me. It was an experience that doesn't happen to everyone. I stayed on the ground that night until the last tent was down, the last pole pulled up and the last wagon shoved out of the mud by the elephant, old Jumbo, and on its way to the cars to be pulled away to the next stop. I went down to the tracks and saw the different sections pulling out, and I got to thinkin' about the little old play 'Polly of the Circus.' There they went, those many, many cars pulling out with those wonderful people and wonderful animals, starting out to their next destination, moving on despite weather, sickness; overcoming all obstacles, because as 'Mother Jim' said, 'The show has got

(Continued on Page 24.)



# Always Be Careful



Conducted by GEORGE L. BALL, Superintendent Safety and Insurance

## "Safety First" Methods Occupy Southwestern Division Heads at Interesting Meeting in Sapulpa

Attended by a score of division officials and by as many visitors from other divisions of the Frisco Lines, a "Safety First" meeting was held at Sapulpa on September 9. Interesting talks were heard and modern methods of providing that employees may "always be careful" were discussed.

Division Chairman B. P. Myers presided and at once introduced O. B. Badger who had been in Sapulpa several days holding conferences with the supervisors, with a view to increasing the efficiency of the workmen, by proper handling of the work.

In part Mr. Badger said, "The majority of those present know that for some little time we have been conducting conferences at Sapulpa for the purpose of education or supervision and now I want to take up with you the responsibility of a foreman on safety and accident prevention. An accident is the result of some unforeseen incident that causes injury to the workmen or damage to the equipment. With this definition I will take up a number of cases to show how the accident occurred, the possible causes and the remedy.

"A man was hired at 9 a. m. in a large oil refinery. At 10 a. m., after being told by a busy foreman how to do the job, he observed the pressure gauge of one still to be at zero. Instead of unplating this still he unplated the one next to it. An explosion occurred, setting fire to the still and severely burning the employee. What was the cause of the accident?

Cause of accident—1. Not properly instructed.

2. Inexperience.

Remedy—Give proper instruction. Place with competent man.

Caution—Place with competent man.

her hair caught in the belt and died as a result of the injuries.

Cause—Carelessness. Temporary. Kinds—Permanent.

Remedy—Caution. Have men attend safety meetings and note posters. Lay off for a number of days. Reduce his rank. Discharge.

### Accident

#### Number Three

A man employed on the yard train crew, in shunting cars by gravity down an incline, had to duck a large overhead "I" beam. He had done this for two years and was considered a good man on the job. One evening, however, he neglected to dodge and was knocked off the car he was braking.

Cause—Lapse of attention.

Account—Home worries, financial troubles, familiarity, carelessness.

### Accident

#### Number Four

The brakeman who invented the overhead bridge warning jolter was himself killed by being struck by an overhead bridge, after being touched by the jolter.

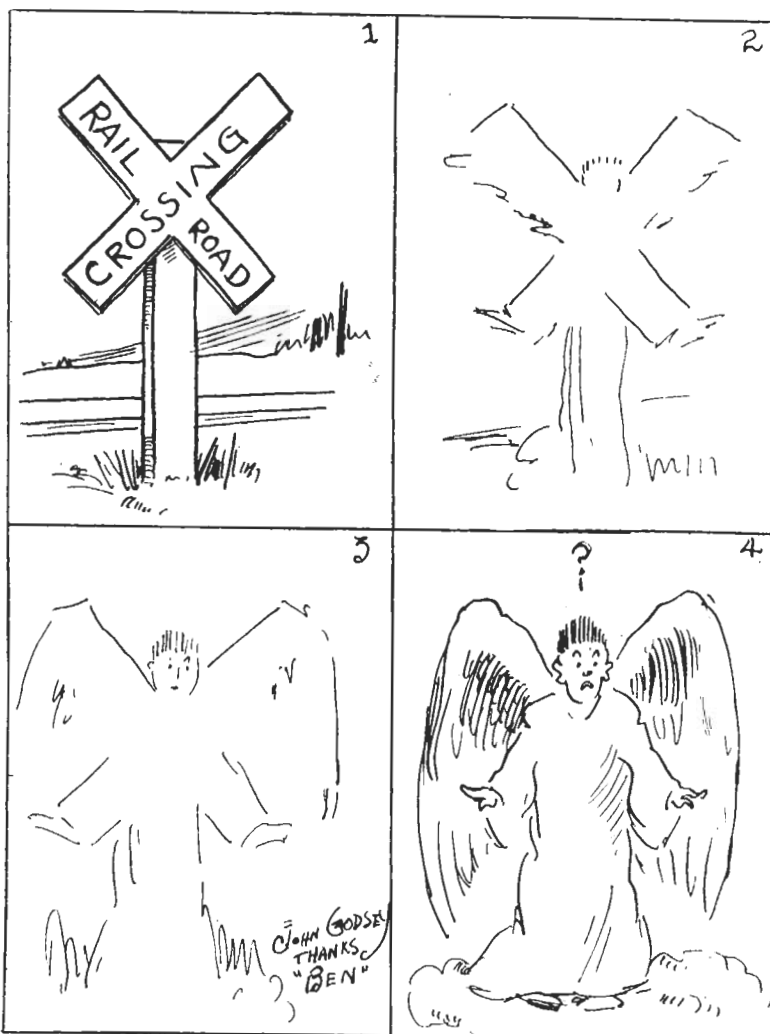
Cause—Lapse of attention. Carelessness.

Account—Thoughtlessness, familiarity.

Caution—Surprise tests, change of work, discipline.

Citing other accidents, Mr. Badger showed how overconfidence, taking a chance, awkwardness, nervousness, fatigue, temporary disability

and defective tools and machinery as causes. He advocated putting bulletins in the hands of every man, giving medical attention to men in need of it, give explanations to remove fear, use less haste and other obvious remedies.



EVOLUTION OF "STOP, LOOK AND LISTEN" SIGN.

Use judgment in assigning jobs.

### Number Two

An oiler, in a cotton mill, after oiling a low overhead shaft, left off the housing on a large horizontal belt. A woman, passing under the belt, had

"Each of you gentlemen," said he, "can readily see the results that are obtained from injuries and accidents not only in time lost the company, money paid for personal injuries, but the loss to the employe himself and we want to follow the information with suggestions, or recommendations, so as to enlighten all as to possible ways to avoid accidents.

Turning to the foremen, he launched this, "As a foreman, what is the first thing that you can do to avoid accidents?"

"Foremen must set the example for the workmen. There must be constant supervision to prevent accidents and must properly carry out instructions that are issued from time to time."

Seventeen causes of injuries were cited and the remedy for each was discussed.

Mr. Badger went over the report of reportable injuries during the month of August and showed from these that the causes were:

**Lapse of attention;** inadequate equipment; taking a chance; lack of experience; carelessness; insufficient supervision; too much haste; defective material.

In conclusion Mr. Badger impressed upon all that there are three steps in the training of men:

Get them in attitude to learn.

Teach them what to do.

Back check to see they do as told.

Z. B. Claypool told of the progress made along Safety First lines. He said the Frisco stood in ninth place but lacked only a few decimals of being in sixth place.

### Some Fuel Performances

August 5—Engine 4,127, train 1st/438, Sapulpa to Monett (156 miles), Engineer Dodd and Fireman Tolbert, 338,627 G. T. M., consumed 3,096 gallons of oil or 9 gals. per 1,000 G. T. M., which is equivalent to 106 lbs. coal.

August 5—Engine 4,124, train 435, Monett to Sapulpa (157 miles), Engineer Higginbottom, Fireman Watson, 273,599 G. T. M., consumed 2,849 gallons of oil or 10.4 gals. per 1,000 G. T. M., which is equivalent to 129 lbs. of coal.

August 19—Engine 1,021, train 12, Newburg to St. Louis (119 miles), Engineer Lynch, Fireman Thompson, 714 passenger car miles, 735 gals. oil per 1,000 G. T. M., which is equivalent to 12.25 lbs. coal per passenger car mile.

August 29—Engine 717, train No. Ex. North, Hugo to Ft. Smith (144 miles), Engineer R. McCowell, Fireman L. Cowan, 167,000 G. T. M., consumed 7 tons of coal or 83 lbs. coal per 1,000 G. T. M.

September 26—Engine 661, Extra, Hugo to Ashdown (88 miles), Engineer W. D. Reynolds, Fireman W. V. Bush, 99,264 G. T. M., consumed 5 tons of coal or 101 lbs. coal per 1,000 G. T. M.

September 27—Engine 617, Extra, Hugo to Ashdown (88 miles), En-

gineer W. B. Miller, Fireman J. C. Doup, 97,064 G. T. M., consumed 5 tons of coal, or 103 lbs. coal per 1,000 G. T. M.

August 29—Engine 710, train 735, Ft. Smith to Hugo (144 miles), Engineer P. Yaw, Fireman E. Copland, 145,000 G. T. M., consumed

8 tons of coal or 110 lbs. coal per 1,000 G. T. M.

September 19—Engine 717, train 1/735, Ft. Smith to Hugo (144 miles), Engineer J. N. Jenkins, Fireman C. E. Draper, 158,400 G. T. M., consumed 8 tons of coal or 100 lbs. coal per 1,000 G. T. M.

## "SAFETY TALKS"

By J. W. MORRILL

Are we doing all we can to avoid accidents? If not, why not?

### TO THE ENGINE CREW

Do you sound the whistle or ring the bell before moving the engine?

Do you oil the bell and bell ringer before starting on trip, or to do a day's switching?

Do you sound bell and whistle before crossing all highway crossings, and the same while running through all cities and towns according to law, and the company's rules?

Do you think of the other fellow who might be approaching the crossing at the same time?

Are you in your place going through towns and over crossings?

Now boys, let's operate the Frisco locomotives as though they were our own property, just as though we were responsible for all the damage that might occur while we were operating the same.

Are you careful about handling train orders?

After fireman reads order do you ask what was in the order, as well as head brakeman? Ask fireman what time train order was completed, or what the number was. Request the fireman to ask you the same question. You cannot be too careful in handling train orders.

After something happens we can all tell how the accident could have been avoided.

Do you call position of all signals from each side of cab?

Do you ask the train crew how they are riding in the diner, or the caboose?

### TO THE TRAINMEN—

Do you keep vestibules closed between stations?

Do you think of the other fellow when you are cutting a crossing, or storing cars? By cutting crossings a good distance keep this in mind, "Some of your folks might be driving across the country and would pass over this very crossing."

If you cut crossing while waiting for a train to come, make it a point to be at crossing when train is approaching. You might save somebody's life by doing so. Are you careful in handling train orders, and are you sure each man understands the orders? You often hear of someone misreading an order, and while often nothing happens, it sometimes does

happen. Then we can all tell how easy it would have been to have avoided the accident. **JUST A LITTLE MORE CARE.**

Do you tell the engineer when he handles the train rough? By so doing this will give him a chance to correct it the next time he stops at the water tank.

### TO THE AGENT AND OPERATORS

Do you keep your station well protected from fire by keeping water barrels full, and fire pails attached to same?

Do you keep truck handles hooked up?

Are your order board lights in good condition?

Do you take the same care in handling the company's property that you would if you were a share holder?

When copying train order do you make one that is easily read? In most places the "nineteen" order is used, and it is perfectly safe if properly used.

### TO THE SHOPMEN

Are you careful about your tools? There are shop safety committees organized on each division over the system, so there is very little excuse for you working under unsafe conditions. If for some reason you are unable to do a good job on an engine you should call the attention of the foreman, and he should notify the engineer. Have one of the safety committee look after the first aid kit, and see that it contains all that is required. Don't leave tools and block laying around roundhouse or shop.

### TO THE TRACKMEN

To my mind there is no set of men on the railroad who can make more friends for the company than the roadmaster and his men who keeps the crossings in good repair, both public and private.

Are you doing all you can to make crossings safe on your division or section? If the view is obstructed by trees or hedge, get permission from property owner and cut same. Pay particular attention to crossing signs. See that they are in proper position. If the highway crosses railroad on a curve and the sign cannot be seen, from both directions, put up another sign board. Think of the fellow who must use the crossings both public and private.

# Just Thoughts on Things— Material and Spiritual

By SAM A. HUGHES

OF ALL the beautiful truths pertaining to the Soul, none is more gladdening or fruitful of divine promise and confidence than this—that man is the master of thought, the moulder of character, and the maker and shaper of conditions, environment and destiny, and furthermore that law, not confusion, is the dominating principle in the universe, justice, not injustice, is the soul and substance of life, righteousness, not corruption, the moulding and moving force in the spiritual government of the world.

Then why should man not find his true self, discovering that, after all is said and done, the universe is about right and, during this transition period in righting himself, he may find that as he alters towards things and other people, things and other people will alter towards him, in plain words; get acquainted with your neighbor, you may learn to like him.

And this takes us back to yesterday, when the Frisco Veterans assembled, six hundred strong, in happy reunion at Springfield, Missouri, the Queen City of the Ozarks, where men, women and children—childhood, youth, young manhood and old age—intermingled and crystalized into one mighty force, marching under the banner of God and the American Flag, inspired by the sweet strains of the wonderful organ, the Boy Scouts' Band, the quartettes and various other forms of entertainment, too numerous to mention, prompts us to look heavenward and breathe a silent prayer to the Almighty for His many blessings.

As I looked out into the faces of that happy assembly, the thought flashed through my mind, what a splendid opportunity, if followed up individually and collectively, for the upbuilding of an enduring instrument, dedicated to the cause of humanity, the awakening of the sleeping talent within that vast army of officers, men and women of the Frisco, whose average degree of intelligence is, in my judgment, equal to any like number of people employed in any line of endeavor whatsoever, and when this great latent power can be brought out into the broad spot light of exploitation, radiating to a humanity, and upon the various subjects appealing to the people along the lines of betterment, pure thought and righteousness, 'tis then that men shall rise up and say "Blessed!"

As a being of power, intelligence and love, the Lord of his own thoughts and destiny, man holds the key to every situation. He is always the master, even in his weakest state, and although he may apparently be beyond

the pale of redemption, nevertheless he may rally and reflect upon his condition and, searching for the law upon which his being is established, may again become the master—a conscious master—as a result of turning the spot light into his own soul, thereby revealing his strength of character as indicated by the source and force of thought, and if he will but watch, control and alter his thoughts, tracing the effect upon himself and upon others—upon his life and circumstances, summing up his experience in every day life, he will in time come into his own, which means, understanding, wisdom, power.

Then why not, my fellows; both young and old? Why not take advantage of your God-given talent and do your full share in the cause of humanity? Read both day and night, concentrating upon pure thought and action. Read soul-inspiring books, not forgetting the book of all books, the Holy Bible. Dream lofty dreams, and as you dream so shall you become, remembering that your vision is the promise of what you shall one day be, your ideal is what you shall at last unveil. Put away selfish thoughts, and work for God; and for humanity as a whole. Bolster the weak and lift up the fallen, talk optimism instead of pessimism, bearing in mind the potent fact that this is a great old world of ours, provided we do not weaken, practice self control, believe in God; in yourself and in your fellowman. And let me say in conclusion to those tempest-tossed souls, whoever and wherever they may be and under whatsoever conditions they may exist, that in the ocean of life the isles of blessedness are smiling and the sunny shore of your ideals awaits your coming, keep your hand firmly upon the helm of right thought and clean living, keeping in mind the consoling fact, that in the barque of your soul reclines the master, he does but sleep, awake him—hailing the day with the toast as follows: "Look ye to the day. For it is life, the very life of life. In its brief course lie all the varieties and realities of your very existence, the bliss of youth, the joy of action, the splendor of beauty, for yesterday is but a dream and tomorrow is but a vision, but today well lived, makes yesterday a dream of happiness and tomorrow a dream of hope."

## Chester Says—

Remember that real, honest effort is always appreciated and is bound to redound to your benefit.

The fact that one makes a mistake occasionally is good indication that at least he is trying to do something.

Most of us are often bewildered by the constellations appearing in the heavens; but the satellites bobbing up on the political horizon will be taking our attention for some time now. Be sure to pick a real "star."

Why swim across the creek when there is a bridge nearby? Conserve your energy as much as possible by doing a thing right as quickly as you can.

"Texas Coyote" Lewis and Cartoonist Godsey always seem to be in good spirits. We should like to see them dub a shot on the golf course.

Don't believe what a lot of demagogues have to say about changing our Federal Constitution. It is 137 years old now and if we make as much progress henceforth as we have in the past, what more can one ask? It is founded on principles peculiarly American. How many of these demagogues that you know are Americans?

Someone said the other day that the Frisco is the "Pennsylvania of the West." Don't fool yourself. The Frisco is far superior to the Pennsylvania or any other railroad in the country. You are directly responsible for it being so, and everyone should keep their shoulder to the wheel, so as to perpetuate its wonderful record.

Safety First. Safety Or Sorrow. Always Be Careful. Stop, Look and Listen. These are all good signs and we should preach them constantly to our friends and those close to us. This applies to a lot of things in our daily routine, but especially to the automobilist who tries to beat a train at a crossing. No automobilist is in such a hurry that he cannot stop his car, and then look and listen. It takes but a minute, and yet means so much. Invariably these crossing accidents are due to the carelessness of the party driving the car, and our efforts at educating everyone to "Stop at Railroad Crossings" should be unabated.

At the end of a day's toil a little introspection will go a long ways toward making tomorrow much easier for you.

**VOTE  
NOVEMBER 4th**

**VOTE  
AS YOU PLEASE**

**BUT  
VOTE!**

**MORE SPECIAL  
ARTICLES, PLEASE**





FRED ROSE—Sports Editor



Neodesha Frisco Baseball Club

Top row, reading left to right: L. R. Zimmerman, umpire; N. A. Morebacker, 1st base; Earl Doak, pitcher; Red Burton, 3d base; Dean Burton, left field; H. P. McCullough, umpire.

Bottom row, reading left to right: G. E. Westbrook, right field; Frank Garrett, catcher; Alfred Malmgren, 2d base; Joe Gooding, center field; Bus Crockett, short stop.



Monett, Mo., Frisco Baseball Club

## Neodesha Defeats Monett On Baseball Diamond

Neodesha's Frisco Team shut out Monett in a well played game at the employees' picnic held at Neodesha, August 18.

Messrs. Foster, Berry, Hall and Underwood were overheard complimenting the picnic and ball game, and said they were glad to see the co-operation among the different crafts, as there were enginemen and roadmen enjoying themselves as much as anybody else. If you want co-operation, leave it to Sawyer and Westbrook, as they are both good scouts, and co-operate at all times, whether they are at a picnic or at work.

### BOX SCORE OF NEODESHA- MONETT BALL TEAM AUG. 28

Neodesha							
	AB	R	H	PO	A	E	
D. Burton, lf. ....	3	1	1	1	0	1	
Gooding, cf. ....	4	1	0	2	0	0	
Doak, p. ....	4	1	1	0	2	0	
Garrett, c. ....	5	1	3	7	2	0	
R. Burton, 3b. ....	4	0	2	2	5	0	
Westbrook, rf. ....	4	1	0	0	0	0	
Mohrbacker, 1b. ....	3	1	2	11	1	2	
Grokkett, ss. ....	3	1	0	1	2	0	
Malmgren, 2b. ....	4	0	0	3	2	0	
Total .....	34	7	9	27	14	3	
Monett							
	AB	R	H	PO	A	E	
M. Wood, 2b. ....	4	0	2	3	1	0	
R. Williams, lf. ....	4	0	2	2	0	0	
C. Frizzel, ss. ....	4	0	0	0	2	0	
Crews, rf. ....	4	0	0	1	0	0	
Allen, 3b. ....	4	0	0	2	1	0	
Davis, 1b. ....	3	0	0	9	0	0	
J. Wood, cf. ....	3	0	0	2	0	0	
C. Wood, c. ....	3	0	0	4	1	0	
Timmons, p. ....	3	0	1	1	2	1	
Total .....	32	0	5	24	7	1	
	1	2	3	4	5	6	7
Monett .....	0	0	0	0	0	0	0
Neodesha .....	1	0	0	1	1	0	2

Summary: Stolen bases, Doak, 2; D. Burton; Malmgren; Garrett, 2; R. Burton; Mohrbacker; Allen. Two base hits, D. Burton. Hit by pitched ball, Gooding, Doak and J. Wood. Struck out, by Doak, 7; Timmons, 4. Time of game, 1:35. Umpires Zimmerman and McCullough.

## FRISCO RAILWAY BOWLING LEAGUE

SEASON OF 1924-1925

Team Standing and Averages Including Games  
September 26, 1924

Teams	Games	Won	Lost	Averages	High Single	High Three
Engineering .....	6	4	2	779	854	2,436
Tower Grove .....	6	4	2	779	874	2,368
General Freight .....	6	4	2	754	789	2,288
Freight Traffic .....	6	3	3	733	816	2,301
Auditing .....	6	3	3	730	770	2,299
Interline .....	6	3	3	812	900	2,572
Passenger .....	6	2	4	780	865	2,413
Revising .....	6	1	5	728	811	2,193

## TEAM RECORD

## High Three

Engineering .....	2,436
Passenger .....	2,413
Tower Grove .....	2,368
Freight Traffic .....	2,301
Auditing .....	2,299

## High Single

Interline .....	900
Tower Grove .....	874
Passenger .....	865
Engineering .....	854
Freight Traffic .....	816

## INDIVIDUAL

## High Three

Spielman .....	620
Cassin .....	606
Thielker .....	539
Schaffnit .....	536
Gauvin .....	516

## High Single

Duffy .....	237
Jochum .....	216
McBride .....	216
Tschampers .....	214
Braun .....	206

## INDIVIDUAL AVERAGES

Names	Games	Averages
Cassin .....	6	194
Spielman .....	6	191
Tschampers .....	3	181
Thielker .....	6	175
Duffy .....	6	175
Schaffnit .....	6	172
Gauvin .....	3	172
Conley .....	6	164
Houlihan .....	6	163
Braun .....	6	162

## HIGH SINGLE — INDIVIDUAL

September 26, 1924

Duffy .....	237
-------------	-----

## INDIVIDUAL AVERAGES

## Auditing

Games	Averages
6 Durfield .....	154
6 Reinheimer .....	153
6 McAuliffe .....	146
3 Bullerdick .....	140
6 McDermott .....	137
3 Kenworthy .....	135

## Engineering

Games	Averages
6 Cassin .....	194
3 Gauvin .....	172
6 McBride .....	153
6 Kranefuss .....	151
3 Wilson .....	150
6 Schopfer .....	145

## Freight Traffic

Games	Averages
6 Sullivan .....	155
6 Jochum .....	155
6 Rose .....	150

6 Spinner .....	145
6 Bauer .....	136
3 Curran .....	117

## General Traffic

Games	Averages
6 Braun .....	162
6 Wolfert .....	155
6 Stemmler .....	153
6 Heckel .....	147
6 Bardgett .....	139
3 Bather .....	129

## Interline

Games	Averages
3 Tschampers .....	181
6 Thielker .....	175
6 Duffy .....	175
6 Burgdorf .....	150
3 Bacon .....	149
6 Petera .....	146

## Passenger

Games	Averages
6 Schaffnit .....	172
6 Houlihan .....	163
6 Tremayne .....	157
6 Eichnauer .....	153
6 Stoessel .....	134

## Revising

Games	Averages
3 McLean .....	153
6 Bucheit .....	152
6 Rohlfing .....	151
6 Berkeley .....	140
6 Valleroy .....	140
3 Egan .....	133

## Tower Grove

Games	Averages
6 Spielman .....	191
6 Conley .....	164
6 Lyons .....	148
3 Zeis .....	147
6 Weisheyer .....	137

How Freight Crews Can Help  
Save FuelBy Conductor M. K. Roberts,  
Hugo, Okla.

Freight crews can conserve fuel by CO-OPERATION more than in any other way—for if the engineer runs the engine to the best advantage according to tonnage and track conditions and no one else on the crew tries to do his part, there will be very little saving of fuel.

Likewise, if the fireman does his best and the engineer fails to "hook 'er up" and the brakemen have not let off all the brakes, there is still no saving of fuel. But, if each and every man on the crew will get in line and do his part, we can most assuredly work for the best interests of the com-

pany and also save a considerable amount of fuel.

There has been lots said as to how the engineer and fireman may save fuel and very little has been said pertaining to the train crew's ability to save the same. The conductor can and should do his part by seeing that the brakemen look train over carefully at initial terminal for hand brakes that may be set and at each additional stop for air brakes sticking and when found, ascertain cause, cut air out and apply red tag to same.

Then, too, THE delays, avoidable ones, are the cause of much fuel burned and all the energy derived therefrom has gone out the stack.

Do not wait until the last minute to couple air hose or to get train orders when same can be done while other work is performed.

Try to unload merchandise carefully but with the least possible delay and when moving merchandise in peddler car try to get it in some semblance of station order instead of putting it just anywhere to be out of the way. The terminal warehousemen could help us lots along this line.

## "Interviewing a Circus"

(Continued from Page 19.)

to go on.' The most wonderful organization in the world, working like clockwork, yet throbbing with human nature. Just one big family with their trials; but I would say the happiest, most contented people it has ever been my pleasure to meet. I shall not forget them, for their courteous treatment, and I hope to meet every one of them again."

"Well, I can finish the story for you now. You went home and went to bed and ever since you've been turning me over and over for an idea. You've got the story now. You didn't know you'd been unconsciously writing it down, did you? I'm going to leave you now, to sleep sure enough, and when you wake up you'll find the story and remember. In the future if you ever need me again, I'm at your service. Just give me a chance!"

"Gee, what time is it? Hoo-hum, I don't care, go on away and let me sleep, it must be—be—z-z-z-z z-z-z."

\*\*\*\*\*

"Martha, why, do you know what time it is? You haven't been here all night, I hope? My dear child, what in the world have you been doing, it's 7:00 a. m., and you've never even undressed or been to bed."

"I don't know, guess I went to sleep trying to—trying to—Oh, trying to write this big story. Seems like I had a funny dream, er-sumpin'. Gosh, what's this? Well, what do yuh know about it? I musta written this story in my sleep. Am I awake? Pinch me quick somebody. If I am awake, all I got to do now is copy it. Hot dog, hot dog, mother get me a cup of coffee while I change clothes and get down to that old typewriter. Pretty soft, dreamin' stories, isn't it?"

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the Fifteenth of Each Month

By the

**St. Louis-San Francisco Railway**

Edited by FLOYD L. BELL

645 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 25,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

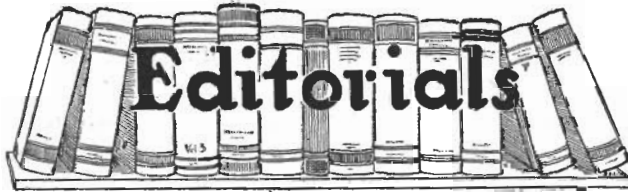
Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 2

NOVEMBER, 1924

No. 2

**Let Us Give Thanks**

**L**ATE in November there will, as always, be one day during which the nation is supposed to give thanks unto a wise and beneficent Providence for the blessings and favors of the past year.

And it is well that we have this day of universal Thanksgiving.

But let us not confine our thanks giving to the one day set aside for that purpose. This is a mighty good old world, it is growing better each year in spite of the howls of the calamity seekers. Push pessimism aside, there is no room for it in these days of prosperity and good feeling.

We are—all of us—thankful for many things this year, so many, indeed, that it would be impossible to enumerate them. And each of us has some individual cause, we have no doubt, for being thankful.

**Educate the Child for Safety First**

**I**N EDUCATION alone lies the solution of the problem of how accidents may be lessened or avoided. And to begin right, the children of today must be taught the methods and principles of "safety first."

We cannot legislate against carelessness—it is either a habit or a disease and must be attacked early in life. When first the small child is old enough to sit on his father's knee or his mother's lap and be told stories, he should be taught safety measures. Schools, churches,

business and civic organizations and labor bodies should all take up the cause of safety.

There must be education of the motorist, the pedestrian, the engineer and all others. All must co-operate in the campaign for safety.

**What are You Worth?**

**H**AVE you ever paused to take inventory of yourself? Do you know just what you are "worth?"

Not necessarily in terms of money laid aside—though that should be one of your first considerations, of course. But in terms of value to yourself, to your family and to your business or your employers.

Just what sort of a niche would be left if you were to leave or to pass from this world? Would you really be missed. Or would they say of you, with only a slight exhibition of real grief, "He was a good fellow but—." And that little word spells a great deal.

Stop for a few moments and think over just what you are really worth. Perhaps you are doing all that you can and should do. Chances are that even your best efforts can be improved upon to make you a more valuable employer or employee, as the case may be.

Isn't it worth thinking about?

**It Is Your Duty to Vote**

**I**N NATIONAL elections held for the last quarter of a century the proportion of voters casting ballots to the number eligible to vote has steadily decreased with each quadrennial election. In 1896 the vote amounted to 80 per cent of the citizenship; in 1900 it had decreased to 73 per cent; in 1908 it fell to 68 per cent; in 1912 it further receded to 62 per cent; and by the latest election in 1920, it equalled only 49 per cent of the qualified electorate.

Here is a situation that should not exist. It calls for sober and serious reflection. We are on dangerous ground, indeed, when the broad intents and purposes of free government are narrowed down to the dictatorship of an aggressive minority in which is vested supreme power. Our government is founded on the basic principle that the majority of the people shall constitute the governing class. The surrender of that inherent right can only result in an inevitable deterioration of our whole political structure.

The ballot is a potent weapon and like any other weapon should be carefully guarded and

used cautiously but with careful aim. Be a citizen of the United States in fact as well as in name. Accept the heritage that is yours. American citizenship is a proud birthright. Accept it as such and use your right to vote.

### Save the Fuel

**N**OTHING that has appeared in the Magazine has attracted more favorable attention than the articles on fuel saving written by officials and employees alike. Actual experiences from men on the road, men who know whereof they speak, have appeared from time to time. Records of engine crews have spelled in figures which cannot be gainsaid the work being accomplished by the fuel department of the Frisco Lines.

Fuel saving means much to this and to every other railroad. Careless waste means the loss of thousands upon thousands of dollars each week and it can so easily be avoided.

All of us are proud of the interest shown in this fuel campaign by the employees of the Frisco. We doubt whether their records can be bettered anywhere.

### Railroads in France

**A**LTHOUGH the actual conditions on the Western (State) Railway of France, so far as externals are concerned, show a considerable improvement, the financial results compare unfavorably with those of the six systems run by companies. The latter, last year, earned more than their expenses, but the State Line ratio was 113 per cent, with a deficit of 145 million francs. Moreover, while the company lines ratio is steadily improving, that of the State Lines hardly changes. The Orleans and State systems, covering as they do the same class of country and being of much the same size, are quite comparable, and yet the Orleans Company made a surplus of 113 million francs. It is not surprising that public opinion is calling for a reorganization, but one of the inherent factors of the State system is the slowness of getting reforms. Ever since 1920 the Chamber of Deputies and the Superior Council for Railroads and other bodies have been disputing about the best method of reorganization, which meantime does not get started. In the words of a well-known French critic, these results are entirely attributable to the inherent factors in all state enterprises. The governments may put capable men in charge, but results are bad.

### The Joplin District

**N**O DISTRICT or section served by the Frisco Lines is more deserving of tribute than that known as "The Joplin District," featured in this issue. And to none do we more gladly pay homage.

It is an interesting region of the country. Its lead mines, its great quarries, its industrial concerns, its beautiful homes and impressive business blocks, all serve to create a metropolitan center well worth visiting. And from each or all, one may gain considerable knowledge that is really useful and illuminating.

Joplin is a city built with an eye to the future and its builders build even better than they knew. It is a city with a human appeal and one that will instantly attract the visitor.

And then surrounding the City of Joplin are those other live centers of urban population, Carthage, Webb City, Miami, Picher and others where one will find culture, industry and civic enterprise curiously and splendidly blended.

### Our Reporters

**T**HE Magazine has within the past two issues presented in photographic form several of its reporters to the readers. Our only regret lies in the fact that some sort of modesty prevented a few from sending their photographs to the editor.

To these men and women who serve, without addition to the salary earned in their official capacity with the Frisco Lines, must go unstinted praise and due credit. To them is due the real credit for the success, whatever it may have been, of the Magazine.

Tirelessly and with an interest which is surprising even to a case-hardened, blase editor, they work each month for the betterment of this publication and seem to find their greatest delight in the success of the other fellow. Time and again we have received from one reporter written words of praise for the articles written by another reporter. And this is a splendid sign of the lack of jealousies, of the spirit of co-operation which we are trying to inculcate at all times.

Our reporters—the toast is sufficient unto itself.

**E**XERCISE your franchise as an American citizen. If you don't vote—don't croak.



# Proper Engine Handling and Co-operation of Engine Crew Will Save Fuel

Paper Read by FRANK REED at Central Division Fuel Meeting

**I**F THERE was no waste there would be no need of meetings. Our presence here is conclusive evidence of fuel being wasted. I suggest each one tell of some condition which can be corrected that may save a few pounds of coal.

Enginemen are handling 80 per cent of all the coal consumed by locomotives, so I am going to touch briefly on proper engine handling relation to Fuel Economy and Fuel Economy relation to the successful operation of a railroad. Proper engine handling covers a wide scope which applies to all those who have to do with maintenance and handling of locomotives.

Proper maintenance of the locomotive is as essential in the conservation of fuel as proper engine handling, as both go hand in hand conserving fuel. As we understand maintenance of the locomotive is to put the engine in the best possible shape, free from blows and leaks, valve square, with nozzle opening as large as is consistent with the steaming of the engine. An engine in good condition brings about a contented engine crew.

Harmony on the engine, in conjunction with a skillfully operated, efficient locomotive, creates a combination which is an important factor in conserving fuel. The improvement which has been made on our power in the past few months, together with regular engine assignment has been the means of our enginemen being placed in a position to make the best showing in the conservation of fuel which the opportunity has ever afforded before on the Frisco.

Proper engine handling on line of road, as I see it, applies to the manner in which the engine is fired, as well as handled by the engineer. The engineer should take advantage of track conditions and cut the engine back as close as is consistent with train handling, allow the train to roll where it is possible, but do not cushion super-heater engine to the extent where you will have to use brakes to reduce speed.

Run water tank where it is hard to start the train and take water where it is easy to get your train under way again. Watch lubrication closely and report conditions about your engine which needs attention.

Enginemen can locate leaks and blows, valves out of adjustment while on the road which cannot be detected while engine is standing still in the roundhouse.

The most essential thing from a fuel standpoint—Do that which will assist in handling your train over the division on the least amount of steam. Firemen should carry a bright fire, slightly heavier along sides and cor-

ners, free from banks and holes, with fire bed of proper thickness to meet changed conditions. Feed water should be supplied to the boiler at a uniform level. Do not allow engine to pop or coal to roll out of the gangway, as both are an unnecessary waste of fuel. Grates should be moved while engine is standing. When fire is low, clinkers are cold and can be broken at this time and there will be no increased fuel stack loss handling grates while engine is standing still. Handle your fire and boiler feed water in such manner so as to produce the greatest amount of steam on the least amount of fuel.

Co-operation between the engine crew to get the maximum efficiency from the engine in their charge is what counts.

Save a few pounds of coal each trip over the division or each day in the yards and the tons will take care of themselves. The saving of a ton of coal has the same final effect as getting out and hustling a quantity of freight. They both increase revenues for our railroad, which goes to make a more prosperous Frisco and it goes without saying the Frisco family shares in this prosperity.

While there are many things effecting fuel economy which engine and trainmen have no control over, nevertheless, with proper engine and train handling there is not a crew on the Frisco but what can make some move each trip over the division or in the yards which will save a few pounds of coal.

To reduce the fuel bill and keep the coal consumption down to the minimum, those who have to do with engine handling and train operation must show a spirit of willingness to co-operate to the fullest extent and work closely together on every move. Working together as a unit with the same object in view "save coal," we are sure to reduce the fuel cost on the Frisco.

Gas elements in the coal, union with the oxygen of the air at igniting temperature, produces heat, which in turn is transferred in the steam to the cylinders of a locomotive which is the source of power in the manufacturing of the only two articles which the Frisco has to sell, namely, Gross Ton Miles and Passenger Car Miles.

Fuel is to this manufacturing plant what blood is to the human body. It is the life blood of transportation and upon the amount of steam a pound of coal will make, depends largely the efficiency of transportation, reflected in cost per Ton Mile.

Fuel is the second item in cost in the operation of a railroad, and at the present time locomotives on the

Frisco are consuming approximately 5,000 tons coal per day. Eighty per cent of this amount or 4,000 tons is handled by our enginemen each day in the year. The success of this railroad depends on keeping the cost of producing these Gross Ton Miles and Passenger Car Miles below the selling price.

During the year, 1923, our enginemen handled in small units at a time, 80 per cent of all the coal consumed by locomotives on the Frisco, which amounted to about 1,603,000 tons, costing approximately \$6,412,000. You will readily agree and appreciate the fact that fuel and proper engine handling is an important cog in the machinery which is manufacturing the only two articles which the Frisco has to sell, Gross Ton Miles and Passenger Car Miles.

Proper engine handling conserves fuel and the conservation of fuel helps to produce Gross Ton Miles and Passenger Car Miles at a cost below the selling price. Keeping the cost of producing these Gross Ton Miles and Passenger Car Miles below the selling price is what makes a successful Frisco and provides for a contented, happy Frisco family.

Don't miss the opportunity to attend Division Fuel Meetings. Ideas and suggestions gathered up from the sayings of one another will help improve conditions. Improved conditions will help conserve fuel and the conservation of fuel from an operating standpoint will help bring home the bacon.

## Timely Tips That Tend To Terminate Trunk and Travel Troubles

By O. D. Chalmers

It is not advisable to place anything in liquid form in baggage.

Pack all goods snugly, placing the heavy articles on the bottom, so arranged to prevent shifting.

Fill the trunk, even if necessary to use crumpled newspapers to fill up the vacant space.

Place your name and address on inside of trunk.

Attach a tag or label to outside of trunk showing name and address.

Lock the trunk. It is sometimes advisable to securely rope the container.

What a grand and glorious feeling to receive your baggage at destination promptly and in good condition. What an inglorious feeling to receive same damaged. For instance, hole in side, lock torn off and contents in a mess.

Think it over. Make these suggestions to our patrons.



# Homemakers' Page



MISS LORETTO A. CONNOR, Editor



MISS MILDRED JOHNSON  
Secretary to Vice-President Wood

## A True Story

The well-known lines, "If eyes were made for seeing," etc., would furnish ample justification for the appearance of Miss Mildred Johnson's picture in this issue, if we didn't have so much better reason for wanting our readers to meet Vice-President Wood's good looking secretary.

Perhaps the primary object in publishing the magazine is to bring the employes together in a spirit of closer co-operation and good fellowship. In the opinion of her associates, Mildred has given one of the finest examples of disinterested kindness and genuine good fellowship encountered around the General Offices in many a day.

Most of our readers will recall Hazel Stroud, formerly a messenger girl in the Telegraph Department, General Offices, St. Louis. Just before the holiday season Hazel came to Mildred—a comparative stranger—to sell some Christmas novelties which she had made. After leaving the Frisco, Hazel developed tuberculosis and for some time was a patient in Koch Hospital. The doctors there gave her but a few months to live

and she was sick, disheartened, without money or friends when Providence, probably, led her to tell her story to Mildred.

With Mildred, sympathy means help, so with characteristic promptness she started a subscription list to send Hazel to a sanitarium in Arizona where the chances to prolong her life would be better. All responded generously—from the officials to the office boy—transportation was provided and every possible thing done to secure the comfort of the little invalid. Since then Mildred has maintained a subscription list by means of which she has been able to defray her protegee's expenses at the sanitarium.

Latest reports from Hazel are a source of great satisfaction. She has been gaining in weight, the tubercular germ is no longer active and the improvement in the general condition of the little patient is marked.

As for Mildred, she feels she has done only the obvious thing—nothing more. We secured her consent to tell the story only in the hope that other Frisco employes may be moved to do their bit to make a continuance of the worthy work possible.

It is a truism, of course, that life is a cycle of varying events—fortunes and misfortunes—and no one of us knows what of good or of ill the future may hold in store for her. Meanwhile, the only sure way to find happiness for one's self is to help others find it.

"So many gods, so many creeds,  
So many paths that wind and  
wind;

When just the art of being kind,  
Is all the sad world needs."

## East, West—Home's Best

With the coming of cooler weather every Homemaker's thoughts inevitably turn to making her home prettier cozier and more up-to-date than ever before.

Little touches here and there work wonders in creating a new atmosphere. Even one of those new, easily made and cheery-to-behold waste baskets will contribute a lot toward accomplishing this end. In the past, this humble receptacle was considered only from the standpoint of utility. Whether it was sightly or unsightly, was entirely beside the point. Thought-

ful homemakers have come to realize that this necessary adjunct offers unlimited possibilities in the way of new adventures in home decoration.

The ultra smart waste basket must be in keeping with the purpose of the room and in harmony with the color scheme. The gift shops are showing the ordinary papier-mache and tin ones completely metamorphosed with cretonne or batik paper, a little ribbon, gold braid and a bit of enamel. The more elaborate ones are covered with silk and ornamented with laces, gold braid and flower sprays.

## Hints Worth Trying

If you wish to carry bottles of medicine or perfume safely when traveling, dip the tops in melted paraffin.

When serving raw onions, peel and slice them the round way. Pour boiling water over them and let stand in cold water until serving. The odor will be practically eliminated.

When citron has become too hard to cut, place in a warm oven for a minute or two and it will become soft enough to shape easily into decorations for cakes and candies.

A good substitute for nail white is to dig the nails deep into a box of white face powder so that the powder clings under the nails. Remove all surplus with an orange-wood stick and the result will be surprising.

## Timely Recipes

Mr. R. P. Manley, storekeeper at Ft. Scott, Kans., "fares" exceptionally well judging from the timely recipes which Mrs. Manley has been kind enough to pass on to our readers. I am sure all of us will want to try these:

### SWISS STEAK

- 2 Pounds round steak cut two inches thick
- ½ Cup flour
- 1 Teaspoon salt
- ½ Teaspoon pepper
- ¼ Cup fat
- 4 Sliced onions
- 3 Cups water

With a thick edged plate, pound the flour, mixed with salt and pepper into steak. Fry onions and steak in the fat until meat is well browned. Place in casserole or leave in an iron

frying pan. Add the water and cook closely covered for one and one-half hours. Season the gravy more with salt and pepper, if necessary; add teaspoon Worcestershire sauce or tomato catsup and serve with carrots and potatoes boiled, buttered and sprinkled with chopped parsley.

### Can You Help Out?

The Editor of this department is in receipt of a letter from Mrs. J. M. Brown, Aberdeen, Miss., in which she expresses a desire to exchange flower seed or bulbs for yellow ground cherry seed. Some Frisco woman may be glad to avail herself of this offer.

We wish to thank Mrs. Brown for her complimentary remarks regarding the Homemakers' Department.

### Whims of the Hour

The day of the elaborately trimmed hat is here again and likewise the veil seems to be bidding hard for popularity, as those of plain square mesh are frequently seen on the new hats. Veils always add charm and something of the dignity that undoubtedly pervades the mode this fall.

Scarfs continue smart when they are part of a dress but they are no longer worn so frequently as separate accessories.

Gloves of beige suede are high in favor and white kid gloves are being worn with tailored ensembles. Fancy gloves are somewhat passe.

Handbags are still made flat but not so large as last year's huge, under-arm purses.

### Plum Pudding

- 1 Cup finely chopped beef suet
- 2 Cups fine bread crumbs
- 1 Heaping cup sugar
- 1 Cup seeded raisins
- 1 Cup well washed currants
- 1 Cup chopped blanched almonds
- ½ Cup citron, sliced thin
- 1 Teaspoon salt
- 1 Teaspoon cloves
- 2 Teaspoons cinnamon
- ½ Grated nutmeg

Add four well beaten eggs, one cup of black walnut meats. Dissolve a level teaspoon of soda in a tablespoon of warm water. Flour the fruits thoroughly from a pint of flour then mix the remainder, as follows:

In a large bowl, put the well beaten eggs, sugar, spices and salt, in one teacup of milk. Stir in the fruit, chopped nuts, bread crumbs and suet, one after the other, until all are used, putting in the dissolved soda, last, and adding enough flour to make the fruit stick together which will require all the pint.

Boil or steam, four hours. Serve with wine, brandy or any well flavored sauce.

### Fruit Cake

- 2 Scant teacups of butter
- 3 Cups dark brown sugar
- 6 Eggs, beaten separately
- 1 Pound of raisins, seeded
- 1 Pound currants, washed and dried
- ½ Pound citron, cut in thin strips
- ½ Cup cooking molasses
- ½ Cup of sour milk
- 1½ Cups of walnuts or nuts

Stir the butter and sugar to a cream, add to that one-half of a grated nutmeg, 1 tablespoonful of cinnamon, 1 teaspoon of mace and 1 teaspoon of cloves. Add molasses and sour milk, stir all well, then put in the beaten yolks of eggs and one wine glass of brandy, stir all again thoroughly and then add four cups of sifted flour alternately with the beaten whites of eggs. Now dissolve a level teaspoonful of soda. Mix the fruits together and stir into it two heaping tablespoonfuls of flour, then stir in the cake. Line two common sized baking tins carefully with paper, well buttered and bake in a moderate oven two hours.

### Chow Chow

- 1 Peck green tomatoes
- 1 Large head of cabbage
- 12 Large onions
- 12 Mangoes
- 2 Quarts vinegar
- 3 cups brown sugar
- 1 Tablespoon cinnamon
- 1 Tablespoon cloves
- 2 Tablespoons celery seed
- 1 Tablespoon mustard
- Red pepper to suit taste

Grind tomatoes, cabbage, onions and mangoes and let drain over night in sack with two cups salt. Add these to other ingredients, cook 15 minutes and seal.

### Trackmen May Aid

(Continued from Page 13.)

the farmer for our friend. And the section foreman is the party to cultivate this friendship. In case he wants to put in a pipe line, a phone line, or a crossing over the track, the foreman should explain to him what the company's rules are, and he should explain to him that he cannot permit the crossing until he has received proper authority. In case he wants a hog-tight fence, explain to him what is necessary for him to do. Do not give him a short, gruff answer and do not treat him shabbily, but always be ready to explain as best you can and try to refer him to the proper authority. In case you have a grievance with him, such as his leaving his farm gates open, handle the matter in a friendly way—and always be amiable.

In cases of damaging fires caused by trains, or stock killed, the foreman should consult with the farmer before making his report, and he should rea-

son with him, man to man, and pave the way for a fair settlement of the claim. Of course, the foreman should use his own judgment in making his report and he should be independent of the farmer. He should bear in mind at all times that he is a mediator between the farmer and his employer, and while he should endeavor to keep the friendship of the party that he is dealing with he should bear in mind the interests of his employer.

A foreman can practice these things which will not interfere with his routine work and at the same time he will be making himself a valuable man—valuable to himself and valuable to the company—and he will surely merit promotion. Whatever you do, do not talk adversely. That is, don't run down the railroad. No matter what you think, you should be loyal and speak a good word whenever you can.

### Radio Season Opens

Radio season is opening up, and we are already getting wild stories from some of the long distance radio scouts who have heard from the far corners of the earth. John Freeman has made a discovery that he thinks is worth while, and it must be because he is so serious about it. He says a radio is like a baby—if you let it start crying it won't stop until it gets ready, and will begin again whenever it wants to. Johnnie says static is to be absolutely cut out this year, so far as he is concerned, because he is not going to let his radio get the habit.

### IT'S AN OLD ONE—BUT STILL GOOD

Tom and Bill were late for school and were called to account for it. "What made you late, Bill?" asked the teacher.

"I was dreaming I was going to California and I thought the school bell was the steamboat I was going on," answered Bill.

"You did?" said the teacher. "And now, Tom (turning to the second boy), what have you to say for yourself?"

"I was just waiting to see Bill off."

**VOTE  
NOVEMBER 4th**

**VOTE  
AS YOU PLEASE**

**BUT  
VOTE!**

## "Charlie" Baltzell Writes a Letter—and It's a Good One—Read It

"If you like the boxing game—and I know you do—the first consideration is to take absolutely perfect care of yourself—no booze, no cigarettes, no dissipation of any kind."

The words are those of Charles H. Baltzell, superintendent of the Southwestern Division. And they are contained in a letter written by Mr. Baltzell to Charlie Minnick, Frisco messenger boy at Oklahoma City East Yards. Minnick has recently won fame and distinction in several amateur boxing bouts in Oklahoma City and Baltzell, always a fight fan, and himself at one time a trainer of champions and an athlete of considerable reputation, has taken a deep interest in him. It is a way Baltzell has, that of taking interest in the young people around and about him.

Minnick received a decision over Loran Henry in the third round of one bout, and "kayoeed" Earl Smith in 45 seconds in another. Clippings from Oklahoma City papers attest the boy's real ability and cleverness in the ring.

Of course he was, and is, proud of his record thus far. And those who have watched his work predict a great future in the squared circle for him.

But it is Charlie Baltzell's letter with which we are chiefly concerned right now. There is more good advice to the line in it than we have found in many a long day. Read it, and heed it.

He says, "My dear Charlie. Thank you for the newspaper clippings about the boxing matches. Keep me posted as to your next bout. I am anxious to see just what you look like in the ring.

"If you like the boxing game—and I know you do—the first consideration is to take absolutely perfect care of yourself, no booze, no cigarettes, no dissipation of any kind.

"It is a real pleasure to me to be able to advise you at this particular time. You, just a young boy with splendid possibilities. And I know you thoroughly understand and appreciate that even though you do not turn out to be a professional athlete, right clean living at your age will bring you very handsome returns as long as you live.

"I want you to have a good time and get into everything that is clean and healthy, and be active, but don't do the things that are going to spoil you physically, mentally, morally and spiritually.

With best personal wishes,

Sincerely,

Charles H. Baltzell."

And Mr. Baltzell says, of this, "It certainly was a pleasure to write this kind of a letter to my young friend. I do not hesitate to say that my deep-seated thought in getting boys interested in athletics is based on this—

just as soon as they become interested in athletics of any kind they see the necessity for keeping themselves in clean, fine healthy condition, and what a wonderful thing it would be if every boy in the United States between the ages of 12 and 18 would make up his mind that he was going to be a real 'honest-to-goodness' athlete and live accordingly. Wouldn't we have a wonderful set of men in a very short time."

This is a wonderful letter, boys, and yes, this is addressed to girls, too, for women of today are more and more entering into active competition in out-of-door and indoor athletics.

Superintendent Baltzell has a broad vision of life. He has spent most of his life in the great out-of-doors. He is an enthusiast over every form of sports. At the ringside, on the sidelines, from the bleachers and the grandstand, he shouts his approval of good plays and clean sportsmanship. Now and then he gets a real taste of the old, active life of his younger days—although no one today would dare accuse him of being in the least aged—for ever so often he is called upon to referee or umpire, and he does it well and impartially.

Superintendent Baltzell has hit upon some mighty truths in that letter, and it is the spirit in which he always deals with the young people of his territory. There is food for thought in every line.

And along with this go also the best wishes of the Frisco Employees' Magazine to young Charlie Minnick.

### What Harry Thayer of Memphis Has to Say

You should attend all meetings whenever possible, such as safety first meetings, fuel meetings, shopmen's meetings, or any other meetings that are taking place. For someone will say something that will be beneficial to you, and only by attending these meetings regularly, will you be able to get the maximum of benefit out of the proceedings in order that you might improve the methods that are in use in your own shop.

Past performances have no market value. See if you can place a real value on your service of today. It is up to you.

The hardest thing I ever tried, was to make a bread earner out of a cake eater.

The man who does not put forth the best in him, under all circumstances is disloyal to his employer.

Don't always be thinking what you can get for your day's work, give a little thought to what you are going to give for a day's pay. Remember, if

you will always give an honest day's work, you will always get an honest day's pay.

There are safe men to work with, also dangerous men. The difference between the two men is the safe man should have a job and the dangerous man should not.

If you can't cure dangerous practices then you shouldn't endure them.

Whenever a thing is fine with you, don't worry, they may not get sad. When things are going wrong, don't worry, they may not get worse.

Results. That is what everyone is looking for. If you will always get results your path will be smooth and rosy.

### Frisco Employees' Picnic at Neodesha One of the Best Yet

J. P. Sawyer, Boiler Foreman

One of the most enjoyable events of the season, on the Northern Division, was the Neodesha Frisco Employees' Picnic and ball game on August 28, held at Neodesha, when Monett went down in defeat of the fast Neodesha team, 7 to 0. The ball game was held at Legion Park, where a large crowd gathered to watch the game. After the game, a special train was waiting for the employees to take them to Dunn, where the eats were partaken of with the greatest of pleasure by every one. After all had eaten to their hearts' content the big dance took place, which was enjoyed by all.

Before the ball game started at Legion Park, W. G. Hall, assistant master mechanic, could be seen dancing and prancing around, and could be heard above all the crowd; however, after the fourth or fifth inning he got up out of his seat and started to the diamond to tell the Monett boys how to play ball, and Mr. Foster, traveling inspector, set him down and told him that the boys were doing all they could, and perhaps after a while they might get one score. Mr. Hall was not heard of any more until the chicken was spread at Dunn. Oh, boy, you should have seen the smile on his face when he located the chicken. J. P. Sawyer, boiler foreman, said that he saw Hall coming through the crowd with a piece of chicken in one hand and a slice of watermelon in the other. A good combination I claim. W. B. Berry, master mechanic, was noticed slipping around through the crowd with his hands full of all kinds of eatables. Mr. Foster, traveling inspector, was noticed backed up against a tree, enjoying the eats very much. J. P. Sawyer, boiler foreman, and G. E. Westbrook, storekeeper, said they didn't like watermelon because they had to take off the rhines after everybody had eaten the good from them. Some of the Monett boys were heard to say, "Boys, they just treated us so nice you couldn't afford to get mad at them. Come on, Monett, we expect to have another picnic and ball game next season."



# Letter from the Boy who Went West to Secure a Railroad Job

The following letter published in an exchange was written to the home folks by a young man who went west to secure work and decided that a job as brakeman on the railroad offered opportunities as well as thrills:

"I hev looked around quite a bit and think I will go to work on the railroad as a brakeman, this looks like a good job and the pay is good, the funniest thing tho is the way they are paide. When I was thinkin of going to work I asked the superintendent what the pay would be for a month's work and he said he was busy then but if I would come back for two or three days next week he would have a couple of clerks figger it out for me. I asked one of the boys who was working how it wuz and he explained it to me but as you don't no nothing about railroading I will tell you how it would work out if you were paide that way for plowing which you no more about.

"It would be this way. You would be paid four dollars a day for plowing or two dollars an acre which ever way give you the most money and if you ploud your two akers by noon you would get a days pay any way and would not haft to work in the afternoon or if you worked and made another two akers you would get two days pay for the days work. You would get a half hour extra for harnessing the mules, in the morning, and if you have to go up hill and down

hill, you get some extra pay more than if the land was level, also if you have to turn around more than three stumps in a day you get extra pay and if it takes you more than five minutes to turn a corner (over and above what) it would with the team you used to have you would get extra pay for that. If you plowed part of the day and harrowed the rest you would get extra pay becuz it was a different class of service and if the plow broke down or a mule got sick with the flu you would get payde for your akers or hours whichever wuz the most up to the place of the accident to the mule or the plow whichever it wuz and then you would get payd for the time you was watching for the plow or mule to get well or changed for another one at the rait per hour and then when you started plowing again you would be paid by the hour or aker whichever was the most agin, bearing in mind going up hill, down hill and turning corners dodgin stumps and sech like as I have mentioned. Sometimes you don't do a good job and haft to double back and plow a furro over again, you would get paide a minimum of ten minutes for this, then when you quit at nite if some other fellow wuz ahead of you at the watering trough and you have to wait five minutes to water the mules you would get extra time for that which is called detension."

—Central of Georgia.

## National Biscuit Company Has Praise for Frisco Service

Mr. G. R. Carson, Supt. of Terminals, 21st 9th Avenue, Birmingham, Alabama.

My dear Mr. Carson:

We believe that the only way to improve any service is, that when we have a just complaint, to make this complaint to the proper one, thereby assisting him in bringing about the best possible results for all concerned.

You can rest assured that when we have a complaint to make we will do so through the proper channels, on the other hand, when we have a compliment to offer we will handle this in the same way. For your information we will give you the movement of a car of crackers which we received Tuesday of this week. This was PRR 565,942. This car reached Boyles at 6:43 on the morning of the 9th. It was placed on the Birmingham Belt transfer at 10:17 the same morning, and at 11:14, fifty-seven minutes later, this car was on the track at 18th Street and Avenue "E" South, and we had three wagons at this car unloading the goods as soon as it stopped. A little more than two hours

later, at 1:25, this car was placed on our siding.

We consider this mighty good service, especially when we were not asking for any special favors, and we want to thank you, and your organization through you, for this kind of service, which we have been able to get for the past three months.

Yours very truly,

NATIONAL BISCUIT COMPANY.

E. L. Batewson,

Sales Agent.

ELB:P

SAND SPRINGS MOTOR CO.

Sand Springs, Okla., Sept. 22, 1924.

Mr. J. W. Nourse,  
General Passenger Agent,  
St. Louis-San Francisco Railway Co.,  
St. Louis, Missouri.

Dear Sir:

I have received the trunk, that was damaged and returned to you to be repaired, in good shape.

If you will excuse my delay in acknowledging receipt of the above trunk, I wish to thank you for the manner in which you handled this claim, I surely appreciate it. I am,

Very truly yours,

Signed

I. THOMAS WHITE.

## "BOBS"

By Floydine McCormack

"By their bobs ye shall know them." It's the slogan of the beauty cult at the Frisco Building in Springfield.

Bobs, Bobs, Bobs.

Bobs of every kind, description and character. And to the one with the most unusual bob goes the cut glass inner tube. We but express the "language" of Jerry, the office boy.

Times have changed.

In the olden, golden days the greatest distinction that might come to one was to have a race horse or a cigar named for one. Think for instance of the signs on the bill boards in your childhood days—"Henry George, I am for Men," or of the tales your grandparents have told of "Nancy Hanks."

But now! Ah, it's different now. There's the Irene Castle Bob; the Ina Claire one and the Gloria Swanson Bob.

Of course, they all look alike. At least they do to me.

At present we have with us the Springfield Bob craze, and more than 100 fair maidens have been led to the barber chair—or would it be more correct to say they have crowded one another to reach it? And "woman's crowning glory" has been swept from the shop by unsympathetic colored porters.

Some, of course, have only semi-shingles, while others have a hair cut closely resembling that of their male relatives.

Those who still attempt to look strictly feminine (yes, there are still a few) wear their hair curled, and without the fancy curves which make the truly chic hair cut.

As for the prize. It is presented, with pleasure, to those wearing the sweetheart bob. The bangs and hair being cut to give the face the appearance of a heart.

Blase!

We think so.

## All for Naught

A knock  
(At the door)  
A thrill—  
(In her heart)  
A nose  
(She powders)  
A door  
(She unlocks)  
But, alas  
(She finds)  
'Twas only—  
(So sad)  
'Twas only the grocer—  
(With a bill for dad.)

COURTESY;

CAUTION;

CONTENTMENT



1



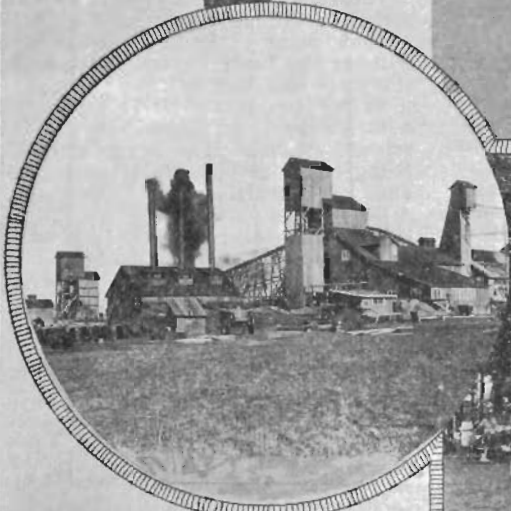
2



3

### Joplin's Industries and Beauty Spots

1.—Thomas Fruit Company. 2.—Beautiful Springfield. 4.—Scottish Rite Cathedral. 5.—Grand Falls. Showing, in foreground, a pile of "Jack" as the "million dollar ore pile." 7.—Mill where Schifferdecker Park, Joplin. 9.—An Apartment hotel. 11.—Municipal Swimming Pool. 12.—E.

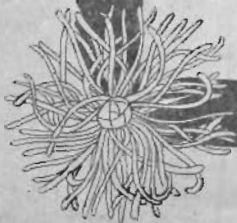


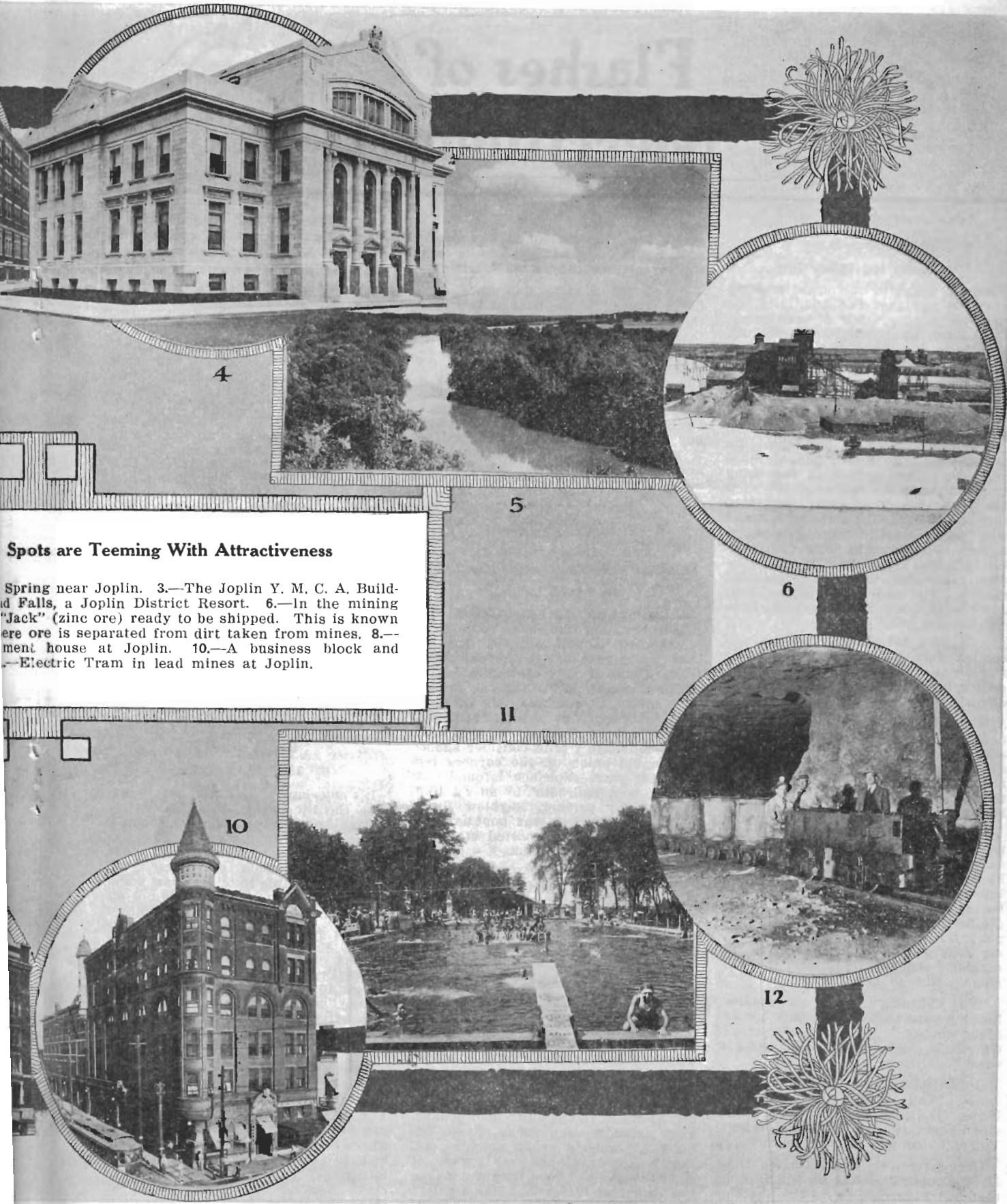
7



8

9





4

5

6

11

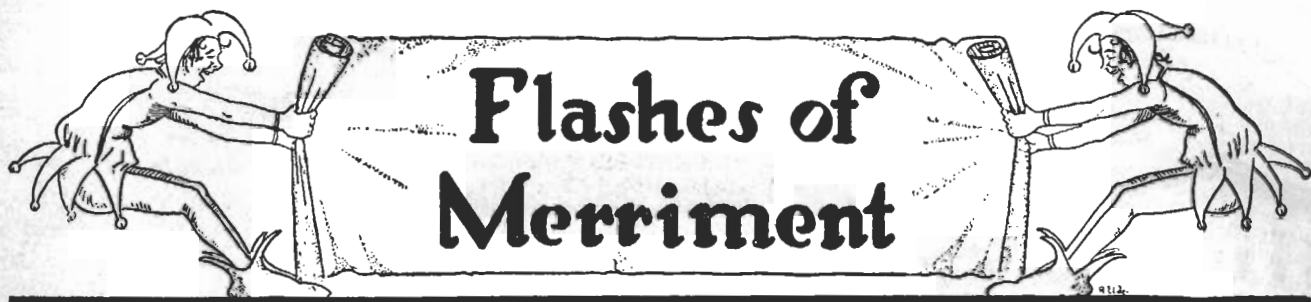
10

12

### Spots are Teeming With Attractiveness

Spring near Joplin. 3.—The Joplin Y. M. C. A. Building and Falls, a Joplin District Resort. 6.—In the mining "Jack" (zinc ore) ready to be shipped. This is known as Jack ore is separated from dirt taken from mines. 8.—Government house at Joplin. 10.—A business block and electric tram in lead mines at Joplin.





### Just Chop Suey

By Jerry, the Office Boy

Muriel, a girl in our office, told me a month ago that life had been too busy for her to think of matrimony. Two days later she was engaged. Somebody asked her.

That reminds me, someone spoke recently of "the institution of matrimony." Right. What a lot of folks there are in this institution. Can you not hear them wailing?

I was talking with a box-fighter the other day. You know, one of these here guys that gets paid for being knocked down in the ring before a howling bunch of people. I had seen this fellow fight the night before and was just about to remark what a homely face a certain flapper had who sat in a box applauding the night before. Just then the boxer mentioned that his girl had a box at the fight and her applause made him win. Fade out for me.

Neil says he went to college and cannot make as much out of writing stories as Joe, who is a union carpenter and can hardly write his own name.

Was sitting on a bluff near Springfield and remarked to a young man seated nearby that lots of people have dual personalities. "Yep," replied this fellow, "and after they are married they show them and then the duelling begins."

Here's one that Eddie Bernard told us the other day. Says he hired a carpenter to do some work at the house. It rained and the carpenter informed Eddie that he would have to be paid anyway, rain or not. So Eddie invited him into the house, played poker with him two hours, won thirty-six dollars and then handed him his regularly scheduled pay from the winnings. Not so bad.

"The lightning came in one window, broke a vase and went rapidly out another window." From a popular novel. Of course. So would I if I broke a vase.

Brown tells you a funny story about Jones. You laugh. Ha, ha! Very funny. But Brown tells Jones a funny story about you. Ah, that's different. You're no tin god to be exempt.

Our cartoonist, John Godsey, had R. V. Cooper standing on his head in that full page cartoon in the September issue. And Mrs. Cooper says she

didn't know the cartoonist was aware of it, but that she has had Cooper that way ever since they were married.

Asked for a raise the other day. Got a rise out of the boss at that, but the old pay envelope is no thicker than usual. The boss was nice about it, though. He says, "What? You still sticking around here? What do you do?" "Well," says I, "mainly I help the editor." "And what does the editor do?" asks the boss. "Nothing," I replies. Anybody want a good office boy, used to hard work? So used to it he can meet it face to face and never quiver an eyelash. There's one about to be out of work now.

### Newt Husker "From Peach Orchard" Talks of Baseball and Railroads

By Lloyd Lamb

Sense rightin' my last espysode the baseball season has 'bout come to a clothes, an' it will soon be time to start up the stokers in the old stove leege. I hate it quite somewhat on the count of not gittin' to help the Frisko teem down at Sapulpa out in case their week spot wuz pichin', but if you engine barbers could git me a job in the roundhouse I mite consider shootin' the old onion on the corners fer you next year. You see I found out enough bout railroadin' to no I'd like it, from my partner, Skyblew Bumlaugh, what I reckon wuz 'bout as good a railroader as ever sported starched overalls and red bandana.

I reckoleck one day Pete wuz pannin' us in the clubhouse after we had kicked away a double-header. He thought there wuz some ill feelin' goin' 'round amongst us, due to the outcome of a poker game the night before. Pete says, there's one thing 'bout it, we got to have harmony on this ball club. Skyblew says I no him well, he used to be a dispatcher over on the Cotton Belt.

Then I used to go with a tipewriter what worked in the master meckanick's office in the ralerode town we plaid fer last year. You could tell she worked fer a ralerode, to, she owned one of the new two door sedans, wore minnow sane socks, spoke fluently of orchard crepe machine an' Coty's Lorregan, and say! when it comes to havin' a good time she makes the Prince of Wales look like a galley slave. She especially enjoys herself

at a ball game an' more specially if I'm pichin'.

She selects her a seat right down among the screen apes and then when I trot out an breeze a couple over before the batter gets in his box she yells, "Hay Newt, slow up a little, you're half hour ahead a skedule." Then after we git three out, and come in fer our swings she hollers, "Come on, stingers, let's put this game in white lead right at the first mile post." Er maybe one of our gang slides into a base on a close play an' she wants to personify confidence in the umpire's decision, she looks at him like she's lookin' into a dictaphone and says, "What was it, umps, a transportation er a mechanical delay?"

She an' Skyblew sure answers the rush wires when it comes to railroadin' an' I got next to a hole lot about it by havin' 'em both on my side; so if you Salpapa fellers can git me a inside hostler job er sumphin, I'll be rarin' to bleed the air on my fast ones fer you next year.

Truthfully youren,  
Newt Husker,  
Peach Orchard, Kansas.

### Personal Glimpses of Our Co-Worker

By John M. Freeman

It's not hardly fair for one to expose the life of his boss, because if anyone knows about him his subordinates should, for we certainly get a chance and do hear him talk about himself, not much of course, but enough to be able to tell at least some of it. Now understand, this is not an interview, far from it, for he knows nothing about it being written, but simply a little inside story picked at random on our co-worker, friend and writer Ben B. Lewis, more commonly known to most of us as "The Texas Coyote," and we in Fort Worth think that without several articles from "Coyote Ben" in each issue, the magazine is not complete.

To start off in the routine way, Ben is about thirty-two years old, just like a woman, hard to get his age. Yes, he's married—very much so, and has five of the cutest little "Coyotes." Three of a kind and a pair, three girls and two boys, and all think their father "IT," and perhaps they are right, because several others of us think the same.



His position is chief clerk Station Accounting Department, and assistant traveling auditor, of course we are glad when he is executing the last named duty on the road so we can let up just a little from our work, because Ben is a pusher and believes anything should be done right or not at all. That's the secret of his success in his writings and in his work. He has been with this company twelve years; coming here in 1912, as a school boy, from high school, and taking the position, if it could be called such, of store room boy, from that position it has been a steady climb and increase up to the present place he now holds, and which he justly deserves.

Ben is a great home man, believing wife and kiddies come first, and after five o'clock you see him winding his way home in his "lemonseed," one of Henry Ford's prides—a sedan. This Ford has caused him much misery, like yours has, and certainly has afforded him great pleasure at night with his family. His greatest desire is to tell how he broke down on such and such a road and how much wire it required to fix the car, and how he got home without a cent of cost. We know why, he left home the same way he got back—dead broke.

He has had no thrilling experiences like some of the engineers, firemen, and brakemen, but he has done his work faithfully, he says so, and tried to do his best, he has, to make the "Frisco" the railroad that it should be. Don't get the idea that all has been pleasantness, because little differences with agents and sometimes with me, have come up, but Ben always manages to straighten things out without anyone being hurt or in a bad humor.

When the first issue of the magazine came out, Texas, our state, the state we love so much, was not even mentioned—oh, oh, how it hurt us, but volume number one, issue number two, was not to be denied the privilege of a few words from Texas, and from the talking pen of Ben M. Lewis, and to him goes the credit for putting Texas and Fort Worth in the Frisco Employees' Magazine. He has been called the "Ring Lardner" of Texas, and we think he is even better than the famous "Lardner," and should be called the "Ben Lewis of the Frisco." The "Texas Coyote" is alright, but the coyote that Ben heard howling was the barking of a friendly shepherd dog in his neighborhood, or one of his baby boys crying for a midnight walk on daddy's manly shoulder.

This article must end some way and I can think of no better way than to tell Ben's faults. He has no faults except one, and that is his face. Get your September copy of the magazine out, look at his picture and see for yourself—am I right.

### Sayings of the Head Potah

By John M. Freeman

Ise back again afta takin mah vacashun. Uh-huh sho did haf som time. I gits me a free commutation an goes

an routes mahsulf outa heah on ther Texas an Payciffic to El Paso and Juarez Mexico. Laked to starved to deaf furst two three days tho, evvry sto', cafe, an restrant had sines in ther winders readin Internal Explosion. Naw sah they wont a goin to git Mose in theah wheah they don havved splosions. Evvry thing tuhned out scrumpious tho, as one o' dem educated Paso niggahs tole me dey hadden had no Internal Explosions a tel, wont nothin but a International Exposition, one o' dese expositions Wheah theah is hot dawgs, flyin ginies, an plenty spin wheels fo to take a pore cullud gemmans moneh.

An afta I got on ther outside of a plank stake an a lotta othar fixins you don git at home I ketches a cah fo Juarez ther land ob nikkle beahs and cheese sanwiches. Ther revanue man at the Nashnul brige suttinly did tickle me a feelhin to see if I don smuglin anything acros inter Mexico, jest simply caint stan no boddie measin roun mah ribs. I aint a sayin I smuggled nothin ovah theah but ise mos glad dey failed to scrutinise me retuhnin.

O to be suah I bout forgot dem hoss races in Juarez, yuh can bets all yer want to on em too, an powahful easy to gets tips on evvry race. I hadden ben theah fifteen minits fo heah come a fat roun face fellah wif a big watch chain weahin it on a yellah vest. I noticed he stood off about ten paces an kep a lookin an a eyein me, purty soon he comes ovah slaps me on ther back an whispered, "niggah im wise," says which? Lissen to me he said, "Im wise an ise goin to do you a favah, a sho nuff honest to goodness favah, an gib you a tip on a reel hoss, I mean a reel tip on a three year old top nocher who cudent lose ther nex race, why she cud beat dem othar ponies wif hip boots on, you'd bettah go ovah to that bookie an lay yore green on hur now, hur names 'Lady Queen'". Yas suh I see says I dreemily an bout haf hyponotitized, ise a goin to do dat very thing. Now lissen to me son he says says he, "keep this unda yore hat see." Sho does wish id a kep mah moneh unda man hat too, I wouden hadda eat so much ob dem Mexican teabones, in common spick talk, chili. That hoss I bet on was completely enveloped in a cloud o' dust which hid him frum mah view point, but a laffin up mah sleeve caise I was on ther inside an a reel race hoss man don gimme a tip, I walks up to ther bookie to collec mah bet. Mr. Bookie says, "boy, 'Lady Queen' aint evah come in yet." An bles yore heart I looks up an heah come that three yeah old on a dead walk, an two big husky stable boys a pushin hur in. Sho was heart rendahing.

Well I lost mos ob mah moneh on dat cripple non qualifying hoss, an bout ther onliest way she cud a wor woud a ben on rollah skates tied onta a fast arryplane. Anyways ise got a weeks lay off a comin anffen I can float a loan ob a few dollahs ise Galveston, Texas boun, I specs ter haf som salty time down theah in dat

oshun. See youall latah an I don' mean maybe.

Yas suh ise a chatah member o' dat "stop at every crossing club," proud uf it too.

### Reminiscence

By E. N. Stapp.

Bridge Foreman, Northern Division

(Editor's Note:—Mr. Stapp, author of this poem, is a Frisco veteran who will be placed on the pensioned list in December.)

There is an old bunk car on the Frisco,  
In which I make my home.  
It always looks inviting,  
When ere I cease to roam.

In summertime 'tis sultry,  
In wintertime 'tis cold,  
At other times 'tis ultra,  
But it always makes the fold.

It is there I do my writing,  
My figuring and fighting  
On the problems of the day,  
And by pluck and perseverance,  
I always find a way.

For twenty-seven years and over  
I have slept upon the rail,  
While other men, the sailors,  
Have slept beneath the sail.

I spurn the yoke of bondage,  
Although poverty's no crime.  
I long to be released  
From the responsibility  
Of others and their time.

But as long as I stay on the Frisco,  
And hold a place of trust,  
I will never shirk my duty,  
I will do what's right or bust.

Then when I've ceased to railroad  
And traveled home to stay,  
No one can say it truthfully  
That I did not earn my pay.

### ROUTINE

Samaritan (after the smashup)—  
Now, sir, where would you like me to take you?

Confirmed Grade-Crosser—To the Jones Emergency Hospital, please, they give me fifty-trip rates.

**VOTE**  
**NOVEMBER 4th**

**VOTE**  
**AS YOU PLEASE**

**BUT**  
**VOTE!**

## "A MESSAGE TO GARCIA"

By ELBERT HUBBARD

Reprinted by Special Permission of the Roycrofters.

(By Request)

**I**N ALL this Cuban business there is one man stands out on the horizon of my memory like Mars at perihelion . . . .

When war broke out between Spain and the United States, it was very necessary to communicate quickly with the leader of the insurgents. Garcia was somewhere in the mountain fastnesses of Cuba—no one knew where. No mail or telegraph message could reach him. The president must secure his co-operation, and quickly.

What to do!

Some one said to the president. "There is a fellow by the name of Rowan will find Garcia for you, if anybody can."

Rowan was sent for and given a letter to be delivered to Garcia. How the "fellow by the name of Rowan" took the letter, sealed it up in an oil-skin pouch, strapped it over his heart, in four days landed by night off the coast of Cuba from an open boat, disappeared into the jungle, and in three weeks came out on the other side of the Island, having traversed the hostile country on foot, and delivered his letter to Garcia—are things I have no special desire now to tell in detail. The point that I wish to make is this: McKinley gave Rowan a letter to be delivered to Garcia; Rowan took the letter and did not ask, "Where is he at?"

By the Eternal! there is a man whose form should be cast in deathless bronze and the statue placed in every college of the land. It is not book-learning young men need, nor instruction about this and that, but a stiffening of the vertebrae which will cause them to be loyal to a trust, to act promptly, concentrate their energies: do the thing—"Carry a message to Garcia."

General Garcia is dead now, but there are other Garcias. No man who has endeavored to carry out an enterprise where many hands were needed, but has been well-nigh appalled at times by the imbecility of the average man—the inability or unwillingness to concentrate on a thing and do it.

Slipshod assistance, foolish inattention, dowdy indifference, and half-hearted work seem the rule; and no man succeeds, unless by hook or crook or threat he forces or bribes other men to assist him; or mayhap, God in His goodness performs a miracle, and sends him an Angel of Light for an assistant.

You, reader, put this matter to a test: You are sitting now in your office—six clerks are within call. Summon any one and make this re-

quest: "Please look in the encyclopedia and make a brief memorandum for me concerning the life of Correggio."

Will the clerk quietly say, "Yes, sir," and go do the task?

On your life he will not. He will look at you out a fishy eye and ask one or more of the following questions:

Who was he?

Which encyclopedia?

Where is the encyclopedia?

Was I hired for that?

Don't you mean Bismarck?

What's the matter with Charlie doing it?

Is he dead?

Is there any hurry?

Shan't I bring you the book and let you look it up yourself?

What do you want to know for?

And I will lay you ten to one that after you have answered the questions, and explained how to find the information, and why you want it, the clerk will go off and get one of the other clerks to help him try to find Garcia—and then come back and tell you there is no such man. Of course I may lose my bet, but according to the Law of Average I will not. Now, if you are wise, you will not bother to explain to your "assistant" that Correggio is indexed under the C's, not in the K's, but you will smile very sweetly and say, "Never mind," and go look it up yourself. And this incapacity for independent action, this moral stupidity, this infirmity of the will, this unwillingness to cheerfully catch hold and lift—these are the things that put pure Socialism so far into the future. If men will not act for themselves, what will they do when the benefit of their effort is for all?

A first mate with knotted club seems necessary; and the dread of getting "the bounce" Saturday night holds many a worker to his place. Advertise for a stenographer, and nine out of ten who apply can neither spell nor punctuate—and do not think it necessary to.

Can such a one write a letter to Garcia?

"You see that bookkeeper," said the foreman to me in a large factory.

"Yes; what about him?"

"Well, he's a fine accountant, but if I'd send him up town on an errand, he might accomplish the errand all right, and on the other hand, might stop at four saloons on the way, and when he got to Main Street would forget what he had been sent for."

Can such a man be entrusted to carry a message to Garcia?

We have recently been hearing much maudlin sympathy expressed for the "downtrodden denizens of the sweatshop" and the "homeless wanderer searching for honest employment," and with it all often go many hard words for the men in power.

Nothing is said about the employer who grows old before his time in a vain attempt to get frowsy ne'er-do-wells to do intelligent work; and his long, patient striving after "help" that does nothing but loaf when his back is turned. In every store and factory there is a constant weeding out process going on. The employer is constantly sending away "help" that have shown their incapacity to further the interests of the business, and others are being taken on. No matter how good times are, this sorting continues: only, if times are hard and work is scarce, the sorting is done finer—but out and forever out the incompetent and unworthy go. It is the survival of the fittest. Self-interest prompts every employer to keep the best—those who can carry a message to Garcia.

I know one man of really brilliant parts who has not the ability to manage a business of his own, and yet who is absolutely worthless to any one else, because he carries with him constantly the insane suspicion that his employer is oppressing, or intending to oppress, him. He can not give orders, and he will not receive them. Should a message be given him to take to Garcia, his answer would probably be, "Take it yourself!"

Tonight this man walks the streets looking for work, the wind whistling through his threadbare coat. No one who knows him dare employ him, for he is a regular firebrand of discontent. He is impervious to reason, and the only thing that can impress him is the toe of a thick-soled Number Nine boot.

Of course I know that one so morally deformed is no less to be pitied than a physical cripple; but in our pitying let us drop a tear, too, for the men who are striving to carry on a great enterprise, whose working hours are not limited by the whistle, and whose hair is fast turning white through the struggle to hold in line dowdy indifference, slipshod imbecility, and the heartless ingratitude which, but for their enterprise, would be both hungry and homeless.

Have I put the matter too strongly? Possibly I have; but when all the world has gone a-slumming I wish to speak a word of sympathy for the man who succeeds—the man who, against great odds, has directed the efforts of others, and having succeeded, finds there's nothing in it: nothing but bare board and clothes. I have carried a dinner-pail and

worked for day's wages, and I have also been an employer of labor, and I know there is something to be said on both sides. There is no excellence, per se, in poverty; rags are no recommendation; and all employers are not rapacious and high-handed, any more than all poor men are virtuous. My heart goes out to the man who does his work when the "boss" is away, as well as when he is at home. And the man who, when given a letter for Garcia, quietly takes the missive, without asking

any idiotic questions, and with no lurking intention of chucking it into the nearest sewer, or of doing aught else but deliver it, never gets "laid off," nor has to go on a strike for higher wages. Civilization is one long, anxious search for just such individuals. Anything such a man asks shall be granted. He is wanted in every city, town and village—in every office, shop, store and factory. The world cries out for such; he is needed and needed badly—the man who can "Carry a Message to Garcia."

## Some of the New Books

### "The Whisper on The Stair"

"The Whisper on The Stair"—Macaulay Company.—From his home in Mineola, Long Island, where he is regarded as a rather suspicious character because he stays up after nine o'clock at night, comes word of Lyon Mearson's new book, "THE WHISPER ON THE STAIR," a gruesome story of weird romance in a haunted house. Mr. Mearson, who by the way, is editor-in-chief of the Metropolitan Magazine, appears to have had a rather thrilling experience with real estate agents, for he says of his Mineola home, "I have a beautiful lake in front of my house which was not included in the deed, but which is there nevertheless, and has been a source of great satisfaction to me owing to the fact that it keeps off unwelcome visitors."

### "Following the Grass"

"Following the Grass"—Macaulay Company.—A sheep story of the days when the Union Pacific Railroad was not yet completed, and long trains of covered wagons rumbled along the trail to Oregon, will be published shortly. Much of the story involves the early day of Nevada, the drought of 1862 and the great fractional feuds of cowboy and herder. The title of the book is to be "FOLLOWING THE GRASS," and its author, none other than Nevada's own, Harry Sinclair Drago.

### "The Truth at Last"

By V. Charles Hawtrey  
(Little, Brown and Company.)

The memoirs of most actors revolve almost exclusively around the stage, but Sir Charles Hawtrey was as keenly interested in the turf and in life at large as in the theatre, and in his reminiscences adventures on the one add a zest to and are sometimes an intimate part of adventures in the other. One of his most exciting pass-

ages tells how, other hopes failing, his sole chance of financing a new play depended on his judgment in backing a horse and the horse won. "He was," says Mr. W. Somerset Maugham, in his introduction to the volume, "by passion a racing man and only by necessity an actor," but he had a natural gift for acting and even passion could not have made him a finer actor than he was. Among the most successful of his productions were: "The Private Secretary," "A Message from Mars," "The Man from Blankley's," "Where the Rainbow Ends," "Jack Straw," and "Captain Applejack;" but whether he is telling of successes or failures, his narrative sparkles with irrepressible vivacity and humor. He begins at the beginning, when his father was a House Master at Eton, and comes down to the days of his immense popularity, to ching in, by the way, anecdotes about well-known and little-known actors, authors, racing men and others, and genially unfolding all the swift vicissitudes and triumphs of his amazingly varied and interesting career. The charm of his personality runs through all this story of himself and his friends and makes the manner of it no less attractive than the matter. "The Truth at Last" is a real addition to the history of the modern stage, and one of the most amusing, frankly self-revealing records any actor has ever written.

### Veteran Bringelson Is Pensioned

A. A. Bringelson, of Talihina, is now listed among the pensioned employees after being in faithful service for thirty-seven continuous years. In spite of the length of time Mr. Bringelson put in on an engine, he is still hale, hearty and jolly as ever, but it was necessary that he be retired due to reaching the age limit. After relating some thrilling incidents of the early days when a locomotive was quite a novelty, Mr. Bringelson says his greatest satisfaction is the fact that he has never injured or killed anyone while in the service in a derailment or wreck.

## JUST POT POURRI

Never fail to keep the cog, which you represent in this great machine, well oiled. It will make sailing much easier for all concerned.

Please do not ever be disappointed if your article does not appear in the current issue of the Magazine. It is not always possible. In this issue, for example, we are using an article which has been in our office since November, because not until a St. Louis number was published was it practicable to use this particular story. But we will reach yours in due time, be sure of that, if it has human interest.

D. HALL, Agent, Bluffdale, Texas, says:

"Some five or six miles south of Bluffdale, on the 000-Ranch, there is a large cave known to the 'natives' as the Devil's Den. It is the home of all varmints which inhabit this section. On entering the cave, for the first few feet the opening is large enough to permit an ordinary man to walk erect. If you care to explore further it will be necessary to get on all fours. At the extreme rear of the cave one can drop a rock into an abyss and it can be heard rumbling for some time as it goes downward. Have heard hunters say they have had their hounds go in there and never return. Three men in one afternoon killed 118 rattlesnakes near the entrance.

Not all liars are cowards, but all cowards are liars. The liar who possesses courage is the greatest enemy with which society has to deal. The man who is both liar and coward is to be pitied rather than censured.

### WILLIE'S MATERNAL MESSAGE

It was evening and several visitors chatting in the parlor when a patter of little feet was heard at the head of the stairs. Mrs. Smith begged her friends to listen.

"Hush a moment, please," she said, "the children are going to deliver their nightly message to mother, it always gives me a feeling of reverence to hear them for they are so much nearer God than we are and they speak the love that is in their little hearts never so fully as when the dark has come. Listen!"

There was a moment of tense silence. Then—

"Mamma," came the message in a shrill whisper, "Willie has found a bed bug."

THE FRISCO FAMILY  
IS A HAPPY,  
CONTENTED GROUP

# The Man at the Ticket Window

By LISLE B. KELLOGG, Tax Accountant

Never make flippant and sarcastic answers to a patron's seemingly foolish questions. You probably would ask just as foolish questions in an unfamiliar location. A kind, polite answer usually makes a friend for you and the Railway you represent.

See that the waiting rooms, platform and station generally are in neat and orderly condition at all times. Your station is the Railway's Show Window for your community, and an untidy show window never attracts business.

Be kind and polite to all people and especially considerate of elderly persons, remembering that you may be old some day yourself.

Avoid arguments with patrons to the greatest possible extent. If you win the argument you may lose a friend as well as business for the railway.

Be careful to render your reports to the auditor in a neat and accurate manner. The reports you render, more or less, reflect your character and often are the basis for promotion.

Practice the greatest precaution when writing junction points, destination and time limit on coupon tickets, and if you sell Pullman tickets, be

particular to always write the berth and car numbers plainly; thereby avoiding delays and unnecessary misunderstandings while the passenger is enroute.

Be pleasant and agreeable to all patrons and prospective patrons. Courtesy always pays big dividends sooner or later. If you are impolite and disagreeable you are a bad advertisement for your employer, as the traveler never condemns the individual employee who shows disrespect but condemns the railway which he represents.

Contrary to popular opinion, a good tale travels as fast and as far as a bad tale. Therefore, treat the traveler in such a manner that he will carry a good tale about the service received at your hands.

Do not waste your spare moments, but utilize them in studying and reading books and articles concerning your particular work. Increased knowledge makes your present job easier and prepares you for advancement when your opportunity arrives.

Always conduct yourself in your relations with the public, in the same manner that you would with your superintendent, if he happened in at your station.

## MAN!

By John L. Godsey

Man that is born of woman is of few days and full of adulterated food and other things. He cometh into the world with a squall and taketh to the colic like a duck to water, and the apothecary smileth and winketh to himself and looketh well to his supply of paregoric. He groweth apace and cryeth agallop, and soon has an idea that his mouth is the receiving window of a junk shop and into it he putteth all portables within his reach. After a while he reacheth a crisis in his career and he doffeth the swaddling clothes of infancy for the knickerbockers of the enfante terrible, which he weareth with the dignity of a duke. He becometh an explorer and locateth every fruit tree and melon patch and bird nest within his balliwick, he longeth to join a circus. Anon he acquirith a disgust for short trousers and shirt waists and soon sporteth a shirt with a tail and trousers that greatly elongateth his perpendicularity and he haunteth soda founts. He thinketh somewhat of the girls and spendeth much of his time before the dresser and gazeth with interest into barber shops. He walketh much by himself and softly

whistleth old ballads and commiteth to memory many love speeches. Soon he singeth out for one girl and spendeth all his change for flowers and tolu and ice cream, and eventually receiveth a kick from the afore-said one girl, and he imagineth that his life is wrecked and decideth he will blow his brains out; but later he discovereth that he is an ass, and goeth to work instead. In course of time he falleth in love again, and marryeth and setteth down to a strenuous grind that he may keepeth the wolf from the door and has sundry experiences with grocers, butchers, bakers, plumbers, milliners, and such, and later decideth he is a sucker and a lobster. He goeth the route and is thoroughly domesticated as the nominal head of a large household, and finally giveth up the ghost and is buried in a trust made coffin; and his friends sayeth unto the widow, "He is better off."

May (watching ball game): "Where do they keep the extra bases?"

Ray: "What for?"

May: "Well, that man just stole third base."

Johnes: "What makes you so little, Ham?"

Bones: "My mother fed me on canned milk and I'm condensed."

## HOW TO PLAY GOLF

By Eddie Bernard

The Infamous Kelly Pool Chump

Sometime ago you, no doubt, did not peruse the article printed in the Frisco Magazine under the heading as above. Even so, this is not going to be a continuation of the unpleasant reading matter so cheerfully given you previously, but will set forth the fine points of the game of "gulluf," (I just found out that that is the way it is pronounced) and endeavor to explain to you the different parts of the game that you will not enjoy when you learn how not to play it.

I could quote pages and pages of entirely new and original sayings regarding the bad as well as good points of this wonderful game, but as the space is unlimited in this fair magazine, I will not go into detail, but just hit the high spots. For instance, Lord I. Toppitt said, "The game of golf is merely the method, conceived by a decomposed brain, of acquiring a large and complete vocabulary of high-powered language." Count Tu Less says, "The game of golf is the golden opportunity for the accomplished prevaricator, and I certainly relish a good game."

I have no doubt that you gentlemen that have not been following these articles of which I am not the proud author, realize by this time that all the game requires is a good deal of skill, perseverance and ability to walk, not forgetting a good pair of specs and a sharp-eyed caddy. However, notwithstanding the foregoing, I am sure that if you will continue to read my famous works you can play as well as I, or possibly better, which, at the best, is not very well.

A few pointers for those who are unable to use their own gray matter. It is a very good idea to have a pair of rubber boots, preferably the hip variety, in the bottom of your golf bag, as you may not need them and it would be a pity to leave them at home. This will also give the poor rubber workers relief. I would also suggest that when leaving the course it would be a good idea to accidentally drop a ball when the caddy is not looking, ask him to find the ball after you have picked it up, saying, "I will carry the bag to the club house." In this way you avoid the embarrassment of having to part company with the caddy without parting company with a dime. Oh, yes, I almost forgot. You will no doubt be playing some match games now and I would suggest that you carry a small saw with you so that when your opponent is teeing up you can saw his clubs almost through. Invariably this will land you in the hospital and not in the jail as would be the case if you openly assaulted him.

Keep your weather eye open and look for my next article which will not appear on this sheet day behind yesterday.





# Frisko Family News



## Eddie Bernard, the World's Worst Golf Player—and Admits It

This, folks, is Eddie Bernard, the author of those clever little stories on "How to Play Golf, by an Experienced Kelly Pool Chump."

Eddie writes some of the best stuff that is submitted to the editor of this magazine. He confesses that he knows as little about golf as Chick Evans, Gene Sarazen, Jock Hutchison and Jim Barnes combined. He says that his idea of the proper stance is one foot on a brass rail an elbow nonchalantly leaning on the mahogany and one arm crooked at the elbow. But he says he has been unable to find the proper tee for this.

Eddie uses an iron for most of his difficult shots—he says a machine gun is preferable on some of the courses he has played. He is the world's worst golfer, and cheerfully admits it. "There is distinction in being either the best or worst at anything," says he, "and since I have found others who have thought themselves better than I as a golfer, and have proved it, I shall win fame and honor as the worst."

## The Editor—His "Colyum"

*"The time has come," the walrus said, "to talk of many things."*

Going on a vacation within a few days. It will all be over when you read this, and like the hospital operations, we trust it will be "entirely successful." Which brings to mind a remark made by our Vice-President in charge of traffic, Mr. J. R. Koontz. Last year, when Mr. Koontz first came to the Frisco, he found that there were men on the rolls who had never taken a vacation. Immediately went forth a request from Mr. Koontz that every employe arrange for a vacation. "For," said he, "I know of many men who can do twelve months' work in eleven months, but I never knew a man who could do twelve months' work in twelve." You get the idea, of course. Brain fag, fatigue, mental weariness, all these things creep on one who sticks tightly to the job. Give the best you have in you while at the desk or on the job anywhere, but you owe it to yourself always to take a momentary lull, a respite from the daily routine. You will be the better for it afterward.

Attended the meeting of the Missouri Press Association in Kansas City the last week in September, and as usual enjoyed every moment of association with the editors. But they sort of hit a raw spot with us when they attacked publicity agents. With the paid press agent we have no sympathy. The days of editorial work on metropolitan and rural papers are still too fresh in our minds. We vividly recall how hard it was to get rid of some of these pests. But the publicity agent of today is not a press agent, and some of the best material that comes to you through the public press is suggested by the keen witted, alert publicity agents, who are always keenly alive to the possibilities of good news stories. The publicity agent, who is worth the name, does not flood the press with propaganda, the time has passed for that. He does keep the press, and through that the public informed of activities of his organization, which make real news and interesting "copy."

Funny thing—a newspaper man calls all articles submitted, "stuff." But some correspondents seem never to learn that and to feel that there is a bit of resentment due when the

editor speaks of their excellent material as "your stuff submitted last month."

In spite of all we can say or do, there are some who cannot keep in mind the forms for this magazine close on the 25th of the month preceding issue. For instance the forms for the November issue, which is printed October 10, closed on September 25. Yet as late as October 6 we received copy from correspondents with a note asking that it be "used in the next issue." Sorry, but it just cannot be done.

There is one place we have no reporter who sends in copy consistently, that is Dallas. Hope someone down there reads this and applies for the job. It doesn't pay anything, boys, or girls, but think of the fun.

## John Robinson Circus Pays High Tribute to Frisco Service

Enroute, Sept. 7, 1924.  
File 19-K.

Mr. H. H. Brown,  
Supt. Northern Division,  
Frisco Lines,  
Ft. Scott, Kansas.

My Dear Mr. Brown:

It is with the greatest pleasure that I wish to call your attention to the service that we received on the Northern Division, with our circus train.

The service that we received from the boys on your division was 100 per cent I assure you, and indeed a great pleasure to have our circus train travel over the Northern Division. I must make mention of the high class service that your Asst. Supt., Mr. C. M. Lierd, rendered us on our moves. The special service that he gave our train was the best that we have had this season, on any railroad.

I hope that we may have the pleasure of being on the Northern Division again next season, with our circus, and then I hope to have the pleasure of meeting you personally.

You will please acknowledge this letter as per route inclosed.

Yours very truly,

W. M. THOMPSON,  
Supt. Transportation,  
John Robinson's Circus.

WMT:MT.

## Mechanical Department Kansas City

H. L. Shivers, Reporter

At a railroad crossing at MP 288.5, just out of Pierce City, we noticed an undertaker's sign painted on a fence. Very appropriate, to say the least.

We are now operating trains 105-6, the Kansas City-Florida Special, with illuminated tail lights which add very much to the appearance of the train.

Thos. H. Curry, who for many years was employed as mill foreman at this point, but who is now on pension and living on his farm at Boicourt, Kans., was shaking hands with his many friends around the shops lately.

There has been organized among the clerks in the local freight office, a club, which bids fair to become one of the outstanding features of social life in Kansas City. This club was first organized in the year of 1920, with six members, within four months the club had a membership of 85. This year the first meeting of the season, 31 members were enrolled and 20 more joined the ranks on the second meeting. The club usually disbands during the summer months, but this coming year it is hoped to continue with the activities throughout the year.

First, the object of the club is to foster acquaintance among the younger element of both sexes; to promote clean association through which sociability may be fostered, to entertain members with various forms of recreation through which harmony and strong co-operation may result. In general, the art of dancing may be advanced, as this is one of the principal forms of recreation after every meeting. Dances are sponsored by the club for the purpose of deriving money whereby members may be more lavishly entertained, as dues are only fifty cents per month.

The club has not for its purpose the object of making any money from these entertainments, but every cent is spent for the welfare and sociability of its members. Members vote as to manner money is to be spent and form of recreation desired. Meetings are held twice a month at Fuges Hall, 43rd and Bell Streets, where entertainments are also held. Following are the officers of the club:

President, Louis Poncik; First Vice-President, Miss Frances Westerman; Second Vice-President, Joseph Kramer; Financial Secretary, Joseph Saverick; Recording Secretary, Miss Thresa Barrett; Corresponding Secretary, Miss Sadie Hollaran; Inner Guard, Joseph Mondt; Outer Guard, Chester Combs; Sergeant at Arms, Wm. Barrett; Executive Chairman, Gustav Gabauer.

**HELP WANTED**—Mold maker. We are seeking the services of a man who is capable of making new patterns and molds in connection with a large casket manufacturing company. State your experience fully. B-17. Want ad in "The Lighting Line."

One job we would not be any good

on, as we have never as yet occupied a casket, therefore do not know how they ought to be made.

A young lady, weighing eight pounds arrived at the home of Gail F. Reece, machinist apprentice, September 21.

A. C. DeFries, division storekeeper at this point, has devised what we believe to be the most economical and satisfactory method of marking material bins, by using a tin tag 2x4 inches on which the name, pattern number, etc., has been stamped with half-inch steel figures. By using a tag of this description, it is possible to keep castings and bins properly painted by the spray method. In spraying the paint, of course, the tag will be painted over, and in order to make the tag legible, it is only necessary to wipe the face of the tag off with a piece of waste, moistened with turpentine. Aside from the permanent feature of the tin marking tag, they add very materially to the appearance of the bins.

## Passenger Traffic Department St. Louis

By Mollie S. Edwards, Reporter

Just a wee bit of news from the Passenger Traffic Department. Things are a little quiet now since vacations are about over. All looking forward for next year.

Johnnie Krauss spent a week in the country, fishing, eating and attending barn dances given in his honor. Surely Mike doesn't envy him!

The hospital had a guest for a few days from the "Milk Department"—Eddie Grob, who joined the "tonsillitis fraternity," reports a most enjoyable time while there.

The city ticket force was honored by adding to their list of names Elmer Elmer Herries, formerly ticket stock clerk of this office. We all extend to Elmer congratulations in his new position. Elmer says he will be glad to have visitors during his lunch hour, for he will get homesick for the bunch. Don't rush!

Clarence Flint had a most delightful trip to the Ozarks and from the kodak pictures, makes one feel like taking another vacation.

Harry Taffe was called home account the death of an aunt. We all extend our sympathy.

Sid Wilson spends his vacation every Tuesday evening after work bowling. Anyone desiring to take lessons please call Colfax XYZ. The best of results or your money refunded.

W. G. Rodenroth and family spent a few days at Keokuk, Iowa, enjoying all the good things to eat, that one usually gets on a trip to relatives or friends. Mr. Rodenroth reports a most enjoyable time, only that it didn't last long enough.

We have two names to add to the roster, Arthur Laws, clerk to M. A. Murratta, and Art Hihn, efficient office boy. Welcome to our depart-

ment, and keep smiling with the rest of us.

Ernie Ritchey and family spent a most enjoyable vacation at Flint, Mich. From the looks of Ernie's coat of tan, he must have spent much time swimming and fishing. The size of the fish, well, we haven't learned.

And what do you know, Lee Madden has a new powder blue overcoat. Some style to Lee. From reports he is to attend the Veiled Prophet Ball. Wonder who the fair lady is?

Harrison Will, city passenger agent, and wife report a nice time attending the City Passenger Agents' Association Convention, held in Buffalo, N. Y. Harrison says the trip to Canada didn't last long enough.

Well, now that it is just about time to close this gossip, must tell you that I spent two days at Truesdale, Mo., on the Wabash, fishing. How many, well, if I told, you wouldn't believe me, but anyway we had plenty to eat.

C. J. Letts, general agent Frisco Lines, with headquarters at Los Angeles, asks us to remind you that he is very much a part of the Frisco Lines. Therefore, we remind you of it.

## Accounting Department West Shops—Springfield

George Reeves, Reporter

Dick Tyack, generally referred to by Frank Kerswell as "that little Cornishman," in the link gang, has deserted the ranks of the single and was married to Gladys Allen, daughter of John D. Allen, our foreman of the tin shop, on August 24th. We are reliably informed that Dick was so flustered he forgot to take his pocket-book along, and had to borrow money with which to pay the minister after the ceremony, however, Dick has squared himself by passing out cigars to the boys who all wish the happy couple hearty congratulations.

We believe we have the champion cucumber eater of the world in our midst, and would like to hear from anyone who knows who can eat more. The fellow in question is Don Wilson, one of the day watchmen, and he swears on a stack of Bibles that he can consume one quart of sliced cucumbers at two meals per day; that is a quart at each meal. And John Hurley, garden supervisor, says it must be so, for his cucumber patch has suffered at the hands of someone.

Ed. Foster tried to make a fish out of his Ford coupe last Labor Day. He was out in the country and started to ford a river, and got right in the middle and killed the motor. Well, Ed. decided, then and there, his Ford would take at least three days to properly dry out. He went to a nearby farm house where he procured the services of a team and its owner, hooked on to the Ford and pulled it out, and started for the farm house. While being pulled down a large hill, Ed. decided he had better put the car in gear in order to hold it back. Well,

he happened to have the ignition switch on and when he threw it in gear it started the motor, and Ed. came pretty near buying a team of horses and burying the poor farmer. Anyway, he managed to be back on the job next day, after he had made arrangements with the farmer to stay two or three days with him while the Ford dried out.

G. H. Eskridge, machine shop foreman, is away on his vacation. Understand his first stop will be Chicago. I will have to wait until he returns in order to tell you where he will go from there.

A. C. Reeves, erecting foreman, reports a splendid trip through the northern states and Canada during his vacation.

J. P. Hurley, our chief power plant engineer, and a farmer friend have formed a corporation known as the Greene County Bird Dog Co. The breed of dogs they are handling are known as the "stub tail Mexican pointer," and need no training whatever. They go out in the field at the age of three weeks, bring in the birds and leave them on the back porch. The only thing they do not do is to prepare the game for the table. According to Mr. Hurley, one of our ex-governors has purchased one at a very handsome price. Mr. Hurley will be very glad to furnish information to anyone writing him for same.

### Car Accountant's Office

Mary Howell, Reporter

Mamie and Amy Bradley and Mildred Truman are spending their vacation in Chicago, Buffalo and other eastern points.

Belle Stewart is vacationing at Little Rock, Ark.

Bertha Arnold left August 16th for Colorado Springs, Colo., to visit relatives.

Our office boy, "Bill" Jones, has been absent this week. He is attending the State Fair at Sedalia, for Bill plays the biggest horn in the justly celebrated Boy Scout Band.

Rubena MacMillan must have a supply of 1½% on hand, for after the suitcase losing episode, she came in the other day inquiring on what day Labor Day comes. It's always on Monday, Rubena.

Vera and Coila Melton have much to say of California climate, movies, seashore, moonlight, etc., for they have just returned from a two-weeks' vacation.

Margaret Butler, our office "baby," spent a few days at Hollister and Branson recently.

Anna, don't look so lonesome. The Union Pacific and Santa Fe are still issuing passes to Denver and you haven't had yours this year either.

Mrs. Alta Smith, head of the per diem department, returned today after a week's vacation.

Mrs. Bosley took her first trip to Kansas City last week, reporting a fine time and thinks it a "wonderful" city.

### Picture of Employee About the First of September

(Note—keep this on file for reference next February.)

7:00 a. m.—"Well, it looks like another hot day."

7:30 a. m.—"Any mail for me? Yep, here's some mailgrams."

8:00 a. m.—"Gimme a record on this car—"

8:30 a. m.—"Gonna be hot today—I can feel the heat now."

9:00 a. m.—"Messenger, bring me back a dope, will you?"

9:30 a. m.—"Gosh, I hope it rains. It'll kill some of the heat."

10:00 a. m.—"I wonder what's dooin' at the lake tonight? Wish I was in there now."

10:30 a. m.—"Well, it ain't so long till lunch. Bet the beanery has same stuff as yesterday."

11:00 a. m.—"Great Scott, I'm about to burn up."

11:30 a. m.—"Watch me eat about two gallons of ice cream at dinner."

12:00 m.—"Whew, this is the hottest day this year."

12:30 p. m.—"Guess I might as well get back to work, I know I'll burn up before quittin' time."

1:00 p. m.—"Gosh, ain't it hot?"

1:30 p. m.—"Whe-e-ew, shore is hot."

2:00 p. m.—"I don't see how I can last much longer. Whew."

2:30 p. m.—"Feel that breeze? Gettin' cooler. Hope it rains."

3:00 p. m.—"Who's going home?" (Hoping to get free ride to town.)

### A Modern Samuel Pepys Visits the General Offices

(Without apology to Samuel or to his successor, O. O. McIntyre.)

Awoke betimes—darn that alarm clock anyway—and after a hurried shave to make myself presentable, boarded the trolley for the Frisco offices downtown. Was able to thoroughly peruse the morning paper before arrival at Ninth and Olive. Noticed an item to the effect that the Frisco Lines have spent more than two million dollars in double tracking during the past two years. Believe our railroad is becoming known to the public press.

Arrived at the office, saw Judge Evans alighting from his coach, magnificently arrayed in new fall suitings. The judge walks with a dignity which I fain would—but never can—simulate.

Saw President Kurn entering the elevator. To my respectful greeting he replied, "Yes, and it's mighty cool, too."

There is Joe Hilton wearing a red cravat. And a brave affair it is, and a brave man must needs be who wears it. Am curious to know how it will be received in the executive offices. But Joe's cheery smile takes away thought of the sartorial equipment.

There is Fred Deicke leaving the lift at the eighth floor. Has a profound expression on his countenance

this morning. I wish I might know of what he is thinking. Ah, here it is, he greets a friend with the pertinent question, "What's the matter with the Browns?" It is my information that this refers to a nine of baseball players or men who masquerade as such. I eagerly await the answer to Deickes' question and am rewarded: it is, "Nothing, they're nice boys. I wish they could play ball." And me thought they did such.

Lee-Madden talking busily over the telephone, "reserve two lowers and an upper in ten tonight for Tulsa." I presume this must be a code language for to me it is frankly of the dead languages.

There is Mr. Nourse seated at his desk thus early in the morning. Wonder what that great stack of correspondence lying on his desk in front of him has to do with the problems of today.

And D. S. Brown, with an expression of beatific contentment on his face. Occasioned, we learn, by the fact that he is convinced one Mr. LaFollette cannot possibly be elected to the presidency of these United States.

"Judge" Small with his smile that seems a permanent fixture with him. Wonder what he is thinking of. You will never know for the "Judge" is a discrete man, and a silent one when silence is most golden.

A. H. Jones with his pipe, without his pipe he would not be "Bert" Jones. And Chester Kratky accompanying him. Chester is getting new material, we think, for "Chester Says" column.

### Some General Office Notes

By Jerry, the Office Boy

The years pass rapidly by—all too fast—but the Frisco paymaster remains always Young.

Charley Michelson recently took a ride in an airplane. Asked about his sensations, he replied, "Oh it's nothing new to me, I've been up in the air so many times. And smooth, say boy, I just sat back there and imagined I was riding the Meteor to Oklahoma, not a bump or a jar."

Loretto A. Connor, editor of the Homemaker's Department, has been on a two weeks vacation trip. And during her trip Miss Connor gathered much new material for her department, the results of which will show in succeeding issues.

W. L. English, late of St. Louis and Bentonville, now a full fledged resident of Springfield, spent several days in the St. Louis General Offices recently. Mr. English says that the Ozark Ozone is causing him to grow plump.

O. D. Chalmers has been causing some uneasiness by "orating" violently to himself during the noon hour back there in his corner on the eighth floor. But the unrest was stilled when it was learned that Chalmers is completing a course in law and is merely rehearsing some of the pleas he will make before the Bar of Justice before long.

## BIRMINGHAM TERMINALS

By John L. Godsey

R. B. McKee, who has been in charge of the construction of the new East Thomas yards, returned to St. Louis late last month. Mac was accepted as a member of the bunch and made a lasting acquaintance with all the employees. We hope he will return again some day to build another yard. H. G. McCoy, who had the distinction of installing the machinery in the new shops, also returned to Springfield.

William L. Lawson, blacksmith, appears to be the best satisfied employee at East Thomas, as the new blacksmith shop has just been completed and was equipped with a new 2,000 pound steam hammer. We're going to use that hammer to crack some of the Xmas nuts that can't be cracked with an ordinary set of teeth.

Holland Wilson advises that he can now furnish us with another baby picture; but we would like to have a picture of that first little girl.

J. B. Tyler, roadmaster, is spending his vacation coasting around in his car somewhere in Georgia. He likes to be on the road, if it's only a dirt road. A devoted roadmaster.

The biggest sensation so far was the camping trip down in Florida, which included J. A. Whitten, John Connley and R. W. King as guests of a special party. We can't relate all that was said upon their return, nor is it possible to describe all the fish caught, but one member wished an eye opener to open up his eyes—all from loss of sleep. It is understood that you can fish all night on this lake.

Mrs. McGowan is endeavoring to take a month's vacation visiting friends in Louisville and other points.

We are greatly indebted to William (Bill) McCaffry for the following for which we hope he will take the blame:

"A. P. Carden is recovering from injuries received when he fell over three chairs and a desk getting to the phone when someone said, 'your wife wants to speak to you'."

E. Rosebrough saw a saw sawing one day, and he said, "Of all the saws I ever saw, I never saw a saw that saws like that saw saws." Who wonders he was a coal digger way back yonder?

Yardmaster J. C. Frazier bought a package of cigarettes the other day and the yard clerk who works the same shift is being praised for his thriftiness, having slacked up on smoking 75 per cent.

Bill Francis, at the local freight office, wishes to contribute the following:

Charlie Silliman, the bachelor warehouse foreman has returned home from a week end spent in Ohio. There was even betting that he would come back double. Say, Francis, you don't know Charlie—I almost got my block

knocked off talking about his wedding last year.

G. O. Wright, the lovable old man of the freight house, is spending 30 days in Asheville, N. C., for his health. The entire Terminal is well acquainted with Mr. Wright, who has been handling the checks for the last 20 or 30 years, and all hope he will return soon.

"Little Pim" took another flyer to the country. "Muscadines" was his excuse this time. He is going to talk too much to some of those Coal City "Muscadines" on some of those trips.

Chief Johnson is showing his age a great deal since he got into the "grandpa" class. Didn't he also get a new set of teeth some time ago, Bill?

William McCaffry is the latest one to be receiving congratulations. This is another girl. Looks like some of these proud fathers would give us pictures sometimes—they would look nice on the baby page.

While on a recent visit to Springfield, the writer had the pleasure of meeting Martha Moore, reporter for the Mechanical Department. Miss Moore's writings in the magazine are very interesting and are somewhat typical of her personalities, but to be acquainted with this lovely girl is indeed a great pleasure. Miss Moore is known all over the system and liked by everyone, especially in Birmingham.

## Southwestern Division News Items

L. A. Mack and R. W. Harper,  
Reporters

"Oh, Me, Oh, My! Another issue and not a thought in sight, no matter how much I scratch my head, or our heads, as there are two of us in on this.

H. R. Foley has returned from a thirty day vacation in California. Mr. Foley is considered quite an authority on the growing of oranges and lemons, but it seems as though the frost must have killed all the crop this year, as we have not received our usual box as yet.

S. C. Henry, fireman on the Southwestern Division has returned to work. Henry was injured in an accident to engine 4,119 at Tulsa. We are all very glad to hear of his return.

We have been having at Sapulpa, during the last month, classes conducted by O. B. Badger, who is in the employ of the state. These classes were conducted for the benefit of foremen, and feel that quite a lot of good work was done toward bettering the efficiency and co-operation of foremen at this point. I had the pleasure of being at the last of the twelve meetings conducted at this point, of which the theme was co-operation. The matter of correct co-operation was gone into very deeply, and there were brought out the harms that go with poor co-operation, the good points that go with good co-operation, the

remedy for our faults and the saving made by the Company by the co-operation of the men and foremen at all points.

The Association of Metal Craft and Car Department Employees of Sapulpa had their monthly meeting, Thursday, September 18th, at which they elected their officers for the coming year.

V. Mounger, J. O. Light and John White, delegates to convention at Springfield, made report on actions taken up at the convention.

Well sir, he's gone and done it. He went and divided his income and doubled his expenses. We were thinking for a while Dan Cupid was not going to visit Sapulpa this year, but he went and slipped up right under our noses without giving us a sign. Sure we mean that D. W. Lilly, general foreman at Sapulpa, married Ida Maloney, of Springfield, this month. Thanks, Bill, for the cigars and chewing gum.

Wish to make the following announcements: M. L. Guinney, chief clerk to master mechanic, has purchased his new fall hat. Any one wishing to know the style please write to R. W. Harper, timekeeper, Sapulpa.

Wonder why B. P. Myers' wife always asks him where his umbrella has gone? We don't know, but ask Mr. Guinney.

The Sapulpa Car Department Baseball team has disbanded for the season of 1924, with first place in the Sapulpa Twilight League. The Baptist team of the League won the first half of the split season, and the Car Department won the second half of the season. In the play off the Car Department team won by the score of 6 to 5.

On the 21st of September the Ringling Bros., and Barnum & Bailey combined shows were handled from Springfield to Okmulgee, a distance of 231 miles, over the Frisco. The handling of these trains was greatly commended by the officials of the circus, but the best part of the show was Superintendent Baltzell and his tiger. Some say that the picture of these two friends was delayed until Mr. Baltzell could persuade the tiger to turn his head away from the side his heart is supposed to reside on. Of course, we can't say that his heart was on this side on this date.

Why, oh why, did the Sapulpa force have so much to check in Tulsa on the 23rd of this month? Ask Mr. Myers and Mr. Guinney.

Nothing to report on our car steno. this month. She has only popped her gum six times and that don't count.

Myrtle McConnell returned from the circus at Tulsa safe and sound. Said there wasn't a soul there recognized her. Woah! Myrtle, didn't you go around the monkey cage?

S. G. Manlove, road foreman of equipment, has returned from attending the Traveling Engineers' convention at Chicago. Sam reports a good meeting while there.



# Agricultural and Railroad Earnings for the Last Four Years Compared

## Reports of Two Government Bodies Show Farmers and Railroads in Same Boat

Extracts from a report of the Secretary of Agriculture just published showing agricultural earnings in the last four years, and Interstate Commerce Commission figures on railroad earnings in the last four years are reproduced in parallel columns below.

The Department of Agriculture's statement appeared in the papers of Monday, August 25th; the Interstate Commerce Commission figures are made public by the Commission currently.

Attention is called to the fact that the Department's reports deal with the fiscal years ending June 30th, while the railroad years are the calendar years. Also that the returns of agriculture are reported by the Department of Agriculture on the assumed value of farm lands and buildings and equipment, while railroad returns are reported by the Interstate Commerce Commission on the basis of the Interstate Commerce Commission's valuation of the railroads at pre-war values.

### Farm Earnings According to the Secretary of Agriculture's Report

The Department has estimated for the five-year period return on all the capital invested in agriculture. It puts this rate at:

	per cent
1919-1920.....	6.2
1920-1921.....	0.6
1921-1922.....	1.4
1922-1923.....	3.1
1923-1924.....	3.1

The Department figures out the net income of the different years to have been as follows:

1919-1920 .....	\$4,954,000,000
1920-1921 .....	438,000,000
1921-1922 .....	865,000,000
1922-1923 .....	1,916,000,000
1923-1924 .....	1,863,000,000

After the farmers had paid interest on their total farm debt the income left to them on their unencumbered capital was estimated to have been:

1919-1920 .....	\$4,057,000,000
1920-1921 (deficit)....	468,000,000
1921-1922 (deficit)....	73,000,000
1922-1923 .....	964,000,000
1923-1924 .....	921,000,000

The Department's statement said that its studies "bear out the popular impression that American agriculture, since the slump of 1920 has not yielded a commercial interest return on its invested capital or a fair wage for the average farm operator and his family."

Railroad revenues previous to 1920 are not given above because similar figures for agriculture were not given in the Department of Agriculture's report. However, it should be remembered that the years 1917, 1918,

### Railroad Earnings According to the Commission's Reports

Railroad earnings are reported by the Interstate Commerce Commission, in dollars, and in terms of rate of return on the Interstate Commerce Commission's valuations.

The rate of return on valuation has been as follows:

	per cent
1920.....	.31
1921.....	3.33
1922.....	4.14
1923.....	5.10
1924 (estimated) .....	4.9

In dollars and cents the net operating income of the railroads since 1920 the Commission has reported as follows:

1920 .....	\$ 17,226,902
1921 .....	600,937,356
1922 .....	760,187,305
1923 .....	961,953,130
1924 (estimated) .....	925,000,000

After the railroads had paid interest on their total debt, which includes their funded debt, their short time debt and other fixed charges, they had left as a return to railroad stockholders the following amounts:

1920 (deficit).....	\$623,289,075
1921 (deficit).....	61,437,782
1922 .....	104,553,093
1923 .....	295,827,586

In the Western grain rate decision issued last month the Interstate Commerce Commission said, "Despite a peak year in 1923 from the standpoint of traffic handled, it does not appear that respondents (railroads) made a fair return."

1919 and 1920 were the most prosperous years in the history of American agriculture. On the other hand, in the years 1918 and 1919, years of mounting costs, the railroads under Federal control received only the standard return which was based on the average net operating income of the roads for the years 1914, 1915 and 1916. While the farm investor or farmer, therefore, was receiving peak prices for his products, the railroad investor was receiving not only no increase in actual dollars, but the value of his dollars had been cut in half.

## HOW INJURIES TO EMPLOYEES OCCUR

The majority of personal injuries to Frisco employees are to the hands or feet. Most of them could be avoided if reasonable care were exercised. The injured man's first statement usually is: "It just slipped out of my hand," or "I didn't think it would fall."

By thinking, by practicing and by training to do work in a safe way, the Safety habit will be formed and many of these accidents won't happen. The railroad man owes this to himself, to his family, and to his fellowmen.

An accident is a mistake.

Don't make 'em.

Here are a few that occurred last month:

A brakeman unloading a crate of tin let it slip out of his hands and fall on his toe, severely mashing it. He lost 11 days' time on account of the injury.

A switchman operating a ground throw switch, put his foot under the falling lever—mashed his foot so badly he had to lay off 24 days.

An engineer shifting reverse lever had his foot on the boiler head, let the reverse lever slip out of his hand and mash his foot, causing a loss of 17 days' time.

A section laborer unloading ties from push car, let one roll off on his foot, causing the loss of 32 days' time. (This is only one of many.)

A car repairer walking alongside of rip track, stepped on a nail. Wound infected—lost 21 days' time.

A machinist tightening nuts on cross head pin when wrench slipped and mashed middle finger on right hand. Lost 25 days' time.

A car repairer repairing screens in a passenger car, made a blister on his hand which later became infected and he lost 35 days' time.

# WHY YOU NEED ORGANIC IRON

## Practical Advice on How to Develop Great Energy and Endurance

The food you eat contains carbon. When your food is digested it is absorbed from the intestines into the blood. When the carbon in your food comes in contact with the oxygen carried by the iron in your blood, the carbon and oxygen unite and by so doing they give off tremendous energy, thereby giving you great force, strength and endurance. Without iron your blood carries no oxygen and without oxygen there is nothing to unite with the carbon in your food, so that what you eat does you no good—you do not get any strength from it—it is like putting coal into a stove without a fire. You cannot get any heat unless the coal unites with the fire.

The strongest weapon with which to prevent and overcome colds, pneumonia, kidney trouble, rheumatism, nervous prostration, in fact almost any disease or disease germs is plenty of good rich, pure blood, strength, energy and endurance and the greatest energy carrier in the body is organic iron, not metallic iron which people usually take, but organic iron like the iron in spinach, lentils and apples and like the iron contained in what is known as organic Nuxated Iron, which may be had from almost any druggist.

If you have been taking metallic iron without benefit such is no proof that organic Nuxated Iron will not help you. Nuxated Iron often increases the strength, energy and endurance of weak, nervous, run down folks in two weeks time. It has been used and highly recommended by former United States Senators, Members of Congress, Judges of U. S. Courts, physicians and prominent men so that now millions of people are using it. Satisfactory results are guaranteed or the manufacturers will refund your money. Sold by all druggists in tablet form only.

## The Telegraph Gang Catoosa, Oklahoma

J. W. Gatewood, Reporter

Lineman Baumgartner makes frequent trips to Oklahoma City these days.

Our sheik, (of course we have one), E. P. Turner, has all the other aspiring youngsters tied to the mast.

C. C. Mañon is putting his fox hounds through their paces for the fall hunting.

When Ringling's circus passed through recently, fond memories of our boyhood days came to us. And oh, what a lot of water that elephant did drink in those days. Wonder if the modern boy carries water to the "cows."

And why does Lineman Burkheart visit the Cape so frequently?

Have not seen W. B. Parrot in some time. Wonder where he has disappeared?

Ben Edmonds, lineman, made a flying trip home last week.

Regards, best wishes and all the luck in the world to linemen over the entire system.

We are all strong for the Frisco Employees' Magazine. It is getting better and better each issue and we await its appearance each month eagerly and anxiously. The only trouble is, we need more copies, some one is always stealing those we have.

## EYE TO BUSINESS

Shopkeeper (to new boy)—Don't hang about wasting time, now you've finished sweeping the shop. You can be catching flies an' shoving them into our new patent fly trap, so that it will be ready to put in the window.

## Accounting Department Southwestern Division

E. T. Aven, Reporter

Ain't it funny how time flies? Don't seem like it has been any time since Andy (Gump) Anderson was seen hugging the stove and wishing it would be good old summer time. We did think he would get thawed out when old Sol brought the thermometer up to 110, but he reported the other morning he was either going south or dig out his red flannels if there was not a decided change in temperature.

H. P. Fowler is evidently getting serious about something. Understand he has rented an apartment. Some say they have heard Harry singing. "Don't want to grow older, All by myself." Now we are only guessing, but there are several rumors. Harry says the latch key is always on the outside at 219 East Bryan Street.

We have been wondering what sport Speedy Reed and Fred Morgan, champion fishermen of the Southwestern Division, will take up now as it is getting too cold for fishing? Speedy and Fred do not seem to get any pleasure out of perusing the Engineering Department maps as per usual during the noon hour.

In a recent issue advised that Paul Connelly was contemplating spending his vacation either in Denison, Texas, Denver, Colorado, or fishing. He now states it is too cold to go fishing and has no interest in Denison and says nothing about Denver. Ask Paul what is wrong with Denison.

L. D. Snyder's well-aged corn cob evidently did not fog enough to hide the allowance figures as he is now smoking a new one which he says is equipped with a stoker, as the maintenance figures keep him so busy he does not have time to feed her like she should be fed.

Everyone acquainted with Harry Fowler knows he is very polite (especially to the ladies), and is always willing to do anyone a favor. He recently purchased a Ford product, and we have been wondering if he really jarred loose to assist a certain stenographer to and from her work. Any-way both like to walk.

Paul Connelly is also considering buying a Ford product but we have not been able to find out the exact reason for this purchase. Please explain, Paul.

Dorthea Speights spent Sunday, September 19th, with relatives in Muskogee. Understand she also went to Tulsa, night of September 21st, to see Barnum & Bailey Circus.

Someone might ask E. L. Welch, assistant to Mechanical Accountant B. Tiffany, if he ever found out who called him at all hours of the night, and gave him phonographic serenades. If he cannot explain, ask Tiffany.

Every time R. E. Pipkin, division accountant, makes a trip over the division he returns with his usual smile and three or four note books with questions that reminds one of a questionnaire. That is all right, Pip, we will either answer 'em or tell you who can. That's us.

W. F. (Hank) Smart, chief clerk to M. D. Gibbs, general foreman of B&B, recently took the fever and purchased a six cylinder car (his first). After one lesson Hank decided he could master it as well as Barney. A few days later he advised it was difficult to tell which was the brake and which was the accelerator, but would not explain. We found out by looking at the front fenders of his dauntless six.

## Mechanical Department Central Division

By Irene Woestman

After having an enjoyable vacation and fudging on the editor one month, suppose we will have to get down to business again and let you know the news on the Central Division. Most of us have taken our vacations, but there are some few who are going to have to hurry in order to squeeze their's in before the limited time is up.

J. D. Heyburn, who is one of the vice presidents of the Traveling Engineers' Association, put in the past week in Chicago attending their convention and reports an exceptionally large attendance, and not only an interesting, but educational program. After attending the convention, Mr. and Mrs. Heyburn had planned to spend a vacation in the east, but owing to the serious illness of Mrs. Heyburn's brother at Plainview, Ill., where she now is, their trip was deferred to some later date.

Mr. and Mrs. M. L. Crawford and son Lewis, spent one week of their vacation in Texarkana, but am quite sure Crawford will put in the other week building a garage for his new Willys-Knight instead of going to Mexico, as he expected.

Mr. and Mrs. J. G. Huckins spent some time in Saint Louis, Chicago, Niagara Falls, New York City, Washington, D. C., and no doubt would have visited more places had they not been unavoidably detained in St. Louis awaiting for Mr. Huckins' traveling bag to arrive. Don't worry, he left home with it all right, but in some unaccountable manner he let a fellow passenger step off train No. 6 with it at Winslow. We wonder how he kept track of it when he got to the cities.

Assistant Foreman J. H. Dyer, of Ft. Smith, put in his time traveling over the Frisco System, taking in Springfield, Memphis, Kansas City and Joplin.

Timekeeper O. F. Nelson is spending a few days in St. Louis, Detroit and Buffalo. A more detailed account of his trip will be given on his return from the north.

Car Clerk E. H. Carstensen went home to Montana, but filled some important engagements at Chicago and Minneapolis on both the going and return trip.

J. F. Hill, road foreman of equipment on the Fort Smith and O&CC sub-division, also attending the Traveling Engineers' Convention held in Chicago.

Grayce Heyburn and Kathryne McMahon are enjoying a month's sojourn on the Pacific Coast.

Much interest and enthusiasm is being shown not only by the foremen, but the shopmen as well, at our regular monthly safety first meetings. Dangerous conditions and practices are much improved since being reviewed at the different gatherings.

Congratulations are extended to W. F. Griggs and wife, the happy parents of a seven and a half pound baby girl.

### Sherman Shops

By Iva Sewell, Reporter

Who is the safety first man at Sherman who put the emery wheel with  $2\frac{1}{4}$  inch hole on a 2 inch shaft and said it run out a little?

Who is the third class machinist who told his friends when he wanted to lay off, he had to wait until they got a man from Fort Worth to fill his place?

Who is the rod man who sold his robes when "Ma" Ferguson was elected governor?

For Sale—at Sherman Shops—one Dodge coupe, price knocked very low by Limited.

What we took to be the swelled head in one of our mechanics, developed into a large case of mumps.

Who is the engineer who believes in safety first, that tried to knock the Limited off the track with a Dodge coupe but failed to do so?

Can any other shop on the System boast a 42-club? Sherman Shops have one, and they manage to get to the shops before daylight to play. They are open to play any other shop who has a club on the System.

We think the banner should be awarded to Tool Room A, at Sherman, for being the cleanest on the Frisco System.

It is said some of our mechanics have two pair of eyes, because when they grind tools they wear their goggles on top of their hats and if no hat on, they wear them on top of their heads.

### F. L. & D. Claim Department

By Charlene Willard

The magazine is ever ready to publish all kinds of commendable things, congratulations, etc., for the prospective bride, or the fellow that caught the biggest fish of the season, etc., but no one seems to notice the truly

beautiful and thoughtful little happenings that take place in our midst. For instance, the Hindman girls, namely Mayme, in charge of the filing force in this department, Hattie, employed as file clerk, and Vinnie, chief file clerk in the office of Superintendent Transportation, form a trio that is hard to beat. Just recently they bought a brand new, spick and span

bungalow at 1306 Roanoke, and what a dear little place it is, too. Six rooms, hardwood floors throughout, built-in features and the most inviting and hospitable fireplace of grey pressed brick. Outside there is a charming little stucco porch, and in back a place for two Lizzles to park. Some day they will have pretty flowers, shrubs and trees to decorate the place and

## Practical courses for railroad men

**T**HERE is no better way for you to get ahead than to study in your spare time. The executives in your department will tell you that this is so. In your own mind and heart you know it just as well as we do.

Success does not come easily—you have to work for it just as you have to work for everything else worth having. But if you are willing to put your shoulder to the wheel and really try, the International Correspondence Schools will help you reach the goal of your dreams far quicker than if you tried to make the journey alone.

The instructors of our Railroad Division are men who have had long experience in both the practical and the theoretical branches of railway work—men who have occupied important positions in the railway world and who have spent many years in gaining their knowledge of the business. Among them may be found ex-

engineers, master mechanics and road foremen.

The knowledge that these instructors possess is always at the service of our students, and their personal attention is given to every difficulty that any of our Railroad Division students may meet with. Consequently, our training is just what every railroad man needs to enable him to get a better position at a higher salary.

**Mail the coupon to-day for the 48-page booklet which describes these Railroad Courses in detail.**

### INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8614-B SCRANTON, PA.

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

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

☐ Spanish  
☐ French  
☐ Banking

Name \_\_\_\_\_ Employed \_\_\_\_\_  
Present \_\_\_\_\_ By \_\_\_\_\_  
Occupation \_\_\_\_\_  
Street \_\_\_\_\_  
and No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada.

## SPRINGFIELD ADVERTISERS



### Union National Bank SPRINGFIELD, MO.

It has continuously run stronger in available cash since its organization than any other bank in the State of Missouri, comparing it with banks as large or larger, its losses since organization being practically nothing.



## HOBART-LEE TIE COMPANY

### *Railroad Ties and Timber*

ROBT. E. LEE, President  
LESLIE LEE, Assistant to President

BERT S. LEE, Vice-Pres. and Treas.  
A. C. DAILY, Secretary

*Operating in Missouri, Arkansas, Kansas, Oklahoma and Texas*

**WE HAVE SUPPLIED THE FRISCO  
CONTINUOUSLY FOR OVER 40 YEARS**

Landers Building

SPRINGFIELD, MO.

### SPRINGFIELD TRACTION CO. SPRINGFIELD GAS & ELECTRIC CO.

A. E. REYNOLDS  
Vice-President and General Manager

SPRINGFIELD, MO.



Demonstrations at Home  
of the Best in Radio

CALL 5978J

*Terms to Suit Your Convenience*

**RADIO STORES**  
878 Boonville      Springfield

### Colonial Hotel Springfield, Mo.

*THE LARGEST AND BEST  
Service Our Motto*

Established 1866      Incorporated 1910

**Paxson Undertaking Co.**  
(Incorporated)

**Funeral Directors  
and Embalmers**  
*Ambulance Service Day and Night*  
410-412 South Ave.      Springfield, Mo.

We solicit your business. Offering you all the service consistent with good, careful banking.

### The Citizens Bank

JEROME O'HARA, President  
ED. V. WILLIAMS, Vice-President  
TOM WATKINS, Cashier  
E. J. ADAMS, Assistant Cashier  
T. W. WATKINS, Assistant Cashier

SPRINGFIELD, MO.

220 E. Commercial St.

### Landers Lumber and Cement Company

*Quality and Service*

Springfield - - - Missouri

### The Peoples Bank of Springfield, Missouri

*We Appreciate  
Your Business*

OUR MOTTO

**COURTESY, FAIRNESS  
AND EFFICIENCY**



enhance its beauty and value, however, that will take time. Now inside of this house is a little lady whom people call "Mother Hindman," and she is not only the real mother of these three girls, but is everybody's friend. The girls of this office, and quite a number in other departments, do not have to be informed of the genuine hospitality that is extended to all the minute they enter this harmonious home. Everyone knows that whenever the Hindmans have a party, it is a very triumphant affair. Now don't you think this worthy of note?

The prize poem of the year is entitled, "Imo and Eli"—author, anonymous. However, the subject matter of this entrancing lyric can be explained in detail by Imo Johnson, file clerk in this office.

George Reed spent his vacation in St. Paul, attending the annual convention of the American Legion.

Those of you who remember Bob Tisdale, formerly claim investigator in this office for a number of years, will be glad to know that he and his family are now residing in Winchester, Ky., and that Bob is traveling through the States of Ohio and Kentucky as a representative of the Cupples Company, of St. Louis.

"Pop" Pursley informs us that his little sweetheart, Mrs. Pursley, is no longer on the sick list, and that after a prolonged illness of six weeks is able to take a little spin now and then in their Dodge sedan, and enjoy these delightful Ozark Fall days. Congratulations from the claim department.

Ask Harry Hayes if Ivy is a clinging vine?

Mr. Goudelock the next time Mr. Ringling decides to pitch the big tents in your neck of the woods, won't you be so kind as to have Kearney Avenue paved and save us from the horrors of that river of mud which formed the main entrance to the big show, and over which countless Frisco feet had to trod in order to feed the elephants, etc.? One of the complainants, Vida Whitsett, of this office, and her two gentlemen escorts (particularly the one who wore the kodak strapped to his shoulder in typical globe-trotter fashion) say that the circus was the best that they ever saw, and if it had not been for the mud they would have pronounced the entire affair a huge success.

Abe Martin, live stock claim investigator, was asked to contribute some news to the magazine one morning and very testily replied: "Don't bother me. I ain't got no news today, but a lot of pesky calves broke loose from a car last night and now I've got to get busy and find the little devils."

Ruby Northcutt, fearing that she

would exceed the limit of her 1924 passes, inquired of Mr. Burnie if it would be permissible for her to lay off for a few days and motor down to Tulsa. Mr. Burnie, however, on to the ways of the gentle sex, replied: "Why, Ruby, if it is a case of heart disease, perhaps we could fix you up with an emergency pass."

Ray Lodge, of fishing fame, found a snail and named it Charley. Don't know anyone in the department by that name, but guess there might be some Charley that Lodge knows who is that slow. How about it, Lodge?

Someone told us the other day that Mary Skopec was a professional Cadillac driver and is willing to teach all amateurs.

It certainly must have been a chilly day, September 13th, or else Gertrude Whittaker would not have started the day out by dating her first letter February 13th. Why rush the seasons, Gertrude? Winter will come soon enough.

The famous green-eyed monster, jealousy, evidently does not inhabit the soul of one Mammie Gurley, Marjorie Risser has proof of this, because one day she picked Clifford up and drove him around the block.

Minnie Bossert is stepping out to Palm Beach, Fla., this month on a little vacation trip. Hurrah for you, Min.

Cowboy! Who said that? Well, we did. Just watch Carl Smith and George Roop. Rudolph Valentino in his famous bull fight scene has nothing on these two young Westerners of Buffalo Bill descent. Whenever there's a wreck on the Frisco and a carload of those famous long-horn Texas steers stampede the country, you should see our young heroes swing their lassoes. Boy! We don't have to see any Western rodeo 'cause we have one right at our door.

The word "mulligan" is not in the dictionary, but Earl Head can define it—just ask him. Last week Verne Tulloch, Earl Head, of this office (right here let me say that Verne was not Earl's lady partner by any means, but Earl had a girl all right) and a few outsiders, enjoyed a little fishing trip down on James river. The object of the trip was to catch trout and some big cat fish, and they went prepared with fifteen or more pounds of choice liver for bait. However, they found, after the recent rains, that the river was up some four or five feet and had spread over the river banks for a quarter of a mile, so, of course, no fishing was enjoyed by the anglers. Earl proved to be the handy man, however, for he suggested that they cook up a batch of liver and red onions, which would take the

place of the fish feast they had anticipated, and now everybody is asking for the recipe and Earl can't give the exact proportions, but he says it consisted of the following: Bread crumbs, liver, bacon grease, cheese, onions, tomatoes, Van Camp's beans, gum drops (contributed by Lodge) and sour pickles. Doesn't that sound appetizing?

## Transportation Department Springfield, Missouri

H. C. Holmes, Reporter

The family of C. H. Huss has returned from Lansing, Mich., where they spent the summer with relatives.

Bertha Schumacher has returned from Sedalia and, with her brother Carl, is spending the remainder of her vacation in Bolivar, Mo.

Mattie Schuler, for a number of years a clerk of this department, died September 13th and was buried at Springfield. A number of her fellow employees attended the funeral. The entire department joins in extending sympathy to the members of her family.

Pauline Grismer has returned from a western trip which included Pueblo, Manitou, Colorado Springs, Denver, Estes Park and Grand Lake, Colo.

During the noon hour Wednesday, September 10th, fourteen of the young ladies of the Transportation Department served a "spread" in the main office. There were a lot of good things to eat and everybody had a good time. Invited guests who attended were: T. H. Wommack, L. R. Langsford, J. M. Thomas and H. C. Holmes.

Gertrude Sprohs has returned from an extended trip through the east, having visited Chicago, Niagara Falls, New York City and Washington, D. C. She expects to leave soon on a southern trip which will include Atlanta and Augusta, Ga., and Jacksonville, Florida.

J. H. Doggrell, superintendent of transportation, made a business trip to St. Louis recently and also attended the Davis rally at Bunceton, Mo.

Robert L. Patrick is the hero of the department, and we are all very proud of him. Recently while on White River with a party of friends, and while watching some bathers, a call for help was heard from a lady who had gotten into deep water and unable to swim. Pat rushed into the water, clothes and all, reached the drowning woman after she had gone down the second time, then swam with her to shallow water.

Anna Sheehan spent her vacation with relatives and friends in Cleveland and Columbus, Ohio, and reports a delightful time.

Phone 353

319 McDANIEL ST.

# LEE SAVAGE

Painting and Decorating

Springfield, - - - Missouri

Office Phone 150

Res. Phone 2415-J

# STANDARD PLUMBING CO.

Steam and Hot Water Heating

J. J. LAWLER, Proprietor

311 McDANIEL ST.

SPRINGFIELD, MO.

## HOTEL OZARKS

The Best Furnished Hotel in Springfield, Mo.

STRICTLY FIREPROOF

100 Rooms — 100 Baths

Rates: \$2.00, \$2.25, \$2.50 Per Day

A Hotel Where Frisco People Will Be Made

to Feel at Home

Owned and Operated by a Former R. R. Man

Swimming Pool Attached to Hotel

**MONETT****ADVERTISERS WHO SEEK FRISCO  
EMPLOYEES' PATRONAGE****Rialto Theatre**  
**MONETT, MO.****Always a Good Show****THE MARTIN HOTEL**

**Monett, Mo.**  
**MONETT'S LEADING HOTEL**  
 Everything New and Modern—Running  
 Water in Every Room. The Place Where  
 You Receive Courtesy and a  
 Genuine Welcome  
**BOSS & GABRIEL, Proprietors**  
**FIRST-CLASS CAFE IN CONNECTION**

Telephone 59 for Towing

**Leslie L. Richardson**  
**EXPERT MECHANIC****ALL WORK GUARANTEED**507-09 Broadway **MONETT, MO.**

Helen Deckert spent her vacation  
 at Rockaway Beach.

The young ladies of our typing bu-  
 reau enjoyed a weiner roast at Phelps'  
 Grove recently.

Vinnie Hindman visited Chicago,  
 Milwaukee, Detroit, Toronto and  
 Niagara Falls, on a recent trip. While  
 in Detroit she was the guest of Mrs.  
 Madge West and Mrs. Lola Gilmore,  
 formerly of this department.

A. T. Silver spent his vacation on  
 his country place near Nichols, Mo.

Eula Stratton visited in Tulsa re-  
 cently.

Lawrence Pranter has resigned his  
 position to enter the University of  
 Illinois, at Urbana, Ill. He is suc-  
 ceeded by R. A. Bonham.

Virgil Harkey has recently accepted  
 a position and is welcomed to the de-  
 partment.

**Local Freight Office**  
**Kansas City, Mo.**

Ruby A. Monroe, Reporter

Roy Kirk, Rosedale messenger,  
 spent last month on a vacation. He

**VOTE**  
**NOVEMBER 4th**

**VOTE**  
**AS YOU PLEASE**

**BUT**  
**VOTE!**

**ATTENTION, CONSUMER**

We are Distributors for the fol-  
 lowing high-grade Food Products:

**Del Monte Canned Fruits**  
**Canova Coffee and Spices**  
**Gold Bond Canned Vegetables**  
**Gold Bond Flour**

For Sale at All First-Class Grocers.  
 Every Item Guaranteed to Give  
 Perfect Satisfaction

Phone Your Order Today

**Milburn-Davis Grocer Co.**  
**MONETT, MO.**

CALL 225—WE DELIVER

**FINN & ALLRED***The Railroad Man's Store*

**GROCERIES, MEATS AND**  
**GENERAL MERCHANDISE**

414 Broadway **MONETT, MO.****Callaway's**Housefurnishings **Floorcoverings****Funeral Directors**

Monett, Mo.

Aurora, Mo.

**La Fredrick Cigars** **STANDARD for 30 YEARS**  
**MONETT, MO.**

states he went out to his sister's home  
 and ate fried chicken. We can't see  
 that Roy gained very much weight,  
 however. The girls were all glad to  
 see him back.

Melvin C. Anderson, of the Revising  
 Department, spent quite a few days  
 in Judge Thad B. Landon's court—  
 in the jury box, not the prisoners'  
 dock.

Herman Wilson, revising clerk in  
 the office, and Pauline Elizabeth  
 Neher were united in marriage at the  
 Zion Evangelical Church, Kansas City,  
 Kansas, September 17th, 1924, at 8  
 p. m. There was a rousing delegation  
 of Frisco employees at the church who  
 went to the train afterward, and were  
 fortunate enough to get passes down  
 to the train when Herm and his new  
 bride got away.

Good joke on the bunch at the  
 office this time. A bunch of fellows  
 got into the reporter's magazine file  
 and read the copy, not knowing that  
 they are always written up in a pre-  
 liminary style, and that the final copy  
 is entirely different and safely put  
 away until it is mailed into the mag-  
 azine.

J. J. Fitzgerald, of the claim depart-  
 ment, enjoyed a short vacation trip  
 from August 27th to September 3rd,  
 in the Colorado mountain country. He  
 reports ideal weather throughout. He  
 intended to go on to Cheyenne, Wyo.,  
 but abandoned the Wyoming trip.

Violet Orendorff began her vacation  
 the 31st of August, and had a mighty  
 fine time at the Yellowstone National  
 Park.

Earl Leonard returned from his va-  
 cation trip in Pennsylvania and Clay  
 Center, Kans., September 2nd.

E. M. Otto, warehouse foreman,  
 visited New York City on his two  
 weeks' vacation during August.

W. H. Tarpy and family spent  
 Labor Day in Memphis. W. H. says

there isn't a chance on earth for a  
 railroader to corner the cotton mar-  
 ket up there, because they insist upon  
 cash with order.

"I do the very best I know how—the  
 very best I can; and I mean to keep  
 doing so until the end. If the end  
 brings me out all right, what is said  
 against me won't amount to anything.  
 If the end brings me out wrong, ten  
 angels swearing I was right, would  
 make no difference."—Abe Lincoln.

John Leonard spent August 27th to  
 September 2d in Clay Center, Kansas.  
 Earl joining him, upon his return from  
 his eastern trip.

Henry Clay Weldon was born on a  
 farm 1½ miles southwest of Halls-  
 ville, Boone County, Missouri, May 2d,  
 1862. He entered the service of the  
 Frisco November 1st, 1891, in the  
 warehouse, and worked there until  
 October 1st, 1923, at which time he  
 was compelled to resign because of  
 ill health. After a short stay in Kan-  
 sas City he went to his brother's  
 home in Sturgeon, Mo., at which place  
 he passed away September 3d, 1924.  
 Mr. Weldon has been on the Frisco  
 pension list since June 1st, 1924, a  
 short time after application was made  
 for pension, and the necessary papers  
 executed. Our floral offering went for-  
 ward to the bereaved family a day  
 after the telegram announcing his  
 death was received; a silent testi-  
 mony of the sincere regard and es-  
 teem in which Mr. Weldon was held  
 by his friends.

"Labor is one of the great elements  
 of society. The great substantial inter-  
 est on which we all stand. Not feudal  
 service, or predial toil, or irksome  
 drudgery by one race of mankind sub-  
 jected to another, but labor, intelli-  
 gent, manly, independent, thinking  
 and acting for itself, earning its own  
 wages, accumulating those wages into  
 capital, educating childhood, main-  
 taining worship, claiming the right of  
 elective franchise, and helping to up-  
 hold the great fabric of the state. That



**CHRISTIAN MARTYRS GIVEN TO THE LIONS**

**THE** picture shown herewith, from Ridpath's History, depicts 87,000 people assembled in the Coliseum at Rome to witness the Christians given to the lions. In such a scene may be read the inevitable doom of the Empire that ruled the world. The blood of the Martyrs is the seed from which Christian civilization sprang. If you would know the history of mankind—every sacrifice for principle, every struggle for liberty, every conflict and every achievement, from the dawn of civilization down to the present time—then embrace this splendid opportunity to place in your home the world-famed publication

# Ridpath's History of the World

Including a full authentic account of the World War

**Dr. John Clark Ridpath is universally recognized as America's greatest historian.**

Other men have written histories of one nation or period—Gibbon of Rome, Macaulay of England, Guizot of France; but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present day.

## A Very Low Price and Easy Terms

We will name our special low price and easy terms of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. **Tear off the coupon, write your name and address plainly and mail now before you forget it.** We will mail you 46 free sample pages without any obligation on your part to buy. These will give you some idea of the splendid illustrations and the wonderfully beautiful style in which the work is written. We employ no agents, nor do we sell through bookstores, so there are no agents' commissions or book dealers' profits to pay. Our plan of sale enables us to ship direct from factory to customer and guarantee satisfaction.

### **Six Thousand Years of History**

**RIDPATH** takes you back to the dawn of History, long before the Pyramids of Egypt were built; down through the romantic troubled times of Chaldea's grandeur and Assyria's magnificence; of Babylonia's wealth and luxury; of Greek and Roman splendor; of Moham-medan culture and refinement to the dawn of yesterday, including a full authentic account of the World War. He covers every race, every nation, every time, and holds you spellbound by his wonderful eloquence.

### **Endorsed by Thousands**

**RIDPATH** is endorsed by Presidents of the United States, practically all university and college presidents, and by a quarter of a million Americans who own and love it. Don't you think it would be worth while to mail us the coupon and receive the 46 sample pages from the History? **They are free.**

### **Ridpath's Graphic Style**

**RIDPATH** pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability.

**THE RIDPATH HISTORICAL SOCIETY**  
CINCINNATI, O.



**FREE COUPON**  
THE  
**RIDPATH HISTORICAL SOCIETY**  
Cincinnati, O.

Please mail, without cost to me, sample pages of Ridpath's History of the World, containing photogravures of The Surrender at Sedan, Napoleon, and other great characters in history. Also write me full particulars of your special offer to Frisco Employees' Magazine readers.

**FOLD HERE, TEAR OUT, SIGN AND MAIL.**

NAME .....

ADDRESS .....

## KANSAS UTILITIES COMPANY

Electrical Appliances  
Washing Machines—Heaters

Terms to Suit Your Convenience

PHONE US FOR DEMONSTRATION

FORT SCOTT, KAN.

## Goodlander Hotel

FT. SCOTT, KAN.

THE LARGEST AND BEST  
THE BEST IN SERVICE

## D. PRAGER & SONS JEWELERS

OFFICIAL RAILROAD WATCH  
INSPECTORS

FORT SCOTT, KANSAS

is American labor, and all my sympathies are with it, and my voice, till I am dumb, will be for it."

—Daniel Webster.

### LOYALTY

One of the first requisites of a conscientious employee is Loyalty. You may not endorse all of the methods of those around you; you may feel that someone else is not as conscientious in his or her work as might be possible, but what kind of an employee are you when the outside world gets to talking of railroads? Are you loyal enough to your company to be interested in its welfare? Do you feel that every time you can say something good about the road on the outside you have said it because you are really interested in your railroad, and not from the mere idea of possible advancement? In the main, do you have faith in the company you are working for; do you believe in its principles; do you feel a personal loss every time there is a wreck on the road that will mean a substantial loss to the company?

## Castling's Markets

FT. SMITH, ARK.

3 STORES

GROCERIES FRESH MEATS FISH  
and FRESH ROASTED COFFEE

If you don't, you shouldn't work for that company. You shouldn't be in any line of work in which you can not throw your whole-hearted enthusiasm. The only way to derive any pleasure from your work is to be a whole-hearted booster in the principles of the company for which you work.

A company is largely governed, in the opinion of the general public, by the employees of that company. If an employee can't boost the company, how can you expect a shipper to entrust his goods to that company? If you can't enthusiastically tell a shipper (in the event that he may be in the market for transportation facilities to a point on our rails) that you believe the Frisco can give him better service, swifter delivery, etc., you haven't any business working for the company. You're not being fair to the road, and you're not being fair to yourself. The average person spends about three-fourths of the day at his work, and if he doesn't enjoy his work he soon becomes more of a liability to the company than he does an asset.—R. M.

"There is a charm in pathos, as there is a solace in tears. All true pleasure must have in it the vein of sadness."

"Real content of mind and peace are not dependent on possessions, environment or relations. These are ephemeral and incidental and subject to constant change. Content of mind and peace grow out of an inner consciousness of right relations of man with God and his fellows."

### Springfield General Store Room

Bertha V. Reed, Reporter

Home again, and Springfield looks good to me, although I did have a very pleasant vacation. The scenery in the northern part of Illinois is beautiful—the leaves just beginning to show their new colors and the drive through Illinois State Park is wonderful. This park consists of over 1,000 acres of land and there are canyons after canyons—a sight worth seeing. Just can't find words equivalent to describe the beautiful scenery. I am now back at work, full of pep, and trying to find out all the happenings of the Store Department during my absence.

"Gosh all hemlock," as uncle Josh says. Certainly is surprising what will happen when you "ain't to hum." Excuse my slang, but that's the way I feel. I didn't realize so much could happen in two weeks. First of all two marriages took place:

Dan Case, stock clerk, and Lillie Walker were married September 6th at Ozark, Mo. They are at home to their friends at 811 N. Fremont Ave. Congratulations and best wishes, Dan. This marriage can't help but be a success, since it is the third time and

## Makes Autos Go 40 Miles on a Gallon of Gasoline

SIOUX FALLS, S. Dak.—The Western Specialty Company of this city announces the perfection of an amazing device which is enabling car owners all over the country to more than double their mileage from each gallon of gasoline used, and at the same time remove every particle of carbon from their motors. When the device is attached, automobiles have made over 40 miles on a gallon of gasoline—increased their power and pep tremendously and eliminated all spark plug difficulties.

This inexpensive little device is entirely automatic and self-regulating and can be easily attached by anyone in a few minutes without tapping or drilling.

The management of the company states that in order to introduce this startling new invention they are willing to send a sample at their own risk to one car owner in each town who can show it to neighbors and handle the big volume of business which will be built up wherever it is shown.

Just send your name and address to the Western Specialty Co., 1663. Locust Bldg., Sioux Falls, S. Dak., and get their free sample offer.

you know what the old saying is about the third time.

Lowell Walker, trucker, and Florine Burgess were married September 15, at the home of Rev. Mohlers. They are at home to their friends at 1501 Grant Street. Congratulations from the Store Department, Lowell.

M. J. Cleary, clerk in general storekeeper's office, has returned from New York City, Philadelphia, Shenandoah, Washington, D. C., and other eastern cities. While in Shenandoah, Mr. Cleary had quite a surprise, he located his brother whom he had not heard from for 49 years.

J. C. Kerr, traveling storekeeper, and wife have returned from Colorado, where they enjoyed a two weeks' vacation.

The new safety signs that are placed in the center of streets at Springfield are proving quite a bugbear to some of our Springfield citizens. However, they are low enough that an ordinary car will pass over them, and, of course, we are expected to drive in proper place. We are wondering when Emmett Mayabb will become accustomed to them.

Where is Helen Aldrich, our requisition clerk? On her vacation, of course, but no one seems to know where Helen intended to spend her vacation. Will find out later.

We have been writing Charles (Butch) Gustin up in the magazine recently about getting married, but we have concluded that he isn't married as he was seen at the Stock Show last week, and from the attention he way paying to all the chickens, we realize he is still in the market. Didn't say whether they were the feathered kind or not.

The unexpected has happened, Pearl Fain has her hair bobbed and everyone thinks she looks "magnolious."

**If You Like Me, Call Me "Paul" ' ' ISAACSON'S FT. SMITH  
ARK.  
Men's and Boys' Outfitters**



# BIRMINGHAM ADVERTISERS

## ADAMS, ROWE & NORMAN

BIRMINGHAM, ALABAMA

## COAL AND COKE

FOR EVERY PURPOSE

CAPACITY OF MINES AND OVENS 2½ MILLION TONS ANNUALLY

## KILBY FROG & SWITCH CO.

RAILROAD CROSSINGS  
FROGS AND SWITCHES

MANGANESE  
TRACK WORK

BIRMINGHAM - - ALABAMA

For better Concrete, Culverts and Bridges,

and  
R. R. Ballast

**BASIC SLAG**  
CRUSHED & SCREENED  
Birmingham Slag Co.

Birmingham,  
Ala.

## Grider Coal Sales Agency

STEAM & DOMESTIC COAL

2,000,000 TONS ANNUALLY

Birmingham, - - Alabama

It is rumored that E. A. Thomas, stock clerk, is in the market for a car. Suppose a Ford, as Tom thinks he can't afford nothing but a Ford. Can you imagine it? It would do you good, Tom, to jar loose once in your life and enjoy yourself.

Erma Goddard, comptometer operator, has returned to work after spending a few days in Kansas City.

Minnie Hulbert Van Mannen, comptometer operator, has returned to work after spending a few days in Kansas City.

## Woodstock Slag Corp.

WE FURNISHED CONCRETE SLAG FOR  
EAST THOMAS SHOPS

BIRMINGHAM, ALABAMA

## REID & LOWE Railroad Contractors

Grading and Concrete  
Bridge Work

Birmingham, Ala., and Charlotte, N. C.

**RIDOUT'S FUNERAL HOME**  
2117 Fifth Avenue

MAIN 9

AMBULANCE SERVICE  
NIGHT AND DAY

## General Offices—Birmingham

Launa M. Chew, Reporter

It is with regret we learn our capable reporter, Mrs. Kathryn Yorke, has left the service. Her cheerful presence is very much missed, but we hope she will reap big commissions on real estate sales.

M. M. Sisson, assistant general manager, visited us September 10th. We are always pleased to have Mr. Sisson come to Birmingham.

C. G. Lackey succeeded Mrs. Yorke as secretary to Executive General Agent Forrest, effective September 1. Welcome to the Frisco Family, Cullen.

Robt. N. Nash, general freight agent, spent one day last week in Birmingham, visiting his friends among the shippers, and was overcome with invitations to repeat his visit frequently.

We had a delightful visit from C. H. Morrill, assistant freight traffic manager, week of September 7th.

Friends of Executive General Agent Forrest are pleased to learn he is rapidly recovering from recent illness and will soon be on the job again.

Harry J. Brown, depot passenger

agent, is away on vacation, going to Key West and Cuba, returning via boat to New Orleans. Harry has spent several years endeavoring to master the Spanish language; think he must have gone to Cuba to try out his Spanish on some dark-eyed seniorita.

C. E. (Abe) Bowen, rate clerk in division freight agent's office, reports a delightful vacation spent 'round about town.

Our passenger department and city ticket office will be open for business at the old stand 105 N. 20th street October 1st. While our office will be joint with the Southern Railway, we feel confident J. R. McGregor, district passenger agent will be able to hold his own and keep the Frisco passenger business above the average.

## Mechanical Department Kansas City

H. F. Shivers, Reporter

The vacation season is now over and everybody has about settled down to the task of making the Frisco the banner road of the Southwest.

We have one of the most chivalrous road foremen on the entire railroad,

as he takes especial pains to see that ladies, particularly stenographers, traveling alone and burdened with an overload of boxes, contents unknown, attempting to board our passenger trains at Ft. Scott, are properly taken care of. All right, Tom, that's what makes you so popular.

C. O. Edmisson was unexpectedly called to Pana, Ill., September 6th on account of the death of his cousin.

Andrew D. Partee, car inspector, 19th Street yards, has successfully completed a course of study with the International Correspondence Schools and has been awarded his diploma. We wish to congratulate Mr. Partee upon his success.

We are of the opinion very few of the employees now in service know that we at one time maintained suburban train service between Kansas City and Rosedale, but from the following item appearing in the Kansas City Star of July 30, 1884, it would seem such was the case:

"At the solicitation of many residents of Rosedale, the Ft. Scott & Gulf management will place in service Monday a suburban train from Rosedale to this city, leaving the former at 6:15 a. m. and arriving here

## BANKS ALONG THE FRISCO LINES

# The American National Bank Okmulgee, Oklahoma

## Successful Banking

SINCE 1873

RESOURCES

Eighteen Million

## The Fort Worth National Bank

FRISCO DEPOSITARY

Main at Fifth Street

UNITED STATES DEPOSITARY

**The National Bank of Commerce**  
with which is affiliated the  
Federal Commerce Trust Company



in St. Louis

"The National Bank  
for Savers"

**The Merchants and Planters National Bank**  
SHERMAN, TEXAS

Established 1872  
Capital and Surplus \$1,200,000.00  
Will Appreciate Your Account

at 6:30. The regular train leaving here at 6:15 p. m. will accommodate the Rosedale patrons when homeward bound."

M. C. Whelan, blacksmith foreman at this point, attended the Master Blacksmiths' Convention held in Chicago, August 19th to 21st.

We are glad to have B&B Foreman Brown back in town again. He has been at Sheffield some time engaged in renewing a couple of bridges on the high line.

Andrew D. Partee and family spent a very enjoyable visit with friends and relatives in Atlanta, Birmingham and Chattanooga from the 15th to 30th of August.

Leota Campbell, the Theda Bara of this office, had as her guest the first of September, Lorene Cochran of Pratt, Kan. Miss Cochran was enroute to Lamoni, Ia., to enter Grace-land College for the fall term.

Malcom McCready, machinist apprentice, and Edna M. Halpin, were married September 4th. Best wishes are extended them for a long and successful life together.

H. L. Johnson, timekeeper, has returned from the Frisco Hospital in St. Louis, where he underwent an operation for appendicitis.

Wm. Edwards, roundhouse clerk, has been assisting in the timekeeping department, while Johnson was in the back shop undergoing repairs.

The picnic held at Fairyland Park Labor Day by the Allied Railroad Employees of Kansas City, was a most enjoyable and successful affair. This was the first of what is to be an annual affair in the future, and if we

can judge the future by the past, the next picnic will be some stupendous affair. Many out of town employees were noticed, among whom were P. O. Wood, assistant superintendent motive power, J. N. Cornatzar, general passenger agent, and John Forster, traveling mechanical inspector.

Leota Campbell says she has the best sweetheart in the world. Boy, page Ananias!

John A. Moffett, assistant timekeeper, says he does not experience any difficulty in meeting his bills, as he meets them the first of every month when he opens his mail box.

Ray Paschal, air brake foreman, "accidentally" witnessed a parade of the Ku Klux Klan while in Wichita recently.

Erma Reece, steno in the car department, spent a short, but very enjoyable, visit with friends and relatives up in the country.

John Foster, that grand old man of the Northern Division, spent a week some time ago visiting friends in Hamilton, Ontario.

Houston Kinnell, colored, sand dryer, died unexpectedly the 4th of September. Kinnell was one of the old-time darkies, and was respected and liked by all who knew him. He had been employed at Kansas City in various capacities for a long time, and always rendered excellent service.

Dan Tafe, car clerk, has returned from a two weeks' visit in California, in and around Los Angeles. He says he spent a very enjoyable vacation and all his money.

## BANK OF COMMERCE

CAPITAL, \$50,000.00

SURPLUS, \$15,500.00

Sapulpa, Okla.

We Appreciate Your Checking  
Account

4% Paid on Savings Accounts

## ALONG THE ROAD

We are travelers along life's road. Debt is the burden that rides you. The SAVINGS ACCOUNT is something for you to ride on.

**THE CENTRAL NATIONAL BANK**  
OF TULSA  
CORPUS CHRISTI AND BOSTON

**Farmers State Bank**  
ROGERS, ARK.

**MAKE OUR BANK  
YOUR BANK**

### Car Accountant's Office

Mary Howell, Reporter

Evelyn Booth, who has been with the Frisco quite a while, resigned August 23rd, to accept a position with the Missouri-Pacific Railroad. Good luck to you, Evelyn.

Mildred Wirth is another bride out of this department.

Bill Jones, our office boy, has gone back to college and Merrill Findley recently of the telegraph office, has taken his place. Glad to have you with us, Merrill.

Mrs. Ruby Cooper, of the record department, resigned August 30th to accept a position with the Illinois Central in Chicago.

Theda Pyland is back from an extended trip in the west.

Hubert Potter took his Buick, also Eva May and his mother, to Tulsa over the Labor Day holiday, and came back with thrilling tales of having turned over once, burned up a set of

## ST. LOUIS

ADVERTISERS WHO SEEK FRISCO  
EMPLOYEES' PATRONAGE**Kennard's**  
47th & WASHINGTONLEADERS IN THE  
MIDDLE WEST  
FOR—

FURNITURE

CARPETS RUGS

DRAPERIES

LINOLEUMS

**Kennard's**  
47th & WASHINGTON

SAINT LOUIS

tires and had to pay \$10 to get pulled out of the gumbo. Better take a Frisco train next time, Hubert, they're less expensive.

Mrs. Bertie Sutton and Bertha Newton are at work again after spending their vacation in the east.

As this goes to press Aileen and Marjorie Renshaw, Irene Schaller and Zula Selvidge are vacationing at Niagara Falls, Detroit and Chicago.

Niagara seems to be popular in our office this year. Francis Owen and Iva Miller have just returned from a vacation spent there.

The Car Accountant's office is welcoming in quite a few new clerks this month. One of our old stand-bys, Helen Murray, has returned to work after a year at Central College, at Lexington, Mo.

Division Accountant's Office  
Eastern Division

H. H. McGarvey, Reporter

As this article goes to the mail we learn that we are losing our shop accountant. Don B. Fellows, who has been with us since our force was organized, is leaving to relieve H. S. Coleman as shop accountant at the West Shops. Although we are sorry to lose Don we are glad he is getting a much deserved promotion. You folks at the West Shops are lucky, for

If We Want Good Candy  
WE GO TO**Ihsen's**

910-912 OLIVE

Geo. D. Fisher Optical Co.  
OPTICIANS

915 LOCUST STREET

We are the FRISCO Official Opticians  
Discount on all glasses to employes

BOMONT 414

BOMONT 415

**Becht Laundry Co.**We Specialize in  
Family Laundry

3301-11 Bell Ave., St. Louis, Mo.

Don is not only a capable man for the job but a real good fellow besides.

We are very much worried over Walter (Boob McNutt) Hudson's actions. The first part of the month his fountain pen was stopped up. In trying to clean it, he gave the filler lever a sharp jerk but unfortunately he had the pen pointed toward his breast, resulting in Walter buying a new shirt. Not satisfied with doing it once he tried the same stunt again last week, with the same results. It is lucky Walter doesn't have an automatic pistol to play with.

Our St. Louis friends can do us a favor if they wish. On all of M. W. Abernathy's trips to that city it is reported that he manages to get on the other side of the Mississippi. You folks get on his trail and let us know just what attraction Illinois hold for Ab.

There has been a shortage of road-masters around here lately. Both Mr. Kruse and Mr. Weed have been under the weather the past few weeks. We hear also that Mr. Denton, at Cuba, has been sick. We sincerely hope these gentlemen are in for a speedy recovery.

During a recent cool spell Hazel Clark had considerable trouble starting her Chevrolet. Someone asked her if she ever choked it. She said, "No but I'd sure like to."

Boy, page Theodore Roosevelt. We need some simplified spelling on this road. A requisition came to the office the other day reading, "One Oxycerilla Wedge Spring," what the man wanted was one auxiliary wedge spring. The guy that wrote that goes to the head of the class. Another man wanted one gallon of kerosene and he wrote, "One Gallon of Karo Cine" (two

**J. I. Chappell Optical Co.**Optometrists and Eye  
Conservation Counsellors

711 Frisco Bldg.

ST. LOUIS

**Frisco Bldg. Cigar Store**

906 OLIVE ST.

We Carry Your Favorite Smoke

Smee &amp; Henderson

words). He probably wanted it to put on his pan cakes. Coal oil is invariably spelled "cold oil," which in a way is right, for when coal oil is not cold oil it is not coal oil at all, its fire. Torpedoes are nearly always spelled "Tarpatoes." Just step right hard on Tarpe's toes and see what you get.

WANTED: Some good hair dye for my mustache, also some fertilizer to make it grow. Address, T. D. Murray, Springfield, Mo.

If you want a little excitement, give Hickory Wilson an explosive match. Talk about spasmodic outbursts, that bird has Chas. G. Dawes beat when it comes to strong words.

Office Superintendent Terminals  
Springfield, Missouri

By Cleone Stebbins

W. P. Gustin, general yardmaster, and family have returned from a very enjoyable vacation, having visited in Dayton and Cleveland, Ohio, and the ever wonderful Niagara Falls. WPG slipped over into Canada, but his mind seems to be blank so far as his Canadian visit is concerned. You know.

O. M. Simon, night chief yard clerk, has returned from his vacation, which he spent in Los Angeles and San Francisco, California. Our expectations were all shattered when he returned alone. Otto is our very eligible young bachelor.

John Summers, secretary to Mr. Magers, has on his grey suit this a. m. That means a date last night. John has a birthday the 4th of November, and says he is going to vote that day. Too bad to lose his first vote.

The writer has returned to her desk after having taken the rest cure for two weeks.

The circus has come and gone and with it many thrills for the kiddies. Mr. Magers says he felt 75 the day after, having stayed up almost all night to see that everything was ok.

Can it be St. Louis is jealous. Anyway you failed to print what I wrote about our Springfield yard clerk golf champion, Norman L. Hinds, bringing home the runner-up gold medal, qualifying in class A at the State Golf

# AMORY, MISS., ADVERTISERS

## GILMORE-PUCKETT LUMBER COMPANY

(INCORPORATED)

MANUFACTURERS AND WHOLESALE DEALERS IN

Mills on Frisco,  
Amory and Bigbee,  
Mississippi



Mills on  
Mississippian,  
Smithville, Miss.

### AMORY, MISS.

FOR TEN YEARS WE HAVE HELPED TO MAKE THE FRISCO SAFE

Championship Tournament in St. Louis. This is rather ancient news now, but didn't want NLH to think he had been overlooked in our Family News.

All take a look at our future yard clerks' pictures on the baby page. Aren't they cute?

#### Mechanical Department

Martha C. Moore, Reporter

We received one of those long promised, but cut short, visits from our much esteemed Editor, Mr. Bell, the other day. The only thing wrong, he doesn't get to visit with us very long. When you stop to think of all the reading he has to do to edit the magazine, you hardly wonder that he doesn't get to stay longer at each point.

Rosamond Horn is now Mrs. Ted Going, and she's gone, too. Yep, left us about two weeks ago, and she writes that she is keeping house in a little apartment and having a wonderful, wonderful time. She played a trick on us though. While in Denver, on her vacation, she and Ted were married and she came back to work and didn't tell us a thing about it, until two weeks later when she left us for good. Merry Xmas and best wishes 'n everything, Rosamond.

Flo Blevans took Mrs. Going's place as secretary to P. O. Wood. Eunice Morrill was employed in Miss Blevans' place, and we all like her very much indeed.

Who should walk into the office the other day but M. L. Guinney, from Sapulpa. He says when he gets a new fall hat, he'll drop around again. He's sure welcome, even if he's wearing a straw hat in December. He's always got the nicest smile, that won't come off, and we sure like pleasant people.

Elizabeth Blake has returned from a vacation, spent with her mother at Stockton, Mo. Miss Blake spends nearly every summer with her mother, resting, and I expect she's pretty wise. The rest of us go tearing around the world in two weeks, and come home, done up. Glad she had a nice rest and is back with us again.

Mabelle Campbell just returned

### AMORY HOTEL CAFE

AMORY, MISS.

MEALS SERVED AT ALL HOURS

OPEN DAY AND NIGHT

from California, visiting the other members of the Campbell family. Mabel has the latest on the movies, the styles and the west, in general—so ask her all about it.

J. K. Gibson and family, who spent a month in California, advises that there is just nothing like it. Sure enough God's country.

The other day I quite accidentally had the very great pleasure of meeting the reporter, John Godsey, from Birmingham, while he was in Springfield for a short time. As it was Sunday, I couldn't introduce him to the other reporters in Springfield, so it will simply be necessary that he come again and make it on a week day, and we'll have a regular get-together meeting.

#### Mechanical Department

Ft. Smith, Arkansas

By Irene Woestman

You know, we all enjoy the good old summer time, but Laverns Cockran, chief clerk in the Store Department gets more pleasure out of this weather than most of us. He claims his greatest sport during these blistering hot days is to crack ice for his chickens in order to keep them from laying hard-boiled eggs.

Lewis Crawford, son of Mr. and Mrs. M. L. Crawford, who recently underwent an operation for appendicitis, is convalescent.

Assistant Foreman J. H. Dyer, well known baseball fan, spent the week end in St. Louis to see "Babe" Ruth.

Regular monthly Safety First meeting for the Central Division was held in the assembly room of the passenger station at Hugo, Oklahoma, on June 6th. The meeting was well attended, having representatives from St. Louis, Hugo, Paris and Fort Smith.

It is gratifying to note interest taken by the members of the safety committee by revealing hazards existing in the shops and yards, which are being corrected.

Mr. and Mrs. A. G. Denham have returned from Springfield, where they were called by the death of Mrs. Denham's mother. We wish to extend to them our deepest sympathies in their bereavement, but at the accepted time we must all bow to the will of the Higher Power and to meet the inevitable with the courage that we have lived a life well spent, which must indeed be a satisfaction that brings solace in this hour of trial.

Mr. and Mrs. C. U. Patrick and daughter, Adaline, have returned from a vacation spent on their orange grove in Florida. They report as having had a wonderful time, enjoying a few dips in the Atlantic. Mr. Patrick was questioned as to fear of alligators while in swimming, and he frankly stated that they didn't bother them as alligators were the savory disk of the sharks.

Ernest Carstensen has discovered a remedy for his voracious appetite, that is, by wearing a plaid vest in order to keep a check on his stomach.

Road Foreman J. F. Hill, of the Ft. Smith and O&CC sub-divisions, has been on the Northern Division for the past two weeks assisting in riding engines in the different classes of service prior to the Fuel Department establishing fuel clerks and keeping a daily record of the fuel consumption on all engines of whatever class of service.

We were all pleased with the nice decrease shown in fuel on the Central Division for the month of May compared to April.

General Car Foreman W. W. Claypool, his son Harold, Junior Heyburn, Assistant Superintendent S. J. Frazier and a few other friends have been spending their vacation on a fishing trip on Current River in Southeast Missouri. Though it rained almost every day they were out, which made fishing bad, still the two boys enjoyed themselves in such a way that the trip will be long and favorably remembered by them.



## TULSA ADVERTISERS

**Frisco Drug Co.**  
FOR  
**Frisco Employees**  
15 S. Main TULSA, OKLA.

**TULSA CAFE**  
for  
**FRISCO MEN**  
Special Rate  
13 S. Main - Tulsa, Oklahoma

**Oklahoma  
Steel Castings Co.**  
MAKERS OF  
Railroad, Oil Field and  
Commercial Castings in  
**OKLAHOMA  
ELECTRIC STEEL**  
Tulsa, Okla., Box 658

**Nichols Transfer & Storage Co.**  
DISTRIBUTORS OF CAR LOADS  
THE OLDEST AND MOST  
RELIABLE  
North Boulder and Frisco Right-of-Way  
Phone O.-118 TULSA, OKLA.

**A. Y. Boswell & Co.**  
Okla's Oldest  
and Largest  
**JEWELRY**  
Establishment  
307-09 SOUTH MAIN STREET  
TULSA, OKLA.

Accounting Department  
Ft. Worth, Texas  
Lois M. Sheppard, Reporter  
Johnnie Freeman, Clyde Pendergrass, Henry Keller and wives and Hoyle Howard spent Labor Day in Galveston riding the waves--and the Figure 8. Judging from looks, Hoyle must have had a much better time in the water than any of the others--his face was so blistered he didn't

look natural. One of the boys said, when they came up to the station at Galveston, at a distance Hoyle's face looked like the moon. Gladys Horton and Mattie Pitchford also C. G. Miller and wife enjoyed several plunges in the Gulf at Galveston.

Gertrude Moody visited her sister in Houston for several days. Lottie Sullivan, our faithful little PBX operator, visited her mother at Crockett, Texas for a couple of days.

Priscilla Sanburn is listed among the absent. She's up east having a wonderful time. We expect "Prissy" to tell us all about New York, Boston and Chicago upon her return.

Leda Belle Durrett is also spending her vacation in the East. She expects to be in Chicago, Detroit, and go up to Niagara Falls.

Lois M. Sheppard--that's me--had a wonderful time in Estes Park, Denver and Colorado Springs during August. What I'm telling you, we had some cool weather in Estes--had to sleep under two woolen blankets and two heavy comforts most all of the time. Me for the mountains in the summer time after this.

G. T. Moss, local trouble man for the conductors, left August 30th for Corpus Christi. When they run excursions to the coast you sure have to make your Pullman reservations early, Mr. Moss, or sit up and sleep. Those present report that he established a record as a chair car sleeper between Fort Worth and Houston.

Another flapper in our midst--Betty Jean, daughter of Mr. and Mrs. P. N. Davis, arrived August 20th, and already the proud father has had her hair bobbed in the very latest style.

For several years Bill Skeen has been eating lunch at one certain cafe. Recently he decided to change and see if he could pick up weight. We understand Skeen now eats a very dainty pimento cheese sandwich and drinks a glass of Coca-Cola at a drug store, where there are a lot of pretty girls. Looks kinda funny, as he never gave his weight thought until he happened to go into this said drug store one day at lunch time and saw the class of customers--the girls being in the majority. The next thing we know Skeen will be trying to reduce.

Fireman T. C. Melton believes in preparedness, and recently bid in several hundred keys at "Old Hoss Auction Sale." Said he wanted to be sure and have a key to each poor house; but he will have no need for them now as he has been placed back on the Engineers' Board, and is making plenty of money to insure him against such a future. Perhaps he will be able to sell them at a bargain to Bob Magrill.

Western Division  
Transportation Department  
Our Slogan: Boost or Blow.  
A. L. Kinkade and Elma Williams,  
Reporters

To whom it may concern:-

This report will not be very loud, main reason being on account of Kin has went on his vacation and I'm

**Railroad Watches**  
at Factory Prices,  
on Easy Payments

**Diamonds, Jewelry  
and Silverware**  
on Easy Payments

**R. M. ADAMS**  
Frisco-Rock Island Watch Inspector

Next to Woolworth's  
ENID, OKLAHOMA

L. DODD, Prop. Phone 638  
**Dodd Electric Co.**  
ELECTRICAL CONTRACTOR  
AND EVERYTHING ELECTRICAL  
109 East Rand Enid, Okla.

not much of a reporter.

Lovingly,

Elma.

Hope stationary department won't take exception to Western Division's order for foreign pass requests. Ada Dillon is the cause of it all. Comes back from her extended trip to the northwest sporting a new watch, and we have reasons to believe she's keeping something else hid from us, now all the girls want to go.

Agent Smyer--"Audrice does the waybill have notation on it 'one case knit underwear short?'"

Audrice--"No, probably it unraveled in transit."

Winter springs into summer, now summer's going to fall into winter.

If it takes hay to feed an animal, Wood a Manson and a tramp taking A. Campbell, G. Wolfe, J. Duck and two Foxes to an Elk's barbecue have to take Hayes along to feed 'em, or go by D. Fountain for water? And if Casey ran into Storms Wood Riggs be used for Barnes?

Could you call Vic Dillon a contractor, he has nails, keeps up with files and builds aircrafts?

Mr. Editor, one of our worthy readers has asked me, and I'm asking you

For What You Need  
When You Need It

**COWMAN'S  
PHARMACY**

The Rexall Store

Phones 471-472

Corner Dewey and Park

Sapulpa, - - Oklahoma

**\$3** Brings you a Genuine **UNDERWOOD** TYPEWRITER

**10 DAYS FREE TRIAL** Your \$3.00 unconditionally returned if at end of 10 days you are not satisfied with this late model UNDERWOOD typewriter rebuilt by the famous Shipman Ward process.

**GREAT PRICE SAVING** Direct to you from the largest typewriter factory of its kind in the world by our money saving methods.

**EASY MONTHLY PAYMENTS** So small that you will not notice it while you enjoy the use of this wonderful machine.

**FREE BOOK OF FACTS** Explaining Shipman Ward's wonderful system of rebuilding typewriters and also valuable information about the typewriter industry both instructive and entertaining.

**Act Today! Mail Coupon**

**5 Year Guarantee**

**Shipman Ward Mfg. Company**  
2268 Shipman Building  
Montrose & Ravenswood Aves., Chicago

Please send me a copy of your free book of facts explaining bargain offer.

Name.....  
St. and No.....  
City..... State.....

so I may correctly inform aforementioned party, N. A. Yeakey's thumb is located on which side of his right hand?

The name of one of our stenos has recently been changed to "Miss Fredonia;" ask Claudine Cox why, she can tell you.

Passenger—"Can't you go any faster than this?"

Cond. Bernard—"Yes, but I'm not allowed to leave my train."

If you don't think the Western boosted during month of August, just give our 347a's the once-over. Fine month, which is partly contributed to the aid of our Magazine and especially the encouragement absorbed from the faces of our reporters.

By their words ye shall know them:

1. How in the world are you?
2. A baggageman ran off with my eraser.
3. What excuse do you have to offer?
4. Oh, yes, he's nice, but he sleeps in his socks.
5. You'll be going down the track talking to yourself.
6. Now turn to the 2d chapter of two-eyed John, which reads as follows: 9 loads, 6 empties, etc.
7. I'm an under-study for a bob-haired sweetie and a wampus-kitty-cat.
8. Oh, Floyd!
9. Is he married?
10. Abe Martin says:-
11. Nothing to do but work, nothing to eat but food, nothing to wear but clothes, and nothing to breathe but air.

(To be continued next issue.)

## Freight Traffic Department Memphis

Kate Massie, Reporter

Effective September 1st, M. W. Dunkin, chief clerk to Local Agent Oliver, was promoted to soliciting freight agent, Memphis. B. S. Linville, night chief clerk succeeded Mr. Dunkin as chief clerk.

S. L. Oliver, agent, recently return-

## The Future Foretold!

Know Thyself! Banish Worry! Gain Success!

Free, Wonderful Three-page Horoscope by S. Gargilis (Doctor of Astrology) who has astounded astrologers of national repute by his marvelous abilities in reading the Horoscope. Tells you of your character, talents, friends, enemies, business, love, future possibilities. Simply send your birth date, year, a specimen of your handwriting and ten cents to cover postage for your three-page Horoscope of surprising indications for you. Write at once! Gargilis Studio, Box 2771—L. K., Boston, Mass.

ed from a vacation in California. He is very enthusiastic about his trip. His glowing accounts imbues us all with the idea of saving dimes for the trip—some day.

From the present cotton crop reports, it looks like this poor reporter, for the next several months, will hardly have time to do more than read the Magazine at bed time, and so perhaps you will be interested in knowing that Memphis stands as the largest inland cotton market in the world, and has the largest cotton warehouse of any country. This warehouse covers an area of 170 square acres, nearly 90 of which are under cover, accommodating a larger amount of supplies than any other terminal in the world. While I am talking about Memphis, you know it's my town and I'm sorry for anyone that must live elsewhere, we have WMC, Memphis, Down in Dixie, Class B. 500-watt radio station. WMC has reached every state in the Union. It was heard by the MacMillan expedition within 11 degrees of the North Pole, on board a ship in the south seas and proportionately as far east and west. Our station is very popular and I know you will enjoy tuning in these winter evenings on some of our excellent programs.

## Tulsa Passenger Traffic

J. R. Goodman, Correspondent

Mrs. Edith Saunders, formerly stenographer-clerk to passenger agent Bittner, has been appointed secretary to Executive General Agent J. W. James.

Depot Ticket Clerk D. L. King returned from a ten days' visit in South Dakota.

Night Ticket Agent A. L. West spent a few days in St. Louis recently.

Several changes in the personnel of the depot and city ticket offices have been made. W. B. Tracy, for the past three years city ticket agent, was appointed depot ticket agent, vice M. C. Johnson. W. D. McCool, assistant city ticket agent, was appointed city ticket agent; Paul Buesse, chief ticket seller at the depot, was appointed assistant city ticket agent; Pike Hailey, accountant depot ticket agent, promoted to chief ticket seller. Position of accountant abolished.

The following changes in the office of Executive General Agent James have been announced effective October 1st:

O. H. Reid, traveling freight agent, promoted to commercial agent, vice R. B. Merrick, transferred. F. A. Connell, soliciting freight agent, promoted

to traveling freight agent. J. A. Swartz, chief clerk to Executive General Agent James, promoted to soliciting freight agent. R. E. Pollard, rate clerk, promoted to chief clerk.

E. O. Bittner, passenger agent, spent a short vacation in Oklahoma City recently.

## Sherman Stores Department

Mrs. Iva Sewell, Reporter

Being as the boss is out of town today, I'll try and write a few lines about various employees in this department.

First I'll tell is that K. P. Guin (the boss) is in Ft. Worth today on business.

We have had a few visitors since our last report. O. H. McCarty was in yesterday and said "howdy" to us. Ben Hurr, division accountant from Ft. Worth, was up one day last week.

We have been taking our vacations this past month or so. Jimmie Honaker spent the entire time while he was off, working on his "Chevy." The writer, accompanied by her husband, spent two days of her vacation in Dallas, Texas. The remainder of the time was spent in Sherman, Texas. L. McMillan did not take a trip, either. He spent his vacation at home.

We know a secret about E. B. Graham, but we dare not tell it this month. Perhaps we will be able to tell it next month. You know I am kinder skeered of him or I would tell anyway. Anyway, he has bought him a new suit and I heard he had bought a ring, too.

C. V. Montgomery and his wife went to Denver, Salt Lake City, etc., during his vacation. He says he had a delightful time and we all believe it, because when he came back he had his neck all bandaged up, and on investigating we found it was caused from looking at all the high mountains in the West.

We regret very much that one of our fellow-employees, William Nelson, died September 6th. This Department extends their heart-felt sympathy to Mrs. Nelson and children in their bereavement. Mr. Nelson was roundhouse clerk and had worked here for six years, coming from Francis to Sherman.

## Kansas City Commercial Office

By G. F. Kleinhoffer

Vacations are about over and everybody is striving hard to run the tonnage to 81,000 loads during August.

Edith Walters did not get married as previously reported—the reason we hear was account of his inability to make her believe she loved him.

Mr. Coleman's new golf suit has arrived, and we will furnish the editor with characteristic poses as soon as Mrs. Coleman leaves town. A wire from Joplin would help, Bert.

A foursome was staged by the Prince of Wails which included Rodie, J. Garlic and Second Storey. Considerable turf was misplaced and a few clubs were totally destroyed, but there were no casualties except Rodie

**Diamonds!**  
on credit

Why wait longer when a few cents a day will make you the owner of a sparkling, perfectly cut, blue-white diamond, set in 18 Karat Pure White Gold.

**SEE DIAMOND FIRST**

Sent to you without one penny down. We trust you absolutely. Examine the diamond at your leisure. Send it back at our expense if not satisfactory—you are not out a penny.

You risk absolutely nothing. Send for beautiful Diamond Book showing the new style in rings. Read about our wonderful values and payment plan.

**SANTA FE WATCH COMPANY**  
Dept. B-91, Thomas Bldg., Topeka, Kans.

*Lady Jane \$37.50*

Wiltshire got the fever which may prove fatal.

The King of Babylon, 5,000 years back, had big land holdings and today he perhaps would have been called a realtor. When his tenants did not pay their rent on time he took the wife and children of that tenant until such time as payment was made. And in spite of this kind king's good boarding house ways, some people are in favor of republics.

Ten minutes spent each hour a day at a useful occupation just leaves fifty to throw away.

High water forces itself over the banks of the rivers and runs wild. But it takes the present day bank robbers only a few seconds to force the banks into high-water.

You who think your job is the hardest, stop and picture the steeplejack on top of the tallest buildings, whose sole responsibility rests upon himself. If he makes an error his chances are few—while you may slip today and offset that slip tomorrow by some good work. He has no tomorrow.

Bill Bryan tries hard to look like a dry. A wet handkerchief and a palm leaf constitute his makeup.

Flappers and vamps come and go, but the telephone bells seem to ring on forever.

Evening shadows in themselves are

## CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word, with a minimum of 75 cents. Cash must accompany copy.

**AGENTS—WRITE FOR FREE SAMPLES.** Sell Madison "Better-Made" Shirts for large Manufacturer direct to wearer. No capital or experience required. Many earn \$100 weekly and bonus. MADISON MILLS, 564 Broadway, New York.

### FRISCO WATCH INSPECTORS

**MACK CO.,** Watch Inspectors, 7 East Third Street, Tulsa, Oklahoma.

**G. W. HALTOM,** R. R. Watch Inspector, Fort Worth, Texas.

### P. B. WILLIAMS, AMORY, MISS.

**A. J. HANCOCK,** jeweler & optometrist, Frisco watch inspector. Neodesha, Kansas.

**FARMER-CANNON JEWELRY CO.** Watch Inspectors. Birmingham, Ala.

harmless. It is what comes out of them that frightens.

Hogs have been picking up according to market reports, and to my notion I still say, "Everybody at his trade."

We had for our Sunday guests, Eta Sanwich and her cousin Olive Dressen, nieces of Mrs. N. Degestion.

The consumption of alcohol by humans no doubt will fall off some, due to the fact that the ole Ford will of necessity share in its benefits during the coming winter months. Those who participate in this hazardous occupation can no doubt remain another winter.

## Telegraph Department

Lillian Hultsch, Reporter

Stella Meatte returned on September 11th from a trip to Rochester, Minn., Chicago and Decatur, Ill. She visited Muriel Sawyer, at Decatur, who was formerly employed in this office.

N. H. Burch, manager and wire chief at Sapulpa, visited us on August 27th, while on his vacation.

Mrs. Mayme Hoehn, chief telephone operator at Tulsa, dropped in to see us on September 13th on her way home from an enjoyable vacation spent "Seeing America First."

Mr. Rogers and Mr. Musgrave visited Foreman H. B. Steven's gang at Hayti, Missouri, and W. F. Donahue's gang at Sikeston, Missouri, on September 4th and 5th.

Mr. Brennan left on September 3rd to attend a session of the American Railway Association at Quebec, Can.

M. Beatrice Deming spent several days in Kansas City during the latter part of August.

Ollie Ousley returned on September 2nd from a trip to Chicago. He also spent several days at Jerome, Mo., which, judging from his stories, must be in the wild and woolly West.

## "S" OFFICE

Mr. Burch, manager and wire chief at Sapulpa, spent a day with us recently, visiting and looking over the new office. We enjoyed his visit and wish we might see him oftener.

Mr. Thorson worked at Sapulpa office a month recently, relieving Mr. Burch, on vacation. Andy says there may be some place hotter than Sapulpa, but if there is he doesn't care to work there, either relief or regular.

Messrs. Shepherd, Claiborn, Kennedy and families spent Sunday and Labor Day at White Swan Camp near Forsythe. They called it a fishin' trip, but the old swimmin' hole proved more alluring, and, anyway, an accident happened to the bait.

Mr. Schneider recently attempted a trip to White River and back on his motorcycle. He intended to get home for early supper, but it rained and he was unable to make the bally thing behave in the mud. What time did you say you got in, Ben? Better ac-

## KNIGHT-PEVETO COMPANY

Furniture, Rugs, Stoves

"YOUR CREDIT'S GOOD"

Phone 213

South Side Square - Sherman, Texas

cept the judgment of the Ten Million, Ben.

Fred Schmidt and wife enjoyed a month's vacation recently on the Great Lakes.

Mr. Burd spent a week visiting his home folks in Old Kaintuck. Claims he had some time.

Mr. Crump also laid off a few days for a rest. Doubtless the report that he had a date with a bootlegger had no foundation in fact.

The boss took a day off recently, but we were unable to learn where he went. Probably safe to assume that he took a twenty mile hike.

The news has leaked out that Mr. Claibourn had a brush with a traffic officer recently and was invited to visit the Judge. Clay claims he got off with a dollar and no costs, but we think we know the Judge a little. Anyway, Vance grudgingly admits now that the traffic ordinances in Springfield are some different to what they are in Celina, Texas.

Aside from the above interruptions, the rest is all "Clear and Cake."

## Tulsa Freight Station

Edith B. Applegate, Reporter

We have with us this evening R. L. Schoeneberg, C. L. Thorne, and Murray Little, the man who laughs as though he may have swallowed a feather duster. These gentlemen are paying us a little visit, checking us up to see whether we are sitting pretty or not.

Our bunch of girls who made Yellowstone Park have returned and report a wonderful time—Sue Meek, Goldie Workman and Nell White. They tell me Goldie lost something.

Our agent, H. G. Snyder, is under the weather for a few days. Hope he will be out soon.

Our fellow-clerk, C. E. Johnson, had the misfortune to lose infant twin sons. The office extends to him and Mrs. Johnson their sympathy.

E. E. McGuire, our superintendent of terminals, has returned from a vacation.

Mrs. B. A. Hamilton and daughter, Emily Ann, have returned from their sojourn at Cape Girardeau. Barney is all smiles.

C. H. Morrill made us a short call this morning.

Leona Berryman has been entertaining her mother and sister the past month. Their home is in Palestine, Texas.

Christine Vanderford is wearing a smile—her mother is home again. No more housekeeping for Christine for a while.



**The 21 Jewel**

**Santa Fe Special Look**

21 Perfect Jewels  
Adjusted to Positions  
Adjusted to Temperature  
Adjusted to Isochronism  
Adjusted to the Second  
25-Year Gold Strata Case

We will send this famous watch, express prepaid for you to examine, to inspect, to admire, to approve, without one penny advance payment. Examine the watch and be convinced it's the best watch buy you ever saw. Just a small payment down, the balance in easy MONTHLY payments. You use the watch while paying for it.

#### Save 1-3 to 1-2 of Your Money

By purchasing this Famous Santa Fe Special Watch. Not only are you saving money from the present day prices of watches, but you can still secure the "Santa Fe Special" Watch at the same low prices and terms that have made our watches famous.

#### Ladies' Wrist Watches

This Artistic dependable Ladies' Wrist Watch, fitted with genuine Illinois Springfield movements. A perfect timepiece. Beautiful 14-Karat white or green SOLID GOLD cases. Ask for New Watch Book showing Cases in all the new shapes and designs. Watch sent on approval and sold on payments.

#### Send for Free Watch Book

Clip the coupon, fill out and receive the FREE WATCH BOOK. All the newest watch case designs in white or green gold, fancy shapes and thin models are shown. Read our easy payment offer. Wear the watch 30 days FREE. Watch sent for your examination and approval without a penny down. Nothing to risk. See the watch before you buy.

Write for FREE Book Today and Select Your Watch—Mail Coupon.

#### SANTA FE WATCH COMPANY

Dept. B-56 Thomas Building TOPEKA, KAN.  
The Home of the Great Santa Fe Railway

Santa Fe Watch Co., Dept. B-56, Thomas Bldg., Topeka, Kan.

Please send prepaid and without obligation your Watch Book Free, explaining your "No Money Down" Offer on the Santa Fe Special Watch.

Name .....

Address .....

#### More Kansas City News

"Efficiency is neither a gift nor a grace, but the result of study, long practice and diligent application to a given task."

B. J. Gleason spent two weeks in September on his farm. More hay fever, B. J. He certainly had ideal weather for his vacation, and we were inclined to envy him the freedom and the beauty of the out-of-doors just before the Indian Summer sets in.

Marie McGirr was away from the office September 15th to 22d. She intended leaving the city for a short trip to Chicago, but abandoned the idea and spent the week at home.

Ethel May Martin, secretary to the agent, spent the week of September 22d to the 29th at home. She says she just knows she'll have to get up at three o'clock (as she usually does to get down here on time) for the entire week, but then she'll go right back to sleep again. It may be a little later than three, but I think that's what she said.

Joe Kramer's new Ford coupe just eats up the Kansas City hills, and the gasoline, too, I expect. It runs around corners on one wheel just like a scared jack rabbit (but it hasn't got long ears, and it can't wiggle its nose), and you oughta see it run from a train!

Fanchon and Billie are making new friends. Fanchon, where are the lovely telegrams and special delivery letters coming from—isn't it Detroit?

J. E. Osborn, sergeant of special officers, has an infection in his right hand that causes him to wear it bandaged. It had us wondering for a while if he had had a fight with the thieves who got away with the sugar which Mr. Osborn left at the police station for evidence. I guess that's gone though.

Frank Fenner, chief clerk, is a bachelor-of-sorts since the 21st of September. His wife and baby are visiting in Smith Center, Kans.

#### Reall People Praise the Frisco Service

H. R. Smyer, with the Frisco Lines at Arkansas City, Kansas, received recently the following fine letter of commendation from the W. N. Harris Drug Store in his home city

"A word of appreciation in behalf of good service is too often left unsaid, but in this case we want to extend ours in view of the fine service we are receiving on your road out of St. Louis. An order placed with the United Drug Company, leaving here on the evening of July 8, was received over the Frisco and in our store on the morning of the 14th. You have our congratulations."

SEND MISS CONNOR  
YOUR  
FAVORITE RECIPE

#### Ford Runs 57 Miles on Gallon of Gasoline

A new automatic and self-regulating device has been invented by John A. Stransky, 3932 Fourth St., Pukwana, South Dakota, with which automobiles have made from 35 to 57 miles on a gallon of gasoline. It removes carbon and reduces spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants distributors and is willing to send a sample at his own risk. Write him today.—Adv.

**MAKE MONEY SELL MADISON SHIRTS**

Direct from our factory to wearer. Easily sold. Over one million satisfied wearers. No capital or experience required. Largest steady income. Many earn \$100. to \$150. weekly. Territory now being allotted. Write For Free Samples. MADISON FACTORIES, 505 B'WAY, NEW YORK

#### REFERENCE

"That tall, dark, good-looking ex-husband of yours has asked me to be his wife, and I thought I'd ask you first whether you could recommend him."

"Let me make a note of it, dearie, and I'll look him up in my diary and let you know."

#### DISQUALIFIED

Teacher (desiring to impress the vanity of earthly ambition)—Yes, children, Alexander the Great was a hero and conquered the whole wide world. But he had one big fault. What was it?

Budding Kleagle—Please, ma'am—he wasn't a Nordic!

Have you any pep? If you have, you are always ready to go. If not, you have no vitality, no hope, no ambition or courage. The whole world is against you.

Always be optimistic, there is no room anywhere for a pessimist.

Don't wait for vacation time to have pleasure, but work in such a way, every day, that it will be a pleasure.

You wouldn't shoot without aim, would you? Then don't take action without thought.

**VOTE**  
**NOVEMBER 4th**

**VOTE**  
**AS YOU PLEASE**

**BUT**  
**VOTE!**



# EMPIRE REFINERIES, INC.

SUBSIDIARY CITIES SERVICE COMPANY

## Petroleum Products

Sales Offices: TULSA, OKLA.



EMPIRE

Refineries:

OKMULGEE, OKLA.  
PONCA CITY, OKLA.  
CUSHING, OKLA.  
OKLAHOMA CITY, OKLA.

Also Operating

PRODUCERS REFINING CO.  
GAINESVILLE, TEXAS

### Owens Paper Box Co.

413-415 N. First  
SAINT LOUIS



MANUFACTURERS  
OF

PLAIN AND FANCY BOXES

### LACLEDE STEEL CO.

St. Louis, Mo.

LOCOMOTIVE, CAR and TENDER  
AXLES, CRANK PINS and  
PISTON RODS

CONCRETE REINFORCING BARS  
HOT and COLD ROLLED BANDS

"UNITED"  
IRON WORKS INC.  
FOR SERVICE

### UNITED Iron Works, Inc.

GRAY IRON  
and  
Semi-Steel Castings  
for  
RAILROADS  
a Specialty

Several Foundries Located  
at Convenient Points

WRITE US

### UNITED Iron Works, Inc.

KANSAS CITY

"UNITED"  
IRON WORKS INC.  
FOR SERVICE

### Brown & Hall Supply Co.

1504 Pine St. St. Louis

Distributors of

Electric Lighting and  
Power Materials for  
Railroads

### Electrical Appliances

for

### Railroads

### W. H. (Bill) Reaves

Arcade Building  
SOUTHWESTERN SALES AGENT  
The P. & M. Co.  
Maintenance Equipment Co.  
SAINT LOUIS

#### EASY COME

A little newsboy was standing in a doorway crying bitterly, when a benevolent old gentleman asked—"What's the matter, my boy? Lose something?"

"Yes," between sobs. "Lost a quarter."

"Well, here's a quarter. How did you come to lose it?"

"Betting on the Cardinals."

### Oliver Electric & Mfg. Co.

St. Louis, U. S. A.

### FISCHER LIME AND — CEMENT CO. —

Building Materials  
MEMPHIS - TENNESSEE

### C. W. BOOTH & CO. Railway Supplies

Railway Exchange Building  
CHICAGO, ILL.



Established  
1897

"Standard  
o'er the  
earth on  
account of  
greater  
worth"

TRADE MARK REGISTERED

## "Pyle-National" Steam Turbo-Generators

Unequalled for  
—Efficiency  
—Economy  
—Durability

500 Watts to 7½ K. W.

Headlight Cases—Sheet and Cast Metal.  
Reflectors—Metal and Glass.  
Portable Headlight Cases.  
Lamps for rear of tender.  
Lighting accessories, such as switches  
(open and enclosed), sockets, dimmers,  
connectors, junction boxes, etc.

Write for Catalog No. 101

Makers of the famous "Nonglare" Glass  
Reflectors for Locomotive Headlights

### FLOODLIGHTS

Increase Safety and Production  
Better Illumination With  
Units With "Pyle-O-Lytes"

## THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers  
of Locomotive Electric Headlight Sets  
General Offices and Works: CHICAGO, ILL.

"Not only to make better products  
but to make them better understood  
—not only to sell but to serve, assisting  
those who buy to choose as well as  
use their purchases—this is the privi-  
lege, if not the practice of all modern  
manufacturers."—Vauclain.



Steel Tires, Steel Tired Wheels,  
Steel Axles, Steel Springs,  
Rolled Steel Rings, Solid  
Forged and Wrought Steel  
Wheels, Steel Forgings,  
Steel Crusher-Rolls and  
Shells, Rolled Steel  
Gear Blanks, Steel  
and Malleable Iron  
Castings, Steel Pipe  
Flanges.

## STANDARD STEEL WORKS CO.

MAIN OFFICE: PHILADELPHIA, PA.

### Branch Offices:

CHICAGO	SAN FRANCISCO
ST. LOUIS	NEW YORK
HOUSTON, TEXAS	BOSTON
PORTLAND, ORE.	ST. PAUL, MINN.
RICHMOND, VA.	PITTSBURGH, PA.
	MEXICO CITY, MEX.

Works: BURNHAM, PA.

# KERITE

## INSULATED WIRES AND CABLES

For All Purposes —  
Under All Conditions  
—Everywhere—KER-  
ITE—Gives Unequal-  
led Service



**KERITE** INSULATED  
WIRE & CABLE COMPANY  
NEW YORK CHICAGO

## THE OXWELD RAILROAD SERVICE CO.

representing

THE LINDE AIR PRODUCTS CO.

(Linde Oxygen)

THE PREST-O-LITE CO., Inc.

(Prest-O-Lite Acetylene)

UNION CARBIDE SALES CO.

(Union Carbide)

OXWELD ACETYLENE CO.

(Oxweld Apparatus and Supplies)

Carbide and Carbon Building  
30 East 42d Street, New York  
Railway Exchange, Chicago

## St. Louis Frog & Switch Co.



ST. LOUIS, MO.

## WOLF RIVER SAND CO.

Washed and Screened  
Sand and Gravel

OFFICE, 622 FALLS BUILDING  
MEMPHIS, TENN.

Car Load Shipments a Specialty

## John O'Brien Boiler Works Co.

ST. LOUIS, MO.

Manufacturers of

WATER TUBE, HORIZONTAL TUBULAR  
and VERTICAL TUBULAR BOILERS  
Tanks, Stacks and Other Heavy Plate Work

## Byrnes Belting Co.

Manufacturers

Oak Tanned Leather Belting,  
Hose Packing

SAINT LOUIS

## ROBERT W. HUNT CO. ENGINEERS

Inspection and Tests  
Railroad Materials and Equipment

New York CHICAGO Pittsburgh  
Kansas City San Francisco Seattle  
St. Louis: 1403 Syndicate Trust Building

## Reinforced Rail Joint Co.

1430 Syndicate Trust Bldg.

ST. LOUIS, MO.

Roach Standard Bars

Roach Insulated Bars

## MISSOURI LAMP & MFG. CO.

Manufacturers of

LAMPS, LANTERNS  
CHEMICAL FIRE EXTINGUISHERS  
Brass and Metal Spinning and Brass  
Specialties of All Kinds

114-118 Elm St. ST. LOUIS, MO.

A. E. FERGUSON

J. J. O'FALLON

E. T. SCHROEDER

# O'Fallon Railroad Supply Co.

ARCADE BUILDING

ST. LOUIS, MO.

W. H. CROFT, First Vice-President

M. S. PAINE, Secretary-Treasurer

# Magnus Company

INCORPORATED

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Manassa Timber Company

**PILING**

OAK—CYPRESS—PINE

Arcade Building

St. Louis, Mo.

**"HERCULES"**— Red-Strand —  
**WIRE ROPE**

Made Only By

A. Leschen & Sons Rope Co.  
ST. LOUISTough  
Strong  
Safe  
DurableBranches  
NEW YORK  
CHICAGO  
DENVER  
SAN  
FRANCISCO**Barnard Stamp Co.**RUBBER STAMPS,  
SEALS and STENCILSTrade Checks, Pads, Ink, Etc.  
Fac-Simile Autograph Stamps

310 Olive St. St. Louis, Mo.

Houston, Tex. Shreveport, La.  
Rogers, Ark.

## Hussey-Hobbs Tie Company

*Railroad Cross  
and Switch Ties*
*Lumber, Poles and  
Piling*
**"WE HELP MAKE  
THE FRISCO SAFE"**

General Offices

1967-1969 Railway Exchange Bldg.  
ST. LOUIS, MO.

## BIND YOUR RECORDS

Into Permanent Books

Adopted by general and  
local offices of every large  
railroad in the United States.
**BINDING MACHINES  
PERMANENT BINDERS  
LOOSE LEAF DEVICES FOR  
ALL PURPOSES**


## McBee Binder Co.

New York St. Louis Athens  
Cleveland Chicago

UNITED STATES

CANADA

The Name  
**"Continental"**

on your policy means **Guaranteed Protection** for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your paymaster—as you desire.

## Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

**Chicago**General Offices: Chicago, U. S. A.  
Canadian Head Office, Toronto**CUT OUT AND MAIL TODAY**Continental Casualty Company,  
910 Michigan Avenue, Chicago, Ill.

I am employed by the FRISCO SYSTEM

Division

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees in the United States and Canada.

My age is.....

My occupation is.....

NAME .....

ADDRESS .....

**Free** **Mailing Lists**

Will help you increase sales  
Send for FREE catalog giving counts  
and prices on thousands of classified  
names of your best prospective customers—  
National, State and Local—Individuals,  
Professions, Business Concerns.

**99% Guaranteed** by refund of 5¢ each

**ROSS-Gould Co.** 313 N. 10th St. **St. Louis**

# THE OHIO INJECTOR COMPANY

1437 Monadnock Block

CHICAGO, ILLINOIS

Manufacturers of

OHIO LIFTING INJECTORS

CHICAGO NON-LIFTING INJECTORS

CHICAGO AUTOMATIC FLANGE OILERS, CHICAGO

LUBRICATORS, OHIO LOW WATER ALARMS, CHICAGO AUTOMATIC

DRIFTING VALVES, LOCOMOTIVE BOILER ATTACHMENTS, OHIO CAB SQUIRTS

F. E. RICHARDSON  
PresidentW. T. MILLER  
Secretary

## PITTSBURGH FORGE & IRON COMPANY

PITTSBURGH, PA.

MANUFACTURERS OF  
High Grade IronFOR  
Stay Bolts and Engine Bolts  
ALSO

Car and Locomotive Axles

R. A. DUGAN, Western Agent  
Railway Exchange Bldg. Chicago

## St. Louis Surfacers and Paint Co.

Arlington Ave. &amp; Terminal Belt Ry.

ST. LOUIS, MO.

Railroad Paints, Varnishes  
Enamels"If It Is A Harry Product  
It Must Be O. K."

## O. K. HARRY STEEL CO.

2331 Papin St. St. Louis, Mo.

Manufacturers of

CORRUGATED CULVERT PIPE  
TANKS OF ALL KINDS  
ASH PITS—WASTE CANS  
ALL-STEEL SECTIONAL FIRE PROOF  
GARAGES AND BUILDINGS

Write for Circulars.

## Schubert - Christy Construction & Machinery Co.

Construction Engineers

Representing America's Leading  
Manufacturers of Power Plant  
EquipmentRAILWAY EXCHANGE BUILDING  
ST. LOUIS, MO.

## Duner Car Closets

Enameled Iron Wet or Dry Closets

DUNER CO.

101 S. Clinton St. CHICAGO  
For detailed description, see Car Builders'  
Cyclopedia 1922 Edition

## INDEPENDENT PAPER STOCK CO.

Levee and Clark Ave.

ST. LOUIS, MO.

Buyers of all grades of paper stock

## AMERICAN BLOWER COMPANY

1222 Boatmen's Bank Bldg.

ST. LOUIS, MO.

Heating, Ventilating and Air  
Conditioning Equipment

## DUPLICATE AND REPAIR PARTS for LOCOMOTIVE MAINTENANCE

CONTRACTORS' locomotives, as well as the monster main line engines, are frequently in need of repairs and replacements, in order to keep them in working condition. A most important feature of our service is the making of the parts needed for such work. We are well equipped either to make the necessary repairs in our shops, or to forward the parts to the company's shops. Prompt attention is always given to this class of work in order to avoid unnecessary delays and the consequent loss of time, while the locomotive is awaiting repairs.

**THE BALDWIN LOCOMOTIVE WORKS**
**PHILADELPHIA**



# Manning, Maxwell & Moore, Inc.

Ashcroft Gauges  
Consolidated Safety Valves  
Hancock Inspirators and Valves  
Hayden & Derby Injectors

Putnam Machine Tools  
Shaw Cranes  
Castings  
Mill Supplies

Main Office: 100 East 42nd Street, New York, N. Y.



## BRANCH OFFICES

Atlanta  
Boston  
Buffalo  
Chicago

Cleveland  
Detroit  
Philadelphia  
Pittsburgh

San Francisco  
Seattle  
St. Louis  
Syracuse

## DEVOY & KUHN COAL & COKE CO.

Suite 1225  
Central National Bank Bldg.  
Seventh and Olive Streets

ST. LOUIS, MO.

To make a good tool it is very necessary to have the right steel and to know how to handle it.

We have done nothing else much for fifteen years, but we don't know it all yet.

## THE CLEVELAND CO. STEEL TOOL CO.

Punches, Dies, Chisels, Rivet Sets  
660 E. 82<sup>nd</sup> St. Cleveland, O.

## Southern Wheel Co.

MANUFACTURERS OF

CHILLED IRON  
CAR WHEELS

### PLANTS:

ST. LOUIS      BIRMINGHAM, ALA.  
ATLANTA, GA.      SAVANNAH, GA.  
PORTSMOUTH, VIRGINIA

## Blackman-Hill-McKee Machinery Co.

1513 North Broadway  
ST. LOUIS

*Machinery and  
Machine Shop  
Supplies*

## ELLIOT FROG and SWITCH CO.

Rigid  
Frogs,  
Switch  
Stands



Spring  
Frogs,  
Split  
Switches

### WORKS

East St. Louis  
Illinois

Pueblo  
Colorado

## "AMERICAN" SELF-OILING STEEL TRUCKS

For Service, Economy and  
Durability

Strongest, Lightest and Easiest-Running  
Trucks to Operate

Two, Four and Six-wheel Trucks for Hand  
and Trailer Service, for Warehouses, Rail-  
road Freight Platforms, Docks and all  
kinds of Industries

CATALOGUE SENT UPON REQUEST

Manufactured Exclusively by

ST. LOUIS TRUCK & MFG. CO.  
ST. LOUIS, U. S. A.

## The New York Air Brake Company

*Manufactures the*

STANDARD AIR-BRAKE  
EQUIPMENT

GENERAL OFFICES  
165 Broadway, New York City  
WORKS  
Watertown, New York

## The Gideon - Anderson Co.

MANUFACTURERS OF

Hardwood Lumber

AND

Slack Cooperage Stock

GENERAL OFFICES:

Band, Circular and Planing Mills  
GIDEON, MO.

SALES OFFICE:

Distributing Yard  
Second and Angelica Sts.  
Telephone: Tyler 11—Tyler 12  
ST. LOUIS, MO.

## LINCOLN Steel and Forge Co.

RAILROAD, MINE  
AND INDUSTRIAL  
TRANSPORTATION  
EQUIPMENT

Works and Offices: St. Louis



# Plain Facts about Lee Overalls

**1** Lee Overalls are Union-Made in four great Lee factories and are fully guaranteed as to workmanship and materials.

**2** They wear like iron because they are made of the best cloth obtainable for overalls—selected long-fibre, pure indigo dyed denim, water dressed—150 lbs. breaking strength.

**3** They have many features which insure extra long wear such as triple-stitched seams, riveted rust-proof buttons, rip-proof buttonholes and reinforced strain points. They will shrink less than any other overalls made.

**4** They give solid comfort because the broad two-ply suspenders will not rope or cut the shoulders and the extra long crotch fork will not cut or bind, insuring an easy stride and comfort, before and after laundering.

**5** They are made with extra high form-fitting bib that will not gap at the sides; the back cut in one piece with suspenders extra high to protect clothing; and side opening

reinforcements giving double thickness for button stays and preventing splitting at the sides.

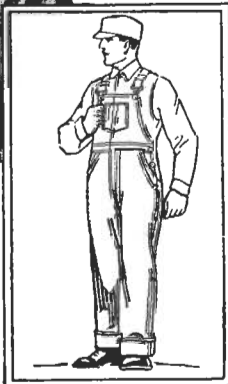
**6** They are tailored to fit and are snappy and neat in appearance.

**7** They have many convenient pockets that come in mighty handy, including the Lee special 3-in-1 safety watch pocket, safety rule pocket and extra deep, large and roomy front and hip pockets made of heavy durable material with no raw edges.

**8** Lee Jackets are models for fit and comfort, exceptionally large, roomy and well tailored throughout, with cinderproof form-fitting collar.

**9** They are made with the sleeves set in and shaped to extra large armholes with roomy elbows and the three button cuff which permits it to be worn snug or loose around the wrist.

**10** They have many convenient pockets, including the Lee 3-in-1 safety watch pocket, large left inside time book pocket and handy inside match pocket.



## Lee Work Shirts

Lee Work Shirts are properly proportioned to give the fullest comfort and fit. They give the same long wear you find in Lee Overalls.

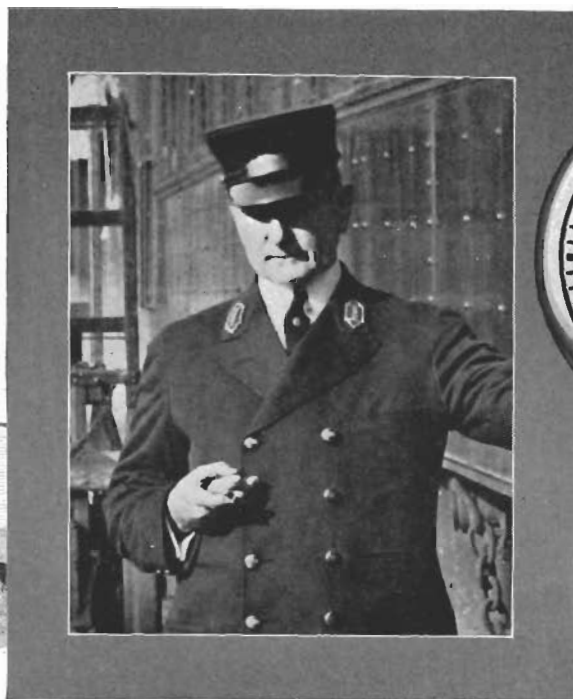
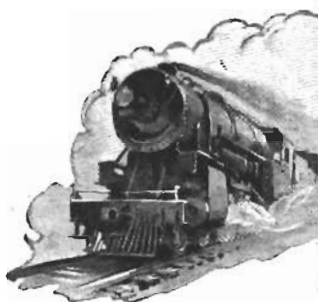


*Slip into a pair of Lee Overalls at your dealer's and judge for yourself their wearing qualities, comfort features and fine tailoring. Look for Lee on the buttons.*

Made by the Makers of Lee Union-Alls

**THE H. D. LEE MERCANTILE COMPANY**  
Kansas City, Mo.

Trenton, N. J., South Bend, Ind., Minneapolis, Minn., San Francisco, Cal.



The Hamilton No. 992 is the favorite of most railroad men for use under time inspection. For other than time inspection service, the Hamilton No. 974 is becoming increasingly popular as it gives Hamilton quality and workmanship in a movement of lower price.

## Giving the Kind of Service That Railroad Men Need

**H**AMILTON WATCHES are not only famous for accuracy—they have earned a remarkable record for dependability and service. Given proper care, the life of a Hamilton cannot yet be estimated. Many of them are in the hands of men who started railroading and who bought Hamiltons back in 1892, the year the first Hamilton was made.

Conductor G. M. Stoll of the Pennsylvania

Lines "Broadway Limited" has carried a Hamilton for twenty-six years. Conductor Stoll knows Hamilton accuracy and Hamilton service by years of experience.

When you purchase a watch keep these things in mind: accuracy that betters time inspection requirements—proved dependability—and years of service, are fundamental to every Hamilton. It is really the most economical watch you can buy.

**HAMILTON WATCH COMPANY**

*"On the Lincoln Highway"*

LANCASTER, PENNA., U. S. A.

# Hamilton Watch

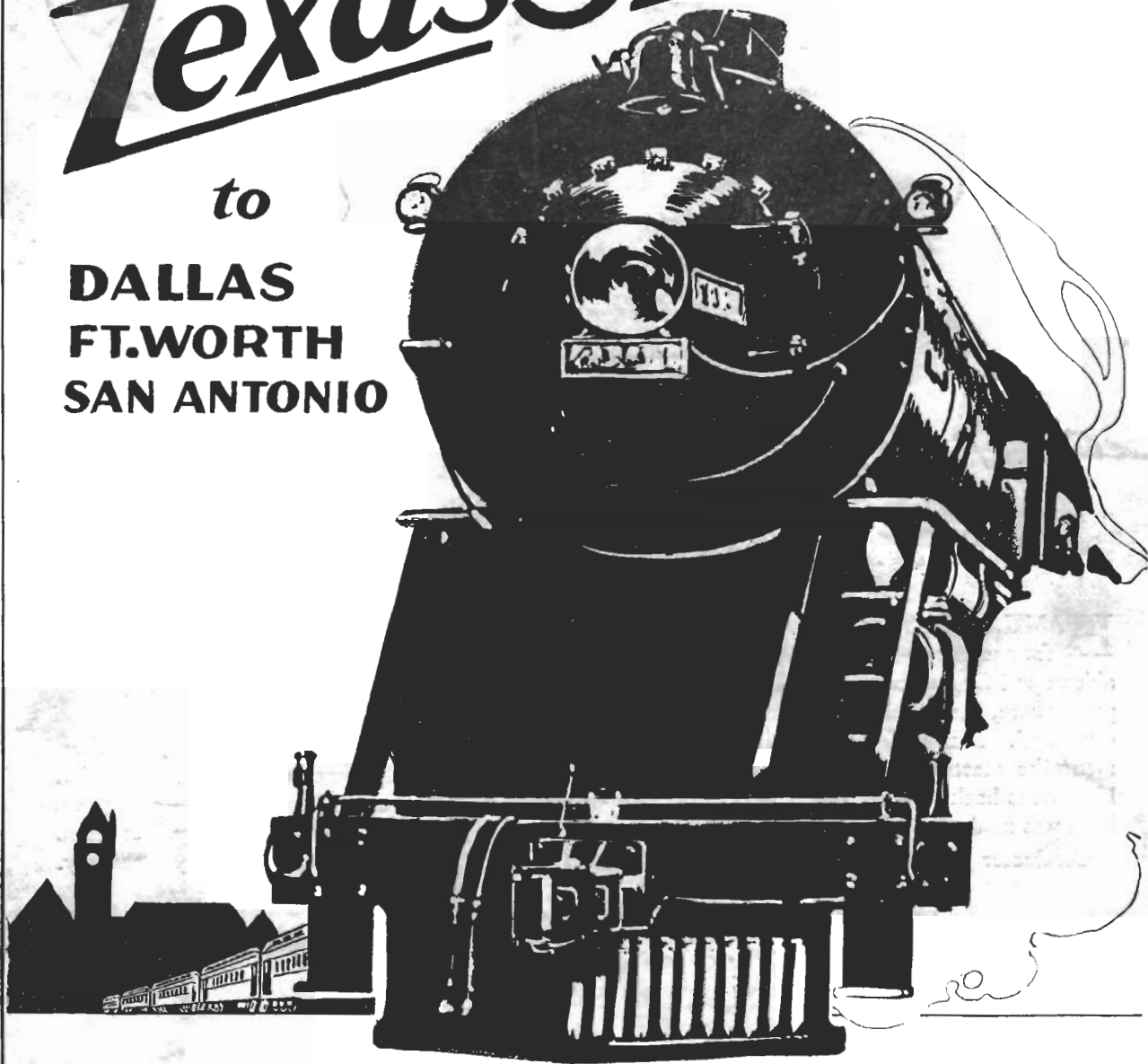
*"The Railroad Timekeeper of America"*



# *Texas Special*

to

**DALLAS  
FT. WORTH  
SAN ANTONIO**



Lv. Saint Louis  
Ar. Dallas

Frisco Lines  
" "

6:50 pm  
1:15 pm

Dining Car Service  
All the Way

Ar. Ft. Worth

" "

1:30 pm

Lv. Dallas

M-K-T Lines

1:20 pm

Fred Harvey Meals  
On the Frisco

Ar. San Antonio

" "

9:35 pm

**OIL BURNING LOCOMOTIVES**