

THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION

OCT 15 1925



OCTOBER 1925

Volume III. Number I.

Lee Overalls



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Kansas City, Mo.

Trenton, N. J. South Bend, Ind.
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Cross Ties *Plus—*

Plus—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

Plus—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

Plus—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

Plus—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

Plus—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

T. J. MOSS TIE CO.

SAINT LOUIS

THE FRISCO EMPLOYEES' MAGAZINE

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WM. L. HUGGINS, Jr., Editor

MARTHA C. MOORE, Associate Editor

WM. McMILLAN, Advertising Manager

VOL. III

OCTOBER, 1925

No. 1

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THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

New "Clerks' Group" Insurance Plan Announced September Eighth by President Kurn

*Metropolitan Life Insurance Company Offers \$1000 and \$2000
Policies to Clerks, Office and Station Employees
—Rate Fifty-five Cents Per \$1000*

GOOD news for all clerks and other office and station employees on the Frisco Lines, is contained in the announcement of extended group insurance to be known as the "Clerks' Group", issued from the office of President J. M. Kurn on September 8.

The announcement concerns itself with the extension of the Frisco group insurance, carried with the Metropolitan Life Insurance Company, by which employees, under the extension plan heading, may receive \$1,000 of life insurance for fifty-five cents a month, with the Frisco assuming the balance of the cost.

Employees eligible to participate in the plan are: clerks, office boys, messengers, chore boys, station helpers, train announcers, gatemen, checkers, baggage and parcel room employees, train and engine crew callers, operators of certain office or station equipment devices, telephone switchboard operators, elevator operators, ticket and waybill assorters, machine operators, employees operating appliances for perforating and addressing envelopes, numbering claims or other papers, or adjusting dictaphone cylinders; office, station and warehouse watchmen and janitors, station, platform, warehouse, transfer, dock, storeroom, stockroom, and team track freight or material handlers or truckers, and others similarly employed; sealers, scalers, fruit and perishable inspectors, stowers, stevedores, callers, loaders, locators, coopers and others similarly employed; and laborers employed in and around stations, offices, storehouses and warehouses and stockyard laborers.

This insurance, as extended, does not apply to employees now covered by other Frisco group insurance plans, President Kurn's statement reads. It does cover employees within the above classification, who complete the regular application card and who are actively engaged at work on the effective date of the entire plan.

No Medical Examination

Contrary to almost every other form of life insurance, no medical examination is required and employees

are entitled to enroll after the completion of 90 days' service, and thereafter must avail themselves of the privilege within thirty days. If this is not done the Insurance Company may require evidence of insurability.

The plan will include the following benefits: Class A—Employees earning \$4.00 per day or less, entitled to \$1,000 life insurance, with \$51.04 total and permanent disability benefits for twenty months. Class B—Employees earning more than \$4.00 per day, entitled to \$2,000 life insurance, with \$52.50 total and permanent disability for 40 months.

The life insurance is payable in the event of natural or accidental death, and payment of claim will be made by the insurance company to the beneficiary named by the insured, immediately upon receipt of proof of death.

Disability Benefits Generous

The disability benefits are payable if and when an insured becomes totally and permanently disabled due to sickness or accident from any cause, anywhere contracted, while his (or her) insurance is in force and prior to the age of 60 years.

The termination of service terminates the insurance, but the insured has the right to obtain from the insurance company within thirty-one days, without medical examination, an equal amount of individual life insurance at rates applicable to your age.

Another splendid feature of the service is that of a free visiting nurse, in the employ of the insurance company, who will call at your home during sickness, assist in carrying out the physician's instructions, advise those in your home regarding proper care, and do all possible to bring you back to good health. The nurse will call at your request providing you are insured under this plan and live where the nursing service is available.

A free service which the Metropolitan will also follow is that of distributing to you, from time to time,

booklets containing practical instructions on health, disease prevention and hygiene.

Seventy-five Per Cent Necessary

"It is necessary that 75 per cent of the group take advantage of this opportunity in order to make the plan effective and successful," President Kurn's announcement continues. "You are offered this complete plan of protection for yourselves and your families at nominal cost. The program is made possible through the co-operation of the Frisco Railway Company, which will pay the balance of the net cost. Because of this contribution by the railway company, the cost to you is much less than similar coverage could be obtained individually in the open market and, in addition, no medical examination is required. Every eligible employee should take advantage of this offer in the interest of himself (or herself) and family."

It's a Fine Policy, Says G. L. Ball

In commenting on the new plan, G. L. Ball, superintendent of insurance said:

"It is the fairest policy I know. Assume that an employee could take this insurance at the date of birth.

In the lifetime of the employee, he or she could not pay to the insurance company at the rate of 55 cents a month, an amount equal to the payment due the beneficiary at the death of the insured. In the meantime, should an insured person become totally and permanently disabled, he or she receives \$51.04 per month for twenty months—\$1,020.80 in payment for a \$1,000 policy. The insurance company, you see, pays you interest for the use of your 55 cents a month. Promptness in payment is sure, as is indicated in the most recent death claim, that of Mr. C. H. Claiborne, a man known and loved by us all. Mrs. Claiborne received on September 17, the face value of her husband's policy—just five days following the date of his death.

"Let me also caution you," Mr. Ball continued, "not to be led astray insofar as the most excellent group life insurance privileges tendered by the management are concerned. If you will consider carefully the arguments advanced in opposition to group life insurance on the basis offered to employees by the railroads, you will find the orators or writers presenting such arguments are not themselves eligible to the plan, or have an 'axe to grind' in the shape of their own insurance plan."

"The Sunnyland"—A New Frisco Train to Florida October 5

ON THE fifth day of October, just outside the train sheds of the Kansas City, Missouri, union station, the "Sunnyland", new crack train to Florida via Frisco Lines, will be christened, as she leaves on her maiden trip.

"The Sunnyland," out as No. 107, and back as No. 108, is filling a need for through Florida service from the Middle West, over the railroad that can give the most direct routing. The unparalleled travel to Florida throughout the past spring and summer has made the "Sunnyland" imperative. With the real estate and building boom still gaining and more people pouring into the Florida peninsula each day, the Frisco felt the necessity for a new train for the winter months, when Florida travel is heaviest.

The christening services of the "Sunnyland" will be performed before a battery of newspaper cameras and officials of the Frisco. The passengers of the maiden trip will also be included and the grouping will be around the engine.

Miss Jeanne Koontz, daughter of Mr. J. R. Koontz, vice-president in charge of traffic, will break a bottle of Fred Harvey water over the cowcatcher of the engine—and a few minutes later the "Sunnyland", companion train of the famous Kansas City-Florida Special, will be on its way to Florida.

The new train will run over the Frisco Lines to Birmingham, Ala., Southern Railway from Birmingham to Hampton, Seaboard Air Line Railway to St. Petersburg. A section of the train will also be run over the Illinois Central tracks from Memphis to New Orleans.

Through sleeping car service will be provided from Kansas City to St. Petersburg, from Kansas City to Atlanta, from Kansas City to New Orleans, from Memphis to Portsmouth. The latter will be operated through as at present, the only change being that the car will run on trains 107 and 108 which replace trains 103 and 104 between Memphis and Birmingham.

Dining car service will be provided all the way with Fred Harvey's splendid service in charge.

Oil-burning locomotives will be run out of Kansas City, Mo.

Following is the schedule:

9:00 am	Lv.....	Kansas City.....	Ar	8:25 pm
9:15 pm	Ar.....	Memphis.....	Lv	7:50 am
11:55 pm	Lv.....	Memphis.....	Ar	6:35 am
11:00 am	Ar.....	New Orleans.....	Lv	7:45 pm
9:30 pm	Lv.....	Memphis.....	Ar	7:30 am
5:40 am	Ar.....	Birmingham.....	Lv	11:30 pm
6:00 am	Lv.....	Birmingham.....	Ar	10:40 pm
11:55 am	Ar.....	Atlanta.....	Lv	4:45 pm
12:50 pm	CT Lv.....	Atlanta.....	Ar	3:30 pm
12:20 am	ET Ar.....	Hampton.....	Lv	5:25 am
6:15 am	ET Ar.....	Tampa.....	Lv	10:55 pm
8:25 am	ET Ar.....	St. Petersburg.....	Lv	8:35 pm

Twenty New Locomotives Delivered to Frisco Lines in September From Baldwin Works

Five Mountain and Fifteen Mikado Type Engines Have Many New Improvements—Under Construction Since April 1

FINAL delivery the first of September of the twenty new locomotives ordered from the Baldwin Locomotive Works of Philadelphia, Pennsylvania, by the Frisco Lines, terminated the contract with that company, which has kept it busy since the first of March, 1925, with the construction of these locomotives.

Although the five Mountain and fifteen Mikado type engines are of the same size and general construction as the engines delivered to us in 1923, there are a number of changes which required the preparation of a practically new set of drawings and this engineering work has spread over many months.

While the engineering department at Philadelphia was busy preparing orders for materials and requisitions for specialties, the specialty manufacturers submitted designs of such parts as superheaters, thermic syphons, reverse gears, exhaust steam injectors and boosters, all of which had to be incorporated in the various drawings so that final assembly at the Eddystone erecting plant would proceed smoothly and furnish the completed machine conforming to the agreed specification.

Considerable effort has been made in carefully inspecting and testing materials used in boiler, frames and forgings of these engines so that we may expect a long life and safe and dependable service.

Began Early in April

Actual work at the Baldwin shops began the first part of April, at which time about half of the locomotive frames had been delivered from Burnham, Pa., and the work of machining the various steel and iron castings was begun. On May first, the frames for

fourteen of the Mikado engines and for two of the Mountain engines had been machined. About ninety per cent of the various materials going into the construction of the boilers had been received and the work of laying out the sheets from the design was begun.

On May fifteenth all of the frames had been machined and work started on the various machinery parts and the tenders. The parts furnished by the various manufacturers, such as syphons, boosters, reverse gears and feed water equipment were being sent in from various directions.

In the latter part of May, many of these machine parts, which were prepared at the Philadelphia

shops, were sent out to the Eddystone plant and erection of frames and cylinders begun.

On June twelfth, five sets of the Mikado frames had been erected and in the latter part of June the first Mikado boiler was mounted on frames and erection of the first Mountain type engine begun.

These engines differ very little from the ones purchased in 1923. The five new Mountain type passenger engines will burn oil, while the fifteen Mikado type will burn coal.

They will also be used in through passenger service, covering distances of some 542 miles without change of engines. Their hauling capacity, measured in terms of pounds of pull behind the tender, is 54,100 lbs., which is maintained on the steep grades, with a train of some twelve heavy steel cars, without a helper. Under maximum working conditions a horse power of 2,800 is developed.



The Mikado type freight engine, shown above, is one of the fifteen of its kind delivered to the Frisco last month. It embodies the latest locomotive improvement, and was constructed by the Baldwin Locomotive Works at its Eddystone plant.

Specifications of Mountain Type

The Mountain type passenger engines, Numbers 1515 to 1519, inclusive, are of the following dimensions:

Cylinders, diameter and stroke.....28x28 in.
Valves, kind and size.....Piston diameter, 14 in.
Maximum travel of valves.....8¾ in.

WEIGHTS IN WORKING ORDER—

Weight on engine truck 57,100 lbs.
Weight on drivers233,700 lbs.
Weight on trailer trucks 51,400 lbs.
Total weight of engine342,200 lbs.
Total weight of tender, loaded240,500 lbs.

and the Mountain type:

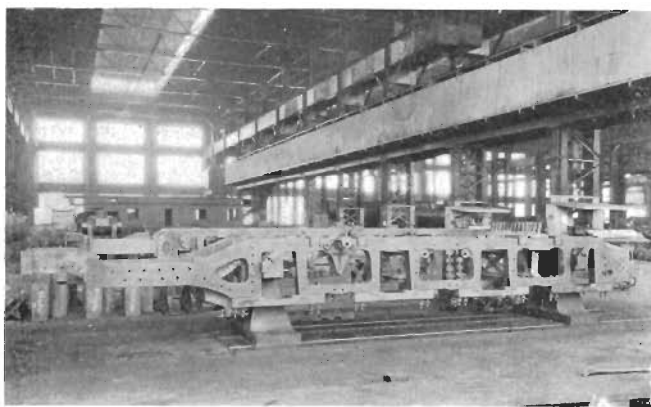
Cylinders, diameter and stroke.....27x32 in.
Valves, kind and size.....Piston diameter 14 in.

WEIGHTS IN WORKING ORDER—

Weight on engine truck 25,900 lbs.
Weight on drivers244,700 lbs.
Weight on trailer trucks 49,800 lbs.
Total weight of engine320,400 lbs.
Total weight of tender, loaded240,500 lbs.

WHEEL BASES—

Driving wheel base.....16 ft. 9 in.
Total engine wheel base36 ft. 11 in.
Total engine and tender wheel base..73 ft. 2 in.



The two pictures above show interesting stages in the construction of the new locomotives. The picture at the left shows the gigantic steel frame in place to receive the boiler and super-structure, and the right-hand picture is of the frame with boiler in place.



Aeroplane view of the Baldwin Locomotive Works (at left), Eddystone Plant on the Delaware River, fourteen miles below Philadelphia, where the Frisco's new engines were built. The water front has a dredged channel to accommodate the largest vessels and crane facilities for loading complete locomotives from the tracks to ships.

WHEEL BASES—

Driving wheel base,
18 feet.

Total engine wheel
base, 40 ft. 4 in.

Total engine and tender
wheel base, 76
ft. 7 in.

BOILER—

Steam pressure.....200 lbs.
Fuel, kind.....fuel oil
Inside diameter, largest ring.....7 ft. 10 5/16 in.
Tubes, 219-2-1-4, 21 feet long
45 flues, 5½ in. diameter, 21 ft. long.
45 superheater units.

TENDER—

Water capacity12,000 gallons
Fuel oil capacity..... 4,500 gallons

The tender, on account of its large water and fuel capacity is carried on six-wheel trucks, equipped with clasp brakes of similar design to the trucks used on the most modern passenger cars. These engines will be able to run a distance of some 542 miles without taking on additional fuel.

It will be noted that there is only a slight difference in the specifications for the heavy Mikado type locomotives, numbers 4135 to 4149, inclusive, noted below,

Tubes, 219-2-1-4, 19 feet long.
45 flues, 5½ in. diameter, 19 feet long.
45 superheater units.

TENDER—

Water capacity.....12,000 gallons

Locomotive Boosters on Mikado

All of the Mikado type will be equipped with locomotive boosters. Two new devices which will be an added improvement to the new engines are the thermic syphon, governing the heating of the water in the boiler and the exhaust steam injectors.

Frisco inspectors, placed at the Baldwin works have been watching the workmanship and materials very carefully and it is conceded that the Baldwin Locomotive Works made a conscientious effort to do the work more carefully and accurately than ever before. They

(Now turn to Page 39, please)

Greatest Industrial Exhibit in History of Modern Business at Tulsa, October 1-10

*International Petroleum Exposition Will Attract 300,000 Visitors—
Frisco Serves Exposition Grounds Exclusively*

THE greatest industrial exhibit ever staged by a single industry in the history of modern business," is a fitting description to give to the third annual International Petroleum Exposition and Congress, which will be held in Tulsa, Okla., from October 1 to 10. With the stage all set for the opening of the great oil and gas show in October, and with a record sale of exhibit booths, the success of this year's Exposition is assured, W. G. Skelly, president, announces.

The Exposition, first conceived as a rally for the oil industry, has grown to be the outstanding industrial show in America and with exhibits valued at \$20,000,000 and an attendance of approximately 300,000 annually, it is an institution in its own right.

This exhibit is not only a great "show window and sales room" for the industry in all its allied branches, but it is a school and has a liberal education for all visitors. The underlying principal of the Exposition is that of mutual benefit to the industry and the world at large.

The Exposition owns its own permanent show grounds, served exclusively by the Frisco. A ten-acre plot in the heart of the industrial section of the city has been purchased as the permanent home of the Exposition. Ten large buildings of brick and steel construction, hundreds of feet of arcades and open exhibit spaces and five acres of open space for the carnival midway and park space is utilized in accommo-

dating the vast array of exhibits.

This great oil show keeps the producers, refiners and the oil world in general in touch with the latest tools and newest steps in progress. Oil field tools and machinery, refinery equipment and methods and the newest departures in all branches of the industry are shown during the ten-day exposition.

Practically all of the exhibitors of 1923 and 1924 have again made reservations for this year and in addition to these are scores of others who have already paid for their booths, and new reservations are being received in every mail, E. F. McIntyre, general manager, announces.

Refinery exhibits of a comprehensive nature will occupy one entire building, California, at the Exposition. The exhibits of the refiners will be devoted largely to their refinery products, showing samples of different grades of crude oil, lubricating oil, gasoline and by-products.

Besides these there will be several manufacturing companies showing refinery equipment.

Users of fuel oil will be interested in the exhibits of oil burners and Diesel engines which will be featured in the commercial exhibits which will include oil field and refinery equipment,



E. F. MCINTYRE

tanks, tank cars and trucks, gasoline and steam engines, and all other oil industry equipment.

October 8 has been designated as Petroleum Safety Day. Special first aid teams from various refineries and plants in all parts of the country have entered and

(Now turn to Page 63, please)

New Passenger Station of Mission Style Under Construction at Springfield, Mo.

Old Building Which Has Served for Forty-three Years to Be Completely Remodeled—Work Now Under Way

FOR forty-three years, the Frisco passenger station at Springfield, Mo., has served a rapidly increasing traveling public. Built in 1882, the commodious station has felt the ravages of time, and is now to be replaced.

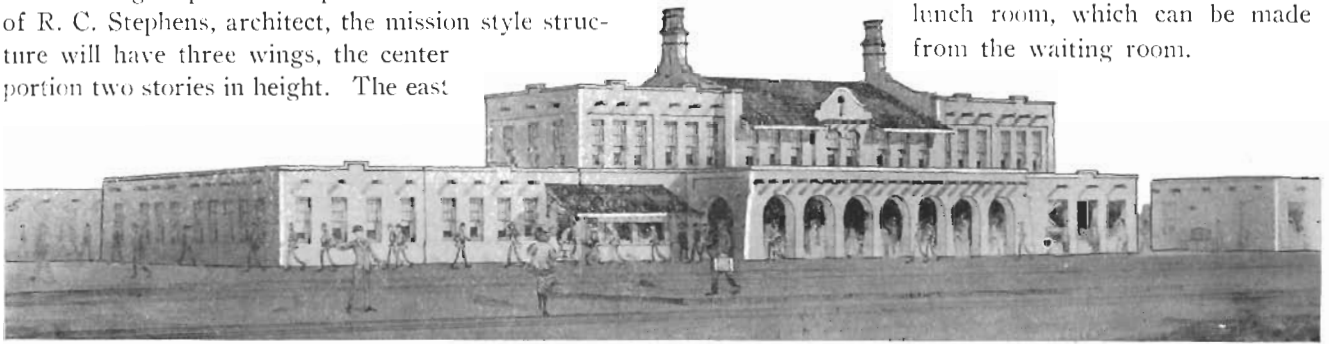
A modern passenger station is being constructed in place of the present building, and its beautiful mission style of architecture will make it a distinct asset to Springfield.

According to plans and specifications in the office of R. C. Stephens, architect, the mission style structure will have three wings, the center portion two stories in height. The east

The floor elevation will be raised above its present level and a long porch will cover the entrance to the station.

A graded park will be laid out at the east end of the building for loading and unloading of taxicab passengers, and the taxicab dispatching offices will be located at that end.

Another improvement over the present station arrangement will be the entrance to the dining room and lunch room, which can be made from the waiting room.



NEW FRISCO STATION UNDER CONSTRUCTION AT SPRINGFIELD, MO.

end will be devoted exclusively to Fred Harvey for dining rooms and lunch counter, and refrigeration plant, and the western wing will be set aside for baggage. The second floor will be occupied by the Harvey manager, and accommodations will also be made for the Harvey employees.

A commodious main waiting room will occupy the first floor of the main building, with ladies' rest room, ticket office, telegraph office and telephone booths. The building will have large space to care for waiting passengers, and adequate facilities will be provided for checking grips through windows direct from the waiting room. The building will be lighted with Frisco standard electric fixtures.

The mail and express building is now being constructed so that this portion of the new plant can be utilized during the remodeling of the present passenger station. As soon as the express building is completed, the work will be started on the passenger station. The Fred Harvey quarters in the eastern end of the building will then be completed and that portion now occupied by the Harvey people will be torn down to make room for the baggage building. The central portion will be started immediately following the completion of the baggage building.

"We have arranged the procedure of our construction so that it will discommode the public as little as possible," Architect Stephens said.

President Coolidge Receives 136 Pound Watermelon From Ozark-Frisco City

THE Frisco Railway may run mostly through Democratic territory, but a Republican president of the United States was reminded of this railway on September 5, when he received a "wonder watermelon" weighing 136 pounds and grown at Hope, Ark., on Frisco lines. The melon was sent to the Coolidge by Carter Gibson, of the John H. Hays Company at Hope, and

is believed to be the largest melon ever raised in Arkansas. The incident was recorded in the press throughout the United States, and Gibson received a letter from President Coolidge's secretary, thanking him for the melon and sending his congratulations. The melon was grown on the Hugh Laseter farm at Hope. Edgar Laseter, a brother, recently shipped a 123 pound melon to Henry Ford.

Forty Miles of Frisco Track Now Equipped With Automatic Train Control

Territory From Nichols to Monett, Mo. Completed Recently for I. C. C. Inspection Tour—Controls Worked Perfectly

By L. E. OWEN, Office Engineer, Signal Department

WORK toward a nation-wide attitude of "Safety First" is being done by many organizations other than railways in general and the Frisco in particular, in these hectic days of crossing accidents, but one of the most important of the Frisco's recent actions in furthering its campaign of

one passenger engine division between Springfield, Mo., and Sapulpa, Okla., a distance of 198 miles, which consists of 173 miles of single track and twenty-five miles of double track.

A committee was appointed to investigate all makes of these devices and decide the type best suited to Frisco needs. Ten different devices

consisting of a duplex control valve, train stop valve, automatic brake valve and the necessary piping and couplings for their application to the engine.

Incorporated within this first installation are three speed control locations so arranged or designed that when a train passes a caution signal



At the left in the above picture, in white circle, is the double heading and release cock, under the engine. The circular insert shows the track magnet with cover and one side removed, and the picture at the right shows the position of the control valve unit under the tender

Safety First is the installation of automatic train control on 35.75 miles of single track and 4.25 miles of double track, as the first step in a system-wide installation of similar structure.

The territory now so controlled is between Nichols and Monett, Mo.

On June 13, 1922, the Interstate Commerce Commission issued an order requiring forty-nine Class One railroads in the United States to install automatic train stop or train control device on one passenger division. The Frisco Lines came under this order.

On January 14, 1924, the Commission issued another order which required forty-five additional railroads to install train control on one full passenger locomotive division. All the roads with the exception of two named in the first order were repeated in the second, making a total of ninety-two roads now under the order.

Under the first order the Frisco was required to install train control on

were weighed in the balance and the device manufactured by the National Safety Appliance Company was finally adopted, due to its simplicity, effectiveness and cheapness of installation and maintenance cost.

Test Installation Made

A test installation was made between Nichols, Mo., and Brookline, Mo., taking in the Brookline passing track, a distance of approximately five miles. This installation was started February 19, 1923, and completed April 16, 1923, the work being done by Frisco signal department forces under the supervision of a construction engineer furnished by the Frisco.

The wayside equipment of this installation consisted of twelve track magnets, together with the necessary relays, wire and batteries for their operation and was superimposed upon the present existing automatic block signals. Three engines were equipped under this contract, the equipment

above the prescribed speed of twenty-five miles an hour, an automatic brake application will be given. All other locations were stop locations only.

On April 16, 1923, the first train equipped with train control device passed over this territory and consisted of engine 1030 one caboose and business car 900. Several tests were made with this train and everything operated as intended.

Extended to Monett, Mo.

Since the completion of the first five miles, we have extended train control to Monett, Mo. This was accomplished by installing from five to eight miles at a time over a period of two years. This makes a total of 35.75 miles of single track and 4.25 miles of double track now equipped. There are also thirty-one equipped engines, running over this territory. The wayside equipment country of sixty-nine track magnets, 1 wires. There are (Nov. 1923, please, 39, please)

Engineer Scudder Drove Frisco Trains to Tulsa When Hogs Wallowed Through Muddy Streets

"Oldest Engineers" I. W. Scudder and W. F. Boone, Recall Early Days of Oklahoma's Oil Capital in Interview With Tulsa Tribune Reporter

By WILLIAM N. RANDOLPH
of the Tulsa Tribune

IN THE cab of a locomotive pulling a passenger train daily between Tulsa and Enid, on the Frisco, there sits a giant of a man with piercing eye and grizzled hair who has been 37 years at the throttle and has never been in a railroad accident worth mentioning.

His name is I. W. Scudder. When in Tulsa he lives at 28 N. Elwood Avenue. He piloted trains into Tulsa before any engineer now running into or through this city in the service of the Frisco saw the place.

"Is not there a feeling lurking within you that sooner or later a wreck will get you," Scudder was asked.

"No," the veteran engineer answered in his crisp, decisive way. "The engine cab is my real home. It's there I have been most of my life, it's there I would rather be, and it's there that I feel safest."

Fears the City Streets

"But, say," he confided, leaning earnestly forward and speaking with emphasis, "it sure is dangerous on foot here in Tulsa with the automobiles speeding all around and the airplanes darting overhead. I never feel just exactly safe in Tulsa unless I'm in my engine cab."

"It was different back in the old days," reminisced Scudder looking dreamily out of the window and apparently visioning Tulsa as he saw it on that morning in 1901, when he came here to take charge of one of the Frisco's engines on the newly completed "Hiline", as the Frisco division between Tulsa and Avard is known to railroad men.

"Yes, it was considerably different," he repeated. "In those days Tulsa was just a huddle of little buildings straggling up the hill from the Frisco tracks and fading away altogether before it got to the top, where Third Street is such a bustling thoroughfare now."

"To be plain about it, the place you fellows like to call the 'Oil Capital' was not much more than a mud hole then. At least, the busy part of Main Street, from the Frisco to Second, was usually deep enough that soft mud to accommodate a do. the drove of hogs and it often as they tai

Sidewalks of Boards

"Then," continued Scudder, "the sidewalks were of rough boards in most cases. Some stood several feet high and some were down on the ground. All the little buildings had little wooden porches and it looked like corn fields and peach orchards would eventually choke out what little town there was."

"Back in those days one section of the present Brady Hotel, the Alcorn, which is now the Newport, and possibly one or two other buildings of like size were the skyscrapers here. The cowboys used to complain about their being so high. They had to

Boone has never worked elsewhere since he took his first locomotive out of Tulsa in 1902.

Boone lives in Tulsa, while Scudder lives in Enid.

Despite his apparently hazardous occupation, Scudder seems to have just about missed all the thrills of life. While many trains were held up by bandits three decades ago, his never was. It has always been just out one day and back the next with him, the feel of his engine running smoothly as it ate up the miles, carrying him his most pleasing sensation and the return to his home and loved ones in Enid affording his greatest joy.

Looking at the man in overalls as he sits in the cab, his hand on the throttle and his eye on the rail, it is difficult to think of him as having any interest apart from that work. Locomotive engineers, nevertheless, are as much a part of the world in which they move as lawyers, merchants and clerks. Scudder takes a keen interest in political and economic questions of national import and is much better informed along those lines than many politicians.

Scudder comes up from Enid one day and goes back the next. Boone goes down one day and back the next. They have been doing that for years and will keep on doing it for years. Their trains leave Enid at 6:45 a. m., arrive in Tulsa at 10 a. m., leave Tulsa at 4 a. m. the next day and get back to Enid at 12:15 p. m. They can refer to their timetables and tell you just where they will be 10 or 15 years hence, providing their trains are on time and they are still in the cab.

However, it is probable neither engineer will be on the job 10 years hence as both will be eligible for pensions at 70, barring accidents.

Comment in the Frisco Employees' Magazine from time to time concerning the splendid work done by locomotive engineers, inspired William N. Randolph, feature writer for the Tulsa Tribune, to set out one day recently on a search for the "oldest engineer" running out of Tulsa, over the Frisco Lines. Mr. Randolph found two of them, I. W. Scudder and W. F. Boone. In true, breezy, newspaper style, Mr. Randolph wrote his story. It appeared in the Sunday edition of the Tribune on August 23. We take pleasure in re-printing it here.—W. L. H., Jr.

stretch their necks too much to shoot out the panes in the upper windows, they said."

Scudder is 62 years of age, but looks 15 years younger. Sizing up his massive, efficient frame and noting his confident poise, no passenger could feel other than safe with him at the throttle. He began railroading when a lad of 20 and has been an engineer since 1888.

While the "oldest engineer" went on the Enid-Tulsa run 24 years ago, he has not been on that assignment continuously since. For seven years he pulled a train from Enid to Beaumont, Kans. but returned to his old assignment about 10 years ago, and says he will finish his railroading there, so far as he knows now.

Longer Continuous Service

Although he began running into Tulsa a year after Scudder, the engineer who runs opposite him has seen more years of service with Tulsa as one end of his terminal. He is W. F. Boone, 464 S. Yorktown Avenue.

Well, Well!

Customer (to haberdasher): "I'd like a suit of underwear."

Haberdasher: "Union?"

Customer: "Sure. Typographical No. 1. Do I hafter show me card?"

The Harley Family—A Story With a Moral

THERE is a moral in this story. But it isn't one of those time-and-shop-worn things that you'll find in true life stories or any of the affiliated "sob-sister" stuff.

It is the story of a railroad man's



JAMES BYRON HARLEY

"I have nothing but kind words for railroads in general and the Frisco in particular," the father says. "And with the help of my wife, I raised three sons who are now Frisco railroad men, following literally in my footsteps. They are as surely died-in-the-wool as I am, as faithfully and loyally a part of the Frisco as I was, and am yet for that matter, and I know they will keep on delivering the

right sort of work in the right sort of way to the Frisco, one of the finest railroads in the greatest industry of the world."

J. A. Harley, Sr., 73 years old, is the "father" of this story, a resident of Enid, Oklahoma. He is a veteran of



CHARLES A. HARLEY

love of the railroad game and a love that he imparted, with the help of a loyal and faithful wife, to three sons now grown to manhood.

It is a direct refutation of the careless statements sometimes made that no rail-roader wants his son to follow in his footsteps, that it is a dog's life of continuous "on call" and continuous hazards with long hours and hard work.

According to the "father" in this story, the life of a railroad man "on the line", is one of constant fascination, of excitement and pleasure, of loyalty and faithfulness, and of sure and certain just rewards.



DAD (JAMES A.) HARLEY



J. ART HARLEY

Frisco service, and on the pension rolls of this company. He entered the railroad service forty-seven years ago, rose to be an engineer and re-

tired on pension without having an accident. His is a record to make men proud.

Early in life, Mr. Harley married, and to Mrs. Harley he extends a large part of the credit for raising a family of husky railroaders, Charles Harley, Arthur Harley and James Harley.

"The boys are a chip off the old block," says Harley, Sr., "and when I say that, I mean they've a great part of their mother's goodness in them. She has



MRS. JOHANNAH B. HARLEY 63, yrs (Now turn to Page 31, please)

In Getting Business for the Frisco, Employees Help Themselves, Conductor Gibson Finds

Veteran of River Division, L. A. Gibson, Wins Better Service With Common Sense Suggestions—Contest Changes Next Month

L. A. GIBSON, veteran conductor on the River Division and a resident of Chaffee, Mo., was announced, on September 21, as the September winner of the Frisco Better Service Contest.

Conductor Gibson has thoroughly thought out the matter of "give and take". He realizes that what is good for the Frisco is good for him, and good for all Frisco conductors—and brakemen, engineers and other employees.

His letter is a straightforward, plain-spoken treatise on a subject that we all know, yet, perhaps neglect to dwell upon.

"In reading over the September issue of the Frisco Magazine and especially the articles on better service and the article outlining the plan for getting business, suggested by Mr. M. T. Fullington, I received an idea that should be in the mind of every man and woman connected with this great railroad of ours," Mr. Gibson writes.

"Advertising is the best manner to get before the public, and the best way to advertise is to be talked about. We have a large number of people connected with the Frisco who should be taught to talk about the line they work for. They should do this if for no other reason than the benefits that they, themselves, may derive.

"I wish I could make each employee fully understand that the better off the Frisco is the better off we will be. We know that over fifty per cent of all the money that the Frisco takes in goes to the employees, and we know that the more the Frisco takes in, the more we will get.

"From a selfish, and yet a purely human viewpoint, we know that it is to our own interest to get out and get all the business we can and in that manner help ourselves. It is obvious that the best way to get this business is by talking and giving service. We should talk it and give it twenty-four hours a day. It should be just a little better, always, than the other fellow's—and by keeping on and on the public will talk about us. When the public realizes that our service is the best, as we do, the dollars will multiply rapidly as they take our serv-

ice. It is all as plain as night and day.

"Everyone, of course, on the railroad should boost it—but I believe the boosting of the employees is more valuable than that of the officials. I believe that, because a prospective shipper expects to have an official tell him of the merits of the Frisco, he does not expect an employee to tell him of the fine railroad he works for. When

This is the last month of the Frisco Better Service Contest under its present form and only one more chance remains for the "suggestion" method to win the coveted gold button or gold pin. The prize award committee, composed of S. S. Butler, freight traffic manager; J. N. Cornatz, passenger traffic manager; and Henry F. Sanborn, assistant to Vice-President Koontz, are working out another—and more definite plan—under which the contest will be conducted in the future. Enthusiasm in the campaign as it has been conducted so far has been excellent. It has been fully demonstrated that the employees of this railroad are intensely and loyally interested in "better service" and also in "more business". The letters and suggestions which have poured in to Mr. Sanborn have been filled with valuable suggestions and earnest effort. Now the committee wants to concentrate this enthusiasm. That will be the key-note of the new plan. Not only will the "better service" feature be stressed—"More business" will be an additional goal. The new plan will be announced next month. Meanwhile another button and another pin awaits the contest winners for the coming month. Send your suggestions to Henry F. Sanborn, assistant to the Vice-President, Frisco Building, St. Louis, Mo., on or before October 15. That is the "dead-line". Let's go!—W. L. H., Jr.

a section man, an agent, a brakeman or an engineer or a conductor tells the prospective shipper what real service the railroad he works for is giving, believe me, that shipper believes him.

"We should all take this as a personal matter and help ourselves by simply helping the company that gives us the means of earning our bread and butter and in most cases a good bit more—and remember that every bit we do to help the company will surely come back to us in constantly improved working conditions and better and better wages.

"The more business we have, the more trains we will run—the more section men we will need to keep the track in shape for the extra trains that the increased business necessitates—the more clerks we will need to handle the extra business—the more operators we will need to handle the offering and assist in getting the trains over the road—the more round-house employees we will need to care

for the extra engines—the more carmen to keep the cars in shape to handle the extra shipments—and so on down the line it goes to each and every employe on the line and to their wives and children.

"I say to you, let's make it our business to help get business for our railroad and ourselves, remembering the while that when we help the Frisco, we help ourselves the most.

"Self-preservation is one of the first laws of nature, and this is simply preservation. Remember, that if the bus and truck take the business away from the railroad—where will you go for work? What will you do to support yourself?

"I feel that each and every one on the Frisco should join in with Mr. Fullington and protect our jobs as he has outlined."

Honorable mention for the August contestants for the prizes was awarded to R. O. Beale, agent at Republic, Mo., and E. H. Harvey, agent at West Fork, Arkansas.

None of the Frisco lady employes entered the contest this month.

SOME UNIQUE ADVERTISING

Secretary of Sunday School at Memphis Lauds Frisco

Letter to Class Members Inspired by W. D. Welch, Frisco Platform Foreman

A UNIQUE bit of advertising for the Frisco was sent out by the Second Presbyterian Church of Memphis, Tenn., recently.

W. D. Welch, the wide-awake platform foreman at Memphis, Tenn., is a member of the Business Men's Bible Class of that church. Dave Robson, secretary of the class, and a keen business man, conceived the idea of writing the class weekly letters on the letter head of some business firm, of which some member of the class was a part.

(Now turn to Page 63, please)

Oil Man Thanks Frisco Engine Crew for Saving His Life

Prompt Action on Part of Engineer Givens and Fireman Epperson Prevented Accident Says O. T. Goss

THE alertness of Frisco engine crews has undoubtedly saved the lives of many persons. The watchfulness with which engineer and fireman search the rails ahead is a habit of safety first instilled in them since they began a railroading career.

But it is seldom, according to old-timers who ought to know, that a man who has been saved from serious in-

jury and perhaps death, will admit that he is indebted for life, limb and the pursuit of happiness, to the crew of the engine that did not hit him.

Arkansas City, Kans., has a man in the person of O. T. Goss, agent at that city for the Cities Service Oil Company, who publicly thanks the crew of a Frisco engine for saving his life.

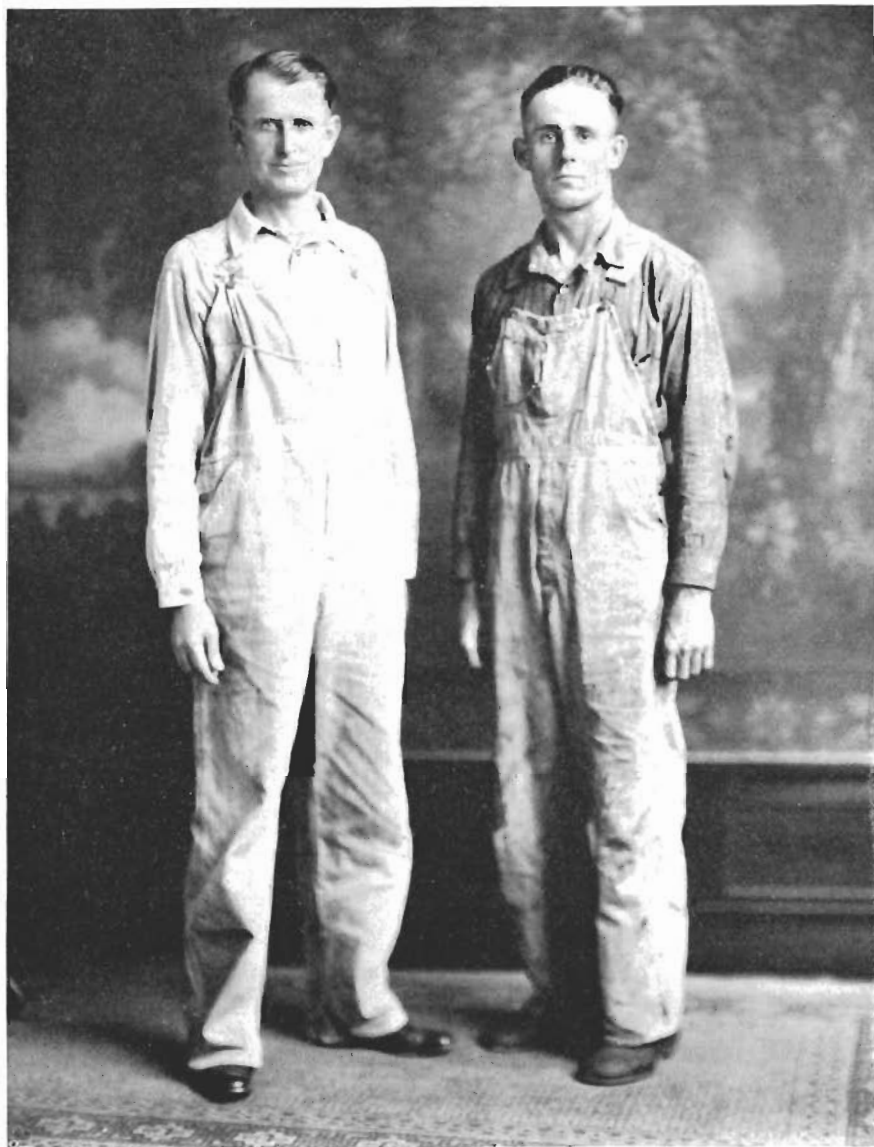
In a letter to R. B. Butler, superin-

tendent at Enid, Okla., Mr. Goss has the following to say:

"I wish to congratulate you, and through you the Frisco in general, on the fact that the watchfulness of one of your engine crews saved my life.

"Several days ago, while driving my truck loaded with gasoline from our warehouse on your tracks to our station, I was thinking about almost anything in the world except railroad crossings.

"As I was about to cross your tracks with this heavy load, I heard a whistle,



O. T. GOSS

but paid no attention. I then heard two or three sharp blasts, and roused myself to find one of your switch engines coming at me not more than twenty feet away. I immediately applied my brakes, but only succeeded in sliding my truck on the track directly in front of the engine.

"Fireman W. W. Epperson (I was coming up on the engine's left) saw the situation, signaled Engineer Roy Givens, and he, having his engine under control, stopped quicker than I imagined possible, and I kept on 'sliding' across to safety.

"The fact that these two men were wide awake and knew their stuff certainly saved my life, and I am mighty thankful to them and to the Frisco Railway.

Yours very truly,

O. T. GOSS, Agent,
Cities Service Oil Co.,
Arkansas City, Kans."

It was due to prompt action on the part of Engineer Roy Givens, (left), and Fireman W. W. Epperson, that O. T. Goss, Arkansas City agent for the Cities Service Oil Company, is still "doing business at the old stand". Although the engine was traveling at considerable speed only twenty feet from Goss' stalled automobile, Givens succeeded in halting the locomotive—and earned Goss' undying thanks.

Frisco Agent Taught Telegraphy to Present Union Pacific Head

W. P. McNair, Fayetteville, Arkansas, "Broke In" Carl R. Gray at Key in 1885—"He Was Splendid Teacher" President Gray Says

MY WIFE and I often talk things over and I guess we should be the most thankful people in the world. We have lived in Fayetteville, Ark., since November '86, our children all lived here—our home is here and we are within five minutes' call from every one of them. We have had a wonderfully happy life and we are now living to enjoy the success of our little family—our children's success and our five great-grandchildren!"

The man who made the above statement is perhaps one of the best known and loved veterans, W. P. McNair, who has forty-three years' service to his credit.

He was born near Charleston, Miss., on June 21, 1848. His father was commanded by General Dudley N. Cawl to take a bunch of negroes, after the Mississippi purchase to till the soil and plant cotton in the newly acquired section. This undertaking did not turn out well, and many of the little company died. Then the family moved to west Tennessee.

Mr. McNair, when fifteen years of age, ran off to war. He was sent back by his father to school in Kentucky, but he ran away again to the army, where he remained until the war ended.

However, his life has not been filled with harrowing experiences, but lived in a quiet way and along the way he has trained and educated more than one successful railroad man of today. Carl R. Gray, president of the Union Pacific says of him, "He is one of the best types of the old school agent".

Mr. McNair began his railroad career in '76, with the Beaver Iron Mine, in charge of the commissary. He then went with the Ozark Iron Works, west of Newburg, an old stage stand. He was also agent and operator for the Atlantic & Pacific, but was paid through the iron works and his name did not appear on the roll of the railroad company.

Mr. McNair came to Fayetteville in 1882 and in '85 was transferred to Pierce City. He stayed at this point for some thirteen months when he returned to Fayetteville, where he remained until he was pensioned.

During the time that he was at Fayetteville, Mr. McNair always gave a helping hand to the young boys who were in his employe. He seemed to share with them their dreams of some day becoming a wonderful railroad official.

Trained Carl Gray

Little did he realize that little Carl Gray, whose fingers he guided until he had mastered the art of telegraphy, would become a railroad president.

"It was always my disposition to play pranks on my friends and be careful of my enemies. Carl was always very truthful. He was a cub messenger boy in our office. Although it was against the rules, the operator was teaching Carl telegraphy. However, he would not let Carl touch the main line keys.



W. P. McNair

"Carl was always on the alert to help in anyway he could and when the operator was absent or had gone to lunch and there was a message to send, Carl would always come to me and ask if he might send it. In this way we became very close friends.

"Bring Back the Honey"

"One day the operator had gone to dinner and the express agent had filed a message for the messenger of an express car, concerning a package of money he had signed for and failed to get. The message read, 'Bring back the money'. Carl asked for permission to send it, and in a few minutes he had Ft. Smith operator. That operator was an old timer and drank pretty heavily at times. In getting the message, he got it, 'Bring back the honey'. The express messenger, receiving this message thought that the

agent wanted some honey and brought three or four pounds back with him, along with the money.

"The express agent, on receipt of both the honey and the money, came to my office and registered a complaint, showing me the message. Carl was standing there tense—his eyes sparkling. I told the agent I would buy the honey and also take care of the wire.

"Then I followed him out and we decided to make Carl think the joke was serious. He was to send me a letter of complaint. We had that case going back and forth until we had a thick file on it, but it never really left the office. We were supposed to have letters from everybody, from the superintendent of the division on down.

"When we finally decided to end the joke, I called Carl in and told him we had received a letter from the superintendent of telegraph, asking us to fire him, and also that he should not again enter the premises of the railroad. Big tears rolled out of his eyes and he packed up his few belongings.

"I was sure his mother and father felt badly—they were lovely people and Colonel Gray was connected with the University. After about a week I went over and told them the whole story. They laughed and said it had done the boy good and needless to say, Carl was greatly relieved.

"Whenever I heard of a place where a boy was needed, after Carl had learned telegraphy, I sent him there. His first position was at Rogers, Ark. Later he held a position at Carthage, Mo., and later this office was moved to Oswego, Kans. It was here that Carl met the present Mrs. Gray. He was only eighteen or nineteen years of age at that time.

"He wrote me a letter one day and enclosed in it, one for his father and mother in my care. I handed it to one of his cousins, E. A. Hoag, who was then acting as messenger and he carried it in his pocket for three days. We later found it was most important as it contained the news that Carl wanted his parents' permission to marry.

"After Carl had been working for Mr. Russell for some time, Russell was appointed assistant general freight agent with headquarters at St. Louis, which made a vacancy in the office.

Mr. Russell recommended Carl.

(Now turn to Page 39, please)

"The Frisco Nut Buster"—A Splendid Invention By Jason Thurston, Asst. Gen. Car Foreman at Sherman, Texas

WEN, here is "The Frisco Nut Buster"!

MConceived in the mind of Jason J. Thurston, assistant general car foreman, Sherman, Texas, and fabricated in the Sherman Shops, August, 1925, it has already claimed the delighted admiration of Master Mechanic J. W. Surles and his brawny crew, and bids fair to win the hearts of shopmen throughout the United States.

In the day-by-day work of repairing hundreds of cars, it is found that nuts—big, rusted fellows—cling tenaciously to their bolts, and they must be broken off. The old-fashioned way is dangerous.

"Sam" holds the chisel-bar in place while "Jim" slings a sledge-hammer against it. Result: broken knees, broken hands, and serious wounds in various other portions of "Sam's" anatomy. Slivers like daggers may fly off the chisel-bar and pierce "Sam's" face or body. In fact, they not only may, but they do. Assistant Claim Agent E. V. Maxfield of the Texas Lines is authority for the statement that the simple operation of "busting" nuts has resulted in hundreds of accidents of the above nature—painful, pitiable accidents, causing the victims untold hours of agony and loss of work.

But no more. Inspired by the reiterated slogan of the Frisco Lines, "Safety First", Jason J. Thurston has invented the powerful and ingenious contrivance which has been christened "The Frisco Nut Buster". Henceforth the job of busting nuts will be performed by one man instead of two. Adjusting the "Nut Buster" to the required height, planting it firmly in the ground by its rear spikes and slinging its strong hook over the nearest rail, is the work of a few moments.

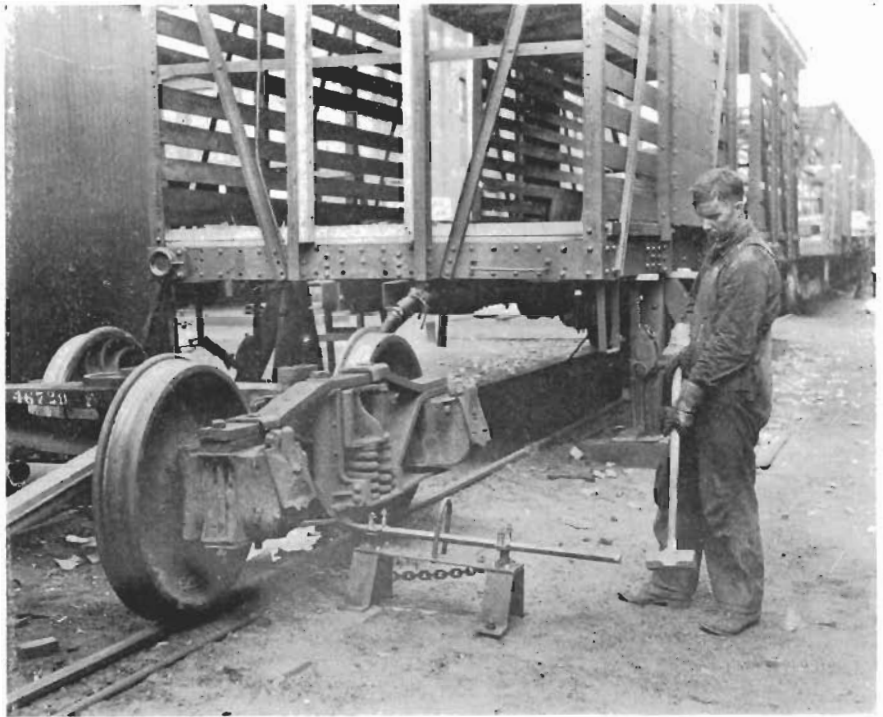
There remains nothing to do but to hit the chisel-bar with the hammer—and bust the nut!

When "Sam" was holding the chisel-bar, he would have to replace the end in the cut after each rebound—provided he was still unhurt. But with the "Nut Buster" there is no rebound. The spring clamps on top keep the chisel bar in position, and the rebound of the contrivance as a whole is prevented by the chain hooked to the rail.

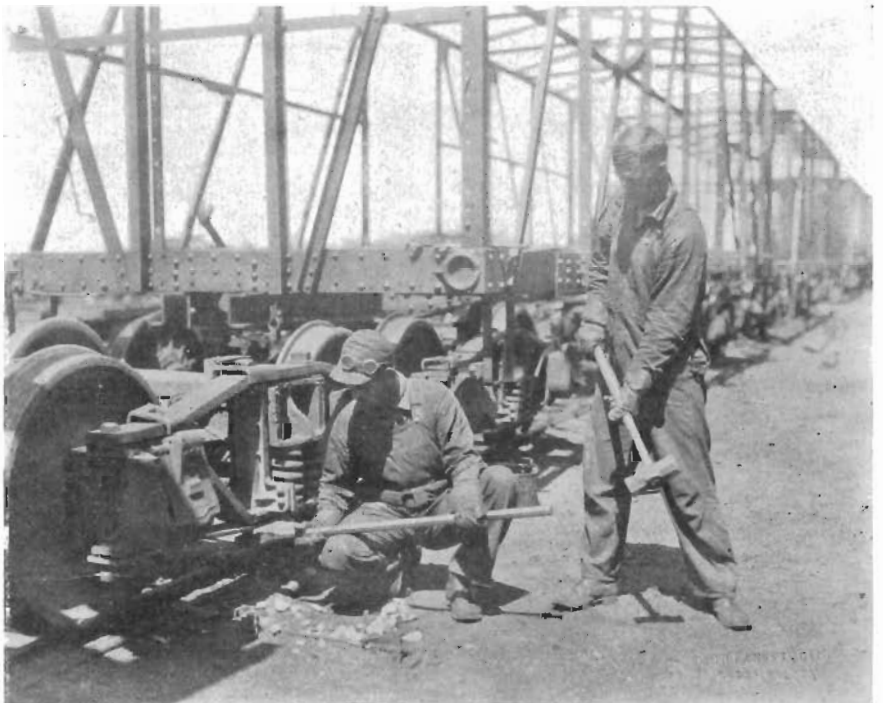
Simple? Of course. Many real, great things are simple. But also practical, dependable and SAFE.

Hats off, gentlemen! The Frisco leads the way again!

—Ben Lewis.



The new way—one man does the work of two, and without danger.



The old way—the wrong way. Note the dangerous position of knee and hand of the man holding the chisel-bar.

Veteran Who Went to Jail for Frisco Has Thirty-six Years Service

*John J. Connolly, Birmingham Trainmaster of Terminals
Tells of Thrilling Early Days in South*

By LAUNA M. CHEW

Few of the veteran employes of the Frisco Railway can boast of a more exciting experience than John J. Connolly, at present Trainmaster of Terminals, Birmingham, Alabama. He has had 36 years' service.

Mr. Connolly was born in Louisville, Ky., January 20, 1865. He was connected at that point with the Louisville & Nashville Railroad as freight conductor and with the Iron Mountain and Cotton Belt, moving to Memphis, Tenn., in August, 1889, at which time he entered the service of the Frisco as Yard Foreman, serving in this capacity until 1895, when he was promoted to night yardmaster and assistant yardmaster. He was transferred to Birmingham in January, 1895, where he served six years as yardmaster and assistant trainmaster, passenger and freight conductor, until 1922, at which time he was appointed trainmaster of terminals, which position he still holds.

In speaking of his experiences with the Frisco Mr. Connolly states he commenced work with the Frisco when the engines were miniatures compared with those of the present day; during the days before air was ever used on freight trains or automatic couplers were used.

His Thrilling Experience

"My most thrilling experience in railroadng," states Mr. Connolly, "was in Memphis, Tenn., which was not a City at that time, but was called a Taxing District, charter having been taken away from Memphis on account of the yellow fever scourge in '78 and '79. At that time Memphis was a great river town; in fact, it competed with the railroads. In order to give the steamboats time to load and unload their cargoes at the levee, the President of the Taxing District, Uncle Davey Hadden, who, in reality, was merely Mayor of the town, issued instructions that there should be no switching done between the hours of 4 and 6:30 p. m. on the levee.

"The old Kansas City and Memphis & Charleston, also L. O. & T. had two main lines over this levee and they had what is known as the Beale Street Yard. Their Kansas City lines had tracks into the Beale Street yard, various industries there, also at the great Memphis elevator and oil mills. I was instructed by our Superintendent to take a cut of cars across this levee and to make a switch at Beale Street; I did so and was immediately arrested. I insisted on the policeman taking me to Judge Hadden, as the

L. O. & T. and K. C. would go my bail. When taken before Judge Hadden I explained the situation to him and he asked, 'If I was requested by my railroad to jump off the bluff into the river would I do so?' I told him, 'No, but I would make this switch if they instructed me to do so, which I did.' He stated to me then that I could remain in jail until 9:30 the next morning and that he would accept no bail, and the result was I remained in jail.

Fined \$100 Dollars

"At my trial next morning I was fined \$50.00 for violating a city ordinance and also \$50.00 for contempt. I have never yet been able to understand why this case of contempt could be brought against me. Well, to finish my story, the Kansas City Railroad fought this ordinance and beat it.

"My recollection of the Memphis Yard in 1888, five team tracks, two house tracks, six hold tracks, three repair tracks constituted the yard. The Kansas City was considered one of the finest roads in the South at this time, as they had the best engines made and their coaches were all yellow, which seemed to be an attraction in the Southland.

"I personally knew all the officers of the road at that time; our President, Mr. Geo. H. Nettleton, was one of the finest men I ever knew; Mr. R. H. Briggs, who has been retired for a number of years, was our Master Mechanic; he died recently in Memphis; Mr. J. H. Sullivan was superintendent of the Kansas City, Memphis and Birmingham Railroad; he has been retired for a number of years and still lives in Memphis. All the rest have passed away.

First Trip on Memphis Bridge

"I had the pleasure of making the first trip across the Memphis Bridge when it was completed in '92, taking the Governor of Tennessee to the center of the bridge to meet the Governor of Arkansas and escorting the Governor of Arkansas to Tennessee; we had an engine and cars especially arranged for that trip. We backed both cars on the bridge and coupled them together. I made the coupling myself, which was 'link and pin.' This was an illustration that this great bridge across the Mississippi River, the only one below St. Louis, was joining, or linking, the two states together, that is, Arkansas and Tennessee. The Kansas City road spared no expense to make this event a great

success. The speaker of the occasion was Senator Dan W. Voorhees of Indiana, known as the 'Tall Sycamore of the Wabash,' considered one of the greatest orators America ever produced.

"There is quite a difference in bringing traffic over this bridge now and in what we had to use previously to the completion of this bridge, which was two transfer boats, one owned by the Kansas City Railroad, called the 'Charles Merian,' and the other transfer boat owned by the Iron Mountain Railroad, known as the 'S. D. Barlow.'

"The most wonderful development that has come to my observation has been the Birmingham District. When I first came to Birmingham I can remember the first large engines used in this district. They were three-wheel connected and too small now for switching purposes. But at that time the officials deemed them too large to go in and out of sidetracks, and consequently had to put passenger trains in sidetracks when they met one of those so-called 'large engines.' If I remember rightly, those engines were Rogers engines and numbered from 38 to 41, inclusive, and on the Birmingham subdivision were rated 640 tons coming south and 720 tons going north. Quite a difference from our present large engines which pull from 1600 to 1700 tons.

Compares Cars of Today

"I can also recall the first 80,000 capacity coal cars. For the smaller engines we could handle 10 of these cars to the train and for those large engines which I mentioned 12 to 13 cars constituted a train. Fifteen box cars was the maximum length of our trains, as compared with the present trains of 40 to 65 cars. We handle tons out of Birmingham now in comparison with pounds in 1895. The Birmingham yards in 1895 could contain not quite 500 cars; this included all tracks, also the old C. & W. yard, which is now used as a storage track. We handled the Central of Georgia and Frisco business with two engines in daytime and one at night. I was very much criticized for putting the second engine on at night, for fear there would be a collision between these two engines, but we made it all right, as I had had experience in Memphis that taught me we could work more than one engine at night.

"The work on the Bessemer Branch was done by road crews making two to three trips per week, with an engine smaller than any that is now in existence on the Frisco Railroad. We are now using on this same branch two Frisco crews daily, one crew using a 1200 type engine, the other crew a Mallet, and we feel now as though business is still in its infancy in this district.

"Please let me add in conclusion that I have passed the better part of my life and will finish it up with the Frisco Railroad. I have never been suspended and no one could have been better treated than I have."

Frisco Had Splendid Advertising Display In Connection With St. Louis' Showing of "The Iron Horse"

A SPLENDID advertising display was arranged by the Frisco in connection with the recent showing of "The Iron Horse" at the New Grand Central Theatre, St. Louis, which enjoyed a run of eight days, ending September 4.

In the lobby of the theatre the unique display of a miniature working model of the finest engine on the Frisco Lines in 1904, encased in glass, reposed underneath a large picture of the new "1500" type engines, fifteen of which have just been received and placed in service.

This miniature model was the Frisco's exhibit at the World's Fair in St. Louis in 1904, and until recently has been on exhibition in the Springfield, Mo., offices.

Besides this exhibit in the lobby, the two adjoining store windows were decorated by C. B. Michelson and D. E. Eicher of the agricultural department, with horticultural products.

The two windows showed, on a small scale, the great variety of fruits and vegetables handled over Frisco rails by "The Iron Horse", prepared in jars and the raw fruit and vegetables.

The one most interesting specimen was an eighty-pound watermelon, which was resting on scales in the window to thoroughly satisfy the curious. It was conceded to be the largest ever brought to St. Louis and was grown near Kennett, Mo., on the Frisco Lines.

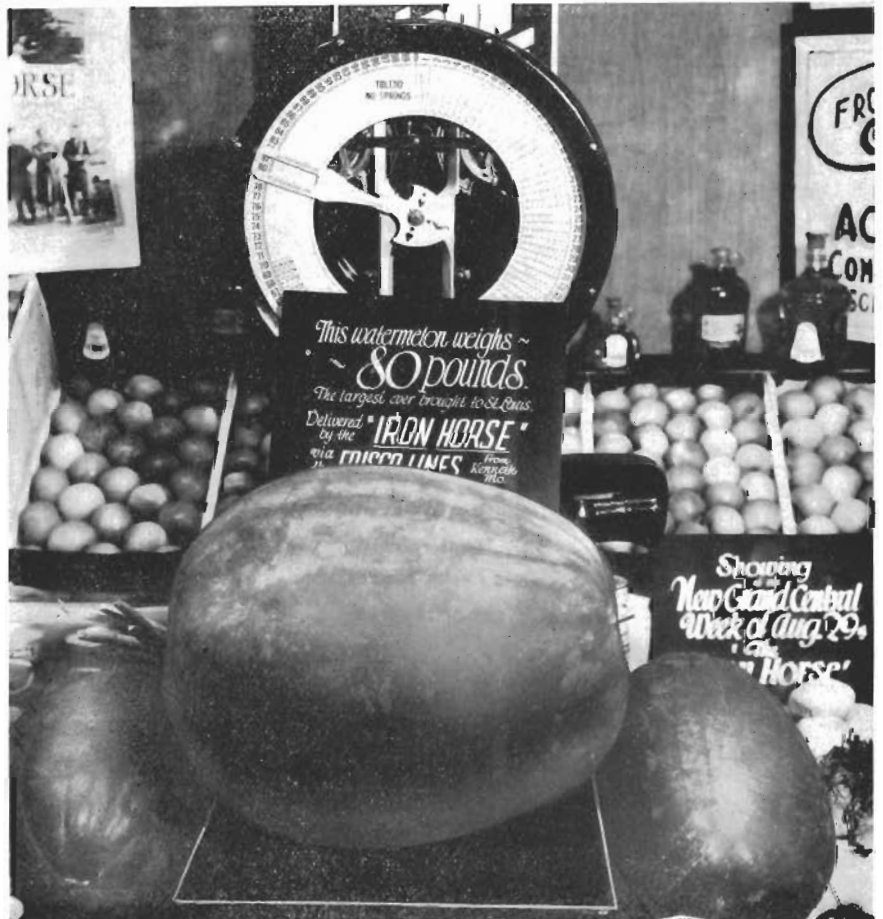
The horticultural exhibit attracted thousands on account of the great variety and size of the display, while the miniature locomotive was an object of intense interest.

Nor was the interest confined only to St. Louis.

On September 16, Michelson and Eicher went to Granite City, Illinois, at the request of citizens of that city, and arranged a similar display in the two largest windows of the Childs-Henderson Furniture Store at that city. The display was to remain there until September 23. Both Memphis and Birmingham have requested the passenger department, through J. N. Cornatzar, passenger traffic manager, to send the attractive exhibit to their respective cities.



Comparison of "Twenty Years Ago and Today" (above), as it was arranged in the Frisco display in the lobby of the New Grand Central Theatre, week of August 30, and (below) one of the agricultural exhibits arranged in store windows next to the theatre.



Frisco Has Made Great Strides in Many Ways Since Early Days

Louis R. Bangert, Salem Branch Engineer, Compares "Now" With "Then"—"We're Better Off", He Says

FLIFTY-ONE years in the service of the Frisco, and the entire time spent on the line between Cuba and Salem, which is now known as the Salem Branch, is the history of Louis Bangert, one of the Frisco's best-known engineers.

Bangert can give you history, and a story of progress, both in railroad and governmental affairs, and he has been an enthusiastic employe, since his first position with this road. He writes of two experiences which have been enjoyed by him during the past few months:

"I have just had the pleasure recently of taking part in two great events which have taken place in Frisco history—one the Veteran's Reunion at Springfield, and the other the first fuel meeting on the Salem Branch. Seemed like we never would get together on that fuel meeting, but we finally did. We had with us Messrs. Whalen, Conley, Mason and Elder and the use of a moving picture theatre in honor of the occasion.

"Let me tell you, every employe that could possibly attend that meeting did, besides several citizens of Salem, and there was much friendly criticism and constructive fault finding, and we all left the meeting with renewed enthusiasm on fuel economy, and a work-together spirit, which, after all, is the greatest single beneficial result gained by these meetings."

Meetings Are Helpful

Mr. Bangert feels that these reunions and meetings, bringing together the officials and employes in a spirit of friendship and teamwork, are wonderful and he recalls, in comparison, the earlier days on the railroad.

"In those days we called the officials 'brass collars'. I guess that was because they held their heads so high and their necks so stiff, when they were around us ordinary folk. We didn't have any incentive those days to save—and made no effort to do so.

"That picture on the July number of the Magazine of President Kurn and his buddies! Do you suppose forty years ago you would have seen the president of a big railroad stand up to have his picture taken with old Jim McEwen and Jim Harpe and Bill Morrill and those other 'buddies' of Mr. Kurn's? In those days all we got to see was the drawn shades of their private cars—and we did not have near the respect for our officials that we have now."

As a boy, fifty-one years ago, Mr. Bangert watered the "Micks" who were in the construction gang, grading and laying the steel for the St. Louis and Little Rock Railroad, which is now the Salem branch of the Frisco.

He Watered Thirsty "Micks"

"—and watering the elephants at the circus was a tame job compared with watering a gang of 'Micks' on Monday morning after a Saturday pay day," Mr. Bangert remarked.

"When the construction was finished, I got a job firing one of the engines and it was an every-day occurrence to stop the train near a good fishing hole while the whole crew went fishing—regardless of the howls of the passengers. And we got big money those days—the engineer and conductor got \$60.00 a month and the brakeman and fireman got \$35.00."

Mr. Bangert recalls little engine number 1, that used to sit out behind the North Springfield roundhouse, with its slanting cylinders, guides and water pump driven from the drive wheel.

"If we needed to pump water in the boiler and were standing in the roundhouse yard, we had to grease the rails and then slip her until we had enough water pumped. That engine was the pride of the road when the Frisco bought it, and I have often wondered what became of it."

Many changes have taken place since his early days with the road such as the offices and roundhouses, the new method of handling tools and supplies, and the salvaging of old material.

Ran Engine With Broken Springs

"I remember running an engine once, with all the springs broken. Hardly any attention was paid to the staybolts, except when the engine went in for an overhauling and boiler explosions were not uncommon. If we had the engine failures in a year today that we had in a month then, the whole gang would be chased off to the brush and that is where we would belong."

He compares those days to the present time, when he sails along without any trouble to speak of, and if an engine does go lame, the repair forces are right after the trouble.

"If she doesn't steam right, it is corrected right away. And why? Primarily to save fuel, but don't you see that in addition to saving fuel, it

(Now turn to Page 31, please)

DEATH OF ALEXANDER DOUGLAS

Climbing from the position of a railway clerk in 1866 to that of vice-president for the receivers of the Frisco Railway constituted the career of Alexander Douglas, who died August 21 at St. Luke's Hospital, St. Louis, Mo., where he had been an invalid for practically two years.

Mr. Douglas was born in Perthshire, Scotland, but emigrated in 1865, the year of his graduation from Blairgowrie.

When twenty-three years of age he came to St. Louis as chief freight clerk for the Atlantic & Pacific Railroad and a year later was put in complete charge of the train service at the Carondelet branch.

In 1876 he was made traveling auditor and general bookkeeper in the auditor's office of the St. Louis & San Francisco Railway. In 1890 he became auditor of the St. Louis, Kansas City & Colorado Railroad; in 1896 auditor of the Central Division, Atlantic & Pacific Railroad, and in 1900 general auditor of the St. Louis & San Francisco Railroad, holding all three positions at one time.

During the time the road was in the hands of the receivers, he was made vice-president and general auditor. In 1916, upon the organization of the St. Louis-San Francisco Railway Company, he was assigned to special duties, which were consultant auditor in charge of valuation accounting, which position he held until October 1, 1919, when he was retired, due to ill health.

No near relatives survive him. Mrs. Douglas died twelve years ago.

Mr. Douglas was a member of the Presbyterian Church, the St. Louis Club and the Noonday Club. He was very prominent in St. Louis affairs for many years and widely known.

Darden to West Freight Shops

F. M. Darden, formerly assistant car foreman at the north shops, Springfield, Mo., has been transferred to the position of general car foreman of the west freight shop, vice G. W. Thomas, resigned.

Mr. Darden, whose appointment became effective September 1, had been on his new position only about two weeks when it was necessary for him to be taken to St. Louis hospital to undergo an operation.

As the operation was not of a serious nature, he is expected back in Springfield in a very short time. Mrs. Darden accompanied him to the St. Louis hospital.

Mr. Thomas, who has been general car foreman at the west shops for some time, will be greatly missed by his associates.

Frank Milliken, Break-In Engineer at Springfield West Shops Has Exacting Job

*He Tests Engine a Day in All Phases Before
Turning it Over For Road Work*

A "BREAK-IN" engineer they call Frank Milliken, of the Springfield west shops, who has had thirty-five continuous years' service with the Frisco. Rather an odd title, but his duties are just that—breaking in engines just out of the shop after overhauling.



FRANK MILLIKEN

Mr. Milliken, clad in overalls, is a familiar figure around the west shops, and the employes have given him the name of "lion tamer".

Born in Columbus, Ohio, on March 10, 1864, he began his railroad career at the north shops when Mr. G. R. Groves was superintendent of motive power and Mr. M. J. Karney was master mechanic, in 1889. Working in the shops from March 21, 1889, until June 30, 1889, he then started firing on the Eastern Division. He fired six and one-half years. His first trip as engineer was on engine 145, Springfield to Newburg, on September 6, 1898.

In 1916, when Engineer James O'Brien was called to "other service", his place was bid in by Mr. Milliken and he ran from Monett to Lebanon.

Due to ill health, Mr. Milliken left the road and came to the west shops as break in engineer on May 1, 1924.

His work is very technical and exacting, for his word is final when he says that an engine is sufficiently broken in for service, and all devices working smoothly.

After the engine is out of the shop, Mr. Milliken takes it out on the break-in-track, which is approximately four miles long. He runs it backward and forward, watching the entire operation of the air equipment, lubrication, flange oiler, steaming, water, sanders, signals and illumination, and all cab equipment. He checks closely the operation of the valves and exhaust, rods, journals, crank pins and other bearings. He watches for any defects which might occur, which could only be detected by the breaking-in process.

When these defects have been found, he corrects them, if they are small and reports them if they need shop attention.

At the end of the day he makes a written report on the condition of the engine. An engine a day is a fair average for him.

Mr. Milliken handles his work with the ease and efficiency of one who has had years of experience. He is always a Frisco booster. Apparently he is satisfied with his work of taming the huge "lions" which come out of the shop daily although he admits that he sometimes longs for the "round trip" again.

Heyburn Before T. E. Association

The yearly meeting of the Traveling Engineers' Association was held in Chicago, September 15 to 18 inclusive.

J. D. Heyburn, Frisco master mechanic at Ft. Smith, Ark., is vice-president of the association and on this occasion presented a paper to the assembly on the progress that has been made in drafting of locomotives with a view of increasing their efficiency and economy in coal and oil fuels.

The following Frisco officials and supervisors also attended: Messrs. H. L. Worman, superintendent motive power; A. H. Oelkers, chief mechanical engineer; Road Foreman of Equipment Edward McElvany, M. J. Barrett, Frank Ellis, G. A. Ermatinger, R. H. Francis, R. Hanna, Frank Reed, W. E. Belter and T. P. Holland; Traveling Firemen H. L. Mallett and J. W. Rankin.

CONGRATULATIONS TO COX

Sarcoxie (Mo.) Agent Praised for Bravery in August 16 Robbery

"A Real Service for Law and Order" Says Samuel Allender, Chief Special Agent

CHARACTERIZING his deed a "real service for law and order", Samuel Allender, chief special agent of the Frisco Lines, wrote a congratulatory letter to Agent A. B. Cox of Sarcoxie, Missouri, who killed Tom Madison, one of a band of thieves, in the burglarization of the Sarcoxie station early in the morning of August 16.

Mr. Allender's letter follows:

"Dear Mr. Cox:

"You performed a real service for law and order on the morning of August 16, when you shot and fatally wounded Tom Madison, one of a band of thieves who had burglarized the depot at Sarcoxie and were preparing to blow the safe. The investigation, as it now stands, indicates that this was a band of desperate thieves, and I am satisfied that your courageous conduct on that occasion was the means of averting a great deal of trouble, loss of property, and perhaps loss of life.

"There is another feature in connection with this which is very significant. You risked your life to protect and safeguard the interest of your employer. You have been in the employ of this company for a long time, and you knew on the sixteenth, when you went down to the depot, that what you were doing was not strictly within the scope of your employment. Therefore, I must conclude that your action was based upon your willingness to act beyond the bounds of the scope of your employment when the interest of your employer is at stake. I know of nothing finer or better that can be said of any employee.

"Please accept my hearty congratulations and best wishes.

Yours very truly,

Samuel Allender,
Chief Special Agent."

Official Changes, September 1

On September 1, Mr. M. M. Sisson, assistant general manager announced that Mr. W. H. Bevans would resume duty as superintendent of the Western Division.

Mr. R. B. Butler, who has been acting superintendent in Mr. Bevans' place, took up the duties of Mr. C. H. Claiborne, superintendent, with headquarters at Memphis, Tenn.

FRISCO BESTS RIVALS

Excursion Train, St. Louis to
Memphis, August 30,
Made Record

Two Competing Railroads Arrived
Late at Terminals—Frisco
On Time

SUNDAY, August 30, the Frisco ran an excursion train to Memphis, Tenn., from St. Louis, Mo., in competition with two other roads out of St. Louis.

The trains were operated on a close schedule. The Frisco train was loaded to capacity and instead of leaving the station at 11:30 p. m., as per schedule on August 29, was delayed in the station ten minutes, however, this train arrived in Memphis, twenty minutes ahead of schedule time.

One of the other two competitive trains left St. Louis at 11:25 p. m., on time, but arrived in Memphis one hour and thirty-five minutes late.

On the return trip, Frisco standard on-time service again was maintained, when the train left Memphis at 11:25 p. m., on time, and arrived in St. Louis, twenty-three minutes ahead of its regular arriving time.

On the homeward trip of the other competitive train, it left Memphis forty-five minutes late and arrived in St. Louis one hour late on the morning of August 31.

Frisco engineers are breaking all records in keeping up an on-time schedule, operating with their usual slogan of SAFETY FIRST.

Simon Norwood Only Colored Signal Maintainer in America

Memphis Employee Has Been With
Frisco Since 1906—Lost Only
Four Days

Simon Norwood, colored signal maintainer at Memphis, Tenn., is the oldest signal maintainer on the Frisco and has the honor of being the only colored signal maintainer in the United States.

He entered the signal service of the Frisco on June 26, 1906, and has been in continuous service since that date. During this time he has lost only four days—this account of a short leave of absence taken for a pleasure trip.

During his nineteen years with the Frisco, Norwood has worked under the supervision of one man, and he is highly recommended for his faithfulness to his tasks.

His duties are to attend to all details in connection with the maintaining of the automatic signals, the interlocking plant at Bridge Junction, and all crossing bells and gates in Memphis terminal.

All the railroad workers around Memphis speak a kindly word for him and he is a devout member of one of the Baptist churches in Memphis.

Day Force at Employees' Hospital, St. Louis, Mo.



Reading from left to right, top row: Mr. C. T. Arthur, superintendent; Dr. L. E. Darrough, third house surgeon; Dr. C. E. Einer, first house surgeon; Dr. Robert Vinyard, surgeon in charge and Dr. R. A. Woolsey, chief surgeon.

Second Row: Mr. R. A. Sack, clerk; Mr. Verne Evermon, clerk; Mr. John Meeham, orderly; Mr. H. M. Becker, orderly, and Mr. T. J. Foley, engineer.

First row: Misses Mary Wilson and Bernice Burkell, nurses; Lydia Batdorf, druggist; Agnes Pollack, supervisor; Grace Kimberlin, dressing room nurse; Hilda Sailer, graduate nurse; Betty Dameron and Ethel Creely, nurses.

THE accompanying picture of the hospital staff shows why the Frisco Employees' Hospital of St. Louis is considered one of the most efficient of railroad hospitals in the country.

Under the supervision of Dr. R. A. Woolsey, chief surgeon, this staff of co-workers ably administers to the needs of all who are confined at 4900 Laclede Avenue.

Due to an important case which occupied his time at the moment this picture was taken, Dr. J. W. Schilling, second house surgeon, was absent. So also were Misses Bertha Hockley, graduate nurse and Hattie Seig, graduate nurse.

This picture only includes the day force, and a promise is made the readers to obtain a picture of the remaining members of the staff at an early date.

Praise for Frisco Beauties

The page of Frisco bathing beauties as shown in the August Magazine has been the topic of comment from many of our readers, and from Glendale, Calif., comes the poem printed below, from an interested reader of the Magazine.

It is dedicated to the three girls who posed with the Ziegfeld beauties, and so far, the comment has all been for the Frisco page:

He's right; he's right; I'll say he's right;
In all he does or says;
To laud the Frisco Bathing Beauties
and
Their merits to the skies.
"Ziggy's" entries would stand no
chance
Against comely ones like these;
Although I have never seen them
dance—
Who cares? Look at those dimpled
knees!

A base, base man, indeed, 'twould be,
And withal very rude,
Who spurned or muffed a chance to
cheer

This feminine pulchritude,
They stir the muse within me, deep—
For things not attained as yet;
It makes me sigh for days of old,
Perchance we would have met.

Believe you me, bear this in mind,
A hope burns strong within me—
Our paths may cross in another clime—
If so, will you be friendly?
I believe you would—
I won't despair—perhaps a happy
mood, for
Only those who rave deserve the fair;
Now, how much ravin' have you stood
for?

William Bryan Wisdom,
126a North Everett St.,
Glendale, Calif.

Good Record at Seventh Street

Just to show that Seventh Street Station, St. Louis is getting a good share of the business for the month of August, the following was forwarded to the magazine:

"Merchandise handling, Seventh Street Station, St. Louis, August 22, 1925, amounted to 1,222,000 pounds, loading eighty-four merchandise cars on this day."

This is quite a record and Seventh Street is mighty proud of the accomplishment.

Quick, Clean Service on Short Passenger Runs Provided by Frisco Motor Cars

Gasoline-Electric Motors Operate Economically—Preferred to Steam Equipment at Some Points

THE need for self-propelled cars as adjuncts to the regular equipment of steam roads has been apparent for many years and the Frisco was one of the pioneer railroads to inaugurate the use of gas-electric motor cars.

The Frisco purchased in 1910, ten gasoline-electric driven motor cars which have been in use since that date. However, these cars have been giving such good service and the maintenance cost has been so economical,

This car provides clean quick and attractive service and is capable of being operated by one engineman and conductor. The car body is furnished to meet a range of requirements as regarding seating space, baggage and smoking compartments.

This car is sixty feet long, and has a seating capacity of forty-seven passengers. There are twenty feet of express and baggage space, and the total weight is thirty-eight tons.

The six cylinder engine is connected



The new gas-electro motor car, delivered to the Frisco Lines by the Electro-Motive Company of St. Louis, at the start of its initial run from St. Louis to Joplin.

Standing, left to right: E. R. Hale, brakeman and flagman, St. Louis, Mo.; D. M. Stewart, conductor, St. Louis, Mo.; L. A. Toupin, general motor car inspector, Springfield, Mo.; A. L. Guenzler, engineer, St. Louis, Mo.; W. P. Sullivan, demonstrator, Electro-Motive Co., St. Louis, Mo.; D. B. Worth, assistant supervisor, Electro-Motive Co., St. Louis, Mo.

that two additional cars of a newer type have just been completed and delivered to our line by the Electro-Motive Company of St. Louis, Mo., at a cost of \$65,000. The new cars are numbered 2120 and 2121.

On delivery of the 2120 to our railroad at St. Louis, it left on the afternoon of July 11, in charge of Mr. L. A. Toupin, general motor car inspector, the engineer, conductor, brakeman and flagman and two representatives of the Electro-Motive Company, Messrs. D. B. Worth and W. P. Sullivan.

This car was run to Joplin, Mo., a total of 339 miles. The run was on train schedule time, taking nine hours time.

After reaching Joplin, the 2120 was placed in service between Afton, Okla., Joplin, Mo., and Columbus, Kans., protecting trains Nos. 186, 181, 175, 176, 315 and 356.

to a generator, and is started by air. The entire power plant in the motor car is within easy reach of the operator and this makes it possible for any slight fault to be readily detected and repaired before becoming serious. This feature reduces the time necessary for making repairs, to a minimum.

The fact that there is no mechanical connection between the gas engine and axles, and that the engine may, therefore, be operated at its speed of highest efficiency irrespective of the speed of the car, is conducive to fuel economy.

Feature of Safety

There is a feature of safety about these new cars, which is also true of the older ones and that is the fact that it is possible to instantly reverse the motors, which furnishes a means, independent of air or hand brakes, to stop the car in cases of emergency.

Frisco Son Goes to Death in Shenandoah Disaster

The recent disaster of the Shenandoah, giant dirigible of the United States Navy, struck horror to many hearts, and the Frisco did not escape its share.

William H. Spratley, machinists mate, who was killed in the control car of the craft, is the son of William Spratley, Frisco division lineman at Oklahoma City.

Young Spratley had been in the Navy for the past six years and had been assigned to the Shenandoah ever since it was commissioned into the service.

The youthful hero was given a full military burial at Jefferson Barracks, St. Louis, on September 8.

Through the Magazine, each member of the Frisco family sends sincere sympathy to the bereaved family at Oklahoma City.

All of the gas-motor passenger cars of the Frisco System, from 1911 to now, have made a total of 3,240,837 revenue miles—handling trailers a total of 1,636,415 miles, or a grand total of 4,877,252 car miles at a total cost of .0497 per car mile for running repairs, material and maintainer.

The motor cars represent a total investment of \$850,000 if they were to be purchased at this time.

"These cars have given first-class passenger service for the past fifteen years, and are good for as many more years," Mr. L. A. Toupin said. Mr. Toupin's entire time is utilized in the care and inspection of these cars over the system. He supervises any changes, takes them out on their initial trip after slight shop attention, and is familiar with the operation of each one.

The second car, No. 2121, has not yet been delivered to this company by the builders, but its delivery is expected the first week of October.

Gasoline motor car operation, because of the economical features, is fast taking the place of steam trains on short branch lines. The people of Aberdeen, Miss., a few miles out of Amory, like the motor car which runs via Frisco rails between the two towns so much that the people have requested that it be operated exclusively, and that no steam trains be run.

The new cars are quite an improvement over the older ones and it is expected that they will make as good a showing or better than was made with the older type.

FRISCO MEDICAL MEN MEET

Twenty-fourth Annual Session
Held September 28-29, at
St. Louis

Splendid Program for Two Days At-
tended by Three Hundred Com-
pany Doctors

THE twenty-fourth annual meet-
ing of the Frisco System
Medical Association was held
at the Coronado Hotel, Sep-
tember 28 and 29, St. Louis,
Missouri.

This meeting is attended each year
by Frisco doctors from all over the
system, who meet to discuss the latest
developments in the medical world.

Dr. R. A. Woolsey, chief surgeon, is
president of the organization and Dr.
Robert Vinyard, of the hospital staff,
secretary-treasurer. The executive
committee is composed of the follow-
ing: Dr. R. A. Woolsey, of St. Louis;
Dr. W. B. Burns, Memphis, Tenn.; Dr.
Ellsworth Smith, St. Louis, and Dr.
W. B. Hendrix, Memphis, Tenn.

Extensive plans were made this
year for future progress. It is esti-
mated three hundred were in attend-
ance.

The program for the two days was
presented as follows:

Monday, September Twenty-eighth

Call to order by the President.

Minutes of last meeting and finan-
cial report by Secretary-Treasurer.

PAPERS

Traumatic Abdominal Injuries—Non-
Penetrating

—Dr. Fred W. Bailey, St. Louis

Discussion opened by

—Dr. Ralph Smith, Tulsa

Amputations—Lantern Slides

—Dr. Thomas G. Orr, Kansas City

Discussion opened by

—Dr. S. A. Woodward, Fort Worth

Problems of the State and the Doctor

—Dr. Charles Huffman,

Columbus, Kans.

Discussion opened by

Dr. W. H. Breuer, St. James, Mo.

Some Points in the Management of

Acute Appendicitis

Dr. Jabez N. Jackson, Kansas City

Discussion opened by

Dr. J. A. Foltz, Fort Smith

Surgical Treatment of Empyema

Dr. J. A. Crisler, Memphis

Discussion opened by

Dr. F. F. Ellis, Fayetteville

Premature Separation of the Placenta

—Dr. W. H. Vogt, St. Louis

Discussion opened by

—Dr. W. Britt Burns, Memphis

EVENING

DINNER AT SEVEN O'CLOCK AT

CORONADO HOTEL

SPECIAL ENTERTAINMENT

Tuesday, September Twenty-ninth

Gunshot Wounds of the Abdomen

—Dr. P. W. Lutterloh, Jonesboro, Ark.

Discussion opened by

—Dr. W. H. Wilder, Birmingham

Pathological Fractures—Lantern Slides

—Dr. M. L. Klinefelter, St. Louis

Discussion opened by

—Dr. E. J. Neathery, Sherman

Visualization of the Gall-bladder by

the Intravenous Injection of Tetra-

iodo-phenolphthalein—Lantern Slides

—Dr. Evans A. Graham, St. Louis

Discussion opened by

—Dr. L. P. McCuiston, Paris

Presentation of cases

—Dr. Ellsworth Smith, St. Louis

Ureteral Stricture—Lantern Slides

Dr. W. R. Brooksher, Jr., Fort Smith

Discussion opened by

—Dr. Leo Bartles, St. Louis

Former Kansas State Checker Champion a Frisco Engineer of Wichita, Kansas

*Frank G. Farmer One of Most Famous American
Players—Has Room Full of Medals*

IT IS generally conceded that
everyone has a hobby, but
few people have so interest-
ing or remunerative a one as
Mr. Frank G. Farmer, Frisco
engineer of Wichita, Kansas.

His hobby is checkers—not just to
pass the time away around a hotel
lobby but competing against master
checker players—and he holds the
title of champion for the State of
Kansas.

When Mr. Farmer was eight years
old, his uncle began coaching him in

New Yorker, and lost two out of three
games. Then Mr. Farmer beat cham-
pion Hugh Henderson and gained a
great amount of publicity and notice.
After that, the rest of his combats
were easy. Four state tournaments
found him in first place. The last
state tournament was won by M. M.
Meeks, who later on played six games
with Mr. Farmer and the result was,
Mr. Meeks won one game.

Mr. Farmer keeps a record of his
games which shows that out of 1,864
games played he won 1,243, lost 254
and tied 621.

He is also a wonderful chess player,
but has never followed it like he has
checkers, because of the limited num-
ber of fans.

Has Many Books on Checkers

In his attractive home in Wichita,
Kans., one room is set aside for his
library. It contains many books.
There are seventeen volumes alone
on the lives of great checker and
chess players, histories of the game
as played in England, Germany, Scot-
land, France and also the game played
by the Norsemen, which is practically
the same, Mr. Farmer says.

This room contains only two chairs,
a walnut table and a built-in cabinet,
where Mr. Farmer puts all his re-
cords, checkers and boards. On the
walls are various pennants and in one
corner is a glass case that contains
all of his medals. This room is the
most treasured one in the house, and
Mr. Farmer spends hours reading and
studying the game which has brought
him so much pleasure.

He is a great favorite with all who
know him and has always been well
and enjoyed life. "Sleep does won-
ders, and the youth of today gets
much too little for the pace he goes,"
Mr. Farmer remarked.

In a short time, he will be ready for
the pension list, and it would only take
one guess to decide what he will do
with his spare time, when his active
service is over. His friends at Wich-
ita are expecting great things of him
in the way of bringing home some im-
portant pennants and medals, with his
entire time devoted to the game.



FRANK G. FARMER

the art. The coaching stopped, how-
ever, when he won a game from his
uncle blindfolded. He then set out
on his own merits to beat all local
stars, which he did with ease. Then
he searched for bigger game.

His first big encounter was at the
National Tournament in 1912 in the
minor class at Cedar Point, Ohio, a
resort on Lake Erie. He played many
games between that date and 1924, in
which year he met H. B. Renolds, a

Frisco Men to Camp Clark

A great many Frisco men were in-
cluded in the special cars of soldiers
routed to the summer camps via
Frisco Lines and a number from the
states of Missouri and Kansas are
now located in Camp Clark, near Ne-
vada, Mo.

On Sunday, August 9, Messrs. J. K.
Gibson, assistant to superintendent

and son Billy; F. A.
Beyer, superintendent west shops; J.
E. Foster, chief clerk, and W. W.
Shackelford, schedule supervisor mo-
tored to Camp Clark, Nevada, Mo.,
where they were the guests of Lieu-
tenant-Colonel Ralph E. Truman, 140th
Infantry, State Militia, and former
special agent for the Frisco Lines, at
Springfield, Mo.

Class of Chinese Cooks and Laundrymen Taught by Frisco Employee

*Miss Addie Toland of St. Louis Passenger Department
Holds Service Each Sunday*

HOW about helping us teach an interesting class of Chinese boys some Sunday?"

This was a question put to Miss Addie Toland, by a member of the Methodist Church at 3610 Delmar Boulevard, St. Louis, Mo.

Miss Toland, who is in the office of the passenger department, has been with the Frisco since 1913. She has always taken an active interest in church affairs and was a member of the Methodist Church of Springfield before making her home in St. Louis four years ago.

have a party at Miss Toland's home, and so they proceeded to write her the following letter of request:

"My dear teach;—

"We are so sorry missed our class school few week, we wish you know what we doing on every Sunday. but nothing as matter except my work some folly, because we left out for few week.

"But has a little information for you. Wish you knew what we try to do for next Sunday afternoon. We try to ask you, see we can get in you house cook some dinner for all teach with our students.

"I think you will allow this order for our students. If you received this



A Sunday "Chinese dinner party" held at the home of Miss Addie Toland, of the passenger department, was caught by the photographer after quantities of chow-mein and egg fou had been consumed. Miss Toland teaches the Chinese in the picture in a Sunday school class in the Delmar Methodist Church at St. Louis.

She became "Dear Teach" to the Chinese students. They hold service every Sunday afternoon and the attendance is practically 100 per cent. At first they had to be taught the alphabet, letter for letter, until finally they began to master a few English words and now they can talk well enough to be understood.

"I believe they are the most appreciative people in the world," Miss Toland remarked. "Most of them are laundrymen or cooks, and when you really get to know them, their lives are very interesting. They are very human and their quaint mannerisms are a source of constant study to me."

Not long ago, the class decided to

letter you will give the information for all teach and you friends because we want know how many personal all you have on this dinner. Please answer this letter as soon as possible about Friday. let us know for preparation all stuff what was the need.

"We want to leave you house for next Sunday Aug. 23 afternoon about 4.00 P. M. start cooking, then the dinner ready for 6.00 P. M. you think you would be home for that time please let us know at once.

"We are glad get much teach all you can. anything you like a suitable write fer me.

Very Truly yours

Friend Lum Chong

Lum Geo. E. T. C."

Miss Toland was very glad to grant their request and so they trooped out to her house, after first sending out

NEW FREIGHT SERVICE

Add Fast Freight Train From St. Louis to Memphis, Sept. 7

"Advance 835" Accommodates Shipments From East in Record Time

EFFECTIVE Monday, September 7 the Frisco placed in service another fast freight train from St. Louis to Memphis. This train leaves St. Louis

daily at noon, reaching Memphis the next morning at 3:00 o'clock, which is a saving of thirteen hours in comparison with present through service.

The new train was put on to accommodate shipments from the East, as anything received in East St. Louis as late as 8:30 in the morning will reach this train by 11:00 a. m. in time to leave at 12:00 noon.

A connection is made at Memphis with fast trains of roads radiating from that point and also with No. 135, Frisco fast freight operating to Birmingham, which results in a material saving over the present service to Birmingham and territory east, southeast and south.

From the very start the train carried a maximum load, consisting of consignments of Ford cars from Detroit, and grain products.

This new train is called "Advance 835", as the regular freight train to Memphis, No. 835, leaves at 10:15 in the evening and arrives at 4:00 the next afternoon. This "Advance 835" places its load in Memphis and Birmingham for connecting lines a day earlier than the regular 835.

The train has been given wide publicity and has attracted the attention of eastern shippers, and shippers in the territory west, north and northeast of St. Louis.

Daily reports show it to be maintaining its fast schedule, and frequently arriving in Memphis an hour early.

a huge box from the florist for decorating.

The menu was most complete and satisfying and Miss Toland gave them free rein in the kitchen. They had a fine dinner, from soup to chicken chow mein, with salads and egg fou.

Another Frisco employee, quite interested in this class of Chinese boys is Arthur Howell of the freight department, Frisco offices, St. Louis. He is shown in the accompanying picture, third from the right in the bottom row. Miss Toland stands on the extreme left.

Miss Toland loves the work, as she feels that it makes them Christians and better American citizens. They love America and are eager and anxious to learn the speech and manners of this country.

Mr. C. H. CLAIBORNE DEAD

**Widely Known Southern Division
Superintendent Dies Sept. 11**

**Stomach Complaint Claims Frisco
Veteran of Forty Years' Service
After Long Illness**

ON SEPTEMBER 11, 1925, after an illness of some two years and a serious illness of two weeks, death claimed C. H. Claiborne, superintendent of the southern division, at the St. Louis hospital. He was one of the most widely known and best loved men on the Frisco Railroad and had forty-three years' service with the Frisco.

He was born on a farm near Fredonia, Kansas. He was a railroad man from the start, and an early recollection of one of his most intimate friends discloses that when a boy he owned a pony named "Prince". He loved the pony, as all boys do, but the lure of a railroad career forced him to sell it, to get money enough to go to a telegraph school in Sedalia, Mo.

His first service with this company was as an operator at New Albany, Kansas. His climb was steady from that position on, and a short time later he was appointed to the position of assistant superintendent at Sapulpa, Oklahoma.

He served for some time with the construction company then building the line of Frisco track from Sapulpa, Okla., to Sherman, Texas, and from Oklahoma City to Quanah, Texas; Ardmore, Okla., to Hope, Ark., and from Tulsa to Avar, Okla. His capacity with this company was that of superintendent of transportation.

Returned in 1905 as Agent

In 1905 he returned to the Frisco as agent at Jonesboro, Ark. Some time later he served as agent, assistant superintendent, and finally superintendent of the River division at Chaffee, Mo. Then he served successfully as superintendent on the Northern and Western divisions of the Frisco Lines and finally on the Southern division, where death terminated his service.

His death, resulting from stomach trouble, came as a shock to his many friends. He had been confined in the hospital since August 16, but it was not until September 7 that an operation was deemed advisable.

Mr. Claiborne is survived by a wife and daughter, Clarius, age 12, mother and father, four brothers and two sisters. J. W. Claiborne, one brother, is assistant superintendent at Hugo, Okla.; C. O. Claiborne, a second brother, is Frisco agent at Clinton, Mo.; a third brother is with the Missouri Pacific at Nevada, Mo.; and a fourth with the Kansas City Southern at Pittsburg, Kans. Mrs. Bert McCaslin, a sister, is the wife of the oldest conductor at Monett, on the Southwestern division, of the Frisco Lines.

The funeral was held from the North

Uptown Ticket Office at Springfield, Mo.



THE accompanying picture is of the uptown ticket office of the Frisco Lines at Springfield, Mo.

Situated on South Jefferson Avenue, in the heart of the business district, it is a busy place from the time its doors are open until they close.

In the rear is the livestock department, in charge of Mr. E. F. Tillman, general agent.

The boys who deal with the public over this Springfield counter, are among the most courteous and pleasant on the system.

Forsythe in "Steam Coal Buyer"

D. L. Forsythe, general road foreman of equipment, and one of the best known men on the Frisco Lines, recently submitted to "The Steam Coal Buyer", a short article entitled: "Practical Experiences in Fuel Economy".

Perhaps no other man on the railroad is better fitted to write on fuel economy than Mr. Forsythe. He is an expert in effecting economies in railroad operation, especially that along engine and fuel lines.

He has been exceptionally busy during the past month, riding the new engines which have been received on our line, inspecting and making suggestions for better handling.

Funeral Home of Memphis, Tenn., at 4:00 p. m., Sunday, September 13, with the following honorary and active pallbearers:

Honorary: J. E. Hutchison, J. H. Fraser, M. M. Sisson, F. H. Shaffer, R. E. Buchanan, G. F. McGregor, D. E. Gelwix, J. W. Brooking, C. C. Mills, Jack Reese, C. N. Looney, H. E. Gabriell, L. Ramey, Messrs. Barnes, Blain and Hall, B. F. Cooper and Ed. Monroe.

Active: R. B. Butler, J. A. Moran, J. J. O'Neal, G. R. Carson, B. G. Gamble and E. E. Nixon.

TOURING AS SHE IS DONE

The keen observations on life in general written by Clark McAdams in the St. Louis Post-Dispatch, are a constant source of joy to many Frisco readers. T. S. Leavitt, Frisco employe at Chaffee, clipped the following from McAdams' column recently, under the heading, "Touring as She Is Done":

The average automobile tourist looks fagged out. His wife looks like a wild woman. His children haven't had their hair combed since they left home and you know as well as you know anything that if the family ever gets home alive it will never do it again. No ignis fatuus like automobile touring ever lead a happy people into a wilderness. Jason, Ulysses, Xenophon, DeSoto, Amundsen all suffered less than the automobile tourist. They saw Hell one way and another, but not Kansas and some other places we have. This is the true Anabasis. After everybody has tried it once, the road will know them no more. Then the farmer can have his own apples again. His chickens can scratch by the road. He can raise golden pumpkins just over the fence. He can have grapes except by benefit of a shotgun, and his roasting ears may bloom and burgeon in the summer sun in no peril of pillage. Not yet, but soon.

The Proper Method of Firing Oil Burning Locomotives Related by Supervisor Fuel Economy

Whether Oil Is Luxury or Economy Depends Upon Efficiency of Crews —Erase Question of Returning to Coal

By G. L. SCHNEIDER

THE use of oil as a locomotive fuel is either an expensive luxury, or an economy, the classification depending, in a large measure, upon the interest shown by our engine crews and methods used by them in the operation of the engine.

As about 85 per cent of all fuel used by a railroad is handled and burned by the engine crews, it is natural to look to them first when talking fuel conservation. Every fireman and engineer operating oil-burning engines should be thoroughly familiar with the recommended methods of handling this fuel, as lack of knowledge or falling into careless habits is immediately reflected in a high fuel performance for the trip.

In starting out of the terminal, it is important that the oil be heated to the proper temperature, as cold oil does not flow freely to the burner, and atomization is poorer. The degree of heat depends upon the gravity of the oil used, and with the oil we are now burning, about 150 degrees is the proper temperature. To heat the oil, the direct heater should be used at all times. This heater serves two purposes: it gets the oil hot quickly and also stirs up the asphaltic content, thoroughly mixing it with the oil where it will flow to the firebox and burn with as great a heating value as the lighter oil. It is a very good practice to turn this direct heater on full, several times over the division, so that the oil will be kept well mixed.

Oil Must Be Divided

The next step in the economical and smokeless combustion of fuel oil requires that the oil be finely divided into spray by the atomizer. The color of the fire should be inspected through the wicket in the fire-door, and the atomizer adjusted until a white heat is obtained. Any more than just enough steam will increase the amount of oil burned. Having a burner clean and in proper alignment is essential to successful atomization, and a careful inspection of the burner at the completion of each trip should be made and any defect reported. Burners often become clogged with carbon, which is formed by oil being permitted to leak into the burner at a

time when atomizer is shut off and the burner is hot.

It is important to keep a close watch of the stack for black smoke, as dense black smoke indicates improper firing and a waste of oil, and should be avoided because it covers the flues with soot, preventing the heat of the fire from being absorbed by the water of the boiler. When, by chance, the engine has been smoked badly, it should be immediately

Month by month the loyal Frisco fuel users are besting their own records in conservation. A record set in June was promptly beaten in July. The fuel saved in that month, as related in the September Magazine, would have run a thirteen-hundred-ton train three times around the world with an extra side trip one and one-half times over the Frisco Lines. That sort of efficiency is attracting the attention of every railroad and industry which uses fuel—and credit is redounding to Frisco fuel users from all sides. The accompanying article by Mr. Schneider is a gem. Every Frisco fuel worker should read it.—W. L. H., Jr.

sanded out to clean the soot from the tubes. To properly sand out the flues, the engine should be working hard and at a speed of not less than 20 miles per hour. Engineer should drop the lever down several notches while sanding, to insure the sand being carried entirely through the flues and out of the stack. If sand is used when the engine is working lightly, it stops in the flues, and with the soot will soon clog the flues so that no draft will go through them, causing the engine to steam hard and waste fuel.

Injector Handling Is Important

Fuel oil may be saved or wasted by method of handling the injectors in supplying the boiler with water. Some authorities state that the water level should be kept high while working the engine, so that the injectors can be shut off as soon as the throttle is closed. Experience has taught us, however, that the method of supplying water to a coal burner can be used with equal success on oil burners. The water should be supplied in sufficient amount to maintain a safe water level, and not try to gain a great deal of water by heavy pumping while the engine is working hard, as it will require a great deal more oil to keep

up the steam pressure under such conditions. When using the injector while the engine is standing or drifting, a heavier fire should be carried and the blower used lightly to clear up the stack.

The blower is often a means by which fuel is wasted, and should only be used enough to clear the stack of black smoke, as a stronger draft than is necessary only absorbs and carries away heat, and cools, instead of heating, the firebox. The misuse of the blower not only wastes fuel, but injures the firebox by drawing cold air in through the flues and against the side sheets.

Crew Should Co-operate

Close attention to duty and full co-operation between the engineer and fireman is necessary to make a good fuel performance on oil-burning engines. Avoid the waste of fuel by allowing the pop valves to raise. The fire is so easily controlled that permitting the pops to raise on an oil burner is almost inexcusable and is the sign of carelessness and inattention to duty.

Let us all study our work, strive to attain the highest degree of efficiency, save every gallon of oil possible, so that its use as locomotive fuel will not be a luxury, but an economy over the use of coal, and the question of going back to coal burners may never arise.

Effect of Blows in Valves and Cylinders

Blows in valve rings or cylinder packing especially on the modern, superheated locomotive, sometimes escape the attention of the engine crew for several trips, not from any lack of interest on their part, but it may not be a very serious blow, and cannot be detected by sound nor by the manner in which the engine handles her tonnage.

Any blow, however slight it may be, is a waste of steam, and wasted steam means wasted fuel, and to avoid such waste of fuel we are making a special effort this year. Often the first intimation an engineer may have that his engine is failing slightly in efficiency, will be in the extra amount of water used from tank to tank. This will cause the engine to burn more fuel, as the extra water used must be con-

(Now turn to next page, please)

Engineer Harry Davies Keeps His Fuel Record

ENGINEER Harry A. Davies, who runs on the "TEXAS SPECIAL" and the "ME-TEOR", is the sort of engineer who is intensely interested in the effort on the part of his railroad to save as much fuel as possible.

Davies decided to find out for himself, how his runs were comparing with others. Unknown to the four firemen he mentions below, he kept a record for thirty days, based upon careful measurements by the firemen—and a few days ago he wrote his findings to J. E. Whalen, general fuel supervisor.

Following is Engineer Davies' letter:

"I enclose herewith thirty-day fuel oil performance accomplished by four firemen and myself on trains Nos. 1 and 2, 9 and 10 in the past six weeks. While in some respects it is not really the very best average that we have been able to accomplish on these runs since the first of this year, this is the only complete record I have kept.

"If I have made no mistake it should run close to .61 gallons to the car mile. On 1 and 2 the mileage is 187. We handled nine and ten cars, with the exception of the first trip shown on train No. 1. Had nine cars Springfield to Vinita and picked up No. 21's connection and handled to Muskogee. On No. 9 handled eleven cars Springfield to Tulsa and eight cars Tulsa to Sapulpa. No. 10 han-

dled twelve cars Sapulpa to Springfield.

"I do not know how this is going to compare with other records. It has been my constant belief that by a united effort we should get our through passenger, such as 1 and 2, 9 and 10, down to nearly $\frac{1}{2}$ gallon to the car mile.

During this period, we have suffered some very heavy delays enroute, and it has been necessary to make up from ten to thirty minutes in order to arrive at terminal on time. Every delay on a fast passenger train is double its time in fuel consumption."

Fireman A. W. Gelker made 8 trips, handled 13,781 car miles using 8,041 gallons of fuel oil, or an average of .58 gallons per passenger car mile.

Fireman H. Alexander made 4 trips, handled 9,094 car miles, used 5,013 gallons of fuel oil, or an average of .55 gallons per passenger car mile.

Fireman Chas. Ely made 8 trips, handled 14,586 car miles, used 9,320 gallons fuel oil or an average of .64 gallons per passenger car mile.

Fireman W. W. Burrow made 10 trips, handled 17,391 car miles, used 11,333 gallons of fuel oil, or an average of .65 gallons per passenger car mile.

The total for the 30 trips shows average number of gallons per passenger car mile of .615, and it might be interesting to know that Fireman Gelker and Alexander were on Frisco engines each trip, while Firemen Ely and Burrow were on M-K-T engines.

Proper Method of Firing Oil Burners

(Continued from Page 26)

verted into steam. When an engine begins to make a poor fuel performance, and uses an excessive amount of water, a careful test of both valve rings and cylinder packing should be made, so that the blow may be located and corrected.

Valve ring or cylinder packing blows are often caused by insufficient lubrication, which allows the rings to become cut or worn in a very short time, and the lubricator should be watched carefully by the engineer. With the high degree of superheat obtained in the modern engine, dry valves or cylinders result in this temperature being raised by excessive friction to the point at which packing rings collapse, or lose their expansion, and allow the steam to blow by the valve or piston without performing any work, which is a waste of steam and fuel.

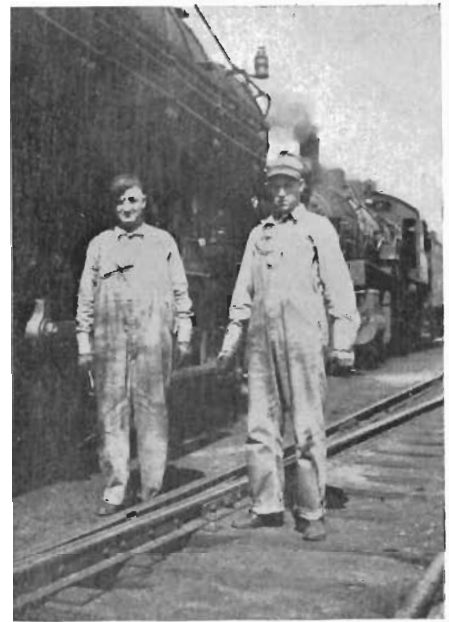
However, while poor lubrication will soon lead to a blow, it is not the only cause of this trouble, as the rings eventually become worn too small for the cylinders or valve bushings, when

blows will occur. One of the essentials of a good record on the performance sheet is for an engine to be free from blows of any kind. Frequent tests should be made, both by the engineer and by the roundhouse inspector, so that no fuel may be wasted through this channel.

To reach the goal set for this year in fuel conservation, every possible source of waste must be checked up, and the leak stopped. Watch the performance of your engine closely, and do not permit fuel losses through defective packing rings to go several trips undetected.

On August 23rd, engine 1061, breaking in between Springfield and Monett and return, with Engineer Thompson, Fireman Morrow, handled 138,248 gross ton miles—consumed 982 gallons of oil, or 7.10 gallons per 1,000 G. T. M., which reduced to coal would be 86 pounds per 1,000 G. T. M.

On September 7th, Engineer Siders, Fireman Vaughn, on engine 1502, train No. 10, Newburg to St. Louis, handled 14 cars or 1,666 car miles, used 907 gallons oil, or .54 gallons per passenger car mile.



Here is a good fuel performance made by Engineer McClellan, Fireman Dillon, on engine No. 45. On duty six (6) hours, Springfield to Newburg, 48 loads, 2,504 tons or 297,967 gross ton miles. Burned 13 tons of coal or a fuel performance of 87 pounds per 1,000 gross ton miles.

MORE GOOD FUEL RECORDS

Engine 42, train second 32, Sept. 12th, Engineer Frey, Fireman Tankersley, Newburg to Lindenwood. Called for 2:00 a. m., arrived Lindenwood 10:00 a. m. Handled 2,557 tons, consumed 16 tons coal, or a fuel performance of 110 pounds per 1,000 G. T. M.

Following is performance of engine 4139, which is one of the new engines, and this performance was made on its first trip in service. Springfield to Monett and return, September 9th. Engineer Ed. Moore, Fireman Ely, handled 225,379 gross ton miles, consumed 16 tons of coal or 142 pounds per 1,000 G. T. M. Total hours on duty, 10 hours, 30 minutes.

Think this is a very good performance considering it being the first trip of a new engine and also for the fact that they were on duty such long hours.

Following is the first break-in trip of engine No. 4137, which is also one of the new engines—Springfield to Monett and return. Engineer Blackledge, Fireman Turner, handled 74 cars westbound with 2,349 tons; 56 cars eastbound with 2,699 tons, total gross ton miles, 232,154, total tons coal consumed, 16, making a fuel performance of 138 pounds per 1,000 G. T. M. Total time on duty 11 hours, 40 minutes. This is a very good break in trip considering the long hours on duty.

(Now turn to Page 31, please)

Frisko Rebuilding Program on Freight Cars Most Extensive of Any Railroad

Eighty Rebuilt Cars Put in Service From Springfield West Shops Each Month

By G. W. MOORE, Assistant Superintendent, Motive Power

THE car rebuilding program on the Frisco is one of the most extensive on any railroad and this can be realized by a trip through the west freight shops at Springfield, Mo., which is one of our largest repair points.

At the present time 650 of the Frisco's 80,000-capacity box cars are being rebuilt in series 120,000 to 125,499, and are being turned out at the rate of eighty per month.

These cars have been in continuous

This shop is an ideal repair one, having first-class mill building and other buildings to take care of the machinery, tools and material.

The car yard is absolutely clean of all rubbish. This is due to the fact that no cars are torn down on the shop tracks. They are first placed on a track provided for tear-down work and all lumber stripped off of them down to the naked steel. The next operation is sandblasting, and then they are placed on the rebuild track.



A splendid view of the freight car construction and re-building program now being carried out in the West Coach Shops at Springfield, Missouri.

service for many years and this is their first general rebuilding.

They were originally constructed with very light steel underframe and superstructure, but as they pass through the shop, cover plates are being applied on top of sills, reaching from end sill to end sill. Gusset plates are being applied to body bolster and side sill. The ends are also being strengthened by applying two cast steel buffers, reaching down and tying to fifteen-inch draft sills. The draft rigging is being lowered and 3x3 angles riveted to flange of draft sill channel to strengthen same, which makes an excellent application of draft rigging.

In rebuilding the trucks on this equipment, the oil boxes are removed from the journals and the wheels and journals closely examined and wheels renewed where necessary.

The cars are being painted with one coat of good primer and two coats of first-class red paint.

The next operation is to jack the car up and set it on trestles, remove the trucks and then the work is ready for the truck repair gangs and steel repair gangs and all steel work is completed before the car is ready for application of any wood material. The work is all classified and we have regular men to take care of each class. In other words, we have a regular gang to apply decking, side framing, regular gangs for siding, lining and roofing, and this expedites the work considerably.

There is an excellent organization of men at the west shops and the work is first-class in every respect.

We consider that these cars, after being rebuilt are as near one hundred per cent as it is possible for us to make them, and the maintenance to this class of equipment should be very small for several years. All concerned on the railroad should see to it that these cars are not abused, and especially the mechanical department em-

A BULL SNAKE DID IT!

Monster Reptile in Possession of Switch Almost Delays Train

Engineer F. S. Porter, of Neodesha, Tells of Unique Delay on Train 328 at Menneha, Kan.

ONCE in a while, of course only when absolutely unavoidable, these good Frisco engineers have a delay.

Sometimes it is due to a hot box, sometimes a connection, sometimes a meeting with another train forces them on the siding with a ten minute delay, but to Engineer F. S. Porter, of Neodesha, Kansas, must go the title of having one of the most unique causes for a delay that has come to the attention of the Magazine.

But to let Engineer Porter tell the story in his own words:

"I have been running an engine since August 4, 1911, and never had a delay like the one that I now relate. It just shows how dangerous it is to not apply the safety first rule and be on the lookout for any and all objects that are liable to injure the employee that is performing a task.

"I was leaving Wichita, Kansas, on train 328 recently and had orders to meet train 311 at Menneha, Kan., and take the siding. The brakeman made a hurried run to get the switch so as to save delay and to his surprise found a big bull snake had possession of it.

"He was somewhat surprised as he leaned down to unlock the switch to see this monster snake and drew back hurriedly. He attempted to coax the monster to move on by throwing a stone at him and then some chat. However, the snake wouldn't move, but only raised his head and made a terrible hissing sound, as much as to say he was there first.

"The brakeman was bound to take the siding so he got a club and killed the reptile, after some little trouble. We took the siding after a five minute delay.

"I can truthfully say that this is the first time I was ever delayed by a snake, but it just shows how careful one must be, for had the brakeman not seen this snake, the bite would probably have resulted in something serious, and might have delayed our getting into the clear for meeting No. 311."

ployes connected with the car department.

All mechanical defects should be taken care of promptly to avoid their running into some very serious defects and by keeping up the small repairs, the car is kept moving and ready for service at all times.

These cars, with the proper attention, should be good for the next ten years without any general repairs.

Our Pittsburg "Terminals" in the Year 1899



Grouped around the engine are the following whom Mr. Hall is able to recognize: Rube Claiborn, switchman; Jim Heady, foreman; Mr. Yokum, engineer; Mr. Sidman, receiving clerk; J. W. Hall, agent; Jerry Livingston, chief clerk and cashier; Mr. Anderson, bill clerk, and Mr. Woodruff, passenger conductor.

ONE old scene recalls another. When Mr. J. W. Hall of Blackwell, Okla., saw the picture of the old Frisco depot in Joplin, in the September number, he found another old-timer which is of the Pittsburg, Kansas, freight station taken in 1899, with the station force.

The little engine is numbered 162,

and it was a "big" one in those days.

The engine looks rather top heavy, but notice how clean the yards and station platform look. Must have just finished a general clean-up week.

The young man at the right in the picture evidently hadn't taken to bell-bottom trousers, and outside of his turned-in foot, he is perfectly at ease.

Hold Joint Meeting

A joint meeting of Local No. 1 and the Ladies' Auxiliary was held on the evening of September 11, in their hall at Springfield, Mo.

A very successful meeting ensued, with an address of welcome by W. M. Underwood, general chairman followed by a program of exceptional interest.

The Arion Entertainers furnished musical numbers, interspersed with readings by Mrs. Frank Lampton, Miss Beak and Lillian Hanks. Two piano solos were presented by Mrs. Short and Preston Borton, while the ladies quartette, composed of Mesdames Van Winkle, Ladd, Webb and Crawford was most attractive feature.

Toward the close of the evening, Mrs. Cooper, assisted by Hrs. Harjoun, raffled off a comfort, and the lucky number was held by Mr. Amos.

It is estimated that approximately 250 members of both organizations were present, which made it one of the largest gatherings of the combined organizations.

Solomon's Wisdom

Flunkey: "Sir, a young woman waits outside. She is without food or raiment."

The King: "Oho! Feed her and bring her before me."

"SEVENTH STREET STATION, ST. LOUIS AT TEN MINUTES OF THE HOUR"

(As seen from a window by H. A. Walt, assistant accountant)

Ten minutes of eight and already the streets are teeming with traffic. Folks on their way to work in the family flivver; great tractor trucks thunder around the corner to the freight platform. There goes a party of tourists. Dad and mother in the front seat and three sleepy disheveled youngsters in the rear—amid piles of camp equipment; a sign announces Youngstown, Ohio to California. Hope they get there. A bus of the Community Motor Company flies by—more revenue from the railroad companies. A car stops and a group of Frisco maids and men hurry toward the building as it is only a few minutes of the hour.

Across the street passes "Candy Jack"—he of the push car of candies and ice cream, formerly a bill clerk at this office, probably on his way to lay in his stock for the day.

With a rumble and hiss of steam, a long passenger train pulls in over the "high line", from the east. Wonder what conflicting emotions are working in the minds of its human cargo.

CHESTER SAYS—

It's a good thing to remember that Rome wasn't built in a day. Too many try for the top before they even get a start, with the result that they waste a good deal of their time and gain nothing.

Perhaps however the way some are constructed they must of necessity go through with this ordeal before they learn the lesson.

And then Experience the best teacher of all shows the way.

The longer we live the more we see how really necessary Honesty is.

Fame and wealth ill-gained are bound to wane.

Perhaps that is what Ingersoll had in mind when he compared the life of Napoleon with that of a French peasant.

I have been told never to sermonize, but when we get away from a belief in the Divine, there isn't much left.

In all justice, however, it must be said the scientists haven't been making such a howl.

The success of the Frisco Railroad is an indication of what can be done with a properly co-ordinating organization. And it's only in its infancy.

Reserve your judgment. It is always better to be asked to give your opinion than to be told, upon giving it without being asked, to keep still.

The Arion Entertainers

The Arion Entertainers, composed of Messrs. Roy Prater, Howard Pickens, Elmer Jarratt and Loren Lawless are working up an enviable reputation at Frisco social gatherings in and around Springfield, Mo.

These boys, all working for the Frisco, are musically inclined and during the past few months have been working up a program of costumed musical numbers.

One of their interesting programs was presented on September 11 to Local No. 1, in the Springfield hall, where one of the largest gatherings of the year was entertained.

Following is the program in the order of its presentation:

Vocal Solo.....Howard Pickens
Elucidations by Erastus George Washington, Abraham Jones, (Elmer Jarratt)
Songs of the Desert....Roy Prater
Scotch Songs.....Loren Lawless
Male Quartette,
Miscellaneous Selections

The Pension Roll

Seven more loyal and true veterans of Frisco service were retired at the August meeting of the Board of Pensions, held August 26 in the general offices at St. Louis.

The combined service of the seven pensioners is 206 years.

LARRY LAVIN, crossing flagman at Baxter, Kansas, who was recently retired under the age limit, was 70 years old July 19. He was born in New Durham, England, in 1855 and came to this country early in 1860. His father was a laborer in Illinois and Lavin was educated for a short while in the country schools of Illinois. He went to work at 15 years of age in the coal mines and then followed, in succession, the jobs of brakeman for the Missouri Pacific at Nevada, Missouri; brakeman for the Katy at Parsons; brakeman for the Frisco at Neodesha and Ellsworth, Kansas and Afton, Oklahoma. He entered the Frisco employ on June 8, 1908, at Neodesha. He married Agnes Loftus of Parsons in 1905, and a boy, Thomas, was born to them July 20, 1906. His present address is Fifth Street, Baxter Springs, Kansas. Continuous service of 17 years entitled him to a pension allowance of \$20.00 per month.

Stanley William Bowman, Northern Division engineer was retired at the meeting due to total disability. He is



S. W. BOWMAN

63 years old and has been in continuous service with the Frisco for 41 years and 4 months. Bowman was born in Morrison, Illinois, on March 10, 1857, the son of a steamboat engineer on the Mississippi River. He was educated in the public schools of Morrison, and went to work at the age of 18 as a blacksmith near Fort Scott, Kansas, where he had moved with his family when 14 years old. He ran the cross-road blacksmith shop near his father's farm until he was twenty-one, then went to Marshalltown, Iowa, and worked there a year as a blacksmith. He returned to Fort Scott following the death of his father in September, 1881, and after a few years on the farm, entered the employ of the Frisco as a fireman in February, 1884. He was promoted to engineer in September 1890, and since

that time has run a locomotive over the Northern Division. He was married to Ida Edwards, April 15, 1885. They have no children of their own, but adopted a daughter, Thelma. The daughter is now married and is living in California. Mr. and Mrs. Bowman reside on Route No. 1, Fort Scott, Kansas. His pension allowance is \$43.15 a month.

James Washington Haislett, Southern Division locomotive engineer, aged 57 years, was retired, also due to total disability, after continuous service of 22 years and 8 months. His pension allowance is \$37.30 per month. Haislett was born at Olena, Illinois, August 27, 1868, the son of a farmer. He attended the rural schools in Adrain County, Ill., and went to work for the Frisco as a locomotive fireman when he was thirty years of age, at Memphis. He has fired out of Springfield and Thayer during his career and was promoted to engineer in 1907 and worked on the Memphis sub until withdrawing from the service on June 14, 1925. He married Miss Mary S. Williams in 1892, and was married a second time to Mrs. Millie Wagoner in 1914. A child by the first marriage, Miss Olive Dell Haislett, is now married and lives in Springfield, Mo. Haislett's present address is Box 366, Thayer, Mo.



J. W. HAISLETT

Joseph Russell Johnson, agent-operator at Weaubleau, Mo., aged 64 years, was retired due to permanent



J. R. JOHNSON

disability, on a pension of \$31.35 per month. His continuous service with the Frisco is 29 years and 6 months. He was born in New York City, August 13, 1861, and moved to Randolph County, Indiana, with his family, where he received his education. His first job was on the I. B. & W. Railroad at Crete, Indiana, as station agent and telegraph operator. He entered the service of the K. C. F. S. & M.

road in November, 1888, and worked at various positions on the divisions north of Black Rock. He spent two years in business for himself, but returned to railroading in 1895 with the Blair line at Grandview where he was agent-operator. When that line was taken over by the Frisco, Johnson came to the Frisco service. He has spent the last 22 years at Weaubleau, Mo. In 1890 he married Eva Simms of Collins, Mo., now deceased. Three children were born to them, Gladys M. in 1891, Inda O. in 1897, and Zada E. in 1903. Johnson will continue to reside in Weaubleau.

William Green Martin, agent-operator at Blairstown, Mo., was also retired, due to total disability. Martin is 69



W. G. MARTIN

years old and has been in continuous service with our railroad for 37 years and 8 months. His pension allowance is \$41.70 per month. He was born at Blue Mound, Ind., October 1, 1856, the son of a merchant. He was educated in Effingham, Ill., and went to work when 18 as a public school teacher. His first Frisco job was at Stanley, Indian Territory, from 1887 to 1888, as agent; and then followed similar positions at Jerome, Allenton and Eureka, Mo. He was united in marriage with Elizabeth A. Baldwin at St. Paul, Indiana, December 29, 1880, and five children were born to them, Chloe G. Martin, Nellie M. Martin, both deceased, and Millie M., Zella B. and Maude Marie, living. Mr. and Mrs. Martin will continue to reside at Blairstown, Mo.

Frank Buckley, Northern Division conductor, aged 65, was retired after continuous service of 25 years and 8



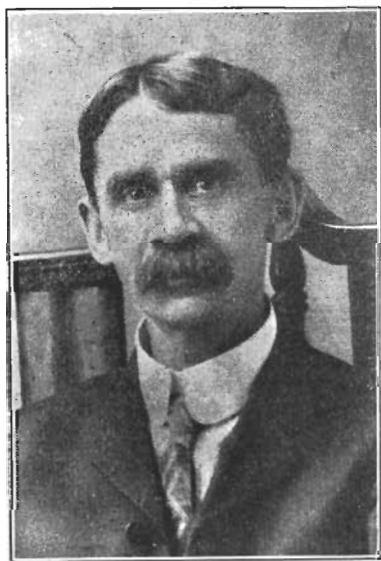
FRANK BUCKLEY

months, because of permanent disability. His pension is \$43.25 a month. Buckley was born at Carlisle, Ind., April 14, 1860, the son of a carpenter. He attended school at Carlisle until he was 18 and then went to work helping his father, and learned the car-

penster's trade. He worked as a carpenter until 1887 and then entered the Frisco employ as a brakeman and conductor on September 25, 1887. Two years later he went to H. & S. Railway as conductor, but returned to the Frisco in 1899 as brakeman and was promoted to conductor the following year. He worked on the Beaumont branch at Anthony, Kansas, and on the Kansas Division. In 1882 he was married to Ella Markee at Carlisle, Indiana, and two children were born to them, William E. on August 22, 1883, and Glenn R. on June 9, 1890. Mr. and Mrs. Buckley are residing at 300 Central Avenue, Monett, Mo.

Byron Milton Peyton, Northern Division conductor, aged 67, was retired with a pension allowance of \$64.75 per month. Peyton was in continuous service for 32 years and 1 month, and was retired because of permanent disability. Peyton was born in Danville, Illinois, September 28, 1858, the son of a farmer. His family moved to Springfield and he attended school and farmed in that Missouri city until he was 21 years old. He entered the employ of the Frisco at Springfield at that time as a switchman, and was promoted to conductor in 1897. He married Fannie W. Davis at Springfield in October, 1887, and they have two children, Clifton and Russell, both grown. Mr. and Mrs. Peyton will continue to reside in Springfield.

In Memoriam



F. S. WOLF

On August 11, 1925, death took another name from the list of retired men—a pioneer Frisco railroader of Kansas City, Kansas, Mr. F. S. Wolf.

Born January 1, 1854, at Aaronsburg, Pa., of pioneer Pennsylvania Dutch ancestors, who had settled in America many years before the Revolution, Mr. Wolf migrated to Kansas in 1870, settling at Crawfordsville.

In 1871 he took his first position with the Kansas City, Ft. Scott & Gulf Railroad at Pawnee Station as assistant agent, learning telegraphy, and later in the year was appointed agent at Lenexa, then to Columbus and back to Pawnee where he remained until 1875 when he was made agent at Girard, at which station he remained until 1892.

Mr. Wolf, as a pioneer in Kansas, endured many privations, fought prairie fires, border bandits and helped lay the foundations for half a dozen prosperous communities along the present Frisco Lines. He was known as one of the best "teachers" on the old Gulf Line, and many times in his later years he received letters or calls from his old comrades, many of whom had become prominent in the railroad world.

In 1893 Mr. Wolf came to Kansas City and followed other pursuits until 1913 when he came to work in the office of the local freight department, where he remained until June, 1924, when he was retired. Due to his break in seniority, he was not on the pension roll.

As a citizen, he was always active in further development.

He was reared a Lutheran, but during most of his life he was an active member of the Presbyterian Church, acting as an elder. He was intensely loyal to his friends, his family and the railroad that he served so many years.

One of his most prized possessions was a ring given to him by his friends from the local freight office of Kansas City upon his retirement.

JACOB BOYD YOUNG

Jacob Boyd Young, pensioned conductor of Staunton, Va., whose pension notice appeared on page 28 of the September issue, died at his home in Staunton on September 2. Boyd was pensioned July 28, 1925, with an allowance of \$36.80, and a total of \$73.60 was paid him at the time of his death. His continuous service with the Frisco totaled 23 years and seven months.

More Good Fuel Records

(Continued from Page 27)

September 2nd, train 532, engine 4026, Engineer Calvin, Fireman Roach—Frances to Henryetta—handled 86,768 Gross Ton Miles, burned 5 tons of coal or a fuel performance of 115 pounds per 1,000 G. T. M.

Engine 3682, August 12, switching in Kansas City yards, in charge of Engineer Frain, Fireman Scherge, made a performance of 83 pounds coal per switch locomotive mile, in other words, in the 8 hours on duty this crew only used two tons of coal.

Frisco Has Made Great Strides Since Early Days

(Continued from Page 19)

lightens our tasks and makes our trips easier, and our jobs better, as well as saving money for the company."

The employe gains every time the company gains, is Mr. Bangert's theory. His belief is that co-operation has performed a great many of these changes in that it has eliminated waste and expense and at the same time made better conditions and easier jobs for the employes. Better conditions make better workmen.

Then he added, "Better workmen and economical operation means greater net earnings for the company, which in turn means more money to be paid for wages and equipment and service to the public, and thus it goes in a magic circle."

He is very interested in the younger railroad man of today, and his advice is very valuable. He says, "Keep your shoulder to the wheel—attend every get-together meeting and do your best to keep your segment of the circle in good working order. I have given you young men a hasty sketch of what has been accomplished and the progress that has been made in my time. In your time there will have to be even greater changes."

"We are entering into a new era in transportation and upon you young men will fall the responsibility of keeping pace with the new conditions and unless every one of you, high and low, stand together and cope with the situation successfully, there will be many of you looking for a new job when you should be reaping the reward of long and helpful service on the job you are on."

Mr. Bangert is one of those fatherly sort of people whom everyone loves, and when he gives advice it is indeed valuable. There never was a more loyal employe and his friends are legion.

The Harley Family—A Story With a Moral

(Continued from Page 12)

been a faithful mother to them, an excellent cook and house-keeper. I don't know of a single time that either myself or the boys ever got to work late. She always gets us off on time."

Charles A. Harley has been with the Frisco twenty-four years and is a locomotive engineer on the Western Division. He began work August 2, 1901, and has a three-year-old son.

Arthur Harley also listened to his father, and his twenty-three years' service have won for him a place on the right side of the cab in a Western Division engine.

James Byron Harley is a brakeman on the Western Division and advancing rapidly up the ladder of railroad progress. All of the boys live in Enid.

And father and mother Harley are proud of this coming generation of railroad workers.

They believe that it is "the best there is in Industry."

Grown-Ups
Please
Be Quiet

THE TWILIGHT HOUR

A Page
Just For
Children

"Sonny's Gun"

A Short Story of the Lad on the Cover, Who Studied So That He Might Play

SAY, Sonny, this isn't near Xmas or your birthday either—we'll just let that Beebe gun go for awhile. We just bought you a bicycle," and Mr. Wilson resumed smoking.

"Aw, Dad, the weather is just great and the fellows are all going hunting. If I bring you home a good report card for the first month, will you let me get one?" Sonny raised his sparkling blue eyes and searched the countenance of his father.

"Don't like to bribe you that way, but if you bring me home a good card for the first month—well, I won't promise, but we'll see."

"Aw, gee, Dad—you just wait and see how hard I'll work."

Sonny immediately located his geography and was answering the next day's question on paper, under the light of the big table lamp.

Mother was sitting nearby, mending some of Sonny's socks. She had overheard the conversation and, as usual, was making a mental note to remind Sonny some week day when he wanted more than anything to go to the park and play ball, that the lessons came first—that is, if there was to be a Beebe gun in the Wilson family.

One beautiful October day, about four in the afternoon, Sonny tore madly into the house.

"Oh, mother, the fellers in my gang are going scouting—going to look for a place to hunt rabbits an' squirrels. They'll be back by dinner time. May I go?"

Mother looked up quietly from her work. She was cutting out funny little cookies—the kind Sonny always liked.

"Now, Sonny," she said, "remember your remark to your father the other night. You know there are lessons to get and when you get the new gun, you won't have to hunt very far for a place to try it out. You let the boys go on this time, for you know a month isn't very long, you only have two weeks to go now, and then we'll try and see if we can't work in a little more fun along with the work."

Sonny was disappointed. It just showed in his eyes and his little face. Imagine studying on a beautiful October day, when he knew the gang

was having a good time. He just wondered if any of the other boys had to work so hard for things they wanted, as he did.

"Oh, yes, when you get your lessons all caught up, I want you to go on an errand for me, Sonny. I know you won't mind. I want you to go to Mr. Jones and get some brown sugar and I'll make you some of that candy you like so well." Mothers somehow know when to smooth the way and Sonny fell to studying in earnest.

One afternoon at recess, Sonny was standing near one of the windows of the building, trading marbles with Johnny Stevens and he just happened to overhear a conversation between his teacher and another one.

"Now, do you know I believe the brightest pupil I have this year is Sonny Wilson. He is such a fine little fellow and so manly. The way he is starting out, I am sure his mother will be proud of his report card."

That was all Sonny wanted to hear. Little by little it was dawning on him that maybe it did pay to study. Just made him feel good all over to know the teacher did realize all the sacrifices he was making to be able to answer so many of her questions.

"Here, Jimmy," he said, "you take all four of these marbles. Naw, you won 'em, only I wasn't goin' to give you that aggie, but you can have her, too. S'long, see you later."

The weather was getting cooler and the crisp mornings made Sonny walk all the faster to school. Every day something was said about hunting, and Sonny always joined in the talk, but he told them very little about his gun he was to get, maybe—because, well, there wasn't anything definite about it. It mostly depended on the teacher.

Then one day, just about a week before that report card came out—that little red-haired girl right back of Sonny wrote him a note. Wanted him to come to a party she was giving. But the teacher looked up, just as Sonny reached for the note.

"Sonny, please bring me that note. I'm certainly surprised that you should disobey the rules. Yes, and

you, too, Rosemary. You may both stay in after school and write the word 'disobey' on the board, two hundred times."

Sonny handed her the note and blushed from ear to ear. The report card came out next day and here this had to happen! He wouldn't go to Rosemary's party. Imagine a girl making him lose out on his gun and his fine record. Gee but he was having tough luck.

The next day after school, the teacher handed out the report cards. Sonny took his and shoved it quickly into his arithmetic and rushed home. When he got just outside the rose arbor, he opened the book and looked at it.

Then he sat down on the grass and gasped! "Poor," "indifferent," "failure"—deportment "good," physical training "good"—but all those terrible grades! Surely one afternoon of punishment could not have changed the teacher's attitude so much toward him.

The only thing to do was to go home and take his medicine. Mother, of course, wouldn't understand why it was so poor because she knew where he had been almost every single afternoon!

Sonny reluctantly handed it to her.

"Why Sonny, I'm certainly surprised. It doesn't look as if father could help you get the gun after all. What were you doing all the time, I thought you were studying?"

"Why, Mother, I—"—ding-a-ling, ding-a-ling!

Mother turned to answer the phone.

"Yes, this is Mrs. Wilson—yes, he got his card. A mistake?—Oh—I know he'll be relieved. He'll be right over after it. —Oh, thank you, but we think our Sonny is mighty fine. —Yes, he's worked quite hard. —Thank you, he'll be right over."

Sonny was all eyes and ears!

"Well," mother said as she turned from the phone to Sonny. "That was Mrs. Stillson. She said you and her Sonny got your report cards mixed and that yours was positively wonderful, most everything either good or perfect. I told her you'd bring her son's right over. I knew you deserved a better one than this and I was just going to see the teacher about it. Now, run along, dear."

Did Sonny run? He grabbed the report card which he was so sure was his, and read "JAMES STILLSON".

He didn't run too fast, however, to yell at Jimmy Smith:

"Hey Jim, let's go huntin' Saturday. I'm goin' to get a new gun!"



1



2



3



6



4



5



7



9



8



10



12



11



13



14



15

Frisco Babies

1—Jean William, age 8 months; daughter of Wm. Fickie, conductor on Southern Division local. 2—Robert, Harold and Elise; children of Bob King, Birmingham. 3—Billie; son of W. P. Roberts, Hope, Ark. 4—Naomi, age 14 months; daughter of Birl Thompson, Chaffee, Mo. 5—Gain, age 3 years; son of Dean Underwood, Chaffee, Mo. 6—Jas. Edgar Keys, Kansas City, Mo. 7—Charleen, age 1 year; daughter of C. F. Corbin, Tulsa, Okla. 8—Marge, age 19 months; granddaughter of Adam Erlinger, foreman, Inbound Seventh Street Station. 9—James Joseph; son of Stationmaster Frank Reha, Joplin, Mo. 10—Five-year-old daughter of R. G. Guiney, Tulsa, Okla. 11—Zettie, age 3 years; daughter of J. E. Cleninger, Mountain Park, Ohio. 12—James and Paul, age 5 and 3 years, respectively; sons of J. E. Depriest, Springfield. 13—Bobby, age 3½ years; son of Blanche Bramhall, Springfield. 14—Marion, age 8 months; daughter of Jas. Welch, Birmingham. 15—Dawson, age 5 months; son of D. S. Brown, Willow Springs, Mo.



Paymasters Lose to the Passenger Accounts, 20 to 6, in St. Louis

Inability of Paymasters to Hit in the Pinches Responsible for Lop-Sided Score

On Saturday, August 22, the "Has Been's and Will Be's" of the paymaster's office met the auditor of passenger accounts' team. The latter won, 20 to 6.

Had the paymaster's team had the ability to hit in the pinches, the box score might have been different.

There seems to be a great deal of wholesome rivalry between these two teams, and in the face of this defeat, the passenger accounts team is challenged to another game by the paymasters.

Below is the box score:

PASSENGER ACCOUNTS

Name	A.B.	R.	H.	P.O.	A.	E.
Merkel, r. f.	4	2	0	0	0	0
Reigal, l. b.	5	4	4	0	10	0
Houlihan, s. s.	4	4	3	5	2	0
Fisher, c.	2	2	1	1	5	0
Stoessel, l. f.	4	3	2	0	0	0
Eichenier, c. f.	5	2	1	0	5	1
Buder, 3 b.	6	2	2	3	2	1
Kohring, p.	5	1	2	5	1	0
Reiss, 2 b.	5	0	2	3	2	0
	40	20	17	17	27	2

PAYMASTERS

Name	A.B.	R.	H.	P.O.	A.	E.
Grellner, l. f.	2	0	1	0	0	0
Knoll, l. b.	4	3	3	3	10	0
Durfield, c. f.	4	1	1	0	1	0
Pickman, s. s.	5	0	1	4	3	1
Klits, 2 b.	4	1	1	2	1	0
Reinheimer, p.-l. f.	4	1	1	0	1	1
Shopfer, r. f.	3	0	1	0	0	0
Grob, 3 b.	4	0	1	1	2	1
Fries, c.	3	0	1	3	4	0
McAtee, p.-l. f.	4	0	0	2	2	0
	35	6	11	15	24	3

Innings	1	2	3	4	5	6	7	8	9	R.
Paymasters	1	2	0	0	2	1	0	0	0	6
Passenger Accounts	1	0	3	0	7	1	5	3	0	20

Contest Between Married and Single Men Gives Win to Benedicts

Exciting Game Between Picked Forces of St. Louis Ends 15 to 17

One of the most exciting games played by the St. Louis baseball teams of the Frisco offices was held on Saturday, August 29, on one of the diamonds in Forest Park, St. Louis, Missouri.

The game was between the married and single men. The married men won, with a score of 15 to 17. The teams were picked from the different offices, were well matched, and kept the score evenly divided.

The game was an enthusiastic one, and there were many rooters for both sides.

Frisco Bowlers Begin Fall Season With Many Competitors

Various St. Louis Departments Have Played Preliminary Matches—More Scheduled for Winter Months

Fall has been ushered in, and with it comes the bowling season.

Mr. F. W. Rose, who has been reporting the scores made, gives the following as the standing of the team and the averages, including the games:

Names	Games	Won	Lost	Percent.	High Single	High Three
Auditing	6	5	1	731	784	2134
Freight Traffic	6	5	1	776	739	2330
Interline	6	4	2	787	882	2416
Tower Grove	6	4	2	843	883	2529
Engineering	6	2	4	734	812	2348
General Freight	6	2	4	671	713	2059
Passenger	6	1	5	733	815	2199
Revising	6	1	5	675	721	2025

TEAM RECORD

HIGH THREE

Tower Grove	2529
Interline	2416
Engineering	2348
Freight Traffic	2330
Passenger	2199

HIGH SINGLE

Tower Grove	883
Interline	882
Passenger	815
Engineering	812
Freight Traffic	789

INDIVIDUAL AVERAGES

Names	Games	Avg.
Conley	6	192
Reinheimer	3	190
Tschampers	6	174
Thielker	6	166

INDIVIDUAL AVERAGES

Names	Games	Avg.
Grob	6	165
Spinner	6	165
Duffy	6	164
Norden	3	162

HIGH SINGLE—INDIVIDUAL

September 11, 1925—Duffy, 223

INDIVIDUAL AVERAGES

September 11, 1925

AUDITING

G.	Names	Avg.
3	Reinheimer	190
6	Koch	152
6	Durfield	144
6	Buderdick	141
6	McDermott	131

ENGINEERING

6	Grob	165
6	McBride	153
6	Gauvin	153
6	Kranefuss	144
6	Schopfer	141

FREIGHT TRAFFIC

6	Spinner	165
3	Norden	162
6	Weiss	157
6	Rose	154
3	Curran	143
3	Pratte	139

GENERAL FREIGHT

6	Bauer	153
6	Braun	144
6	Roth	133
6	Stemmler	126
6	Fritz	123

INTERLINE

G.	Names	Avg.
6	Tschampers	174
6	Thielker	166
6	Duffy	164
6	Burgdorf	155
6	Hallman	133

PASSENGER

6	Landt	145
3	Eichnauer	154
6	Houlihan	149
6	Tremayne	142
3	Riegel	142
6	Stoessel	141

REVISING

6	Rohlfing	158
3	McLean	154
3	Berkeley	145
3	Egen	134
3	Swift	123
3	Hoffmeister	121
3	Austin	104

TOWER GROVE

6	Conley	192
6	Weisheyer	163
6	Spelman	159
3	Vallero	156
6	Lyons	155

The box score:

MARRIED MEN

Name	A.B.	R.	H.	P.O.	A.	E.
Grellner, l. f.	6	3	4	3	1	0
Lyons, 3 b. & p.	7	3	7	2	2	0
Ragland, l. b. & p.	6	0	2	8	1	1
Klits, c. f.	6	1	4	0	0	0
Knoll, r. f.	3	2	0	2	0	0
Reiss, 2 b.	4	1	0	2	7	0
Houlihan, s. s.	4	3	3	2	2	2
Fries, c.	5	3	3	8	0	1
McGeever, p.-r. f.	5	1	1	0	1	1
	46	17	24	27	14	5

SINGLE MEN

Name	A.B.	R.	H.	P.O.	A.	E.							
Merkle, l. f.	5	1	3	2	0	0							
Fischer, c.	5	2	1	6	1	0							
Stoessel, l. b.	5	4	3	7	1	0							
Reigel, s. s.	6	3	3	1	2	1							
Pfiefer, c. f.	5	0	1	1	0	1							
Tuggle, 2 b. & p.	5	2	3	2	1	0							
Buder, 3 b.	5	1	2	4	1	1							
Murray, r. f.	5	1	1	2	0	1							
McEntee, p. & l. f.	3	1	1	5	2	0							
	44	15	18	30	8	4							
Innings	1	2	3	4	5	6	7	8	9	10	R.	H.	E.
Married Men	1	0	0	1	0	2	5	5	1	2	17	24	5
Single Men	1	2	1	0	4	3	0	4	0	0	15	18	4



Learning the Game

The following story is told by Mr. F. G. Baker electrical engineer at Springfield, Mo.:

His young daughter picked up a wasp. As she stood ruefully sucking her thumb, her father came up and asked what was the matter.

"That bug's wiring was wrong," she answered. "I touched him and he wasn't insulated at all."

Maybe So—Maybe Not!

Party boarding boat for a trip down the Mississippi: "Is this boat going up or down?"

Deckhand: "Well, she's a leaky old tub, ma'm, an' I shouldn't wonder if she was going down. But then, again, her b'ilers ain't none too good, so she might go up."

Dumb Cracks

If all the chorus girls who buy their own fur coats and sport roadsters were gathered together, they would fill a telephone booth.

They say the short skirt is on the wane in Paris. From what we've been able to see, we find it is on the bow-legged in St. Louis.

The Contrary Sex

"An' yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yessah."

"An' the other one. Am dat of the contrary sex?"

"Yessah, she am a gal, too."

First Lessons in Arithmetic

"If there were four flies on the desk, Mary, and I killed one, how many would be left?"

"One," promptly replied Mary—"the dead one."

Times Change!

With maids so scarce, and wives so active in public affairs, an able-bodied mother-in-law is a real asset to a young man these days.

Advice

Young Sophomore (slightly experienced): "When dating with a stage star, you meet her at the stage door, but where in thunder would you meet a movie actress?"

Senior (of vast experience): "That's easy. Meet her at the screen door, of course."

Right About Face!

Mr. R. A. Watson, supervisor of tools, on a recent trip in his new car: "I say, old man, is this the road to Pickle Center?"

Old Inhabitant: "Wal, yes, it's the road alright, but you better turn around if you want to get there."

The Pace!

He: "Is she progressive or conservative?"

She: "I don't know. She wears last year's hat, drives this year's car and lives on next year's income."

A Sure Way

Inquiring Old Lady: "Tell me, how did you begin to be an aviator?"

Answer: "I started at the bottom and worked up."

True Love

Engine Driver's Sweetheart: "And do you always think of me during your long night trips?"

Engine Driver: "Do I? Why, I've wrecked two trains that way already."

Engine Driver's Sweetheart: "Oh, you darling!"—Tid-Bits (London).

Excellent Taste, Excellent!

Grocer: "This is the best brand of peaches on the market—your husband will like them."

Customer: "The peaches my husband likes are not in cans."

Grocer: "What are they in?"

Customer: "In bathing suits."

—Selected.

Religious Handicap

Teacher: "Now, Robert, what is a niche in a church?"

Bobby: "Why, it's just the same as an itch anywhere else, only you can't scratch it as well."

—Boston Transcript.

Go Early, Avoid the Rush

A new musical comedy came to town. The billboards read: "Fifty beautiful girls. Forty-five gorgeous costumes." Ten people were killed in the rush for tickets for the opening performance.

Floaters

Teacher: "Can anyone tell me where Noah lived?"

Pupil: "I think he and his family belonged to the floating population."

Polite

Aunt: "And were you a very good little girl at church this morning, Alice?"

Alice: "Oh, yes, auntie! A man offered me a big plate of money, and I said, 'No, thank you.'"

The Reason

Marshall: "The Joneses are moving from the neighborhood."

Muriel: "Moving! Why, people are just getting to know them."

"That's why they're going."

Complaint Adjusted

Little Girl: "Mother says she found a fly in the cake you sold her."

Grocer: "I'm sorry. Tell her to send the fly back and I'll give her a raisin in place of it."

Oh!

Ben Zeen: "I know a good joke about crude oil."

Carry Zeen: "Spring it!"

Ben Zeen: "It's not refined."

On the Job in St. Louis!

A girl from a telephone exchange fell asleep while at church.

The preacher, announcing the hymn, said: "Number 428."

At that moment the girl awoke.

"I'll ring 'em again," she murmured.

RULES FOR SUCCESS

Rule Number One

If now your chance is offered—

Girlie, parlor, light subdued,

First, sit closely, very closely,

Talk and look as if imbued.

Rule Number Two

Now success will make you bolder,

Take her hand into your own.

Slip your arm around her gently;

Tighten till effect is shown.

Rule Number Three

Act impassioned, whisper fervor,

Of your love for her alone,

And, with opportunity offered,

Press your lips against her own.

Rule Number Four

You won't need the book now!

And Soap

"I can give you a double room with bath," announced the small-town hotel clerk. "Will that be satisfactory?"

"Give me a room with a double bath," replied the experienced traveler, "so I'll be sure of a couple of towels."—American Legion Weekly.

Saved Him a Bill

Ding: "What did your wife say last night when you came home?"

Dong: "The darling never said a word. And I was going to have those two front teeth pulled out anyhow."



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A PIPING HOT DISH

Mrs. N. V. Allebach Recommends Spanish Sauce for Cool Days

Wife of Well-Known Springfield Engineer Gives Favorite Recipe to Frisco Wives

NOW that the wintertime is approaching, let us turn an eye to some hot dishes which will take away the sting of a sharp north wind.

Mrs. N. V. Allebach, wife of N. V. Allebach, well-known engineer, who

Use same recipe for preparing cooked tomatoes for table—only leave bits of bacon in the fat and when nearly done add bits of dry bread.

HOW'S YOUR FRENCH TODAY?

Have you ever picked up a menu card and found that it was difficult to order many of the dishes because of the numerous French terms?

It is often embarrassing to ask just what each one is. Of course, they make a charming menu display, but when you ask the waiter to kindly tell you what "Blanch Mange" is, he'll reply with a very indifferent stare that it is a dessert made of gelatin or cornstarch and milk. Plain enough, if you know.

Here's another one, "Bisque", which means a thick, rich soup made of shellfish, birds or rabbits.

"Casserole" is perhaps one of the more familiar ones and means a baked dish of meat or vegetables with bread crumbs.

"Cecils" is only another way of announcing that the balls of minced meat are served with bread crumbs.

Then there is the word "Compote", which is a mold of jelly, relish or fruit.

A small cube of toasted bread is called a "Crouton" and is served with soups.

Food which is seasoned with curry leaves and spices is termed "Curried."

"Entree" means a side dish.

"Glace" means covered with a coating of sugar.

There is a mint, used in flavoring which is often found on the menu, the French term being "Marjoram".

Another familiar one is "Puree"—a thick cream soup.

"Rechauffe" doesn't mean a thing—except that the dish is warmed over.

"Saute" means to cook in a little fat.

A spongy dish made of eggs, milk and flour, beaten light, is termed "Souffle".

With these few hints it should not be hard to get a square meal out of a complicated French menu card.

Frisco Twin Daughters Are Contest Prize Winners

Death Claimed Beverly Jean in July and Betty Jane Is "Carrying On" Alone

Beverly Jean and Betty Jane Clark, twin daughters of Mr. and Mrs. Roy M. Clark of 1610 West 41st Street, Kansas City, Mo., were perhaps the best known twins in that city.



Beverly Jean (left) and Betty Jane Clark of Kansas City, Mo.

They can be claimed, rightly, Frisco products, for Mr. Clark is a conductor for the Frisco, and they are the grandchildren of "Mother Clark", who took such a prominent part in the Third Veterans' Reunion.

Beverly Jean and Betty Jane were the winners of six Better Children Contest prizes in one year, the last one being a diamond ring given in a Shriners' contest.

On June 25 they celebrated their fourth birthday, and there never were two happier, healthier children. On July 1, Beverly Jean contracted membranous croup, which claimed her life, in spite of everything that could be done for her.

The accompanying photograph was taken on June 20. They enjoyed a wide acquaintance, and Beverly Jean shall be greatly missed by all Frisco folk, and her many, many other friends.

Every woman has a pet dish of good food. Railroad wives are known the world over for their ability as cooks. Why not pass your favorite recipe around to other Frisco women. Send it to Miss Connor, care of the Magazine, St. Louis.

MRS. N. V. ALLEBACH

resides at Springfield, Mo., makes a most delicious Spanish sauce of which she says, "Tested for enginemen and recommended for others".

Mrs. Allebach gives here recipe with the endorsement of Mr. Allebach, who claims there is nothing like it:

Take as much as two tablespoons of clear, unscorched bacon fryings, into which you cut two onions into bits and fry until tender.

Add one can or its equivalent in fresh tomatoes.

Cook until thick as marmalade, stirring to prevent scorching.

Season while cooking with one teaspoon of salt, same amount of sugar and half as much pepper.

After trying, vary seasoning and proportions to suit taste.



Miss Frisco Clad in Fashion's Latest



ONE of the most beautiful fashion shows ever witnessed by St. Louis people has just ended a three-weeks' run at the Garden Theatre, St. Louis, Mo.

The costumes, shown to the public on professional models, depicted the latest in hats and shoes, as well as everything that could be of use to milady in dressing fittingly for the fall and winter months.

The girls who acted as models were selected and trained, under the personal supervision of Major Levy, who for several years has had a great deal to do with staging the big St. Louis fashion show. Major Levy is connected with the Major Garment Company of St. Louis, Mo.

Through the kindness of Major Levy, the Frisco's own models are shown on the accompanying fashion page, modeling three of the outfits worn in the fashion show. While they are not the most elaborate, they depict three serviceable and charming fall costumes, within the means of the employed girl, and most stunning for the appropriate occasion.



This charming black satin dress (as shown above), trimmed with gold braid and inserts of white satin, is charmingly worn by Miss Peggy Dowling, of the auditor's office, St. Louis, Mo.

A beautiful red velour coat (shown in upper left corner), with trimmings of silver muskrat, modeled by Miss Melba Krueger of the assistant auditor of freight accounts' department, St. Louis, was one of the most attractive velour coats shown.

At left is shown an up-to-the minute sport outfit of blue imported kasha cloth, with skirt of red and gray stripes. Kick pleats are lined with bright red. Miss Betty L. Herzog of the paymaster's office, St. Louis, is the attractive model.

Foreman Barnard of Mississippi Answers Goolsby of Alabama

Section Boss Smitten by Muse as He
Sits on Log by Tracks

WHEN J. N. Goolsby, of Jasper, Ala., told John R. Godsey, Magazine reporter and cartoonist of Birmingham, all about his experiences in the early days of railroad building down in the Tombigbee country, he started something.

When Godsey's interview with Goolsby was printed in the August issue of the Magazine, that "something" received momentum.

One day G. M. Barnard, section foreman of Section 92, Nettleton, Miss., a man with 27 years' Frisco service, and a life-long friend of Goolsby's, sat on a log beside the railroad he and Goolsby had worked on years and years ago. He had read the Jasper man's story in the Frisco Magazine the night before.

The "muse" visited Foreman Barnard as he sat on there, and that night at home he wrote the following poem:

"From George to John—or Then and Now."
Friend John, I wish to make reply
To the lines you write of the years
gone by,
I worked today along the line,
Where you tramped mud in eighty-nine.

This mud has vanished far below
The grade line stakes of long ago,
Instead there lies a cinder bed
That you and I have both helped
spread.

I fancy now I hear the song
That mosquitoes sang over you so
long,
My vision now across the way
Reveals Sam Wilson stooped and gray.

He looks as though in former years
He did his work with least of fears,
The steers that drowned in ninety-two,
No doubt were burned by your own
crew.

Perchance the ashes blew away
To Henry Ford one stormy day—
They came back here in form of cars
That now are numerous as the stars.

They run in high, they run in low
Most anywhere you wish to go;
Some carry men, some carry loads
To gravel old Tombigbee roads.

The world is on an upbuild,
With me you must agree,
For times are better now
Than they were in Ninety-three.

But to hear some people tell it
The country is in a shrill,
Tombigbee is running sideways
Right up the Amory hill.

I met a man this morning
With the world all turned around;

To Fill Your Own Place Is the Most Important Thing in the World

By ROBERT B. PENNYCOOK

Freight Accounting Department, Springfield, Mo.

FROM the lips of the old, the young and the middle-aged, we continually hear such expressions as: "I wish he would do this," "I wish she would do that," "I wish they would do their part," and I often wonder what kind of a world it would be if each one would say: "I will try and do my part, whether other people do their duty or not."

If each should stand in his place, fulfilling his duty to the utmost, looking to the right for help and approval, it would not be easy to calculate the improvement that would soon take place in our every sphere of endeavor.

Each man, each woman, is fitted for a certain place; each being in his place, the whole is harmonious, like a grand army with its generals, its colonels, its captains and corporals, its musicians and private soldiers.

The power of the army is in its discipline, so it is with the power of society; but in civilized society, the individual is mainly responsible. There is, indeed, an external law that reduced every atom to its proper level, but there is no human court-martial for members of society who persist in getting out of their places. If a private insists on being a colonel, no one can hinder his donning a uniform and making a fool of himself and causing endless trouble to others.

Fill your own place and fill it well. Concentrate your force upon that which you are doing. If these principles could form the groundwork of every child's education how much waste of power could be prevented. As it is, men and women are eternally struggling for something beyond their reach. To strive ever for a higher condition is, as we all know, laudable; but a higher condition is attained best and surest by filling well the place, however low, in which one may find himself.

"Be thou faithful over a few things

His doorsteps on the house top
The house top on the ground.

His bedroom in the kitchen
His kitchen in the hall,
His wife was wearing breeches—
And had no hair at all.

My service on the Frisco Line
Has reached about one score and nine,
So many things have changed you
see

Since mud was tramped by you and
me.

and I will make thee ruler over many things."

The philosophy of this saying is apparent to him who looks below the surface. The soul that successfully cultivates patience and fortitude and cheerfulness within the limits of narrow, disagreeable circumstances has thereby become so strong and self-reliant that the "many things" of power and opportunity cannot hurt him.

Fill your place well.

A HEAP O' TROUBLE

By BEN B. LEWIS

Ain't this a sad old world?

Take Bill for a gloomy example. Bill ain't but five—but he takes things hard, same as lots uv grown folks. This mawnin', long about nine a. m., he hikes down t' th' pasture an' goes craw-fishin', which seems t' be his favorite pastime as well as his main pursuit in life these days. He uses up about a pound uv salt pork, purloined from his mamma's pantry, an' snags three crawfishes by twelve thirty p. m., noon.

He's as proud uv them animales as a bran' new jack-knife, an' cuddles that old tin can t' his chest. Tenderly deposits it under a peach tree, an' rushes int' th' house long enough t' grab a bite o' cake—he ain't got time fer beans—an' then hurriedly returns t' th' back yard t' watch his pets. In th' meantime one uv 'em has died on him, bein' apparently et up consid'able by th' larger two. As a sort uv reprisal, Bill, he takes out th' biggest crawfish, which he suspects uv th' dirty work, an' whams him forceful with a brickbat. Natchally, that leaves but one; an' along t'wards evenin' th' last one gits discouraged, er lonesome, an' quietly commits suicide er dies uv some unknown crawfish ailment, probably superinduced by repeated proddin' with a stick t' see him move.

Bill's plum disconsolate, t' say th' least. Seems he aimed t' start hissef a crawfish farm an' git rich raisin' th' dern things an' sellin' 'em t' folks which enjoys eatin' their tails. His business hopes is blighted in th' bud, his stock in trade is dead an' gone, he's run out o' bacon, an' he's busted er misplaced his fishin' tackle, consistin' uv a scantlin' an' a piece o' string.

It's sad, that's all. It's a doggone, measley shame.

Frisco Agent Taught Telegraphy to Present Railway Head

(Continued from Page 15)

Climb Was Steady

"From then on his climb was steady. However, our railroad went into the hands of the receivers and we came out under the administration of B. F. Yoakum. Mr. Yoakum took an inventory of all employees and afterwards remarked that Carl Gray was the brightest one of the group, and that he could answer all his questions. He later made Carl division superintendent of the Kansas division.

"Then Carl went up the ladder of success by leaps and bounds until he was senior vice-president of the Frisco Lines and during the World War, he was chief assistant to Wm. G. McAdoo."

And Mr. Gray, in all his successful years has not forgotten the man who took such an interest in an ambitious boy, and when the Frisco Magazine wrote him of the story of Mr. McNair, Mr. Gray replied:

"I was fourteen years old when I started in his office to learn telegraphy and station work. Mr. McNair was at that time a veteran agent. He took a paternal interest in me from the start, and while I was an easy and ever present victim of his penchant for practical jokes, they were usually with an object in mind; and he saw to it that I had every opportunity to learn in the best way the rudiments of the business. He was one of the best types of the old school agent, and occupied a unique position in the affairs of the town—sort of an elder statesman.

"His constant friendship through all the years has been a very great gratification and assistance to me."

This is just a story of a man who had faith in boys, ambitious boys, and of one of the boys who made good. And the best part of it all is that it has established a friendship, which through the years has been of the utmost help and satisfaction to each.

When Mr. McNair was pensioned, his son, W. D. McNair, took his place and at this time is agent at Fayetteville, Arkansas.

Forty Miles of Track With Automatic Train Control

(Continued from Page 10)

nine stop and speed control locations and sixty stop locations.

The speed control feature of the wayside equipment is being eliminated due to a new device having been designed to install upon the engines. This device is known as a forestalling valve. It enables the engineer to forestall an automatic brake application by its operation within a time limit of approximately fifteen seconds, while his engine is passing over an active magnet. This valve returns to normal automatically after the time limit has expired. The first one of

these valves was installed on engine 4130, October 17, 1924. All engines equipped with train control devices are now being equipped with this valve.

The final installation, Globe to Monett was completed June 15, 1925, after which the Interstate Commerce Commission was notified and an inspection requested. The request was granted and during the two weeks, August 2 to August 16, inspection was made. This was accomplished by the use of a four-car train and an equipped engine. The test as conducted was very thorough and the apparatus operated very successfully.

Principle Is Automatic

The principle on which the apparatus operates is through the use of the automatic block signals and automatic locomotive controls. The signals operate in three positions: one meaning the block ahead is occupied and the train approaching must stop; another meaning the first block ahead is clear and the approaching train may continue with caution, and the third position meaning the track is clear for two blocks ahead and the approaching locomotive may proceed until a caution or stop signal is seen.

The stop signal is made known to the engineer of a locomotive by an arm on the upright of the signal bearing at an angle of 90 degrees and in case it is not noticed by the engineer, the automatic engine control is brought into play. The train is then automatically brought to a stop and only by getting down from the cab of the engine and releasing the apparatus under the coal tender, can the brakes be taken off.

When the signal reads "caution", the train may continue, but under "control". The term "control" implies that the locomotive can be stopped within the range of the engineer's vision.

If the signal reads "clear", the train may proceed at its regular rate of speed. This rate can then be continued until either a "stop" or "caution" signal is again reached.

This train control device has been the means of great protection as it makes train operation safer than it ever has been in the past. As an example, should a train be stopped to fix a hot box, the automatic train control would show to an approaching train that the block was not clear and protection given both trains.

The maintenance cost of this device is small, and is taken care of by the regular roundhouse air forces. It consists of cleaning and examining the duplex control valve periodically, which amounts to about the same thing as cleaning the triple valve in the airbrake system. No electrical apparatus nor circuits are employed on the locomotive, pneumatic power only being used with which the present air forces are quite familiar. The maintenance of the track apparatus is handled by the signal maintainer.

Twenty New Locomotives Were Delivered to the Frisco in September

(Continued from Page 7)

have equipped their plant with improved jigs and fixtures which facilitate accurate workmanship, and which will materially add to the service reliability of these engines. In the machining of the various bearings of the driving wheels, connecting rods and other important machinery parts, dimensions are kept to within 1 to 3/1000 inch of the standard sizes, thereby obtaining the most desirable fitting for maximum wear and interchangeability of parts.

The Baldwin Locomotive Works is the largest institution in the world engaged exclusively in this business. The founder of the establishment was Mr. Mathis W. Baldwin, a jeweler by trade, who formed a partnership with Davis Mason, a machinist in a book-binding shop and these men built the first locomotive in the year 1832. In 1861 the first one thousand locomotives had been constructed and in 1899 the ten thousandth had been reached. The first thirty thousand locomotives were completed in 1907 and the first fifty thousand in 1918. The peak of production came in the year of 1918 during our greatest activity in the World War.

Employ 21,500 Men

The normal employment of the combined works is 21,500 men. The machine work, with the exception of cylinders and driving wheels and also the boiler work is principally done at the plant in the heart of Philadelphia, within five blocks of the City Hall Square, where the office and shop buildings cover about twenty acres. All of the erecting work, machining and mounting of driving wheels, manufacturing of all gray iron castings, machining of cylinders, construction of tenders and other work is done at the new Eddystone plant, which is located on the west bank of the Delaware River about fourteen miles below the City of Philadelphia. At this point the works cover an area of six hundred and sixteen acres, dotted with large shop buildings and industrial tracks of about thirty miles.

And so another set of twenty of the finest type locomotives in the United States have been built and delivered to the Frisco Lines. Built under the most careful supervision, they are symbols of perfection in their mechanism, embodying the latest and most complete accessories.

Delivery of these engines began August tenth and final delivery was made the first of September:

And then He Bought an Electric One

"Can anyone," asked the teacher, "give me a sentence using the word 'disarrange'?"

The first three pupils balked. Finally her eyes lighted on little Angelo.

"Sure," said Angelo. "My pappu, he gotta up dissa morn and he lighta da stove. She smoke. He say, 'Damma disa range.'"—Exchange.

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway

Edited by WM. L. HUGGINS, Jr.

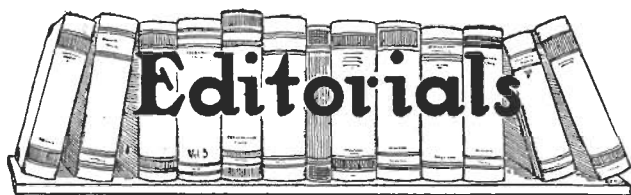
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Vol. 3**OCTOBER, 1925****No. 1****Remember Your Navy**

ON OCTOBER 27, the United States Navy will receive the official recognition of the great America it serves, through the medium of "Navy Day", in pursuance of a custom established several years ago.

From the offices of President Coolidge, Robert Kelly, president of the Navy League of the United States, and T. Douglas Robinson, acting secretary of the navy, invitations to join in the "Navy Day" celebrations have been sent broadcast throughout the land.

Located in the central south of the United States as most of we Frisco folks are, it is only natural that we lose sight, somewhat, of the splendid naval spirit, which is so bravely demonstrated in sea-coast cities. And it is fitting that on October 27, we should renew that acquaintanceship with this first line of defense, upon which we depended strongly in the World War, and in other wars in which this country has engaged, as a nation.

The Navy is one of the great possessions of the American people, in that it provides security while withdrawing a minimum of men from industry—and returns annually to industrial life, thousands of men trained in the "Navy Way"—a way that makes them fitter and finer for any occupation they may choose.

It is not only a war organization of death-dealing expertness, but a peace time agency of mercy to our own people as well as those of other countries. Acting as a splendid type of national insurance against devastation, the

Navy has also the power to bring peace and relief to stricken areas, as the country witnessed at Smyrna and Japan.

The purpose of "Navy Day" is primarily to diffuse the knowledge of what the Navy is, of what it does and of its high traditions and honorable accomplishments, in order that the people for whom it sails its flag into the seven seas, may realize poignantly their need and dependence upon it.

There will undoubtedly be a "Navy Day" meeting in your city. Attend it. Its influence will mean much to you.

Our Good Reporters

IT MAY not be ethical for the editor to chat about his reporters on the editorial page.

But since we left out our "Between the Rails" page, this month—(there was so much good, live copy we didn't have room for it)—we want to tell every one of the 30,000 readers of this magazine a thing or so about those loyal reporters who dot the system and send in their gleanings for the "Frisco Family News" each month.

Without the 125 reporters now on our list, the Frisco Magazine would be an impossibility. Nothing the regular magazine force in St. Louis could do would be enough. The limited force employed to edit and make up this publication, argue with the printer and the engravers, dicker with the artists and tug and jerk with the advertisers—has its hands more than full. We can do no more.

Out over the line, ever watchful for news happenings, our reporters constitute the "shock troops".

They are not paid for their work on this magazine—it is a labor of love and loyalty.

It has always been our contention that the "Frisco Family News" is the best thing in the magazine. It is the pulse of the Frisco family—it is the personal touch that writing men know as "human interest", and it has its appeal because each month, in the family news, more than 30,000 people read of themselves or of persons they know.

If the reporters read this (and we have a small, still hunch that they will!), we wish to urge that they continue their good work, redouble their efforts, if possible. This is the only way in which the editor can make it known that he is "strong" for all of you.

(P. S.—But dammitall, why can't you reporters double space your copy on the type-writer?)

"AMONG OURSELVES" AGENTS AND SPECIAL AGENTS

NOW - DO YOU THINK
YOU OUGHT TO BE SENT
TO **JAIL** OR "TO THE **PEN**"

ER-ER
NO SUN



LITTLE BOY CAUGHT STEALING
COAL GETS GOOD LECTURE

YES - WE GAVE
THAT SHIPMENT
TO THE WXY
RAILROAD
THANKS



WHY COMMERCIAL AGENTS
HAVE GRAY HAIRS

NOW LOOK - WHY - IS
THE COST SO HIGH
TODAY?



FREIGHT AGENT
GETS ALARMED
AT PLATFORM
COST

ID LIKE TO
SEE A BO
RIDE THIS
TRAIN



GOOD
PROTECTION

CAR
AGENT'S
IDEA OF
PARADISE

"CARS - CARS
CARS"



SHIPPER

"CARS - MORE
CARS"



SHIPPER

JOHN GODSEY

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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

VOLUME II

OCTOBER, 1925

No. 1

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employees' Magazine

WM. L. HUGGINS, Jr. Editor
MARTHA C. MOORE Assistant Editor

Associate Editors

WM. UNDERWOOD Chairman
HOWARD PICKENS Secretary

The Editor will be glad to receive
interesting contributions at all times.

A SPLENDID INTEREST

Engineer Holmes of Thayer Is
Awake to Crossing Dangers

Causes Passage of City Ordinance to
"Stop Before Crossing" at
Frisco Tracks

A SPLENDID example of what railway employes may accomplish in the way of civic interest, is contained in the story of Howard D. Holmes, yard engineer at Thayer, Missouri, who is directly responsible for the passing of a city ordinance prohibiting motorists from crossing railway tracks in Thayer without halting their machines.



HOWARD D. HOLMES

In the performance of his duties as yard engineer, Holmes became aware of the great danger of automobiles being struck on the crossings south of the depot and the one west of it, by incoming and outgoing trains.

He thought the best thing to do

The Supervisors—Most Important to the Frisco



Reading from left to right—Standing: Chas. Heinze, assistant boiler foreman; H. Gazette, wheel foreman; S. M. Ferguson, gang foreman; E. F. Esser, machine foreman; E. W. Brown, general foreman; H. J. Ray, shop superintendent; Carl Sauerman, mill foreman; J. A. Gehrs, rod foreman; R. M. Marcell, pattern foreman; J. R. Lawrence, tinner foreman and E. W. Wilkins, painter foreman.

Seated: I. N. Fretz, blacksmith foreman; Jas. Burns, motor car foreman; J. J. Collins, chief clerk to superintendent and J. W. Reddick, boiler foreman.

FRISCO officials have always praised the work of those most important of men the supervisors. On them the responsibility of getting out the work depends and it has never yet been said that one of them "fell down".

The accompanying picture shows a group of these supervisors of the north shops, Springfield, Mo., taken at one of their Sunday morning conferences, where they outline the work for the coming week.

These men have all come up through the ranks and are well able to supervise the work in the shops.

would be to get an order from the city, making it compulsory for all vehicles to stop, before crossing these tracks.

First he met the city aldermen and put before them the dangers that might befall a motorist who attempted to cross without stopping. He evidently placed his case before them in a convincing manner, for at the last meeting a few nights ago, they passed an ordinance that a sign should be placed at each crossing, reading, "STOP BEFORE CROSSING—CITY LAW".

For failure to do this, the ordinance reads, "a man is deemed guilty of a misdemeanor and subjected to a fine of not less than \$25.00, a jail sentence, or both fine and imprisonment.

This information was submitted by Mr. L. E. Sheridan, claim agent and safety committeeman of Jonesboro, Ark., as a record of this man's faithfulness and interest in the company and the public.

27 Years With the Frisco

Mr. Holmes is 47 years of age and has been in the service of the com-

pany for twenty-seven years. During the past nine years he has been in yard service at Thayer, Mo.

"I have noticed Mr. Holmes a number of times running his engine over the passing track or lead track at Thayer, Mo., to the south, and stop it on the crossing, first south of the depot and remain there, blocking the crossing to prevent anyone from running out upon the track in front of train 104, which would be due to go north, also freight trains coming into Thayer from the south," Mr. Sheridan remarked.

In the long service which Mr. Holmes has enjoyed, the prominence of the safety first program has been brought keenly to his attention, as it has to the attention of every man in engine service, and he feels that everything within reason should be done to promote safety along the Frisco Lines.

Referring to the splendid interest of this man in the safety first program, Mr. H. W. Hudgens, chief claim agent, says: "Mr. Holmes is a fine ex-

(Continued on next page)

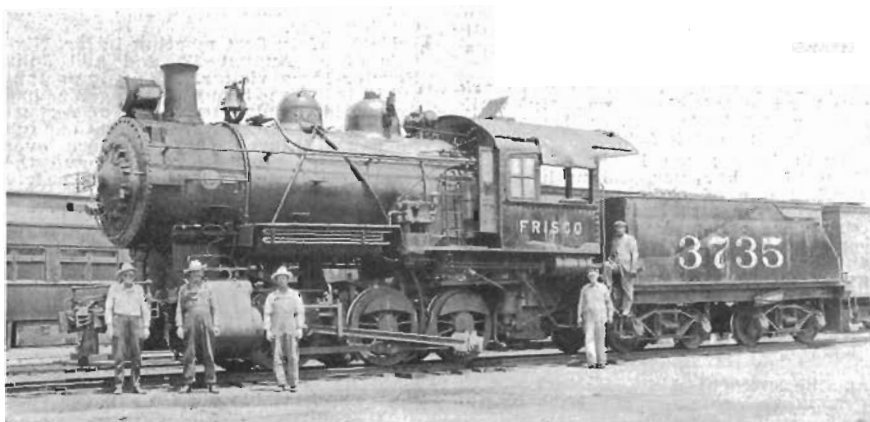
Engine 3735 Makes Record for First Six Months This Year

Best Fuel Performance for Yard Engines Credited to Crew—C. E. Whittlach, Foreman

ENGINE 3735, first trick coach engine in the Monett yards, has the distinction of holding the best fuel record performance for the first six months of 1925 for yard engines on the Frisco Lines.

pounds. The cylinder is 20½ inches in diameter with a 26-inch stroke. The tractive effort is 33,700 pounds.

Needless to say, it requires close attention and efficient handling to be awarded this record and the crew on both shifts, handling this engine,



This engine works sixteen hours a day with the crew shown by the side of the engine handling for the last half. The crew consists of C. E. Whittlach, foreman; David Marshall, W. M. Pitts, J. W. Ruggles, engineer, and John Bridge, extra fireman. The regular fireman is Chas. Turner.

Engine Ruggles and Fireman Turner handle the engine during the last half of the work period without any preparatory work, except taking water, and it is conceded that an engine consumes more coal on the last half. By efficient handling, however, this engine crew made their record-breaking fuel conservation record in view of the above handicap.

The road foreman of equipment remarked that this is the only engine working sixteen hours without working on fires, that does not cause a delay.

The engine was built in 1910 by the Baldwin Locomotive Works and weighs, exclusive of tender, 154,500

are due a great deal of credit in their efforts toward fuel conservation.

"GOOD-BYE, DADDY"

Good-bye Daddy, come home safe,
Else I might become a waif;
Don't take chances as you work—
That is worse than if you'd shirk;
You can do your job with care,
And that's only what is fair
To my mother and to me—
It's your duty, don't you see?

Good-bye, Daddy, do your best
But work safely, like the rest;
Keep your mind and vision clear—
Think of us folks waiting here;
Foolish chances do not pay,
For there's bound to come a day
When you'll have an accident
Which, by care, you could prevent.

Good-bye, Daddy, don't forget
That you need your arms to pet
Me, and hug me, oh, so tight,
When you come from work each night,
And, unless you'll careful be,
You may have no arms for me.
Good-bye, Dad, come home tonight,
Safe and sound and strong and bright.

—Birmingham News.

Sent in by Mrs. Frank L. Powell, 1222 Magnolia Avenue, Birmingham, Ala.

Harry Brown, Jr., Improving

The son of Harry Brown, chief clerk, to L. J. Leysaht, superintendent of south shops, Springfield, Mo., has been ill for some time with typhoid fever.

Late reports are that he is doing nicely and his complete recovery is expected in a short time.

The Question Box

Conducted by A. H. OELKERS

Question. What are some of the conditions governing the stiffness and strength of a flat leaf spring?

Answer. Up to the point that the material of which the spring is made can be bent without permanent distortion, the following conditions prevail:

- If the width of the plate is doubled without other changes, the strength of the spring is doubled and the deflection is one-half as great with equal load.
- If the thickness of the plate is doubled without other changes, the strength of the spring is four times as great and the deflection is one-eighth as great.
- If the length of the spring is doubled, the strength is one-half as great and the deflection is eight times as much.
- The amount a spring deflects under an equal load will be cut in half by doubling the number of plates of equal thickness, but instead if the thickness of each plate were doubled, the deflection under the same load would be only one-eighth as much.

Question. How much work could be done by the heat in a pound of coal if nothing were lost, and how much work does a locomotive perform with a pound of coal?

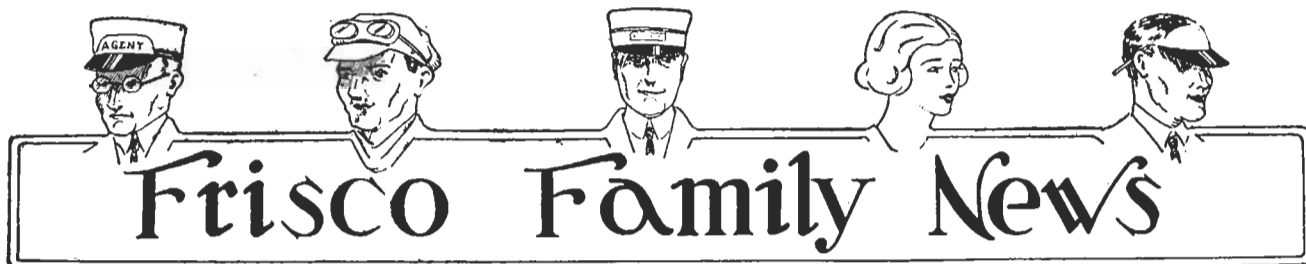
Answer:

- The energy equivalent to the heat resulting from the perfect combustion of a pound of coal would lift a weight of 1,000 pounds, 17,000 feet or exert a pull of 1,000 pounds for a distance of three and one-quarter miles.
- The use of a steam locomotive involves so many varieties of losses in changing the heat into mechanical motion that only about one-fifteenth of the perfect conversion is accomplished and this means that a pound of coal will exert a pull of 1,000 pounds for a distance of about one-fifth of a mile.

A Splendid Interest

(Continued from Page 42)

ample of the employee who personally interests himself in the safety program on the Frisco Lines. Interest such as his will soon lead to results which will mean a standard of 'no accidents'—a record which we will all be rightly proud of."



WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

A. L. KINKADE and ELMA WILLIAMS
Reporters

We were all mighty glad to welcome back to our midst September 1, Superintendent Bevans and wife, who have been absent from the division the past sixty days, vacationing in California. They report a dandy time, cool weather and fine surf bathing. Acting Superintendent Butler was sent from the western to the southern division, and we wish him all the success in the world in that territory.

Mighty sorry Roadmaster Hinkle has been unable to be on the job for some little time. After making a trip to the St. Louis hospital short time ago, where they pronounced his trouble as rheumatism, he returned to Enid and few days ago left for Claremore, thinking possibly the baths would be beneficial to him. We hope to see him back on the Perry-Avond again before long, feeling fully recovered. During Roadmaster Hinkle's absence R. Q. Mills, section foreman at Fairmont, has been placed in charge of his territory.

Civil Engineer Nuckolls and family spent a two weeks' vacation recently in and around Springfield and although hot and dry in that territory, report a nice time. Guess after all, maybe Oklahoma does not have all the hot, dry weather.

After Helen, our assistant superintendent's clerk, done went and got married, which they all do sooner or later, Claudine Cox, from the roadmaster's office, bid in that job and is getting along in fine shape as, of course, we knew she would.

Assistant Superintendent Canady and family like Enid so well they didn't even leave there while R. C. C. was on vacation, first part of September.

Harriett Baker, who is filling temporary vacancy, as stenographer to chief clerk, was the successful applicant for the job in the roadmaster's office and will be transferred to that position as soon as Ada Dillon, regular stenographer to chief clerk, is able to resume duty, which we hope will be very soon; we were very sorry to learn she was unable to return first part of September as anticipated.

Agent Maring, Enid, reports a fine vacation, in part spent in and around Eureka Springs, Ark. While absent from Enid station, Chief Clerk Reynolds ably represented the regular man.

Cashier-Operator Brown, at Blackwell, was recently called home account illness of his mother. Trust we will soon have him back with us again and that his mother has fully recovered. Operator Hague has been acting as cashier-operator while the regular man was absent.

A fishing trip was recently enjoyed

by Chief Clerk P. D. Hayes on Lake Taneycomo. They say it takes patience to be a good fisherman and we know for a fact that is one quality the person in question undoubtedly possesses. Everyone can remember time and time again the results of a fishing trip were nothing more than a good coat of tan, chigger bites and those other things that go with a trip of this kind, so we are certainly happy to think that patience was finally rewarded and P. D. H. brought home the bacon—we mean the fish.

B. F. Kapka, maintenance clerk, acted as chief clerk recently while regular Chief Clerk P. D. Hayes was off trying to catch fish.

Don't hear much lately of the San Fran Club, however, did notice lately another one of their members sailed away on the matrimonial sea and we wish for her a joyous voyage, but someone has already begun to wonder and even went so far as to hazard a guess as to who would be the next victim; perhaps will be able to tell you who it is later.

Oh, yes, most forgot to tell you about it—Floyd Wright, roadmaster's clerk, is trying to raise one, and while at the present time it looks sick, weakly and scrawny, we hope by the time it has reached maturity—if it lives that long—to see a different looking man. Did you ask what we were talking about?—just a mustache.

We were very sorry indeed to learn of the death of the wife of one of our Enid freight house employees, George Snyder, which occurred at Enid recently. Sympathy of all extended in this, their hour of sorrow.

Sinclair-Miller

Helen Eugenia Sinclair gave up her position as assistant superintendent's clerk at Enid to take the lifelong position as assistant to relay operator at Sapulpa. The romance started about a year ago when Ruey A. Miller was sent to Enid as relief operator and was completed at the home of the bride September 13. The ceremony was officially witnessed by Wire Chief R. K. Hutcheson and Assistant Cashier Elma Williams, of Blackwell.

The bride is the oldest daughter of H. F. Sinclair, claim agent, and the groom the son of A. A. Miller, of Campbell, Mo., also a Frisco employee, so it's a mutual Frisco affair and both have scores of Frisco friends and others to wish all the good wishes for them for their long and happy journey. After a trip to Kansas City and points in Nebraska, they will be at home in Sapulpa.

RIVER DIVISION

ROUNDHOUSE—CHAFFEE, MO.

JAMES F. HALEY, Reporter

G. F. McKenna, chief clerk, has moved his family to Cape Girardeau.

Chaffee is soon to have a garment factory as the Premier Manufacturing Company is locating here. Stock in

this company is being sold at \$100 per share. Frisco mechanical employees are showing their interest in the further development of the splendid resources and location that Chaffee has, by subscribing to this stock liberally.

Leota Friend, our little stenographer-clerk in the master mechanic's office, is spending a much deserved vacation in points in California. We all sincerely hope that she comes back, including Mac.

Held safety first meeting in Mr. Nixon's office August 27, and had John Forster for a visitor. Many important subjects were brought up. We had five accidents during month of August and none of these were serious enough to cause injured party to lose over two days. We believe we have the least accidents and the best safety first committee on the system.

Fuel meeting was held Friday morning, September 11. The subject, saving fuel, was handled vigorously at Chaffee, and we find a great reduction in the waste of fuel has been brought about.

All the roundhouse men are figuring on trading their old Fords in for new 1926 models. Dinky Walls says, however, that he is going to keep his old Ford as it will be hard to find one that will beat his old tin can for running repairs.

We have just had a turntable motor installed. One we had was in very poor condition and was always necessary for roundhouse men to come out and help push the table around.

A new freight train has been inaugurated between St. Louis and Memphis. Leaves St. Louis at 12:00 noon each day and arrives at Memphis about 3:00 a. m. The train is delayed through Chaffee about twenty minutes changing engines. The schedule is easily made and believe this about the best service that is put out on any place on the Frisco system.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Business seems to be booming on the river division. With the close of the watermelon rush comes the cotton movement, which looks very promising. We also have a new fast freight between St. Louis which seems to be breaking all records for the quick movement of tonnage. On September 13, this train was handled by Conductor Holland and Engineer Rice between Lindenwood and Chaffee in four hours forty minutes, handling 1,463 tons. This is almost passenger time.

Mr. and Mrs. C. McBroom went to Memphis Sunday, September 13, to attend the funeral of Superintendent Claiborne of the southern division.

Our old friend Barney Hamilton, of Tulsa, Okla., blew in the other day to shake hands with the general office force. Barney looks as though Oklahoma agrees with him, but seems to be glad to be back among his old river division friends again. Mrs. Hamilton and daughter, Emily-Ann, are visiting relatives in Cape Girardeau.

No one can deny the fact that Agent Hulehan, of Cape Girardeau, is the luckiest man on this division, having

won the fine Studebaker sedan given away at a picnic in Chaffee, September 5.

Operator Clay Smith, who has been holding down third trick at Chaffee, has returned to Cape Girardeau.

Buddie McBride has again said farewell to the engineering department to take up his studies at the Rolla School of Mines, and keep up the reputation of the Rolla football team. Wm. Campbell, son of Engineer H. C. Campbell, has taken Buddie's place in the office.

Mrs. Paul Krueger is visiting relatives in Joplin, Mo., and Paul has joined the ranks of vacation widowers.

Misses Hortense and Almeta Watts, daughters of Assistant Superintendent Watts, have returned from an extended visit to Denver, Colo. Miss Hortense enters teachers' college at Cape Girardeau this fall.

Mrs. Jas. Ferguson is visiting relatives in Nebraska. Don't know how Jimmie is getting along cooking his own breakfasts, but he has been able to make the office on time, and not miss any trains.

W. H. Brooke, general B&B foreman, who has been in the hospital for some time, is again able to be at his post of duty.

We are glad to see Jack Allison, bridge inspector, back on his job again after being away for some time. Please don't anybody ask Caller Harold Hopkins why he does not like traffic police.

Conductor W. E. Burgess and wife have returned from a month's vacation in California.

Maple Davidson, of Cape Girardeau, is holding down one of the steno jobs while Irene Rigdon is on vacation.

Anna Guethle, of the roadmaster's force, spent Labor Day in St. Louis, visiting friends.

Mrs. J. L. Mumma, wife of trainmaster has returned from a visit to Joplin. She was accompanied home by her little niece, who will spend some time with her.

Leo Lane, of the freight office force, has transferred to the general office, working on the 891-report desk.

We want to thank H. H. McCarvey, of Springfield, for letting us in on Bob Langston's secret through the columns of our magazine. We knew something was wrong with Bob, he has displayed all kinds of symptoms, but no one suspected his being in love.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

R. G. LANGSTON, Reporter

Several employees of this office spent Labor Day out of town.

W. C. Henke, shop accountant, visited Springfield, so as to be among friends and relatives residing in that city.

R. G. Langston spent two days in Jefferson City and enjoyed a very agreeable and restful visit with his parents.

Ila Cook and party of friends motored to Piedmont, Mo., and reported an enjoyable time.

B. D. Harsha, division accountant, spent two days, September 11 and 12, in St. Louis on business.

W. C. Henke has been absent for the past week, enjoying a well-earned vacation. Mr. Henke and two sisters made a pilgrimage to Niagara Falls. Weather conditions proved favorable, and the trip was thoroughly enjoyed.

We have, in our office, two clerks who spend a great deal of their spare time in Cape Girardeau. It is most unfortunate for some of us that the offices are located in Chaffee instead of in the former named city, but since there is a train leaving Cape at 11:00 o'clock, it isn't so bad after all.

Possibly some of the accounting department employees who are now located on the various divisions will be

interested to know that Virgil Patrum, who was formerly one of us in the old bureau of accounts in Springfield, is now with an oil company in Tulsa, Okla. He reports everyone in the family as being o. k. The writer is somewhat puzzled as to the exact meaning implied by the word "family", and it is hoped that Mr. Patrum will elucidate.

Alonzo Finn, of the engineering department, purchased a Ford roadster from Buddie McBride and he and Irvin Leimbrook decided to make a trip to Commerce, Mo. The tin lizzie developed signs of kinship to the celebrated Missouri mule and refused to function properly. It was finally decided to leave the puddle jumper by the roadside and come on to Chaffee on foot. We understand that Alonzo sold the roadster immediately and can't say that his judgment is to be criticized in the least.

CENTRAL DIVISION

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

J. R. WILHOIT, Reporter

Our entire office force unites in extending the heartiest of congratulations to S. W. Booth. We hope that he will bring Mrs. Booth to Ft. Smith soon so that we may have an opportunity to meet her.

It was with regret that we heard of the transfer of Mr. Pipkin to the river division. The Frisco family is to be congratulated on the addition of Mr. and Mrs. Pipkin to their number.

L. O. Mouser was away several days during the last month, attending the funeral of his father-in-law, J. L. DeWitt. Mr. DeWitt had been in the service of the Frisco for about fifteen years and left many friends who were extremely sorry to hear of his death.

Our stenographer has been gone the last month on leave and, although Mary Vaughan has filled her position very capably, we will be glad to see Miss Bollinger back on the job.

Pauline Smreker, reporter in the superintendent's office, had a terrible accident the other day. Pauline tried to make us believe it was unintentional, but a vote was taken and it was unanimously decided that she wanted to see how she would look with red hair.

Hubert Hemphill, of the engineering department, has been the subject of much comment recently, in fact ever since he started wearing striped (and such stripes) neckties to the office. Hubert contends that a dozen or so new ties means nothing, but all the best authorities contend that it is time to start looking for the woman in the case. We are awaiting developments.

Johnson Ehing, of the superintendent's office, has become a public character. It was noted that his ability as a baseball umpire was referred to from the vaudeville stage of a local theatre the other night.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Grayce Heyburn and her sister Fern are enjoying a vacation in Chicago.

W. N. Edson, from Hugo, relieved W. H. Clark the past week while Mr. Clark took a vacation.

Mr. and Mrs. Harry Booth went to Springfield to attend the Booth-Schoenberg nuptial.

The following appeared in Springfield paper about two weeks ago:

Best Young Umpire in Years Uncovered at Fort Smith

"The Western Association has uncovered what appears to be the best young umpire turned out in many sea-

sons in Johnson Ehing, of Ft. Smith. He worked last Sunday's game at Ft. Smith, between Springfield and Ft. Smith and created a wonderful impression on twin town fans. Being large in stature he is able to see what goes on, being able to see over and around the players. Possessing a clear powerful voice, which adds much to his pleasing traits. Formerly a stellar first baseman himself, he is wise to the rules of the game and is capable



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| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Business Correspondent |
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| <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 |
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| <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"/> Penitentiary Building |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> RADIO |

☐ Spanish
☐ French
☐ Banking

Name _____
Present Occupation _____ Employed By _____
Street _____
and No. _____
City _____ State _____

of handling conditions as they come up."

Like most good things, however, there is a drawback, which in this case is his already having a splendid position which he stoutly refuses to give up in order to take up umpiring regularly, and so far, efforts to sign him to a regular contract have failed.

However, many friends and the Ft. Smith management are prevailing upon Ething to take up the work of officiating regularly as all are thoroughly convinced he will soon grow into the big league.

Johnson is assistant timekeeper in superintendent's office here and we are begging him not to accept the offer as the office without Johnson would be like bread without salt.

Flora Bollinger, who motored with friends from Sapulpa to Washington, is expected to return this week.

Walter Smith visited relatives in Cincinnati, the past week.

N. K. Waters went to the St. Louis hospital for a tonsillectomy operation.

MECHANICAL DEPARTMENT CENTRAL DIVISION

IRENE WOESTMAN, Reporter

An honor roll of 480 schools throughout the country prepared by the L. C. Smith Typewriter Company, of Syracuse, N. Y., for the months of April, May, June and July for the greatest speed efficiency obtained, places St. Anne's academy, of Fort Smith, second with a speed of 112 words a minute maintained for a period of 15 minutes. This was the record of Vera Bishop, of Muskogee, pupil at St. Anne's academy.

Miss Bishop is the daughter of E. H. Bishop, engineer on the O. & C. C. sub-division.

Pat M. Riley has returned from a month's visit with his daughter, Gertrude Riley, in Denver, Colo.

Car Clerk E. H. Carstensen was among those enjoying recent vacations, having gone to his home in Montana.

It isn't any wonder that Oscar Nelson enjoys his visits to Springfield, especially when he has a new car to break in.

Mr. and Mrs. J. D. Heyburn and daughters, Grayce and Fern, have returned from Chicago where they attended the thirty-third annual convention of the traveling engineers' association. Mr. Heyburn is one of the vice-presidents of this association and at last year's convention he was selected as chairman of a committee to write a paper on "What Progress has been made in Drafting of Locomotives with a View of Increased Efficiency and Economy in Coal and Oil Fuels", which was read at this meeting.

Due to the great demand for box cars and coal cars on the central division, it has been necessary to increase the force in the car department at both Fort Smith and Hugo.

Mr. and Mrs. J. H. Dyer and son, Lawrence, have returned from a pleasant vacation spent in St. Louis and other points along the Frisco.

Frank Reed, Jr., son of Road Foreman and Mrs. Frank Reed, has gone to Urbana, Ill., to resume his studies in the state university.

On September 11, after the regular monthly safety first meeting, Z. B. Claypool gave a short but very instructive talk to all employees in the locomotive and car departments re-

garding injury prevention and first aid, which we feel will prove beneficial to all present and will help us make a better showing on our monthly injury report.

The pictures Engineer J. C. Maxwell is showing is sufficient proof that he and Mrs. Maxwell spent an enjoyable vacation in Hot Springs, Ark.

The observances of the mind of feminine is demonstrated in a story told by Engineer George Daniels.

Mr. and Mrs. Daniels spent a month's vacation with their son, Ralph Daniels and Mrs. Daniels and their family, whose residence is on a bluff overlooking the summer White House.

When President and Mrs. Coolidge arrived at Swampscott, the school children went to welcome them. The children of Mr. and Mrs. Ralph Daniels were in the welcoming party. They returned home very proud and enthusiastic and said: "The president spoke to us." Their mother asked how they knew it was he and Martha Lou, 10 years old, replied: "Don't you think I know that hat Mrs. Coolidge wears?"

One of the welcome visitors during the month was A. G. Denham, who was vacationing in Fort Smith. His visit was enjoyed by all and we were pleased to know that he hasn't forgotten us.

Mr. and Mrs. Frank Reed and son George now are in Chicago where they attended the traveling engineers' convention, which convened from September 15 to 18, inclusive. We predict that Mr. Reed gathered valuable information at this convention from which our division will profit.

E. Stringer, former first class machinist at Fort Smith, has been appointed working foreman at Rogers, Ark., in lieu of G. Sprague, who has been transferred to Amory, Miss. We wish them both success in their new positions.

Irene Woestman has returned from a vacation spent in Houston and Galveston, visiting Mrs. R. T. Durrett and Mr. Durrett. Mrs. Durrett will be remembered as Eula Branson, formerly employed in master mechanic's office as file clerk and stenographer.

SOUTHERN DIVISION

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

KATE MASSIE, Reporter

Miss Gene Wingo Weds Mr. S. J. Pegues

The wedding of Gene Wingo to S. J. Pegues took place at seven thirty o'clock Saturday evening, September 8, 1925, in the Claybrook Ave. Methodist Church, Memphis, Tenn. Rev. Dr. T. W. Lewis, officiating. Only a few intimate friends attended. Miss Wingo has been secretary to R. E. Buchanan, executive general agent for the past year, and Pegues is secretary to Jos. Newburger, of the Newburger Cotton Company. After a short motor trip, Mr. and Mrs. Pegues will be at home in the Columbia Apartments on Madison Avenue, Memphis.

The young couple are both popular members of the Frisco family and received many wishes for their future happiness.

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

After the landlord had applied a coat of paint to raise the rent, R. E. Huie decided it would be cheaper to buy a home. Mr. Huie selected a new bungalow in west end, that section of the city where most of the employees are located.

John C. Mitchell has always believed in Woodlawn property, and therefore, purchased a new home in that vicinity. These two additions make a large

number of the office employees home owners.

W. A. McGlothlin reports a pleasant visit out west, also a cruise on one of the Great Lakes. This is very different from the East Lake that Bill is so accustomed.

Jim Dowdle, hard working switch engine foreman, retired for ten days rest. It was reported that Jim had gone to Florida to invest in real estate, but Jim says Florida doesn't have that appeal to him.

Word was received here of the death of J. Y. Boyd, aged sixty, and for twenty-five years conductor between Memphis and Birmingham. His death occurred at his sister's home in Virginia. He had many friends among the employees on the entire southern division.

Marshall Ford holds the record of taking a week's vacation and covering much territory. This year he went to Niagara Falls.

The greatest sensation this year, and the greatest surprise was the marriage of George Prince in Corinth, Miss., during the latter part of August. George was well in his bachelor years and all had thought he would remain that way, since it seemed impossible to find one that would finally say yes.

Etta Mae Paul returned from a two months' vacation in Kansas and on the first day in Dobbin's Cafe, she vamped Pete, the pie man, for a cocoanut pie.

Holland Wilson had a narrow escape while motoring on the Bessemer highway one Sunday afternoon. The car was struck by a speeding motorist who attempted to pass and almost overturned the car in which Wilson and his family were riding.

A. Sid Green was fortunate enough to spend his vacation in Texas this year.

Glen Backshies, the boy who works fourteen out of every fifteen days, came out for a visit to see his old buddies and possibly locate the fifteenth day, but not having any records, he was unable to find which day it was.

Aron L. Burleson, chief of the bridge builders, has decided his vacation will be spent in Canada. Happy and Marshall Ford always pick out some long trip for that beer, the same thing can be secured over in Georgia, but it must taste better after such a long trip.

G. R. Carson was in Memphis for the funeral of Superintendent Claiborne. A large floral offering was sent from the employees of the Birmingham sub.

The desperate heat wave that has held all Birmingham and especially the employees at East Thomas, was finally broken after six days of temperature ranging from 104 to 106 degrees. Birmingham was officially recorded two days as the hottest city in the country, and those who tried working in the office will never forget. Mr. Johnson can now work in peace and without rolling his trousers above his knees.

No sooner than the group insurance cards were passed out to the clerks, the chief clerk was in turn swamped with a sudden return of all cards, properly signed and waiting for the seventy-five per cent over the system to sign up, thereby gaining the insurance policies offered by the company. Should the entire system go over like the Birmingham office, it will be a 100 per cent affair instead of just seventy-five per cent.

STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

We are mighty glad to learn of the recent marriage on this division which was no other than that of Shirley Booth, our division accountant, who has at last "jumped over the broom". Good luck to both of you.

Our stenographer in this office is considering very seriously of taking

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A customer recently wrote us: "I take great pleasure in showing my furniture to my neighbors. I shall always advertise you by your honesty and great bargains."

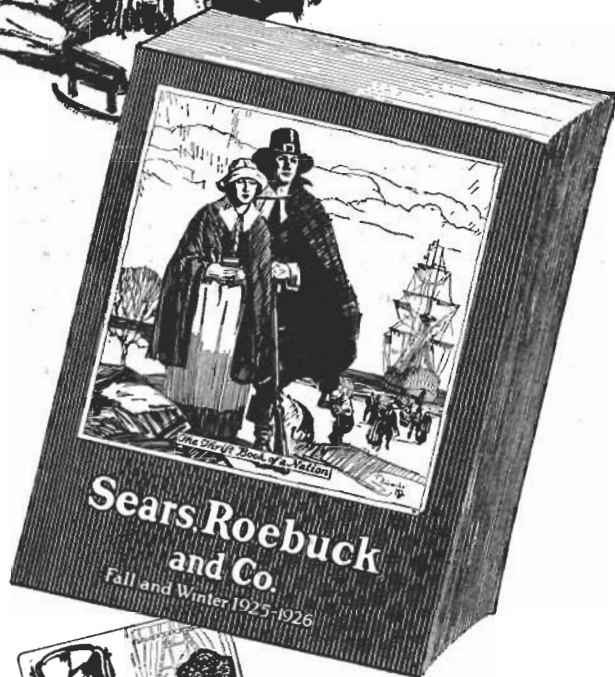
Things like that—and every day's mail contains a great many such letters—make us feel that we are a real factor in the lives of millions of American families. You could hardly blame us for feeling a bit proud in helping these folks to

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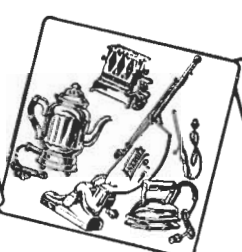
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the same step that Shirley took, with a mighty fine young man in another department, which we hope to be able to run in one of the issues some time before Christmas.

Mr. Burnam at Thayer states that the fish are still biting in that neck of the woods and that is about all that is happening in and around Thayer, except the monthly fuel meetings which are held at that point and he has already given the magazine a write up on the meetings before. He does not feel like it is necessary to run a duplicate write up on the meetings.

A. N. Burmam, storekeeper at Thayer, spent the day in Memphis recently on business.

For the past six or eight weeks we have had our share of the hot and dry weather, but we were visited just recently with a nice rain and things are looking much better in and around Memphis now. You can buy beans cheap now, and there are plenty of them. Corn is also cheap.

From the looks of the freight that is pouring into the Memphis freight house, you would think that business is good in Memphis, and it is. Our sympathy goes out to you, Mr. Oliver, and your under studies, for the next three months, for you are going to get all the business you can handle.

The Mississippi River at Memphis, is about as low as it ever gets here now, but, however, the boats are still navigating up and down the river, business is also good on the river. The steamer "Eclipse" struck a snag last week, somewhere close to Osceola, Ark., and went down with a cargo of about \$60,000, but no one happened to drown.

Here's another one on Mary and her lamb:

Mary had a little bond,
Secure as bonds can be,
That paid a handsome four per cent—
It was a Liber—ty.

A faker came to town one day,

With tales on money made,
In Hukom Stocks or something such—
And took her bond in trade.

Mary sadly wishes now,

That she had been content
To let her fortune slowly grow,
At magic four per cent.

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MAIN 9

AMBULANCE SERVICE
NIGHT AND DAY

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Since Traveling Passenger Agent B. E. Hanley has been temporarily placed in the city ticket office to assist in taking care of the summer travel, he has been complaining of suffering from fallen arches, account having to be on his feet so much, well, the summer is nearly gone.

Engineer H. E. Bailey has recently moved to Birmingham, having "desk" space in the dispatcher's office. We welcome Mr. and Mrs. Bailey to our city.

Evelyn Franklin, assistant to Drs. Woodson and Wilder, has returned from two weeks vacation spent with relatives at Morris, Ala., and Dennis, Mississippi.

J. M. McGregor, district passenger agent, is spending a few days' vacation in the mountains of Tennessee.

Traveling Freight Agent H. F. Stender is taking two weeks' vacation at home, getting acquainted with his family and friends.

Since the completion of Birmingham's new million dollar Athletic Club, all the boys have been making wonderful progress in developing their muscles—think they are figuring on running a race soon.

The writer, Rate Clerk Bowen, "Chief" Thompson and J. W. Shill swooped down on Carl Mosley, district freight agent, Jacksonville, Fla., for Labor Day. Have Mr. and Mrs. Mosley to thank for a delightful day, but we know they are glad Labor Day comes only once a year.

Speaking of bathing beauties—had a hard time getting Abe and Tom back from Pablo Beach in time to get the train home. The beach was beautiful, but they wanted to know where the beach was—they didn't notice the beach particularly.

Soliciting Freight Agent J. W. Shill and daughter Evelyn spent their vacation in Springfield and St. Louis. Both report a large time.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

Due to favorable weather conditions this season's cotton and cottonseed shipments are advanced almost a month ahead of former seasons, cotton is coming in with a rush, and so far this month, our inbound carload shipments of cottonseed are more, up to the present date, than we handled up to the middle or latter part of October during recent years. The prices realized on both commodities are holding up well, and as the prosperity of Memphis and surrounding territory depends considerably on these commodities, it naturally increases our outbound merchandise, which is very heavy at the present time.

J. L. Fazzie, clerk on platform, has returned from his vacation.

T. E. Hanson and wife spent several days recently with relatives at Sturgis, Kentucky.

W. A. Hamilton has another boy at his house, Thomas Emerson, born August 29, who weighed $7\frac{1}{4}$ pounds.

L. W. Tankersley and wife have returned from a visit with his wife's mother in Oklahoma City.

Three or four of this office spent Labor Day in New Orleans.

H. G. McKenzie spent his vacation in the country, visiting relatives near Jackson, Miss.

One of our Frisco boys is a real photographer, he can take a picture of anything from smoke on up, or down. If any of you want any real pictures made, see "Flopp".

O. G. Canman, now on pension, was in to see us several days ago. Mr. Canman has been sick, but is looking much better now. We are always glad to see you, Mr. Canman.

Leroy Eastman is now spending his vacation in Chicago, Washington, New York City and Boston.

C. L. Tidwell, of the special agents' department, is the proud father of a nine-pound boy, Paul Raymond, born September 2.

H. S. Crothers has the sympathy of the entire office in the loss of his mother, who passed away on September 9, here, and was carried to Natchez, Miss., for burial.

W. A. Moore and family had such a nice vacation planned, a visit with his brother in California, but on account of sickness, were not able to take the trip. They are now spending a few days in Clarkton, Mo.

Words cannot express the feelings of this office in the loss of C. H. Claiborne and Mrs. Claiborne and little daughter have our deepest sympathy.

Oliver Farris, of the accounting department, has been assigned chief of the cotton department, and W. Y. Billings of the yard office goes to River-side compress to handle our business there.

We are glad to have Harry Johnston back on this division handling switching accounts.

AGENT-TERMINAL ACCOUNTS BIRMINGHAM, ALA.

ETHEL COPELAND, Reporter

While General Yardmaster Brown was motoring down Eighth Avenue to work the other morning, another Dodge came heading down Fourteenth Street without the proper protection, and showing blind cornered Mr. Brown's Dodge, causing considerable damage, however, all is well now and the general is driving once more.

If there is anyone interested in adopting babies, all particulars can be obtained from L. T. Hatcher, of this office. Mr. Hatcher is a frequent visitor at the Children's Hospital on the south side, and seems to be rather familiar with all the babies and can highly recommend any of them. It is thought that Mr. Hatcher is planning to adopt one himself.

Jimmie Welch spent his vacation fishing and claims to have had some mighty good luck.

Mr. Dunlap, of the terminal accountant's office has just returned from a visit to Springfield.

Mr. Kirk is leaving for the well-known city, Bear Creek. It is rather hard to figure out why Kirk should pick this particular spot to go squirrel hunting, probably that's just an excuse. For the benefit of those who haven't heard of Bear Creek, information can be secured from Messrs. Hatcher and Kirk.

D. Tiffany is spending some time in Springfield.

Frank Wilkinson spent his vacation under the shade of the barn, while sleeping there, the barn fell in on him and he had to ask for an additional day off to build it back. He was discovered working at it 6:00 a. m. It's sad but true.

Assistant Yardmaster Bob King has left for a fishing trip of a couple of days. He promised that he would tell me a sure-nuff "fish" story when he got back.

DORA, ALABAMA

F. M. SCOTT, Reporter

It is with regret that we heard of the death of C. H. Claiborne, superintendent of the southern division, also of the death of Jacob Y. Boyd, at the home of his sister at Staunton, Va., in the first week of September. Mr. Boyd was for years conductor on the Birmingham sub-division, but for the last year was unable to work on account of his health.

Brakeman W. E. Maize has returned to the Birmingham sub-division, having been loaned to F. C. Gow at Enid, Okla. Ted liked it mighty fine out there.

Conductor Thomas J. McCabe is now extra passenger man, and that Irishman is some snappy looking conductor, he can be heard all over town yelling "All-l-l-l aboar-r-r-r-d-d-d!"

Brakeman Willie Miller and Katie Bell Parrish were united in marriage recently.

Brakeman Sam Williams (colored), was married to a dusky Dora damsel, some few days prior to Miller's marriage, and as both Miller and Williams are brakemen on the same job, Miller wanted to make it a double wedding, but Sam couldn't wait.

The Sipsey run is now tying up at Dora instead of Sipsey, this run has been tying up at Sipsey for several years, making two round trips daily to Dora, but the powers that be decreed a change to cut down the overtime on this run, and so far it is working nicely.

The third big fire in two years happened at Dora September 10, when about twelve business houses burned, all these being frame buildings. Dynamite was used to help check the blaze and fire was finally stopped on both sides by brick buildings. The depot was damaged about \$50 on one corner, being badly scorched and broken window panes; the depot would have burned but for a switch engine opening a blow-off cock and blowing the fire out every time it caught. Brakeman M. W. Reese, on No. 135, discovered the fire at 5:40 a. m. Operator Shiflett and Brakeman Maize got a good bath while helping handle one of the fire hose. Operator W. B. Robuck had most all the telegraph equipment loose on the table and walls, so if the depot did catch on fire, the equipment would be saved. We had to call the linemen to put it back, though, and put in a new cable as the cable pole burned.

Bill Goshov, the porter, had a heavy piece of freight to unload and asked the section foreman to let his men help him with it. The foreman told him he would have to have it in black and white, so he went to the agent and told him that he wanted the section men to help him, but that they had to have it in black and white and for him to ask them, as he had already asked them and that was black and when the agent asked them that would give them what they wanted.

Bill Clerk Morgan, in making 21 report, reported Sipsey as receiving 24 cars and loading 27, when asked about it said that they didn't do that very often.

The Frisco employees here have been quoted a price of \$2.00 per ton for coal at the mines; pretty nice to get prices like that at the mines.

Please send us about 30 copies of the magazine. There is a riot here when the mags come in as everyone wants a copy, and with 5 crews working out of Dora and 9 in the office and three section gangs, ten copies don't get very far.

DIVISION ACCOUNTANT'S OFFICE
MEMPHIS, TENN.

RALPH D. WILLIAMS, Reporter

The death of Superintendent C. H. Claiborne, which occurred this month at the Frisco Hospital in St. Louis has caused great sorrow not only here



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but over the entire system.

An announcement which will be a great deal of interest to many is the marriage of Shirley Walter Booth, division accountant, at Memphis, to Dorothy Sjoborg, of Springfield, Mo. The wedding ceremony was performed at the home of the bride's mother, Mrs. John Sjoborg, on August 30, after which the happy couple, amid the proverbial rice and old shoes, left for points north and northeast on their honeymoon. In behalf of the accounting department, wish to extend a hearty welcome to Mrs. Booth. Sincerely hope her culinary art will continue to keep the boss in as good humor in the future, as it has in the past two weeks.

W. J. Kelley is wearing a broad smile these days—the reason is the arrival of Master James Alfred Kelley. Both mother and baby are reported doing nicely. As far as Mr. Kelley is concerned, proper handling of Frisco accounts is assured for some time.

Minnie E. Rhodes has been appointed comptometer operator, taking the place of Dorris Brown, recently resigned. Miss Rhodes is not at all a stranger, having been employed as operator for the store department, Memphis, for past two years.

A. H. Sarafan reports a great time on his vacation, which was spent with Mrs. Sarafan and son, near Asheville, N. C. He says all they had to worry about was snakes and wild cats, which seemed nothing at all after living in Memphis for so long.

John Leahy has just returned from St. Louis which place seems to be his idea of Utopia. Everyone who knows John will understand that it is not exactly the town that holds his interest. (Looks like another good man slipping.)

Little Danny Cupid has scored another "home run". Rock Island Traveling Accountant R. N. Pumphreys and Vera Young, of Little Rock, Ark., being the participants. Hearty congratulations.

NORTHERN DIVISION

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Conductor M. C. Shipley and wife

have returned from a pleasant vacation spent in northern Ohio on Lake Erie.

William Scott, mail and baggage handler, has decided to "try out" as a clerk and is now a student under Ralph Waltrip, yard checker. William also acts in capacity of extra station master, but says it is a pretty strenuous job for a young man looking after the babies, bird cages and flappers.

Ninety-six tickets were sold at Monett for the St. Louis excursion, August 29.

Conductor G. C. Foust and daughter Mary Evelyn, have returned from a visit with Mr. Foust's sister in California.

It was announced at the "grape festival" in Springdale, by J. P. Davis, secretary of Monett Commercial Club, that Monett would put on a "strawberry festival" next year, and why not, for we could certainly come up to our Missouri motto, "show me". And by the way, perhaps you all didn't know Monett carried off second prize in the Springdale parade with an attractive float representing Monett as "the magnet of southwest Missouri".

Lawrence Planchon, night clerk, has gone to St. Louis to enter the Frisco hospital for an operation to have his tonsils removed. He lost his heart some time ago, but seems to be in good health.

Monett had a circus few weeks ago, but the crowd that gathered from the surrounding countryside to see the "parade" was rather insignificant compared to the excitement caused by the arrival of the first car of "new model Fords".

Quite a "rise" from transfer clerk to ticket (agent) but this feat was accomplished by the aid of eating yeast three times a day. For full particulars, call the ticket office from 3:00 p. m. to 12:00 p. m.

Monday, the seventh of September, was observed in the freight department as a holiday, and a number of the employees took advantage of a trip to nearby cities for the week-end.

Conductor Bert McCaslin, southwestern division, on trains nine and ten, has been off duty account a sprained knee.

W. K. Bierer, who has been first trick ticket clerk-cashier, at this station for past year, has exercised his seniority account change in working

hours and has displaced C. W. Horine, transfer foreman freight platform. Mr. Horine has decided to enter the transportation department as switchman.

Earl Augur, who has served in capacity of night ticket clerk for past eight years, has been assigned the position of ticket-cashier, hours 5:00 a. m. to 3:00 p. m.

Ellis Nunneley, truckman, has been granted a sixty days leave of absence and with his family, left September 7 for a western tour.

J. H. Shockley has severed his connections with the freight office and his smiling face is now seen through the bars at the ticket office. We are very glad to have Joseph find out there are "cities" in Missouri other than "Aurora". Mr. Shockley is now second trick ticket clerk—hours 3:00 p. m. to 1:00 a. m.

Carl W. Archdale, check clerk, has been assigned to position of transfer clerk.

This locality has been proven a wonderful field for tomato growing. The Maull Canning Co., have been working overtime to take care of the crop. They have a capacity of 2,500 cans a minute and have already shipped a number of cars to St. Louis. It is estimated this year's output will be forty cars.

Mr. Bert McCaslin and family have returned from Memphis, Tenn., where they attended the funeral of his brother-in-law, Superintendent Cal Claiborne.

General Car Foreman R. G. Kaufman and Mrs. Kaufman have returned from Marshfield, Mo., where they were called by the illness and death of Mr. Kaufman's father, J. R. Kaufman. Mr. Kaufman had resided in Marshfield many years and was one of the most highly respected citizens of that community.

Lonnie Pratt, stowman, was off duty several days with a mashed toe. Lonnie is a very steady worker and it takes something unusual to keep him from the freight platform.

KANSAS CITY COMMERCIAL OFFICE CHATTER

IRENE MORRISON, Reporter

The earnings of Kansas City station show a large increase for August, 1925, over August, 1924. This indicates our solicitors are real live wires and we're mighty proud of 'em.

Bill DeVeney is being harassed to death by people giving him "bum dope".

Steve is now back from his vacation having spent a delightful time in the office.

Will some kind, generous soul please send, or help us collect twenty-five cents for the purpose of purchasing an office key for John Sacher?

Notice how popular mustaches are becoming in our office? W. L. Coleman came in with the latest a few weeks ago, but before we could get some characteristic poses of him for the magazine, the cute, diminutive thing disappeared. (The mustache, I mean.)

We fear that Saturday night shindigs are going to be the ruination of our suburban sheik, Rudolph Wiltshire. Some months ago he came to work with the aid of a cane; now complains

of backache. However, it does not seem to interfere with his playing fifty-four holes on Sundays.

Time—8:30 a. m. to 10:30 a. m.

Place—Main Street by water plug.

Object—Buick touring.

Enter the heartless villain—a big Irish cop—white slip in hand; places in car.

Enter demure victim—Lee Warner—tripping lightly; picks up fatal slip; hair stands on end!

Exit victim sobbing pathetically, tragically—minus \$1.50!

Finis.

Andy, our tall, graceful rate clerk, (quotes a mean rate), caught a terrible cold with the change in weather. Andy, I warned you not to sit in your shirt sleeves! Sit in a chair!

Most any time, Geo. Kleinhoffer is in the office you can hear the touching strains of that beautiful ballad: "Who peeped through the knothole in Papa's wooden leg?"

If you see volumes of smoke pouring from our office windows early in the mornings, don't get excited and send in a fire alarm. It's just Peter J. Rose enjoying a Mapacuba. Outside of this habit, he has all the virtues of our incomparable telegrapher, Geo. Story—and that's saying a "moufful".

Gentle reader! In case you might misconstrue the remarks made above, I quote our motto, to which we religiously adhere: "Don't let's fuss; let's get along."

The writer has been on an extended trip to Colorado Springs, Manitou and Colorado City, Colo., and of the three places she has decided she likes Kansas City best.

MONETT YARD—MONETT, MO.

FRANK KYLER, Reporter

Baseball, football and the other nationally renowned sports of the day are taking the dust on the "skeeter" campaign that is the present order of the day. It didn't rain for nearly four weeks and when it did the little musical "insects" attacked by the hundreds. It's a great life.

Yardmaster J. J. Newberry, who was injured on the ninth, by falling from a box car, is able to be around and expects to resume duty on the night platform job, in a few days.

Some of the local car clowns went fishing last week and Harry Loyd swears the twenty-six pounder they came home with was really caught on a troutline. Well, maybe so, but these fishermen and their stories are off times to be looked into.

A. C. Russey is laying off, business in Cleveland, Ohio, is said to claim his attention. Remember, "Cedar", business before pleasure.

Switchman T. G. Elrod has returned to work after quite a lay off, due to having accidentally shot himself in the arm while on a fishing trip.

Mr. and Mrs. R. Neil Gillette are the proud parents of a fine baby girl. R. Neil is one of our latest additions to the local yard force.

Switchman Barth Teehan is laying off sick.

News is kinda scarce, folks is too busy swatting and scratchin' after these pesky gallknippers (meanin' sketters). See you next month.

DIVISION PASSENGER AGENT'S OFFICE—KANSAS CITY

E. V. WALTERS, Reporter

Our vacation days are over, so there is nothing to do but work until next summer, but maybe you don't think we closed the season in proper style!

The members of the Kansas City passenger agents' association went to

Colorado Springs, as guests of the Rock Island on their annual tour, over Labor Day, and was the trip a success? Why, Noah Webster's unabridged would be about as useful as McGuffey's fourth reader, when it comes to supplying words to describe it. All I can say is that it was perfect! We have been feeling very sorry for Mr. Newman and Mr. Davidson, since then because they certainly missed a wonderful time. (They stayed home under the shade of a thermometer registering 106 to see that the Memphis excursion behaved itself properly.)

Fred Werner was as busy as a floor-walker at Katz's on sale day. You see he was chairman of the entertainment committee.

And, by the way, the next time you see Perry and John, ask them how it feels to be on top of Cheyenne Mountain in summer suits (without overcoats) in a nice, chilling fall rain.

On our next trip, we have solemnly promised ourselves to find a good pinochle partner for Geo. Light. We think he should win at least one game on the trip.

If any of you desire to stop smoking, maybe Mr. Giffey can tip you off as to a good smoking compound. We understand that after taking a whole pound of something he has succeeded in reducing his smokes to two or three a day.

If you are looking for an advance agent, we suggest McCune. He came within an inch of having a special train for Joplin to attend a tent meeting, and think how the ministers have to slave to work up enthusiasm enough to have ten at a prayer meeting.

Frisky (the office cat) certainly stands ace high with our porter. The other evening Bruce, after purchasing some meat to take home for dinner, returned and split 50-50 with the cat. It must be nice to be the office cat and get free hamburger.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Jackson County being in need of some competent jurors have selected Chief Clerk Fenner to serve on the notorious Garvey case. He don't like the idea of his car being locked up, much less himself.

Mrs. L. W. Poncik entertained August 29, with a dance reception in honor of the 29th birthday of her newly begotten husband, at their new residence in the beautiful Kenwood Addition. This was a gorgeous affair and everybody had a good time.

Fanchon Johnson states that my report did not take her far enough on her recent vacation and that she also visited, Ogden and Seattle, returning via the Panama Canal. Guess we have covered enough mileage now.

Fenton Benson has been off with a sore throat which was the after effects of the solo that he sang at the church last Sunday night. Big hearted Fitzgerald, our local chairman, has willingly filled his place, but will sure be glad when Benson gets back.

Bonnie Malcolm accompanied his boy friend to Greensburg, Pa., stopping over at Chicago and Akron. They sure had a good time showing the country girls what a good time they could have with real city sheiks.

R. L. Mackey, our terminal auditor, has departed to parts unknown to spend his vacation. He had a pocket full of passes so he must be going somewhere.

The clerks from this office wish to extend their thanks to the management for the insurance which they have recently been able to obtain at such a reasonable cost. It has met with the hearty approval of nearly everyone in this office.

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Phones
Main 467-468 872 Poplar Ave.
MEMPHIS, TENN.

SOUTHWESTERN DIVISION

CHICKASHA SUB-DIVISION

W. E. RICHARDSON, Reporter

The writer lives at Altus, Oklahoma, which we believe to be one of the biggest little cities on the Frisco Railroad, about 11,500 people. I had a dream that we might, by working together, have a little news each month from the Chickasha sub-division. This can only be done if all the employees on our division help me, by sending me tips and news of any nature that might be of interest to Frisco magazine readers.

Paul J. Miller, first trick operator, and ticket cashier, Altus, spent about sixty days in western states and has returned, having been checked in August 27th.

Everly F. Oates, regular second trick operator, Altus, went on extra board and his first work is in relay office at Sapulpa. We hope he likes the new work.

Mrs. F. E. Oakes, wife of operator, Altus, and Mrs. Earl Surratt, wife of clerk, Altus, were operated on August 22, for appendicitis. Both are getting along nicely.

Mrs. Jones, of Lawton, died August 18 at Lawton, and was buried on 20th at Faxon, Okla. Mrs. Jones is the mother of D. H. Jones, brakeman 451 and 450, Lawton layover.

J. B. Southers, conductor on 451, Lawton-Quanah layover, is the proud owner of new Buick automobile.

Cecil Smith, warehouseman, Altus, spent two weeks in Minnesota, fishing. He says he saw things he never

thought were possible. Having made the trip in new Dodge car, it is reported to have been very pleasant.

Murry Little, traveling auditor, was at Altus checking freight accounts and installing regular ticker cashier, week of August 24 to 29.

F. H. Broadstreet, agent Snyder, took a short vacation after eighteen years' continuous service. He was relieved by W. H. Agee, of south yards, Oklahoma City.

Ira Coaker, third yard clerk, Snyder, is spending his vacation in California. Wallace Violette, of Lawton, is working his position.

Chas. George, warehouseman, of Snyder, has returned from vacation which was spent in Panhandle, Texas, on his farm.

R. B. Streeter (Uncle Bob), conductor, Snyder-Altus switcher, is back from his sixty day rest, which he spent around his home at Chickasha.

The Chickasha station force has a regular soliciting organization functioning, they have captions for each department and regular meetings. Mr. Babb, the agent, acts as general chairman. Crossing Watchman Craig and Section Foreman Rich, as well as all station men have been very successful in securing business for the Frisco.

F. H. Snell, who is the oldest clerk in service on southwestern division, is now warehouseman at Chickasha, has been very successful in solicitation work.

The Chickasha station force is mighty glad to have their old time co-worker and friend, Edgar G. Wilmouth, back with them as cashier. He is a man that is always making friends and getting business for the Frisco, routing orders nearly daily.

Jackson County Fair was held at Altus September 2 to 5, inclusive. More than 25,000 tickets were issued to visitors for this fair. Good program was going all the time, another indication of Altus being a good live city.

W. E. Richardson, Altus, is proud of his eight year old daughter Eula Mae getting second prize for some painting at County Fair.

You good folks on Chickasha sub-division, don't forget to get your news in for next month.

TULSA FREIGHT OFFICE TULSA, OKLA.

CHRISTINE VANDERFORD, Reporter

When little Nellie White first returned from her vacation at Seattle, Wash., everyone noticed she had acquired a new walk, but thought it was just to give us an idea of how the Seattle girls strutted their stuff, but it has later developed that a mix-up with a bunch of Washington yellow jackets caused the peculiar stride.

Junior Vanderford just simply can't get accustomed to the ways of the people here or the extremely hot weather since being away a week on her vacation up in the frozen north around Seattle, where everything is so different.

The picture show, dance pavilions and cold drink stands around Tulsa have noticed a slight depression in business since Wabash Bryan and Jelly Thomas' wives have returned from their vacations.

Roberta Smith has been very ill the past few days, but is back on the line again, apparently in as good shape as ever. A motor trip that exposed her to the elements and the sudden change in climate that her fifty mile trip brought about is blamed for her illness.

Irene Doling is given credit for the success of the Veterans Foreign Wars

dances, as she attended all three dances during the convention.

When the old Texas boys come to Tulsa, Effie Smith just can't help getting out the fall dress and entertaining the boys from the old home state no matter how much it worries old G. A. B.

Chief Diversion Clerk G. D. Kyder, who holds the undisputed distinction of owning the only car at Tulsa station equipped with a heater, says his time is coming because the girls will all want to ride with him again when winter comes.

Well, vacation times are nearly over and all we got to look forward to now is work another year and save our money for next year's vacation.

OKLAHOMA CITY NEWS

GEORGE C. CAPIN, Reporter

Just a minute, please—this is Oklahoma City broadcasting—the Capitol City. Just a short time and we will be called the oil city.

We have not been in the magazine in the past, but that makes no difference, and from now on we are going to be represented.

As a temporary reporter, will do my best in the way of an introduction to the magazine.

Vacation days are here—not an epidemic—just a few days for visiting home folks.

J. Moore, rip track foreman, and wife, were the guests of Mr. Moore's sister in Los Angeles, Calif. They report a pleasant time on the coast.

L. L. Graham, car foreman, spent a pleasant two weeks in Mississippi and Alabama. He's still talking about those watermelons.

George Jones, coach foreman, left for Denver and Omaha, joining Mrs. Jones in Denver.

J. W. Marshall, air brake foreman, and Mrs. Marshall, report a pleasant trip to St. Louis, Chicago and Niagara Falls.

R. E. Stewart, car inspector, and Mrs. Stewart, have returned from St. Louis and Chicago, visiting friends and relatives in both cities.

J. H. Schilling, car clerk, spent his vacation at home in Indiana.

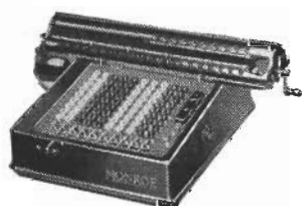
Amelia Garrett, stenographer, is vacationing among the lakes of Michigan and Wisconsin.

M. W. Ward, machinist, reports a pleasant vacation in Medicine Park, but the 155 mile drive through the mud! Oh, well, he says that was fun.

C. B. Smith, general storekeeper at Sapulpa, was a visitor here recently. Reports everything ok.

Wm. Underwood was a visitor the past week. We had a regular get-together meeting.

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H. Reinhardt, local chairman, called the meeting to order, introducing Mr. Gorden and Mr. Underwood. Interest and co-operation of all employees was the keynote of the talks made by these two men. Short talks were also given by Mr. Nummy, general foreman, and Mr. Graham, car foreman.

Everything in life is founded upon the work one does, whatever that work may be. Everything we have can be traced right back to the jobs we do and the way we do them. So, as a reporter, the writer sends an S. O. S.

FREIGHT OFFICE—WAREHOUSE TULSA, OKLA.

Weather hot and dry. All working hard and wondering if those off on vacations are really enjoying themselves this hot weather.

Misses Vanderford and White have returned from a three weeks' vacation spent in the western states, Colorado, Montana, Washington and some other points of interest in the west and they report a very fine time while away.

Fred Wilson has returned from Jonesboro, Ark., from a two weeks' vacation and reports as having a fine time while in his old home town. Says all the folks and even the dogs were glad to see him back at the old home.

Jack Jernigan, chief bill clerk, has purchased himself and family a new home and has moved into same. Well wishes from all to Jack and family.

Fred Bashe, warehouse foreman, has returned from a week's vacation in Chicago, and reports as having an excellent time while away.

We now have one of the best railroad crossings in the State of Oklahoma, or we think so. Cinn. Street crossing has been made new with steel railroad rails between the tracks and is almost as smooth as a race track now. This improvement is something that has been needed for some time and everyone in the terminal seems proud of this crossing.

E. E. McGuire, terminal superintendent, has returned from a vacation in Missouri and says he couldn't have had a better time than he had while away.

George Harrison, chief clerk to superintendent terminals, and family, have returned from a two weeks' vacation in California. Understand George's wife had some trouble in getting him to return to Oklahoma. Understand they spent most of the time around Los Angeles. Don't wonder at George not wanting to come back.

The Tulsa freight office has recently been furnished with an electric binding machine and our record filer has been very busy since the machine arrived. No doubt all the records will be kept bound right up to date.

At this writing the report is out that G. R. Warren, our Tulsa yardmaster, is going to Enid, Okla., to take the position of general yardmaster. Wish you well in the undertaking and the promotion, but sorry to lose you from the ranks of Tulsa.

Mrs. Mamie Hohen, chief telephone operator, is spending a two weeks' vacation in St. Louis. Everyone misses her gentle voice over the phones.

G. R. Woods, terminal auditor, has been spending a few days in St. Louis on company business the last week.

A. F. Miller and family are spending their vacation in St. Louis, with home folks.

Tulsa freight station had a nice business for the month of July, this year, doing a total of \$973,915.96 for the month.

A. S. Kerr, night chief clerk, reports the weather very hot to have to work. Poor boy, we all know that the weather is hot and we all have to work just the same.

Goldie Workman, tonnage clerk, seems to be getting quite a few presents in the way of peaches, ice cream, candy and other things to eat. Wonder where they come from.

Not mentioning any names, but we have a real sheik among the employees at Tulsa. One who rolls his socks, wears bell bottom trousers and smokes real cigars. This should put Tulsa on the map.

SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK,
Reporters

Vacations are not yet over, and a number of our employees have either returned from a vacation or have gone away on a vacation since our last report—we hope that there will be some left for next month's news, as the "new" reporter may find it difficult to furnish news.

Clerks in the general foreman's office at West Tulsa seem to favor Colorado, as they both spent vacations there. Miss Emelia Kalt reports an exceptionally good time and J. P. Neely spent the greater part of a six-weeks' leave of absence in the same state—account of ill health. Have report that he is improving and will perhaps be able to return to work within a short time. Both of these clerks were relieved by William J. Kalt, who has been relief clerk on this division for the past two summers. Mr. Kalt has now returned to school and Mr. Neely's place was filled by Dan A. Reynolds, and we hear that he is doing very nicely—this being his first railroad experience.

Car Clerk O. R. Tucker has transferred to Sapulpa. While West Tulsa loses a good car clerk, we are glad he wanted to return to Sapulpa. Difficulty experienced in locating a car clerk to take his place leads us to believe that he is right, when he says that good car clerks are scarce! J. P. Jameison, relieved Mr. Tucker, but was only with us for five days, and resigned. The vacancy has now been filled by Gail H. Story, who promises to be a good car clerk even if they are scarce.

Amelia Garrett, stenographer-clerk in the general foreman's office at Oklahoma City, says that she went "everywhere" on her vacation. The passes she ordered for her trip, we think, would almost take her everywhere. During Miss Garrett's absence, Miss Leah Steele, who formerly worked for the transportation department, was in her place.

Road Foreman Francis (who just can't get away from work long enough to go anywhere) finally went on his vacation, but was called back before his allotted number of days were up, and then left to attend the Traveling Engineers' Association meeting in Chicago. Hope he didn't lose his pocketbook and passes this time.

General Foreman C. W. Nummy of Oklahoma City was away on his vacation the latter half of August.

M. L. Guinney, chief clerk to the master mechanic, spent his vacation at home, the last two weeks of August. There is no need to remark that while we were glad for him to take his vacation, we were also glad when he returned. He says it was too hot to paint his house, but he immediately cleaned house in the office when he returned. The desks were rearranged and our office looks like a real one now.

Inspector Dingman was with us for several days this month and reports very satisfactory examination, passed by the supervision at Sapulpa.

Car Foreman J. W. Baker, at Sapulpa, has resigned, effective September 1, and Car Foreman W. E. Bunch was transferred to Sapulpa from Afton. Weaver R. Bennett, former piece work checker at Sapulpa and Chaffee, Mo., was appointed as Car Foreman at Afton.

Mr. Myers, who has been off duty for some time account of poor health, has returned to Sapulpa and has improved considerably. Expects to resume work in the near future.

Fireman J. E. Ice was called to Idaho during August, account of a serious injury sustained by his son, and we have a report that while the boy is not out of danger, he is improving.

A number of Southwestern Division enginemen are now away on leaves of

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absence, some account of pleasure trips, others vacations, and several account of illness. Engineer C. C. Sauer is absent account of illness. C. P. Higginbotham is in the hospital, having undergone an operation for appendicitis. Fireman Paul Jones is in the hospital, account of illness, and Engineer J. W. Binkley has been given an additional 60 day leave of absence account of an injury sustained on May 5, 1925, in the derailment of train No. 8. Engineers Geo. M. Singleton, Jas. G. Lewers, D. B. McCullum, D. L. Petty and H. H. Zimmerman are off at this time, and we trust that they are enjoying their vacations.

Three shop men, J. A. Williams, sand drier at Francis, Hubert Foster, machinist apprentice at West Tulsa, and John Holtzclaw, truck springman at Sapulpa, have been granted leaves of absence. The first two employees are off account of illness, Hubert Foster being in the hospital at St. Louis at this time.

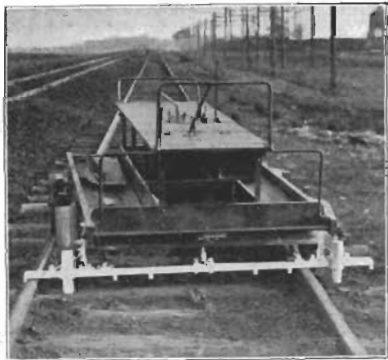
Engineer Peter Geraghty and Hostler D. M. Bronson have just returned from leaves of absence.

Our percentage of insured employees on the Southwestern Division is good, and we find that it is becoming much easier to keep this percentage up, as the employees realize more fully just what a good thing this insurance is. We have delivered to the widow of Machinist Wilson F. Miller of West Tulsa, insurance company's drafts in the amount of \$2,000.00, and are making an effort to get each and every employe on the division insured. Glad to report that the percentage of clerks on this division, making application for the insurance under the new plan offered them, is 100 per cent.

Several enginemen, J. H. Hicks, engineer; J. Rasbach, engineer; J. C. Hill, fireman; Ira A. Downen, engineer, and R. L. Whitus, engineer, have just recently been reinstated. Also, one or two engineers who have been cut off the board for some time, have been called back.

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Car stenographer at West Tulsa says that there isn't any need of keeping a Ford, when it is so easy to borrow one. She says, however, that riding the street cars is very expensive—one trip especially, that being the time she left her pocketbook on the car.

There was a decided improvement in the number of engine failures on the division during August, compared with July. We hope to make a better showing for September.

Two or three employees are making application for pensions. If anyone thinks he would like to straighten out the breaks in service, in connection with applications for pensions, just ask Mr. Guinney for the job. He will gladly consent to be relieved. He is stronger, than ever before, for protecting personal records with G-107 Local, in cases of leave of absence.

The Convention of Veterans of Foreign Wars in Tulsa evidently brought considerable business to the transportation department.

Travelling Fireman J. A. Rankin has returned from his vacation spent in Arkansas.

Lawrence Frear, now of St. Louis, formerly electrician at Sapulpa, was here on a visit and called on us—said that he intended to anyway, even though he had not lost his pass.

We had at our Southwestern Division safety meeting, held at Sapulpa, September 8, Mr. C. C. Mills, and hope that he will be able to attend many of them.

File Clerk Robert Warfield spent Labor Day in Dallas. Says he learned something about the law in Texas. We think it is a joke, so haven't asked him what it is. Timekeeper R. W. Harper spent Labor Day in Lawton—missed some train—don't know what one it was, but think it was the train that would leave him in Oklahoma City.

At last the Sapulpa roundhouse is being white-washed. It will look like West Tulsa before many moons.

Engineer J. A. Beatty and wife are now spending their vacation in California—someone should page the Hollywood studios for Mr. Beatty, as the 4118 will soon be out of the shop and it wouldn't look natural without his smiling face on the right side of the cab.

Loren Hudspeth, roundhouse clerk at Afton, Oklahoma, and Miss Maxine Dawson of that place were married, Saturday, September 19. Osborn Tucker, car clerk at Sapulpa and Miss Alma Richards, daughter of the night yardmaster at Afton, were also married on that date. We wish them all a long and happy married life.

We have not noticed any news in the magazine from the Southwestern Division, excepting a few items under West Tulsa news, for two or three months. Wonder why?

SOUTHWESTERN DIVISION SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Blanche Evans, formerly of the transportation department, Springfield, transferred to the general offices at Sapulpa. Sapulpa boasts of several clerks who formerly worked in Springfield—and they never go back.

Mrs. Burd returned from the Frisco Hospital at St. Louis where she was operated on for appendicitis and is now convalescing at her home. Mrs. Burd is the second one of our clerks who was operated on at the St. Louis hospital and both highly praise the treatment accorded them. Their speedy recovery substantiates their expressions.

Mr. and Mrs. Jack Daly are touring the East—Massachusetts and New York—visiting the scenes of Mr. Daly's childhood. They will also visit Montreal and Quebec. We miss seeing Jack—daily.

Miss Kruse returned from a rather strenuous vacation spent at her home

in Springfield and the Ozarks, as she spent the following week recuperating.

The sad fate of the Shenandoah struck close to home when W. M. Spratley, son of W. H. Spratley, linesman on our division, was killed. Mr. Spratley's son was rated as a first class machinist on the ill-fated ship.

The general offices are proud to say they went over strongly for the clerks' group insurance—100 per cent the first day—showing their appreciation of the opportunity to take advantage of such a splendid plan.

Mr. Smith, manager of the Harvey House, now sings, "Yes, we have no bananas". The storm has destroyed the banana tree which attracted so much attention in the parking on the south side of the building. Mr. Smith says it will come up again next year, but that does not spare him some embarrassment, as a man tried to sell him some a few weeks ago and he proudly told him he raised his own.

EASTERN DIVISION

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

The effervescent spirit of youth sparkled and bubbled with greater fervor, while anticipation, curiosity and enthusiasm ran rife in the emotions of our young and vivacious waybill filers, prior to the surprise party that Mary Dumont recently gave in honor of her best girl friend. The curiosity was occasioned by the fact that several of our eligible young men were to be present, but who were to be partners remained a mystery. Several romances had their inception on this occasion. The personnel of the party included, among others, Mary Dumont, Joseph Kelly, Hilda Melchior, Herbert Wingerter, Wilsie Cawthon, Leonard Susanka, Martha Kisro, Merlin Eifert, Geo. Albrecht and Thomas Ray. "And a pleasant time was had by all." Undoubtedly!

Agnes King, of the statistical department, "escaped" the early September heat wave by vacationing in Havana, Cuba, accompanied by Katherine Nonn, of the agents' accounts department. Miss King "took in" Asheville, N. C., Jacksonville, Miami, Palm Beach, and Key West, Fla., and points enroute, returning home with envied reports of a most wonderful and interesting trip.

The bowling season has opened. A. H. Burgdorf, of the interline department, is smoking "two for a quarter's".

To operate an automobile (or a Ford) on a public highway without headlights lit after sundown is a violation of the traffic laws and is considered a misdemeanor which is punishable by fine. If you don't believe this, ask A. H. Tichenor, or Fred Knickmeyer.

We wonder why Fred Knickmeyer is taking his vacation one-half day at a time. Can it be to call on furniture dealers and look over their stock?

Bart P. Williams, statistical depart-

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MIRACO GETS 'EM COAST TO COAST

ment "boss", is prepared for the "call of the wild". Seven little bird dog puppies, recent arrivals at his home, were photographed at different stages of their development and proudly displayed.

"Pete," otherwise H. H. Hentscher, shiek of the claim department, returned from his vacation at White Earth Indian Reservation, eleven miles from Ogema, Minn., with quite a crop of fish stories, "every fish over 14 inches", saying he had pictures to substantiate them all. These pictures, however, failed to "develop properly" and now we have our doubts.

We are indebted to one of our popular Recheck men for the following:

"When the United States became engaged in the World War, patriotism called to service millions of men and women. Those returning from service related narratives concerning their several experiences. One story as related

by an ex-service man assigned to duty on a sub-chaser in the Mediterranean Sea deals with a German torpedo fired from a sub at the sub-chaser. The torpedo was observed by members of the crew, who realized that escape was almost impossible, donned their life belts and prepared for the worst. One member of the crew, an expert marksman with the pistol, had a different idea. He mounted the rail, drew his 45 and promptly shot the rapidly approaching torpedo on the nose, thereby causing it to explode harmlessly and saved the lives of all on board. This particular narrative was told once, and only once, by John V. McCarthy, who has since been dubbed 'Vesuvius'."

Rumor has it that Bushyhead, Okla., was named in honor of "Capt." Husted.

Since Oscar Koehler "swiped" the dictaphone operators' mirror, he has experienced no difficulty whatever in maintaining the correct dressing of his hair. But that what-you-may-call-it under his nose sure needs much attention.

We have several young men, for various reasons, interested in the weather. "What a whale of a difference a few degrees make," said O. B. Duffy, interline clerk, when he returned from a seventy degree vacation in Wisconsin to a hundred and three job in St. Louis.

To bob, or not to bob? Sooner or later this question is decided by all the young ladies and the "bobs" have it again. The latest recruit to the ranks of the great majority, those wearing mi-lady's crowning glory in abbreviated style, is Blanche Franklin of the claim department, who evidently heeded the constant advice of Joe O'Neill, genial chief clerk, coupled with the able backing of Horace Clermont. We have just a few left! Who's next, I wonder.

While on the subject of "bobs", Charley Hoffmeister, recent recruit to the ranks of the interline department, returned home from his vacation in Virginia with that hirsute adornment of his upper lip "bobbed", because he was tired of "bothering" with it.

Fred C. Rohlfing returned from his vacation September 1, and was the recipient of many congratulations. He and his bride took a trip through Yellowstone Park and he is enthusiastic about the "camp method". Many

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GEORGE BEAURY
Public Accountant at Memphis, Tenn.

All Say They Owe Success to
City College of Law and Finance

As this issue of the Frisco Magazine goes to press, it is interesting to note the remarkable success enjoyed by some of our former employees who have taken various courses at the City College of Law and Finance, located on the southeast corner of Grand and Olive, occupying the entire third floor of Mid-City Building.

One of our boys who was formerly a stenographer for the Frisco Railroad, residing at 3215 Pulaski Street, Alex J. Filipiak, attended the night law school of the City College of Law and Finance and today is the first assistant City Counselor of the City of St. Louis. This young man, during his legal and pre-legal education, was one of the most loyal of our employees. He is the youngest man to ever be honored by the mayor of this great metropolitan city with so important a post.

Walter Studdt, graduate of the City College of Law and Finance, succeeded Mr. Filipiak in the Law Department of the Frisco.

Another Frisco boy who is making an enviable record as a criminal lawyer is John D. Heth. Mr. Heth, when he enrolled at the City College of Law and Finance, was employed in the auditor of disbursements office of the Frisco Railroad. Although married, having a wife and three children, Mr. Heth did not hesitate to enroll for night education with the result that he occupies a fine suite of offices in the First National Bank Building of Chicago, and has a lucrative practice in criminal law.

Still another Frisco success may be found in the story of George Beaury. Mr. Beaury was employed in the offices of the Frisco Railroad at the time he began a night course in Book-keeping in 1915. He followed this course with a full Accounting course at the City College of Law and Finance and ten years later we find him resident manager of Beaury-Mason Company, Exchange Building, Memphis, Tenn., with an income last year of over \$10,000.00. Mr. Beaury is still a young man, and the above cases only illustrate what can be accomplished by Frisco boys with an ambition and a willingness to attend a college like the City of College of Law and Finance on Grand and Olive.

We certainly believe in the work that this Institution is doing, because the above cases of the Frisco boys offer a striking illustration of what can be accomplished by a night school of the type of the City College.—Adv.

beautiful photographs were displayed and not the least interesting were the pictures of "Mr. and Mrs."

Geo. E. Kendall, statistical clerk, claims to have seen the sun rise on Pilot Knob, Mo., on Labor Day. As George generally gets to the office about nine and one-half after eight, it is hard to conceive of his greeting Old Sol at such an early hour. Wonder if he stayed up all night?

Quite an exasperating experience befell Philip Hayes, interline clerk, on a brief sojourn in Chicago. While in a hotel lobby there, he noticed a comely young lady staring at him. Phil went out to the street, she followed and when he returned to the lobby, so did she. Phil "thought she was flirting with him". Now, was she?

CAR ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

MARY HOWELL, Reporter

Hubert Potter had one whole day of vacation left, so he took it adjoining Labor Day, and went to Dallas and Corsicana, Texas. He came back convinced that our weather hadn't been so terribly hot after all, because it was about 112 in the shade down there and no trees.

Incidentally, Mrs. Laub was to board the same train Hubert did and go to Fayetteville. But for some reason or other, she couldn't make connections with the train and was ready for No. 5 Sunday morning.

Along toward the last of August, we discovered that Jo. Bloomer had been Mrs. George Morrison since June 18. We don't understand how she kept it from us so long. All of us wish her much happiness in her new married life.

One of the stenographers in the office was heard to remark that she believed she would go into the insurance writing business, having gained so much experience during the last few days filling out the cards in connection with the Group Plan Insurance.

Minnie and Amy Bradley returned a few days ago from Washington, D.C., where they spent their vacation visiting their uncle.

Mrs. Jones was called to Columbus, Ohio, recently on account of the death of Mr. Jones's brother.

Catherine Lyons and Mrs. Amy Cummings spent the holiday in St. Louis, also some money.

Ruth and Helen Owens are spending their vacation in Kentucky, visiting their brother. They will be joined in Louisville by Mildred Truman, from which point they will go to Washington, D.C.

Have any of you noticed Hubert Potter's big, shiny Buick? Well, it isn't a new one, it's just the same car released from the paint shop.

Emily Pennington, of the per diem department, is planning a vacation trip to Whittier, Calif.

Doris Carter tendered her resignation, effective September 30, to go into life partnership with the owner of the Jefferson Coffee Shop. Best wishes, Doris.

The private car line department asks anyone who has a cure for squeaky shoes to please let them know. Mr. Anderson's shoes sing a little tune every time he moves. He might set them in the lake, just as they do the old carriages out on the farm during hot weather to get rid of the rattling. It might get rid of the squeak.

The private car line department received a long letter from Isabelle Bissett, who left for her new home in Tulsa. She likes her new home fine and the soft and easy life she is evidently leading makes us green with envy.

Edith Middleton has taken Isabelle's place—I mean her desk—for no one could take her place.

Ellen Johns spent an enjoyable few days in Okmulgee, visiting her brother Lawrence.

Lulu Jernigan is leaving tonight for Chicago, where she will visit Mrs. Ruby Cooper, a former record clerk in this office.

It does our heart good to see Luna Wilder riding in the Buick again. Somehow, it cast a gloom over us to see the car without her in it.

If Mr. Lindquist ever leaves the Frisco, we will give him recommendations for either a ticket seller in the circus or as an insurance agent, as he does well at both.

Demurrage and Storage Bureau

Bob Lewis is moving his family down to the country. We understand he has a farm in the southeast part of the county, where they will be domiciled. After seven years of the bright lights, we wonder how he will like leading the "simple life".

When Oswald Rainey came back from his vacation, he entertained the office force with the antics of his "Mexican jumping bean", reminding one of the trained fleas which won much fame during the World War. Oswald said he had been to Kansas City, but—do Mexican jumping beans grow in Jackson County? Explain yourself, Oswald.

There were many things we fairly ached to ask Carl Casteel when he returned from his vacation in St. Louis, but, remembering the Golden Rule, we kindly refrained. When asked how he left the city, he promptly replied: "I'll never tell."

Anyway, Carl, we're glad you took the hot weather with you and only wish that you had your vacation sooner.

Elizabeth Dunbar now knows that all files are not used on the nails, and that there is a little difference between an average agreement and a mutual agreement.

Oswald has named his Ford "true love", because it never runs smooth.

We have one gentleman in the office who has a head better than a hat rack. Meet Prof. H. P. (high pressure) Chranford, who very successfully taught a large class of fair co-eds in the per diem department, the mysteries of demurrage. Before he took the class, the young ladies thought demurrage was a new way to cook prunes. Now they know that a cooked prune is the only one who would handle demurrage.

Mabel Hunt, the young lady who spends her time competing with the dictaphone, graduated from the law office and is now taking a post-graduate course in the law of detention. She has nearly worn the new pencil sharpener out keeping her pencils ready to record Mr. Lewis' oratory in the name of demurrage.

Now that our traveling demurrage supervisors, Messrs. Mahan, Rose, Bryant and Boughnau, have returned from their vacations, they have taken up their supervising with new "wim, wigor and vitality".

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

Having made the fewest errors considering the number of shipments handled during the month of August, Seventh Street Station is now the proud possessor of the "best record fewest errors" pennant which has been in possession of the Springfield Station for the past several months.

W. E. Bernthal, auditor freight accounts, has taken cognizance of the excellent condition of this station, and in a recent letter to H. G. Snyder, our general agent, he congratulates Mr. Snyder, who in turn passed the letter to the force. It will be our purpose and endeavor to continue to merit the commendation of our general officers wherever possible.

Word comes from Gratiot yard office that the erstwhile station at Sikeston, Mo., moved here, is rapidly

taking on the semblance of a real office, and the force is looking forward to its completion before cold weather. Its location on a new site, on the right hand side of the inbound main line, is especially welcome, the men no longer having to cross some twelve to fifteen leads to get to work.

The employees of this station have received literature and applications for participation in the Metropolitan Company's group insurance; it has been well received and indications are that the majority of the employees will go in for it strong.

Mr. Snyder has been called to Enid, Okla., account of the death of his mother. Each and every employe extends to him their sincere sympathy in his great loss.

Louis G. Roseman, special officer at this station, was transferred to Gratiot station, September 1. Fred Blucher succeeding him.

Florence Buescher surprised everyone on September 2, when she left a note on her desk revealing her marriage to H. C. Otto, of this city. This happy union occurred on the sixth of June and we extend our heartiest congratulations to the young couple.

John Schadt, of the accounting department, has returned after being confined to his home for several weeks.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTS DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

The freight accounting department extends its deepest sympathy to Steve Kane in the loss of his mother.

R. L. Schoeneberg has been appointed chief clerk in agents' accounts department, and it goes without saying, that with his likeable personality, the department extends a welcome hand.

Mr. Stoehr is fooling the old weather man this summer by dolling up in his "palm beachers", and he doesn't think it's a bit hot.

We notice Traveling Auditor Woods has been in St. Louis "rather much" lately. He has only one thing against our town, and that is that it had to rain just when T. A. Drebelbis was all set to take him to see a double header.

"Bob" Kunstel is now located in A. A. department as assistant chief clerk. Glad to have you with us, Bob.

Our department lost some of its

averdupois when the claim department was transferred to the twelfth floor. (Bert, this leaves you out.)

Mr. Griffith has returned from a trip to Denver and Colorado Springs, just as much enthused as ever—about the west, I mean.

"Jim" Moodie tells us when he saw how really wet the lake was upon reaching Chicago, he decided to visit some favorite Frisco points, such as Springfield, Tulsa and Kansas City.

Ethel Richter is now in the advanced "bobby class" since she wears 'em shingled.

Suppose all you Frisco folks received copies of J. P. Gaffney's announcement? Oh, no, not his wedding, his profession, for on September 1, he left the Frisco to start a cleaning and dyeing establishment at 2840 No. Grand Blvd. We regret his departure, but most sincerely hope for his success. Mr. Gaffney was presented with quite "a pleasing check" by the freight accounting department.

The old saying, "still water runs deep", was proven when quite unexpectedly Clara Boreis flashed a diamond on a particular finger of her left hand. You never can tell about these girls. We'll probably have another item on this subject about November??

Our friend, Leonard Susanka, who is playing on the Frisco bear cats is now showing the Frisco boys the necessary facts in baseball by sliding to home place while the ball is lost in the outfield. That's all right, Suki, Babe Ruth is looking for you.

Favorite Sayings

E. V. Ashworth—"Yep."
A. P. Saugrain—"You know so much."
R. L. Schoeneberg—"No, No, No, No," (Short accent on the "o").

Beatrice O'Reilly—"I give you my word."

John Culver—"You all."

Billy Fisher—"Holy Smokes."

John Pipkin—"Howdee."

Arthur Stoehr—"Hello—Yes, yes."

Loyola McLaughlin—"Aw, now, stop it."

Marie Kleyer—"Well, such is life!"

Kathryn Nonn—"Can you imagine that?"

George Thiele—"Let me see it."

Herbert Wingenter—"Oh, boy, that's a knock-out."

Paul Strauss—"Watcha you trying to do, kid me?"

Mr. Griffith—"Oh my, yes!"

"Jim Moodie"—"Hoot Mon!"

Emely Lehr—"He Tia Juana."

Melba Kreuger—"That's blarney."

Steve Kane—"Those words carry dirt."

Walter Hines—"I'll mash you."

Jewell Hynes—"Hello Darling!"

Kenneth Bass—"Says which?"

Tom O'Brien—"Isn't that exasperating?"

Ethel Richter—"Now you be hushed."

Joe Cleary—"Going for good? Good!"

Charles Egli—"Ha, now I'll tell one!"

Harold Doerr—"Now listen."

Ed. Volkert—"Hello, Punk!"

Leonte Schmalz—"Quit that, how silly."

Ted Ray—"Oh, Min, close the doors."

Bert Scollay—"Don't mind me."

Boulah Bulger—"My dear."

Merlin Elfert—"Wanna buy a dog?"

Harry Wigge—"Oh H—, no!"

F. L. Connelly—"By all means."

Al Gerdel—"Here's the way I feel about it."

Julius Schepflin—"Carefully scrutinize."

John Ruggaber—"I don't believe a word of it."

Martha Kisro—"Look and laugh."

Al Bluth—"Laff that off."

Howard Lawson—"You know me, Al."

Bob Kunstel—"Hi there."

Norman Rodgers—"Hmmm."

Gertrude Schmalz—"I dunno."

Ann Goldstein—"Oh, pardon me."

Hulda Ethoff—"Let's open the window."

Whsie Cawthon—"Who belongs to that?"

Walter Lewedag—"I forgot to tell you that—"

Wm. Grummel—"I was just wondering."

Andrew Roach—"Who called me?"

George Albrecht—"How come?"

Cecil Dvorak—"Yes, sir, I will."

Bob O'Connell—"Why pick on me?"

Arnold Allen—"I'll say so!"

Milton Hite—"Kinda dressed up, ancha?"

Chas. Lea—"Oh, well, that's the way it goes."

Edna Dolen—"Not exactly."

Clara Boreis—"Yes, I don't mind."

Lily Kulage—"Give me some magazine items."

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

West Shop Synonyms

Gab—Ed. Foster.
Jew—Jerry Grundburg.
Noise—Don Fellows.
Hot Air—Barney Google Haskel
Memory—Guy Eskridge.
Fisherman—Geo. Hasler.
Witty—Bill Skinner.
Authority—F. A. Beyer.
Healthy—W. W. Shackelford.
Wealthy—NOBODY.
Wise—Office boy.
Shiek—Paul O'Neal.
Cake Eater—Russell Todd
Dignity—A. C. Reeves.
Near—Mabel Horn.
Smiles—Cap Wight.
Importance—Churchill Ruxton.
Serious—Tom Musgrave.
Handsome—Fred Hillasch.
Tenor—Slim Matthews.
Generous—Tracy Boal.
Grab—Fred Rauch.
Grouchy—Everybody on Monday.

Family Gossip

Allen R. Mitchell, electrician, laid off two days celebrating the arrival of a ten pound girl September third.

Ernest E. Brazelton, armature winder, was married at Mount Vernon, Mo., August 29, to Flo E. Hooton, of Pittsburg, Kans.

Jack Redyard, armature winder, succeeds Fred Reynolds, traveling electrician, assigned to motor car duties, north shops. We wish them success.

Frank Hoffelt, foreman, returned from Philadelphia, where he has been inspecting some of the new Frisco equipment.

C. E. Grunburg, material supervisor, left September 15, for a fifteen day vacation, part of which will be spent in Tulsa, Okla., and "fishin'" on White River.

Jessie Robards, stenographer in stores department, and Irma Goddard, of the north store, spent the week-end in Kansas City.

Raymond Todd, former office boy, is in Orlando, Fla., where he expects to remain at least until the Florida millions are made.

Russell Todd, brother, is now our office boy, and we'll stand up for Russell (Buck) any time.

John Hulse, air room foreman, reports a splendid vacation. Mr. Hulse visited relatives at Eldorado, Kans., for several days and spent the remainder of his time at Ozark Beach, on

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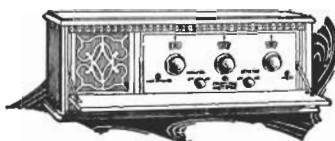
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SPRINGFIELD, MO.

White River. If you want heavenly swimming—swim at Shadow Rock—so says Johnny.

A. C. Reeves, general foreman, is back on the job again, all healthy, wealthy and wise.

T. E. Boal and party of friends motored to Forsythe, Hollister and Branson; also other points of interest on the famous White River.

John Haskell, air room foreman, spent his vacation in the south, visiting Mayfield, Ky., where he maintains his home, then to New Orleans, San Antonio and Houston. While in Houston, Mr. Haskell went through the Southern Pacific shops, where he served his apprenticeship, but says that nothing in the shops can compare with the Frisco west shops. Mr. Haskell certainly boosted Frisco stock with the Southern Pacific boys and told them there was nothing like the old Frisco.

Alma Northcutt spent her vacation at Seneca, Mo. Miss Northcutt has had a number of interesting trips during her past vacations, but expect this one will bring more roses to her cheeks, for we hear she and her sister, Alta, of the mechanical department, spent a great deal of their time canning fruit.

Herman E. Rose, stock clerk, stores department, accompanied by his family, spent their vacation at Rayard, Neb.

C. O. Bonham, stock clerk in the stores department, said he was going to spend his vacation visiting the north pole, but Mrs. Bonham said they were going to spend their vacation in the south. Well, I wouldn't say who is boss, but I noticed the Bonham family went SOUTH. New Orleans, Ft. Worth, Texas and Shreveport, La., were the points of interest. Suggestions were made to Clarence to throw a couple of boxes of arm and hammer soda in his traveling bag for a trip on the Gulf was contemplated—and you know sea sickness is a "coming up affair". A few days of the vacation were to be spent in Birmingham, Ala., and on return trip visit parents at Jonesboro, Arkansas.

Geo. Hasler, foreman, spent his vacation at his father's club house, located on the Gasconade River. Mr. Hasler tells one of the boys, in confidence, that he caught three black bass, one a big one, but they all got away—fishy! A better one than that on our Mr. Hasler—He promised Ed. Foster and Mr. Beyer some catfish, but—something happened—the fish were brought from Wheeler, but allowed to remain in the refrigerator at Springfield and SPOIL!

Don B. Fellows, shop accountant, accompanied by his family, spent the vacation in Calham, Colo., on a six hundred acre ranch—Don says he stacked a ton—or an acre—of beans—no, not baked ones, regular growin' beans.

Naydean Blakely, stenographer to shop accountant, and Mary Newton, of E. G. Sperry's office, spent their vacation on the west coast. Enroute they stopped at Denver, the Royal Gorge and Salt Lake City. They visited in San Francisco and Los Angeles. The Catalina Island trip, however, was the most enjoyable of all.

F. A. Beyer, superintendent, spent the first part of the week in Birmingham, Ala., where his son, Frank, Jr., is located.

Ed. Foster, chief clerk, recently returned from a trip to Colorado. Colorado Springs, Manitou, Denver and a number of interesting places were

visited by Mr. and Mrs. Foster. We were glad to see Ed. back, because we never know when he will return—for you have seen them before—just start dabbling in "oil" and sometimes they forget to return.

Virgil Endicott advertised for a machine that would reclaim jelly from the glass on his desk, however, before a machine could be procured, Mr. Endicott decided on a new plan, so a sign was noticed on his desk—"please spread jelly on your bread—not on this desk."

Personal—West Shop Readers

In a shop as large as the West Shop, it is impossible for a reporter to get all the news of interest. As we want the west shop family news to be FAMILY news, would appreciate it if the west shop employees would help make our space a good one—If you know of any deaths, births, marriages, or a good joke on your buddy, or someone else's buddy—give it to the shop checkers, please. Remember, those "fish" stories we had in July number? Let's have a bunch of any kind of stories pertaining to hunting, fishing, vacations and trips.

OFFICE OF SUPERINTENDENT OF TRANSPORTATION SPRINGFIELD, MO.

A. T. SILVER, Reporter

Tom Wommack, chief of red ball, is thinking seriously of equipping record clerks' chairs with stirrups. Eva Westenger's chair bucked the other day and Eva found herself grouping around under the desk trying to get her bearings, with a pen in one hand and a bunch of "red ball" reports in the other. Bob Patrick could have been a real hero only he was too slow on his feet. Tom should have mechanical department park a derrick or brown hoist near the building to be used in extricating his girl clerks from under the desks when their chairs buck with 'em. My advice to Eva is "ride 'em cowboy".

Eula Stratton, typist, spent her vacation visiting relatives and friends at Billings, Mont., Denver, Colo., and Hutchinson, Kans. She reports a wonderful time, but says she is glad to be back in the Ozarks.

Harlan Boehm, night man, has bid in split hour day job.

Merle Platte spent her vacation at home convalescing from an operation on one of her eye lids.

Virgil Hartley, red ball clerk, horn blower and vocal soloist with the Boy Scout Band (largest organization of its kind in the world) spent a week with the band at State Fair, Sedalia. Visitors of the fair say Virgil's solos were well received.

Bertha Schumacher and mother spent their vacation in Sedalia attending fair and farm club convention. Bertha reports a fine convention. Many things of interest to the farmer in which Bertha is very much interested, particularly in a certain farmer boy.

Ruth Smith spent her vacation in Kansas City, Mo., visiting Electric Park and other points of interest. She and "Cutie" Moses spent a week in Penn Valley tourist camp, neither knew the other was in camp—some camp, or "Cutie" was so small Ruth couldn't see him.

Florence Kline is back on the job after an absence of several weeks suffering with scarlet fever. Welcome back, Florence, hope you have fully recovered.

E. A. Teed, general car service agent, spent his vacation motoring to Chicago with his brother, where they visited. He reports wonderful roads and crops east of the river.

"Cutie" Moses spent his vacation at the Fair, Sedalia and Kansas City, Mo. His boy played in the Boy Scout Band

at Sedalia, and Cutie says the reason Ruth Smith didn't see him in Penn Valley tourist camp was that he was up and gone before Ruth got up, and he did not get back to camp until Ruth had turned in for the night.

Pearl Townes, record clerk red ball, spent her vacation visiting friends and relatives in Chicago, Cleveland, Boston, New York, Columbus and Indianapolis—she reports a very good time.

Blanche Evans, typist, has accepted a position at Sapulpa. Hate to see Blanche go, but wish her all the success in the world in her new position. Presume Bill Gray will now make frequent trips to Sapulpa.

Dora Gado, record clerk red ball, spent her vacation in Colorado Springs, Denver, Estes Park, Colo., and visiting oil fields of Wyoming. She reports a very good time and some wonderful sights in the oil fields. Wonder who she went to see in the oil fields. Of course, she may have some investments out there, and that would not be any of my business.

Ellen Johns and Helen Mary Dryden made a trip to Okmulgee to visit Ellen's brother, Lawrence, who is now working in Okmulgee. Wonder why Ellen took Helen Mary along, or why Helen Mary took Ellen along.

We know it sooner or later was bound to come—one of the boys in the weighing bureau is rolling his socks. Girls, the "dime" store carries dark glasses—secure and protect your eyes.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

C. E. MARTIN, Reporter

Before our reporter left, she appointed "Abe" Martin as her substitute and understudy for this month's news, and we doubt if she could have appointed anyone more willing and ready to act in that capacity. But you all know that anyone who dictates all day on live stock—it's hard to change their code to write items on humans.

Strange there is hardly ever a mention made in the magazine about the conduct of the reporters, because they simply won't write anything on themselves. Our reporter, Charlene Willard, is away at this time, vacationing in the east—Albany, Buffalo and New York and various other points of interest. As none of the rest of us are "good" at writing like our reporter, our department will be neglected this time. But we will let Charlene write up her trip for the next issue.

Jim Head, having joined the roll of Ford owners, decided to try out his "new hack" by motoring to Bois D'Arc September 13, but on account of not being acquainted with the "nature of the brute" had quite an unpleasant trip. A mechanic diagnosed the case, informed Mr. Head he had left the choke out, together with a broken porcelain in a spark plug, which caused the new hack to act on the order of a Missouri mule. But we have been informed by a young lady in this department that it was a very pleasant trip, considering the difficulties encountered. In our next issue we will have some photos of Bois Air Doc, as it appears through the lens of Jim's kodak. Trust you will be able to see the town in spite of the "close ups" of a certain Lizzie and the young lady mentioned above.

Clara Ernes spent her vacation in Glacier National Park, Montana, and other points of interest in the north. She says the rest and scenery is well worth the time and money spent; the hotels and beautiful drives in the park are noted for their natural beauty. She also states the country is thick with good looking cowboys and cow girls as well, especially cowboys.

Gertrude Fryer has returned from a two weeks' vacation in the south, principal stops being, Memphis, Birmingham, Atlanta, Ga., (Stone Mountain), Jacksonville, Fla., St. Augustine,

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Fla., West Palm Beach, Miami, Key West, Fla., and Havana, Cuba. From the kodak pictures displayed, especially the keen looking Spaniard, we are surprised there isn't a vacancy in the typing bureau—maybe there will be something to report later.

Sylvia Martin will spend a few days of her vacation in St. Louis, having

just returned from an overland trip to Poplar Bluff, visiting relatives.

Virginia Hassler and Ruby Northcutt attended the Chamber of Commerce dance September 2, the Kansas City Club being guests. They were loud in their praise of the good dancers and the wonderful music furnished by the visiting orchestra.

Cleo Pearce spent two weeks resting and visiting home folks at Republic, Mo. Vener Weddle went down to spend the week-end with Cleo—and they both tell the same story about an "ice box romance"—but it was rather confidential and we won't tell it, however, sure must have been a cold affair.

The hot weather over Labor Day claimed R. B. Goudelock as a victim.

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Magazine Advertising Department

827 Frisco Bldg. Saint Louis

He suffered heat prostration while on a motor trip to Arkansas. He is now back at work, but has to refrain from getting his blood heated up like McKinnell does on perishable claims.

Bob Gilbert has been unable to lower his record of one hour and sixty minutes time for Fording to Dixon. He now has a "Star", which does not always twinkle on all four.

As has been his custom for years, Geo. Reed will spend part of his vacation at the national convention of the American Legion.

C. E. Harris, for years connected with the force of the Springfield local freight office, is now in our line-up. The men who have come to us from Mr. Smith's office are very industrious, gentlemanly and good looking; for example, in addition to Mr. Harris, see Mr. Head. Anyone will verify the industrious and gentlemanly faculties, and I appoint Miss Lewis to corroborate the "good looks" opinion.

We have been snooping around, trying to get a paragraph about a diamond, a sheik and a young lady who works on the north side, but have been unsuccessful in getting the paragraph or all the facts in the case, but understand Harry Hays is the sheik, the diamond is big, and the young lady knows a lot about both, the bigness of the diamond and the sheikness of the sheik.

Hosca Walters says there was no fire at Cox's home—fire department marked up "false alarm"—only fire-y red paint. Cox painted his garage.

Miss Willard's brother has been very ill for some time. Last report he was holding his own. We wish him a speedy recovery.

Pearl Davis has moved to town for the fall and winter season.

C. E. Harris, of this department, was member of the two teams from Abou Ben Aden Temple, Springfield, who played two teams from the Frisco Bowling League in St. Louis, September 14. The games were played at Rogers' Recreation Parlors, 10th and Washington. Each Shrine team bowled each Frisco team three games, the total pins for three games to decide the winners of the match. The Frisco team won three matches and the Shriners one.

PURCHASING DEPARTMENT ST. LOUIS

R. B. McBRIDE, Reporter

R. E. Drake, chief tie and timber inspector, returned a few days ago from a trip to Spokane, Wash., and other points of interest in the lumber district.

Grace McEvoy has returned from her vacation, which was spent touring the west. From all reports, the whole party enjoyed the trip and most of all the trip to points of interest in Canada.

Horace Davis has accepted the position as invoice clerk and all of the department wish him the best of luck with his new work.

Stephen Kulifay is now back at the office after spending his vacation on the river.

Miss Hahn has accepted a position as stenographer in this department and we all extend her our best wishes for success.

Irwin Wegner, our new office boy, is very popular with the girls—guess it is because of his winning smile.

Margaret Cowan and Kathryn Hughes spent Labor Day seeing the sights of Tulsa, Okla. Both say they enjoyed the trip.

Mary Alt, one of our stenographers, resigned her position, effective September 1.

The girls of this department, together with the girls of the president's office, spent a very enjoyable afternoon a few weeks ago at the home of Mrs. W. J. Roehl, in Webster. From all reports, Mildred's home is almost as wonderful as her hubby (words of

some of the girls who were at the party) of course, it never could be as wonderful as he. The MEAL? Oh, yes—SIMPLY DELICIOUS.

Mrs. Hoeber, of the order desk, spent a week-end in the country, a week or so ago, and from the pretty tan she had, the sun surely must have been hot there.

On August 20, God called home Alexander Douglas, beloved uncle of J. D. Nettleship of this department. Our sympathy is extended to Mr. Nettleship and family.

John Bohn, our lumber clerk, returned from his vacation, but so far we have been unable to find out where he spent his time. Maybe he was trying to locate the weak points about his Ford—if so, from all reports, it would take two weeks to find everything that is wrong.

LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

In introducing the Lindenwood mechanical department, locomotive, to the "Frisco family", it would be well to give our uninformed readers an idea of our plant and introduce our supervisory personnel.

In order to relieve the congestion at Chouteau Avenue and provide more modern facilities for repairs to our rolling stock caused by the tremendous increase in business coming into and going out of the St. Louis terminal, \$1,100,000 was spent in building and equipping a new roundhouse, shops, coal chute, power plant, storehouse and re-arrangement of the yards so that the Lindenwood mechanical unit represents the latest word in modern railroad terminal facilities. In spite of the fact that we are extremely proud of our plant and think it the finest on the system, we fully realize that it but represents a single improvement of many taking place over the road.

On July fourteenth, last, we rounded out our first year of service, and in view of the fact that we've only been operating slightly over a year, it is unreasonable to expect us to break any records; however, we are rapidly developing to a point of efficiency and in the near future we expect the "baby" of the Frisco mechanical department to be looked upon as "big brother" to them all.

Mr. Fieke, our general foreman, represents seven years' service with the company and brings with him a wealth of experience, which justly entitles him to the position he holds. Mr. Gorman, formerly of Chouteau Avenue, is our efficient and capable chief clerk and notary. Messrs. P. A. Carter, roundhouse foreman and transferred from Willow Springs; D. A. Normington, machine and dead work foreman, and transferred from Springfield; W. P. James, night roundhouse foreman and formerly of Chouteau Avenue, and J. W. Fitzgerald, boiler foreman, coming from Kansas City, contribute to the quality and quantity of the work performed by twenty-three years of combined service. The writer holds position of stenographer-clerk.

A peculiar situation developed when a surprise party given in honor of Mrs. G. I. Gann, wife of Engineer Gann, threatened to fail. The guests had assembled at the Gann residence and were anticipating the return of Mrs. Gann. Slowly the minutes ticked away into hours. A feeling of uneasiness and anxiety prevailed. Mrs. Gann did not make her appearances until 11:00 p. m. Won't tell when the party broke up, but it remains an unquestionable fact that all enjoyed themselves.

Mr. James, our night roundhouse foreman, and wife, are enjoying a vacation in the northeast.

Frisco employees at Lindenwood extend their sincerest sympathy to their friend and co-worker, Ed. Carbrey, in

Some Unique Advertising

(Continued from Page 13)

The Frisco came in for its share of publicity and Welch secured the approval of everybody concerned and Frisco letter head was used to convey the weekly letter to the members.

The Frisco is indebted to Mr. Robson for the following message:

Fellow Member:

I don't believe any of us realize just the exact meaning to our own city of an organization such as the Frisco. Our faithful member, W. D. Welch, is a part of that organization, and I was both surprised and interested to learn from him that the Frisco System has approximately 2,000 employees living right in our own city. Most of these employees are heads of families, providing a livelihood for about 8,000 of our inhabitants. They do a yearly business in this territory of about eight million dollars.

In 1860, when the Frisco was in its infancy, it extended only from St. Louis to St. James, Mo., a distance of 100 miles. Yet the name "Frisco" was derived from the charter name, St. Louis-San Francisco, the original plan being to extend the line from St. Louis to San Francisco. Some ambition for a 100-mile road; However, results have justified its high aim, for the Frisco now has a mileage of about 5,250 miles, covering eight states.

his bereavement occasioned by the death of his father, M. Carbrey, former station master at Tower Grove.

Mr. and Mrs. P. A. Carter have returned from a second honeymoon, having visited the following points of interest: Peoria, Kansas City, Amarillo, El Reno and Oklahoma City. Mrs. Carter, better known as Helen Meidroth, and former stenographer to general foreman at Chouteau Avenue, finds it more agreeable to take up household tasks than office routine as Mr. Carter said they were glad to get back. Whoever heard a stenographer say she was glad to get back?

Coy Barnett, boilermaker, married Irene Creek, September 15. Coy is the third of our young men to leave the ranks of "eligibles", and with two more threatening to do the same, it won't be so much fun to visit the roundhouse. We wish you and Irene every happiness and success in the world.

The expression, "say it with flowers", is quite effective according to C. C. Connelly, our locomotive inspector. He practically cornered the market on that commodity (specializing in forget-me-nots) on the occasion of a certain young lady's visit to our fair city. Result was when Miss Norma returned to Springfield, a diamond of Connelly's choice, reposed on the proper finger of her left hand. Uhuh! You tried to keep it secret, didn't you?

Eleven new engines arrived at Lindenwood up to and including September 18; two of which were set up. The equipment is similar to the old engines except that the coal burners have the Duplex stoker and the air reservoir tanks are located on top of the boiler, which latter variation noticeably affects the appearance; however, to the casual passers-by, their shining newness and massiveness are the outstanding features.

Since the establishment of the roundhouse at Lindenwood, a number of enginemen have found it convenient to locate in the vicinity and to stimulate

I am giving you all this information about the Frisco, partly because W. D. Welch is associated with it, and because of what his organization means to our own city. Try their crack train, "The Memphian", from Memphis to St. Louis. It is good—I know from experience.

DAVE ROBSON,

Secretary.

In place of the file number, Mr. Robson has the remark: "File to Sunday School Sunday."

The circular letter came to the attention of President Kurn, who expressed his hearty approval and his sincere thanks to Robson for his complimentary remarks concerning Frisco service.

Greatest Industrial Exhibit at Tulsa, October 1-10

(Continued from Page 8)

will compete for prizes under the auspices of the Petroleum Safety Council, the U. S. Bureau of Mines and the Safety Council of the Mid-Continent Oil and Gas Association, under the direction of Ray E. Miller, and government officials. Safety pictures will be shown on this day.

Radio artists, old friends of the "listeners-in" in all parts of the United States, will be the outstanding headliners on the Exposition Revue at the theater every afternoon and evening. Eddie Cavanaugh of station WTAS in Chicago, Grace Wilson, Misses Sim-

the social life of our "family" located here, a number of social activities have taken place. The Ladies' Auxiliary of the enginemen's association secured permission to close Tholozan Avenue, between Wabash and McCausland Avenues, where a successful benefit street dance was held, August 29. Mrs. Hattie Tancill is president of the association, and Mrs. S. L. Oliver took charge of the receipts. Young and old thoroughly enjoyed themselves in this novel way.

Chester, did you call Conductor Boylan, the night of August 29?

Meet royalty! Mr. Gorman, our chief clerk, has recently acquired a crown. Contrary to the saying, "uneasy lies the head that wears a crown", a broad smile has supplanted the deep frown. (The coronation took place in a dentist's chair.)

The car department report bad orders increasing, and advise the following work has been performed during September: Thirty cars painted, five general overhauled, and three re-builds—two of which are 73,000 class coal cars.

The reason Ed. Lynch wants to sell his self-starter for a hand powered car is because Edward Lavern, his 8-pound son, born September 2. If D. A. N. didn't need a Gillette more than he does a Chevie, would suggest talking it over with him, Ed.

F. G. Collar, storekeeper, has purchased a brand-new Ford. Just the dandiest grandstand imaginable. Thanks, Mr. Collar.

Many unprecedented, slightly fascinating, incidents break up the monotony of a strenuous day, but perhaps the most surprising incident occurred September 14 in the "enchanted" northwest corner of our office, where Claude Neeley was observed on bended knee. 'Tis scarcely probable he was collecting scattered articles as we all know Pearl happened to be at her desk at the time in question.

If anyone wants to sell or give away

mons and Clifford of station WLS and Miss Dixie Fields of station WHT, also of Chicago, will be among the stars who have signed contracts with the Exposition.

The Exposition pageantry is being planned on a more gorgeous scale than ever before, under the direction of Herbert Barnard, one of the most famous festival artists and designers in America. The Pageant of the Princesses will be the most daring and elaborate spectacle ever staged in the entire Southwest. Twelve princesses of the oil-producing states are being selected at this time and these beautiful young ladies will be presented on magnificent floats, costing over \$1,000, on the opening day. The princesses will be attended by pages, maids and outriders. From the ranks of the beautiful princesses of this year, will be chosen the new "Queen Petrolia" to succeed Miss Ramona Marcella Trees of Winfield, Kansas, as queen of the oil world.

Special railroad excursion rates will be in effect on all roads. O. C. Staples, chairman of the transportation committee announced, following the receipt of a notice from the Southwestern Passenger Agents, Association that the special rates of fare and a half had been granted for the Exposition and Congress again this year. This Association has recommended the granting of special rates to the other associations in all parts of the United States.

a dog, notify Mr. Hengist, locomotive engineer. He advises his dog house was made vacant by the fact that his "perp" met with a fatal auto accident. Sid, have you or have you not? This suspense is awful.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Extra! Extra! Electrician takes the fatal step. Delosia LeFevre and Lloyd Klose were married in St. Louis September 3. Mrs. Klose is the daughter of C. G. LeFevre, traveling headlight inspector for the Frisco, and is a Springfield girl. This means Lloyd will not have to make such numerous trips to Springfield; efficiency is the word. They both have our very best wishes.

Mr. Willer, chief clerk to master mechanic, Kansas City, visited us a few days ago. Mr. Willer was formerly chief clerk to the general foreman at this point.

News important: Jennie Marie has acquired a tooth! So says C. B. Carlisle, roundhouse clerk, her proud papa.

Lissen to this:
Have you ever sat by the r. r. track.
And watched the emptys cumming back?
Lumbering along with a groan and a whine,
Smoke strung out in a long gray line,
Belched from the panting injun's stack—
Just emptys cumming back.

I have—and to me the emptys scam,
Like dreams I sometimes dream,
Of a girl—or munney—or maybe fame—
My dreams have always returned the same,
Swinging along the homeland track—
Just emptys cumming back.

Arthur Fetter, machinist, is on a 60-day leave of absence. He is visiting relatives in Richmond, Va.

We miss Perry Elder. Wonder where he is hiding?

Although he acts very brave, we have an idea that Mr. Fischer, general foreman, will be glad when his wife returns from her trip. It will mean those good lunches brought from home and no more trips to the well-known local beanery.

M. F. Samples, electrician, took Lloyd Klose's place while he was on his honeymoon. Mr. Samples says he likes our town a good deal.

GENERAL STORE ROOM SPRINGFIELD, MO.

BERTHA V. REED, Reporter

Harold Moseley, of the stationery department, has returned from Kansas City and informs the employees of the store department that he is not married, therefore, the rumor of his marriage in the September issue was a false alarm.

A Buick touring car was stolen from the garage of J. G. Akridge, platform foreman, on the night of August 24. The car has not been located to date.

L. A. Utley, price clerk, was seen at Doling Park recently selling pop corn, peanuts and chewing gum. He made a profit on everything but the gum.

M. J. Cleary, material record clerk, who has been a patient at a local hospital for some time, is getting along nicely and returned to his desk on the fourteenth instant.

Glenn V. Stone has accepted position

as price clerk at Ft. Smith, Ark. He was formerly chief clerk to Division Storekeeper C. E. Wheatley.

Rowena Lewis, comptometer operator, is the proud possessor of a beautiful diamond ring. Congratulations, Rowena.

Mr. and Mrs. Earnest Dudley are the proud parents of a baby daughter who arrived at their home recently. Mr. Dudley is a trucker at store room.

Helen Aldrich reported a nice trip to Kansas City, Mo.

Effie Ott, of the stationery department, has her hair bobbed. We will be 100 per cent when Maude Bedell and Mary Moore decide to have their locks shorn.

Elmer Eastburn, trucker at store room, is practicing dentistry and hopes in a short time to become a first class dentist. He recently extracted a tooth for George Gray with a pair of pliers.

Mr. and Mrs. Russell Morton are the proud parents of a baby boy who arrived at their home September 3. Mr. Morton is a trucker at store room.

J. G. Akridge, platform foreman, was absent from work the first part of last week account of sickness. The employees seem to think that Jim grieved himself sick over the loss of his car.

F. W. Dyer, stock clerk, has a title of "grandpa". He received word on August 29 that a son had arrived at the home of Mr. and Mrs. Arthur L. Dyer, Vinita, Okla. The young man has been named Arthur L., Jr.

Since last publication, the north shop baseball nine have secured their new uniforms and they are a mean looking bunch when decorated ready to play. They initiated their new uniforms at Bolivar, Mo., September 6, winning from Bolivar 18 to 4. We feel as though we are a part of the baseball nine even though they are known as north shop team, as we have two players in the team and several boosters.

We regret very much to learn of F. M. Darden's sickness, as we considered Mr. Darden one of us even though he was recently appointed general car foreman at west shops, transferring from the north side car shop. However, we understand he is progressing nicely since being removed on the fifteenth instant, to the St. Louis hospital. Here's wishing Mr. Darden a speedy recovery and return to duty.

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. O'SLEY, Reporter

Troy Hart, formerly messenger in Springfield telegraph office, has been assigned to clerical position in St. Louis telegraph office, vice Mrs. Nellie O'Connor Kratky. The vacancy in the Springfield messenger force was filled by Eugene Lindquist, son of Norman Lindquist, of the car accountant's office.

Stella Meatte and Ethel Holland, stenographers in this office, left September 11 for a two weeks' vacation tour of "all points east". In company with four other Frisco girls from other departments, they expect to visit several places of interest including Cleveland, Niagara Falls, New York City and Atlantic City, N. J. Stella and Ethel's passes had been handled so much and so often before they were actually used it was feared that they would not be honored for transportation. We hope the return portion of their passes holds out until they reach Springfield.

Telegraph Storekeeper W. O. Wise and family spent a few days in Wichita first of the month, visiting at the home of O. A. Hickman. Mr. Hickman was formerly connected with the Southwestern Bell Telephone Company of this city.

Arthur C. Erke spent his summer vacation in St. Louis Sunday, September 20.

Ethel Hill has returned from a thirty days' vacation in California. Her mother accompanied her on the trip and while Mrs. Hill spent her time visiting relatives, Ethel was kept busy dodging Pathe News photographers and turning down movie contract offers. After such a narrow escape, we are mighty glad to report the fact that she is again back on her old position in the PBX office.

Springfield Relay Office

Manager and Wire Chief A. T. Thorson, of Ft. Smith, made us a short visit Sunday, September 13.

C. W. Walser is taking a vacation. Fishing will probably be very poor in these parts for quite a while after Charlie gets back.

Everyone likes to work with the first truck operator at West Tulsa, since he got a new "bug".

Frank Feyen claims the distinction of knowing the sub-division location of every station on the Frisco.

Messrs. Kennedy and Flaherty motored to Mountain Grove Labor Day.

Mitchell Tucker and Glenn Harkins spent several days in St. Louis recently.

Tom Danforth, chief dispatcher for the Santa Fe at Newton, Kans., was a recent visitor here.

TELEGRAPH GANG LIBERAL, KANS.

B. W. ELLIOTT, Reporter

Foreman J. F. Pharris is back again after a two weeks' vacation. He was relieved by Foreman Gilmore and Simons. I don't mean it took both of them to hold Casey's job; they each worked one week.

We received word that Howard Worthy was married July 19. We all wish them both much happiness.

Chas. Spratley has returned to work after a vacation of sixty days. He said he had a great time motoring up and down the Gasconade River.

Clarence Wuellner has been transferred to Foreman Oliver's gang as a lineman.

Joe Stamate has transferred from Foreman Harris' gang in Oklahoma to this gang.

Adolph Hasselbring has returned to work after undergoing a successful operation for appendicitis.

E. C. Dally had the misfortune of having his car destroyed by fire recently.

W. D. Ford has resigned and started to school again.

No accidents this month.

OFFICE OF GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Red, white and blue ribbons were captured by Danley's Rhode Island reds at the poultry show. Grover raises thoroughbred chickens.


Dunbar was forced to take an unwelcome vacation this month because of eye trouble. He is back on the job now and is looking the world in the face without the aid of smoked glasses.

Ann McLernon went up to St. Louis and out to Forest Park Highlands, which was quite a rash thing for a Springfield maid to do. She has now been thoroughly initiated into the ways of the big city.

Anna Willigan bought a new Dodge sedan and signed up for the group insurance now offered the clerks.

Speaking of insurance, most of our folks are signing up. Orville was worried at first over the new rates being lower than those granted the excepted force, but has reached the conclusion that it is due to the lives of the latter being more valuable (or strenuous).

For the Man on His Feet All Day



HERMAN'S Police SHOE

The ease, strength and economical service that make HERMAN'S the official New York Police Department shoe also make it the favorite shoe for men on their feet all day. Motormen, conductors, railway men, chauffeurs, firemen, collectors, mechanics—will find its genuine Munson Last, built-in arch support and waterproof rubber welt big features that make the miles in a day seem short.

Illustrated folder and name of nearest Herman dealer on request

Jos. M. Herman Shoe Company
DEPARTMENT "T"
Boston and Millis, Mass.

a large earthen reservoir at a high point on the edge of his farm, installed an electric pump (current furnished by our city plant) on the bank of the Brazos River, which throws an eight-inch stream of water into the reservoir day and night, furnishing plenty of water to keep two men busy during the day irrigating fifteen acres of honey ball, other melons and vegetables. He didn't have sufficient acreage this year and the melons didn't ripen in quantities sufficient for car load shipment, but other farmers living near the river and other running streams have become interested and no doubt we will have melons of all kinds to ship next year.

Our night operator, T. B. Craddock, wife and two boys, returned recently from a three-weeks' trip to New Orleans, the Ozarks and Oklahoma points. Tom sold his farm shortly before he left and he didn't say "New Orleans" when he got back, either.

CAPE GIRARDEAU ADVERTISERS

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6 North Main Cape Girardeau, Mo.

Our freight business, inbound, is picking up every day. Our local merchants are realizing that the Frisco furnishes the only real and reliable merchandise service, and are gradually coming back to us.

ROADMASTER'S OFFICE BROWNWOOD, TEX.

R. R. KINGTON, Reporter

Haven't much to say from Brownwood this month. Have sick folks at home and just won't have time to do any better.

O. T. Gatlin, section foreman, turned in a snapshot of himself and his prize-winning chickens, and brags that they "raise" something down his way besides "low joints". Sorry the picture was too hazy to print.

Miss Pearl Sautler, a nurse from Temple, Texas, is visiting the family of W. D. Reece, section foreman at Dalzell.

I understand Ben Rogers of Brooksmith is leaving the Frisco. Good luck, old scout.

Mrs. Dennis, wife of Jim Dennis, section laborer at Dalzell, has been real sick, but is now up and about again.

C. L. Elliott, roadmaster, and family went to Fort Worth one Sunday recently to watch the Champion Cats claw the Dallas Steers.

Operator J. F. Wyatt is relieving C. A. Woodford as agent at Rochelle, account of Woodford being sick.

DALLAS, TEX., FREIGHT OFFICE

R. B. CRAWFORD, Reporter

R. E. Wosenberg of the auditor's office, Ft. Worth, paid us a visit this week.

Lester B. Buchanan, chief delivery clerk, has returned from a visit to relatives and friends in Alabama and Mississippi. We had an idea that our congenial "Buck" would return with a bride, but, alas, we were again disappointed.

Mrs. Bertha Cooper, assistant accountant, and Mrs. Marie Drake, expense bill clerk, have returned from a trip to California and report an enjoyable trip.

Miss Clara Lyons, expense bill clerk, is on an extended vacation, visiting relatives and friends in the Panhandle, recuperating after an illness.

Earlbusus McCord has returned from a vacation through the Northwest and up into Canada, and from reports he gives out, the climate is fine and the cats are better.

C. O. Genske, chief revising bureau, has returned from a brief visit to Galveston. We advise the force to refrain from asking "Tek" the schedule of Santa Fe train No. 6, arriving in Dallas.

We all congratulate the Frisco on the nice and nifty magazine, and we all enjoy reading its contents.

FT. WORTH GENERAL OFFICES

R. E. EVANS, Reporter

Mrs. Cochran and Kathryn, wife and daughter of R. B. Cochran, assistant to the vice-president and general superintendent, returned recently from a very pleasant trip to points in the East.

C. B. Winney, dispatcher, is spending his vacation with relatives and friends in Wisconsin. I sure envy him—his being up there where the pike, muskies and many other game fish abound.

Mrs. J. E. Duran, sons and daughters returned recently from a nice trip to Missouri where they visited relatives and friends. Maybe that is one reason Joe went to Canada—taking advantage of their absence.

J. C. Tewmcy, general clerk in the traffic department, had a little romance August 15th, by eloping with Miss Mary Helen Gough. That is, they started to

elope—going to Dallas, but something got wrong with the flivver they were in and it was necessary that the solemn oath be taken at Handley. Seems they had quite a time getting things lined up at Handley, getting a preacher, etc. "J. C." said he had such an exciting time of it, he didn't know what was happening until he heard the minister say: "I now pronounce you man and wife". He may not have realized what was going on at that time, but we anticipate he will know from now on. It is a great life if you don't weaken, "J. C.", and we all offer our congratulations.

C. C. Mills, safety supervisor from Oklahoma City, was a visitor to our safety first meeting, September 9, and flattered us with the remark that it was the most rousing meeting he had had the pleasure of attending, making mention of the fact that our men in all departments were very much interested.

Clara Mae, daughter of W. C. McFrancis, chief clerk, passenger traffic department, is at home enjoying a nice rest after having spent the summer in Chicago University. Miss McFrancis will return soon to the university for the fall term.

L. C. Wilds, secretary and treasurer, left on the second for points east, where he will visit relatives and friends and enjoy himself at Lake Champlain.

Leda Belle Durrett, secretary to the superintendent of F. L. & D. claims, is spending her vacation at home. If she is situated like some of the rest of us, that is all she has to spend.

C. O. Jackson, assistant general freight and passenger agent, and Mrs. Jackson are attending the convention of the American Association of Traveling Passenger Agents, which is being held in Montreal. From the looks of the program, they will certainly have an exceedingly pleasant trip, as well as an educational one. Strange, though, why there are so many conventions held in Canadian cities.

W. C. Preston, traffic manager, has just returned from a week's vacation.

Mrs. Young, wife of J. D. Young, operator in "FS" office, is visiting in Ohio and Missouri, and evidently is having a good time. John says he is tired of "batching" and ready for her to come home.

C. F. Deike, diversion clerk in the freight traffic department, has sold his home in Everman. Guess he's tired of living in the country. He is building a new bungalow out on the south side. Welcome to our city, Carl!

Wanted: a sweetie. Kathryn Matthews, Mr. Cochran's secretary, says her beau has left the city and is not coming back. Sure is hard luck, after the way he has been rushing her for the last several months.

I understand we have in the general offices certain members who are displaying new fashions in men's hose. Seems that stripes, checks, etc., are prevailing.

Jas. Grace, trainmaster, says if he can corral all his kids at once, he is going to take their picture. There's only eight of 'em. Says if he gets it he is going to give me one for publication.

I think I started something I can't finish. Mr. Rudd says there's nothing doing on his side of that picture. Might be I'll have to call on G. W. Koontz, our division engineer.

If you want to hear a new story, I would suggest you get in touch with either A. S. (Blondie) Metzger at Memphis, or G. W. Koontz at Fort Worth. They seem to be well posted.

While I was in the office of G. E. Littlefair, our general agent, a few days ago, I heard a rumor—far be it from me to mention names, though.

What do you say, we start a contest to see which division or office has the smallest persons employed on the whole system? I'll bet we have both the smallest man (not boy) and girl on the railroad. Course there won't be any prizes offered.

Who do you suppose blew in today? Our old friend, E. M. Fitzgerald, in the same old breezy way. Talk about your gloom chasers, he is it. If we had a few more like him, some of the doctors would have to go out of business. It is the first visit we have had for some time and was quite a treat for both old and new acquaintances. No, he didn't have on the Prince Albert. I forgot to mention him in the list of story-tellers, but anyway, he is in a class by himself.

ACCOUNTING DEPT., FT. WORTH

HENRY KELLER, Reporter

Miss Lena Arterbury, sister of our chief comptometer operator, died September 7. The entire office force offer their sympathy.

We have been having a study in alligatortology or whatever you call it. L. L. Burton, M. of W. timekeeper, received one through the mail. It seemed to be asleep, but there were few who would bother it. He tried to assure us it was perfectly harmless, but we have seen too many pictures of the man-eating type to become very friendly. (P. S.—I am just advised that after reaching home, it was really more harmless than he imagined, it was dead). Oh, what a shame; guess it will go to the dead-letter office now.

A. W. Fagan, who has been connected with the Frisco for a long time, resigned recently. It will sorta be lonesome without old Art and his friendly arguments. Dick Groves will miss him more than anyone, I guess, as it will be election time again, one of these days.

Extra! Extra!

L. P. Barton, traveling auditor, innocently drops in for his pay check. (T'would be a long railway that kept Bart out of Fort Worth on those memorable days.)

As stated in the last issue, Miss Lillian James was in California taking the well-known rest cure. The other day a mighty swish of wind was heard approaching the door and in breezed "Jimmie". She sure wears a broad smile and her eyes have a rather peculiar twinkle. I have not had a personal interview with Miss James, but I have heard that there is someone or something out there that caused a stir in the heretofore dormant heart of her that will eventually lead her back to the land of knickers and motor cars. My motto has been and always will remain: "Where there's a spark of life, there's a flame of hope". Stay in there, gal—it may be yore chance.

For the benefit of those who are not familiar with the territory surrounding Fort Worth, I will state, there is a

hamlet about 32 miles east that has been endeavoring for the past six years to develop a ball team. I have found out from Walter B. Simpson, out head rate man (formerly of Dallas), that as soon as they can get another couple dozen recruits, they are going to show Fort Worth a good time. Well, it's nice to have someone in the world believe in you, isn't it? I cannot say, but I believe Simp will be that one who likes the Dallas ball team. Can't tell, though, Simp may switch to Ft. Worth. Better, if he can't stand to lose.

W. M. Walker stuck his foot into a five-gallon bottle of water the other day and got his feet and socks wet. In the process of drying, three pairs of socks that he had given up for lost began to curl up and peel off. Say, if Collins had laid off the sand caves and tried something like that, he might be in a better shape today.

Nelms L. Owings, chief clerk of the accounting department, recently spent a week's vacation in Kansas City with relatives and friends. He reports a very enjoyable visit; however, after spending thirty years in an office, one does not enjoy being away long at a time, his entire interests are centered upon his home here and the office.

I cannot say whether the girls in this office are a few out of several million or whether they are plain dumb, but I have asked each and every one for a bit of news and they all, of one accord, answered, "We don't know anything". Well, honesty is one thing that I admire, being entirely that way myself and realizing the handicap it is, sometimes.

Edwin Young, Monroe calculating machine operator, recently gave the weaker sex a thrill, all dressed up in his soldier's uniform for the American Legion parade. We saw the parade, Ed, sure did strut his stuff, too.

Joe A. Tomlinson, who has recently become famous in the pugilistic world, is wearing a plaster over the left eye. How come, Joe, that's no business. What? A boil? Old Stuff, Jo Jo, come again.

YARDMASTER'S OFFICE FT. WORTH, TEXAS

O. L. ROBINSON, Reporter

General Yardmaster W. H. Thompson is spending his vacation at home on Hurley Avenue. Switchman Ellis Co-satt is acting yardmaster while Mr. Thompson is off.

Former B. and B. Clerk S. G. Snodgrass was a recent visitor at the yard office.

Conductor G. T. Stubbs and family are spending a vacation in Detroit. (Which reminds the D-Ed. that he

heard another conductor bawl Stubbs out before he left, for taking so many vacations. Said his wife told him every year: "Now just look, the Stubbs' are taking another nice trip this year, and you never will take me!" Which Stubbs indignantly denied, saying he hasn't had but two vacations in ten years, and he broke three ribs to get one of those!

General Yardmaster to Call Boy: "Percy, go down there and tell that 'Hog-head' I want him to turn that 'Jack' in before the 'Hog-law' catches him, and tell that 'Snake' to put the 'Krummy' on that 'South Man'; also tell that 'Car Toad' he can couple up the air while the 'Mud Hop' gets the 'Numbers'."

New Call Boy (groggy): "Say, I didn't sign up to work for no Chinese railroad I'm a 100 per cent Ku Klux American, I am!"

MECHANICAL DEPARTMENT SHERMAN, TEXAS

C. C. JORDAN, Reporter

Busy place around Sherman Shops these days—squaring valves is our second name. River Division better look out.

Big "Safety First" meeting at Fort Worth, September 9—big subject, big crowd and lots of interest. We missed our old friend, Claypool, but we were glad to have Mr. Mills with us. Mr. Mills is the latest addition to Mr. Hudgen's force, and we wish him well.

E. G. Hughett is in the Sherman hospital, convalescing from an appendicitis operation. Last accounts are that he is doing fine. We miss him.

W. A. Morgan, general car foreman, and L. C. Fuller, general foreman, are away on vacation. Hope they got a good rest.

M. B. Case, for many years stationary engineer at the Sherman Shops, attained the age of 70 years on August 30, and was retired on a pension.

"Gene" Inglehart, machinist, has been away for some time with his father, who has been very ill.

John George has been off for several days due to sickness.

Lee Ford, formerly stenographer in this office, now with Superintendent Butler, Southern Division, reports that he is a busy man these days. We hope the scenery along the lines will not affect his workmanship, nor make him forget those he left behind.

Ben Hur, division accountant, was in to see us yesterday. Usual line—busy.

Several of the shop boys who were laid off in the reduction in June are now working on the car side, rebuilding stock cars. Thurston says they are go-getters.

Had the pleasure of showing our plant to our esteemed division editor the other day. Said he did not know we had a shop at Sherman. Remarkable how news gathering will educate a man. The old saying that "Half the world does not know the other half", is true—bring it down to our own railroad; if each of us would try to appreciate what the other fellow has to contend with, there would be less misunderstandings. (D-Ed.'s note:—That goes both ways, old timer. Us hard-working editors are not appreciated near enough by the majority of vox populi. Yeah, I discovered the Sherman Shops. Glad I did. Found out that engines wear asbestos underwear—saw a "Nut Buster"—stared goggle-eyed at a machine that shaves the rims of locomotive wheels as thick deep, reminding me of those Sherman barbers—and peeped into a big blacksmith shop that resembled a vision of Vulcan's fiery workshop—heard the gattling-gun staccato of a hammer which I inadvertently nicknamed a "steam" hammer (and got laughed at)—and met the finest bunch of clean-cut, clear-eyed he-men in the State of Texas. But I haven't figured out yet why there wasn't some "hosses" in that blacksmith shop.)

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Among all the 11,000 Associations, none surpasses ours for safety and high earnings of 9½%. \$5.00 per month accumulates \$1,000.00 in approximately one hundred and twenty months. All loans on Homes \$13.33 per month, per thousand. Assets, One and One-fourth Million.

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STORES DEPARTMENT SHERMAN, TEXAS

I. V. SEWELL, Reporter

Hobert Glascock had the misfortune to lose his Ford in a fire recently. As this is the second car he has lost in a fire, some are growing suspicious, but I guess this will be the last one, as he says his next buy will be a bicycle with a side attachment for his wife.

Jimmie Honaker and family, Carl Alexander, of the mechanical department, and wife, made an overland trip to Paris and Cooper, Texas, Sunday, August 23. They report an excellent trip.

Mrs. A. T. Todd and sons, Jack and Jerry, of Fort Worth, are visiting relatives and friends here. Mr. Todd spent the week end here, September 12.

Mrs. W. H. Bimmerman and daughter, Vanna Marie, wife and daughter of Section Stockman W. H. Bimmerman, returned recently from a visit in Akron, Ohio. They attended the wedding of Harry Bimmerman while away. Harry was at one time employed as a clerk in this office.

The stork visited the home of Mr. and Mrs. K. P. Guin, September 12, and left them a ten-pound girl. Another picture for the baby page soon.

Mr. and Mrs. Jimmie Honaker and daughter, Jimmie Lee spent, Sunday, August 30, in Dallas.

Everyone in this department spent Labor Day in the city, either going to the ball game or the movies. No out-of-town visits were made.

C. V. Montgomery and Loyal McMillan are still here, but they did not do anything to get their names on the roll this month. In fact, news is very scarce around this joint.

LOCAL FREIGHT OFFICE FT. WORTH, TEXAS

REN F. COOKE, Reporter

Cashier Joe Moorman, wife and little son, Warren, returned on the 31st after two weeks' vacation spent in Hot Springs, Ark. They report a very enjoyable time. Joe says he found a good fishing dog—every time the cork sinks, the dog barks.

But his story isn't the best one. Our check clerk, Nugent Law, who has returned from a fishing trip in South Texas, has a dog that saves him hooks and bait, both. The dog has a very sensitive nose and when he smells fish, he dives right in and gets it.

This reporter spent Labor Day in East Texas (D-Bd's note: My gawd! East Texas!), hunting and fishing, but I'm going to tell the truth—I didn't kill a bird or catch a fish.

Garnet Parrett, collector, returned the twelfth, from a two weeks' visit in Canada, and reports a mighty good time.

A party from this office, composed of G. E. Littlefair, general agent, Mr. and Mrs. Chesier and family, Mr. and Mrs. H. A. Granger, Miss Ruby Long, Miss Mabel Dozier, Miss Annette Granger, Miss Myrene Melton, Guy Walters, Eugene Trantham, N. L. Law, and little Mary Francis Granger, enjoyed a fine outing on Labor Day at Camp The Grange on Lake Worth. There were plenty of eats and lemonade by the barrel, games and dancing. G. E. Littlefair won the horseshoe pitching contest and Miss Ruby Long was crowned champion eater.

FRISCO MECHANIC FAMILY NEWS

TELEGRAPH GANG COLD SPRINGS, OKLA.

B. R. DAVIDSON, Reporter

Talk about warm weather. You don't have to tell us about it.

Two of our "grunts" have been transferred. Joe Stomate being transferred to Foreman J. F. Pharris, and Bennie Pierce to Foreman A. Oliver.

L. Langley is spending a short time at home this week.

C. Gaines is taking a short vacation. Lineman Holt and wife are spending a vacation at their home in Paris, Tex.

Lineman B. R. Davidson took a fifteen day vacation in southeast Missouri and came back with a smile. What did she say, chief, yes or no? He hasn't bought the cigars yet—so don't suppose he had very good luck.

Billie Capitand, O. N. Eslick and Elzie Wilson take a little air these warm evenings in Cotton's car.

Foreman E. S. Rip Harris has a new traveling bag, and we wonder if he will use it when he takes his vacation.

Thos. E. Floyd, our straw boss, is to spend his vacation some time soon.

We sure have been going some lately—winding through the Kiawa mountains from Roosevelt. We will be in there until we reach Snyder, Okla.

Would like to see the other gangs start writing for the magazine—make it grow with news.

What we practice is the safety first sign, by using the A. B. C. sign. Always Being Careful and avoid all accidents.

Let's hear from the other gangs—sneak up, gangs, let's see what you have to say.

SPRINGFIELD, MO. SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

Not contented with merely being the largest in membership of any local of the association, Local No. 1 has launched a new drive for members which is expected to bring the shops pretty nearly up to the 100 per cent mark.

The campaign is being worked out along new lines, taking each of the three shops separately because of the large number of men employed and by handling each department individually it is the opinion that better results will be obtained and, too, avoid much confusion as has been the experience heretofore.

The meeting of August 28 was the most successful meeting held during the past summer. There were 26 new members given the obligation and presented with membership cards.

G. W. Moore, assistant superintendent motive power; J. K. Gibson, assistant to superintendent motive power, were present and the local was more than glad to be honored with the presence of two of our officials. Mr. Moore rendered a splendid talk to the 150 present and was very highly commendable. We hope Mr. Moore and Mr. Gibson will visit with us again soon. W. M. Underwood, general chairman F. A. M. C. & C. D. E., pleased the audience with one of his very nice heart-to-heart talks, which was greatly appreciated.

The officers and all members appreciate the very fine co-operation shown by the officials and their supervisors in helping to make the drive for new members a success, as the fine spirit manifested by each one in the three shops is very gratifying.

We hope to hold similar meetings

this fall and winter, as it is getting cooler, boys—so let's each one try to come out to the regular Friday night meetings and bring some other co-worker with you. The local is expecting to arrange for an entertainment, or social of some kind once each month and it is hoped that much good and pleasure will be derived from these monthly social affairs.

The local hopes that the enthusiasm and interest as displayed in this meeting will continue to grow and that we may have a regular attendance each and every Friday night.

L. J. Leysaht, superintendent of south shops, and James Miscampbell, night supervisor of roundhouse, are on the job again after their vacations, which were spent in the best place in the world to spend a vacation—in southeast Missouri and northwest Arkansas—where at this time of the year watermelons, peaches, apples, fried chicken and everything else good to eat is plentiful, with fishing and swimming at its best. It's small wonder that they are steppin' round, full-o-pep.

James Rutledge, blacksmith, is visiting his brother, John, whom he had not seen for twenty years.

We are sorry to report that Vernon, the young son of Harry Brown, chief clerk to Mr. Leysaht, is still critically ill after more than two months' suffering with typhoid fever and nervous trouble. The little fellow is at present confined in a local hospital. A speedy recovery is the wish of everyone.

Mr. Delo, yard foreman, and Uncle Jim Bence, boss of the angle bar bunch, have left for a two weeks rest; in fact everyone who can get away is doing so. We don't blame them, as it is pretty warm.

V. V. Chapman, machinist, has been appointed roundhouse committeeman in place of Virgil Johnson, who has transferred to the reclamation plant.

Our boiler force is not claiming any new records, but we do claim that three members of the force were going some when they recently removed thirty-two defective radial stays and replaced them with new ones on a 1500 class engine. The whole job was done in thirteen hours. The three men who made this record were, George Hubbard, boiler-welder; Alvin McVey and "Rabbit" Siler, boilermaker and helper respectively.

Mr. and Mrs. H. E. Wilson and Mr. and Mrs. C. H. Bearden spent a very enjoyable Sunday afternoon recently picnicing at and exploring Crystal Cave. Plenty of good eats, which "Clayde" enjoyed for he is always hungry.

Blacksmith Edward Davis has left for Washington to visit an uncle. Have a good time, Ed.

Ernest Jones, machinist, roundhouse, had the misfortune of losing his car, a Hudson super six, by being burned

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FORMERLY FRISCO MAN

FRANK W. DAVIS

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FT. SCOTT

up several days ago. Sparks from a nearby trash fire ignited the garage. Both garage and car were a total loss, only partly covered by insurance.

John Antrikin, roundhouse, is back on the job again after some time off on account of sickness.

The first gun of the hunting season has been fired. In this case though the gun was "rocks". Jess Land, of the coach shop has returned from a hunting trip to Idaho, where he says prairie chickens are so thick that all one needs to kill them is rocks. Jess also says that fishing is so common as to hardly be mentioned; that they are so thick in the streams that they rub the scales off of each other and in many places they cause the rivers to overflow the banks.

Chas. Wolfe, also of the coach shops, was so stirred up over this hunting story that he has gone to try his hand. We are anxiously awaiting Wolfe's return before we believe all of this, for we know that Charley tells the truth, ALWAYS.

We have been wondering why H. E. Wilson, of the blacksmith shop, seems so lonesome lately, but have just found out that Mrs. Wilson and daughter Margaret Jane are away visiting relatives and friends at Ozark, Mo. Mrs. Wilson was formerly Anna Hays, of Ozark.

Much favorable comment is being heard around the south shops in regard to our group insurance, especially since we are receiving our dividend checks, which shows that we are securing excellent protection at a most reasonable rate. At present several of our new members are enrolling and we have high hopes of attaining our goal, which is 100 per cent.

Ralph Eastman, coach carpenter, is back on the job again, after some time off on account of sickness.

NORTH ROUNDHOUSE SPRINGFIELD

RAY A. SALSAMAN, Reporter

O. L. Pence, sheet metal worker, nights, is spending a few days on his farm looking over the crops and state highways. He reports corn, wheat and everything doing fine, and commented on the good roads, however, he did say crops needed rain.

Chief Andrews, stoker man nights, is the snake charmer at North Springfield, and at this writing he is somewhere in Kansas looking for snakes. How many did you catch, "Chief", how come?

Virgil West, night inspector, has been off a few days sick. The boys wish for his speedy recovery and that he will be back on the job soon—good luck, Virgil.

H. P. Bromley, night foreman, reports that someone or ones' sure did enjoy themselves eating watermelon in his Chevrolet car, as the party left the remains for his disposition as he saw fit. You should never mind a minor joke like that, H. P.

Roy O. Salsaman, air man, reports someone made a great effort in splicing and cutting wires, trying to make his "Hup" function, but they failed to cut the rattle.

G. W. Rader, machinist, is still on the sick list. Last report was that Brother Rader was improving very nicely. We hope that it will not be long until Brother Rader can be with us again as of old.

S. S. —, machinist 3rd class, presented the boys with a good cigar—best wishes, Mr. and Mrs.

"Cotton" Whitenworth, boiler-maker third class, will soon be strutting around in a new 1926 model Ford. Say, "Cotton", what did you do with the old one?

Mr. McBride, boiler-maker second class, has ordered a new model Ford—come and take us for a ride Mc. and we will go to a ball game—I'll buy the gas and oil.

E. H. Day, air man, has a new model Chevrolet touring car.

Mr. and Mrs. O. Gray have a big boy, weight 5½ pounds, mother and son doing nicely. Congratulations from the boys here in the roundhouse.

We will have a picture of the famous north side Frisco ball club for next month, also some reports of games. The north side club will play the Frisco White Sox if they get up nerve to match us again.

The picture of W. J. Foley, master mechanic western division, Enid, sure looks good. Mr. Foley has many friends over the system that know his smile as well as I do. Good luck, Mr. Foley, have you found your passes and pocketbook lost in California last year?

J. D. Knox, night foreman, asks the following information: "Has anyone found a nice, good—no good yellow brown white dog. If found, wash and return and receive a reward."

TELEGRAPH LINE GANG CAMP No. 83—RITCHEY, MO.

J. E. NUSSBAUM, Reporter

Hello, on-line gangs, how do you like this for hot weather? I hope the thermometer does not break. It is so hot here in Southwest Missouri, that some of the boys are afraid the insulators are going to melt off the cross arms.

Lineman Lynn McKinney left September 1 on a thirty-day leave of absence to make a trip to Miami, Fla. Hope Lynn does not get too close to the water.

Lineman J. H. Thompson left for a week at his home in Pierce City, Mo. Mr. Thompson is having hard luck at his home. He reports that his daughter has typhoid fever, however, she is doing as well as could be expected.

Russell Reed reported back for work September 14, after being on the sick list for about ten days at his home in Richland, Mo. He came back smiling and just as full of funny jokes as ever.

This is the busy section down here on the southwestern division from Pierce City to Ritchey. Besides the line gang there is a bridge gang and a concrete gang working along the main line. The Frisco is certainly making big improvements and repairs to the line.

This is the DUSTLESS WAY, as the Frisco began oiling the roadbed down here on September sixteenth.

TAKE CARE OF ME!

You had better take good care of me. Perhaps you don't think much of me at times, but if you were to wake up some morning and realize you did not have me, you would start that day with an uneasy feeling.

From me you get food, clothing, shelter and such luxuries as you enjoy.

If you want me to, I'll get you an eight-cylinder automobile and a beautiful home.

But I am exacting. I am a jealous mistress. Sometimes you appear hardly to appreciate me at all—you make slighting remarks about me and neglect me.

Considering the fact that you need me not only for the material things of life, but spiritually as well, I wonder that you slight me as you do at times.

What if I should get away from you? Your happiness would flee, for a time at least, and your friends would wonder what sort of fellow you were, and your wife would worry and your bank account would dwindle.

So, after all, I am pretty important to you. Cherish me—take good care of me and I will take good care of you. You ask who I am? I am your job.

—Union Pacific Magazine.

HOW ABOUT YOU?

When Abraham Lincoln was a young man he ran for the legislature of Illinois and was badly swamped. He next entered business—failed—and spent seventeen years of his life paying up the debts of a worthless partner.

He was in love with a beautiful woman to whom he became engaged—and then she died.

Entering politics again he ran for Congress and was badly defeated. He then tried for an appointment in the United States Land Office, but failed. After this he became a candidate for the United States Senate and was defeated.

In 1856 he became a candidate for the vice-presidency, but lost the race. In 1858 he was once more defeated, this time by Douglas. In the face of all this, he eventually became one of the country's greatest men, if not the greatest.

How would you stand in face of such setbacks? Think it over.

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Transportation Problem 4300 Years Ago

BACK in the days when Abraham was living in the land of the Canaanites, some time before he left the City of Ur (recently become better known because of its frequent appearance in cross word puzzles), there was a king of Babylonia who caused the laws of his country to be gathered together and published so that his people might know what was required of them.

Too Many Laws Even Then

Even at that early time there were an amazing lot of laws, which were the outgrowth of long established custom, for Babylonia was already old. The laws covered the most minute detail of the daily life of the Babylonians and since they were great traders and since trade and transportation have gone hand in hand since the beginning of time it is not altogether surprising to find that the Code of Khammurabi contained pretty complete laws regulating the caravans and ships which carried on Babylonia's commerce with the rest of the world.

Early Bills of Lading and Receipts

Bills of lading were issued by the carriers when they received a consignment of goods. Receipts were demanded when the goods were delivered. The carrier took all responsibility for the value of the shipment and usually demanded payment in advance. In all probability there were fixed charges for carrying certain kinds of goods to specified points. When goods were stored, especially in the case of grain, one sixtieth was paid to the warehouseman, who assumed all risk, paid double for all shortage but was not responsible unless he had given a properly witnessed receipt.

Wages and Rates

The wages to be paid to the crews of ships, and the hire of the ships themselves, were fixed by law, as was also the price of building ships. The builder was required to guarantee the seaworthiness of his ships for one year. When goods were shipped by water the captain was responsible both for his ship and freight. If he lost one or both he had to pay the full value. If, after being wrecked, he refloated his vessel, he had to pay its full value for having sunk it.

Strict Enforcement

In short the Code of Khammurabi regulated the carriers of that day with all the vigor and power exercised by our present Interstate Commerce Commission, Federal Labor Board and Public Service Commissions of the various States. It is pretty safe to say, too, that the carriers complied with the law as strictly then as now for there was plenty of precedent in the law for lopping off an offender's hand or ear, making him a slave or hanging him at the first convenient tree.

Private Property

While there were demagogues even at that time, happily for the Babylonian carriers, the modern vote-swapping, wire-pulling politician had not been invented, and the law was based upon custom and experience. Likewise the carriers were privately owned and there was a high regard for property rights. The necessity for good transportation to carry on the extensive commerce and trade of the country was recognized and the merchants and other business men were owners of ships and caravans.

Nothing New Under the Sun

All of this, remember, was some 4300 years or more ago and the customs, as written into the law, were already ages old. So after all there's nothing new under the sun about regulation of common carriers. *Most progressive railroad men agree that some form of railroad regulation is as necessary for the protection of the railroads as for the protection of the public. They know, however, that such regulation must be based upon well established economic facts and not upon the untried and radical theories of politicians who know nothing of trade or transportation.*

The Code of Khammurabi provided that if an unskilled physician caused loss of life or limb his own hands should be cut off. No doubt there would have been fewer attempts on the part of some of our present day legislative physicians to cure the railroads of imaginary ills in the past few years if they had been subjected to such a law.

Ed. Adv.

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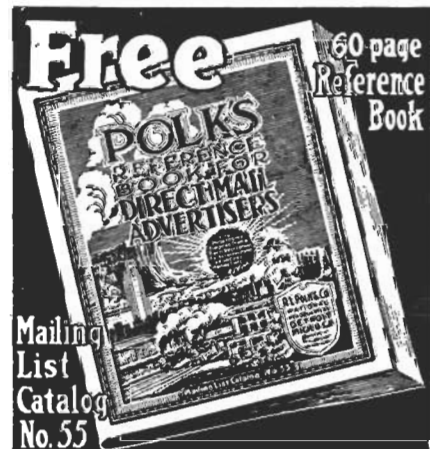
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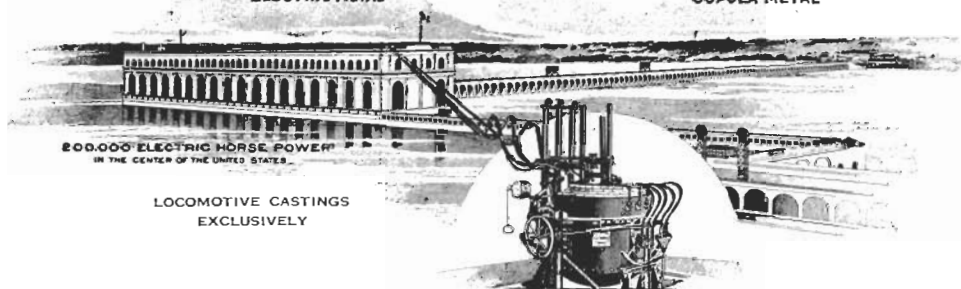
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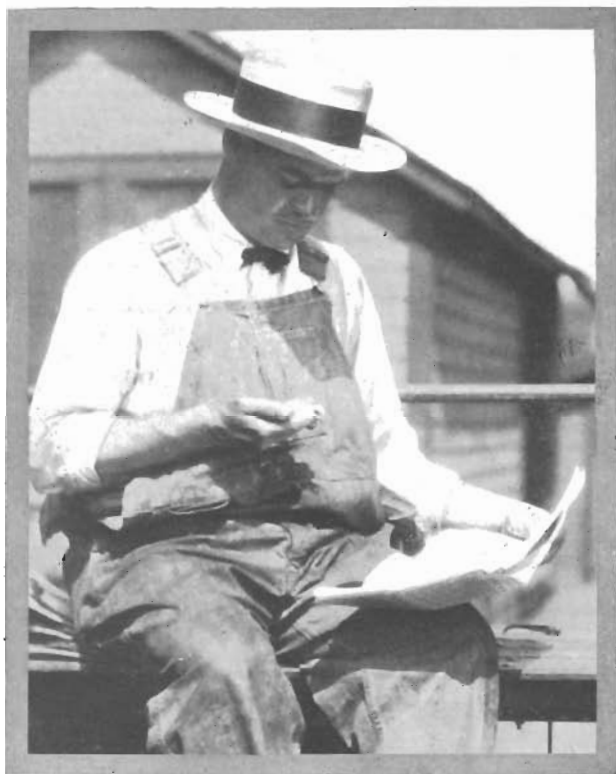
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