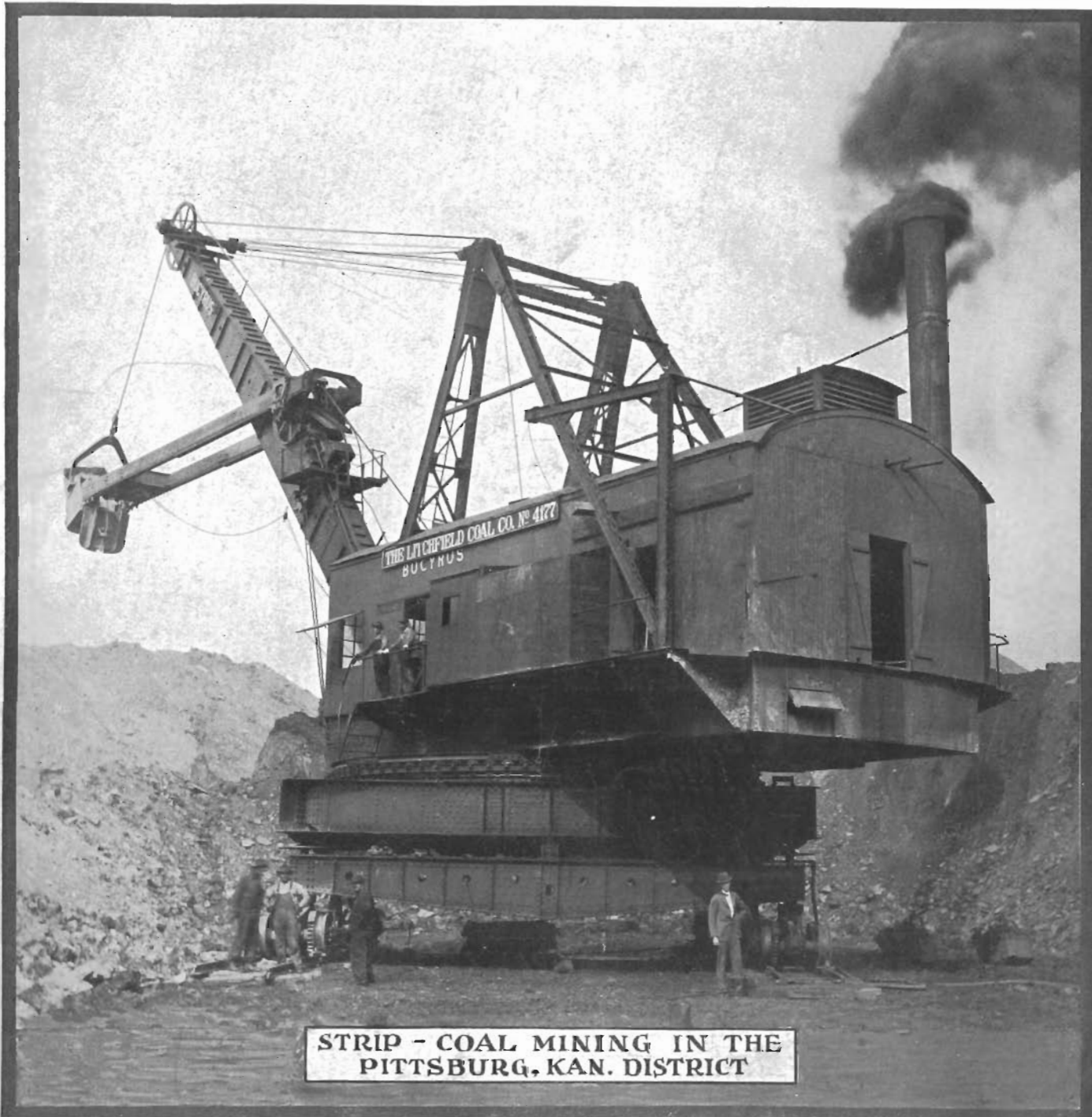


APR 22 1925


# THE FRISCO EMPLOYEES' MAGAZINE

VOL. II No. 6

MARCH 1925



STRIP - COAL MINING IN THE  
PITTSBURG, KAN. DISTRICT



"The Olympian, famous transcontinental train of the  
Chicago, Milwaukee & St. Paul Railway on the west slope  
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**T**HE BUNN SPECIAL is unsurpassed  
for time-keeping qualities. Can be had  
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# FREE!

Both 10-Piece White Kitchen Set & 9-Piece Enamel Canister Set



Wonderful 32-Piece Aluminum Set consists of 2 Bread Pans; Doughnut Cutter; 2 Loose Bottom Jelly Cake Pans; Combination Teakettle and Rice Boiler with lid; Saucepan Set with lid; Dipper; Colander; Measuring Cup; Percolator; 2 Pie Pans; Castor Set (4 pieces); Tea or Coffee Strainer; Fry Pan; also Cooker Set of 5 pieces, making 11 separate utensil combinations, as follows: Preserving Kettle; Convex Kettle; Combination Cooker; Casserole; Pudding Pan; Tubed Cake Pan; Colander; Roaster; Corn Popper; Steamer Set; Double Boiler.

Guaranteed for life

## Only \$1 Brings Complete 32-Piece Aluminum Set

Just mail the coupon with \$1 and Hartman, the Largest Home Furnishing Concern in the World, will send you this splendid complete 32-Piece Aluminum Cooking Set, and with it absolutely FREE the 10-Piece Combination Kitchen Set and handy 9-Piece Canister Set described at right. Use all three sets 30 days on Free Trial, and

if not more than satisfied, send them back and we will refund your \$1 and pay transportation charges both ways. If you keep them, pay only for Aluminum Set, a little each month. Keep both the Kitchen Set and Canister Set as gifts from Hartman.

### FREE 10-Piece Kitchen Set and 9-Pc. Canister Set

Both sets free with Aluminum Set. Kitchen Set includes: Potato Masher, Mixing Spoon, Measuring Spoon, Ice Pick, Egg and Cream Beater, Can Opener, Vegetable and Pan Brush, Fork, Egg and Cake Turner, Wall Rack. All have white enameled handles and hang on wall rack. Canister Set includes: Large containers for Tea, Coffee and Sugar, small containers for Pepper, Cinnamon, Allspice, Nutmeg, Cloves and Ginger, all enameled in colors with black lettering designating contents. Offer limited.

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**Free Gifts** This book explains how to get glassware, dishes, silverware, jewelry, table linens, etc., FREE with purchases. Postal brings this big free catalog.

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This offer proves that Hartman gives the world's most liberal terms and the world's greatest values in dependable merchandise. Send only \$1 now and that will be your first payment on the Aluminum Set. Then, if after 30 days' trial you decide to keep it, take nearly a year to pay for the Aluminum Set only—a little every month. Pay nothing for the Kitchen Set or Canister Set at any time. Offer is limited. Mail the coupon NOW, while you can get these wonderful Free Gifts.

Order by No. 417GMA14.  
Price for Aluminum Set, \$18.95.  
Send \$1 with order.  
Balance \$2 monthly.  
10-Piece Kitchen Set and 9-Piece Canister Set are FREE.

Just Pin a Dollar Bill to Coupon—Mail Today.

**HARTMAN FURNITURE & CARPET CO.**  
Dept. 7250 Chicago, Ill.

I enclose \$1. Send the 32-Piece Complete Aluminum Cooking Set No. 417GMA14, Price \$18.95,

and with it the 10-Piece Kitchen Set and 9-Piece Canister Set absolutely FREE. I am to pay nothing further for goods on arrival—only the small freight charges. I am to have 30 days' free trial. If satisfied, I will send you \$2.00 monthly until full price of Cooking Set, \$18.95, is paid. Will pay nothing at any time for the 10-Piece Kitchen Set and 9-Piece Canister Set. Title remains with you until paid in full. If not satisfied after 30 days' free trial, I will ship all goods back and you will refund my \$1 and pay transportation charges both ways.

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

**HARTMAN FURNITURE & CARPET CO.**  
Dept. 7250 Copyright, 1925, by HARTMAN'S, Chicago CHICAGO  
Largest Home Furnishing Concern in the World



# Lee Overalls



**T**HOUSANDS of railroad men are wearing Lee Overalls, because they *know* the extra-long wear, good workmanship and solid comfort of this quality work garment—made by the largest work garment manufacturer in the world. Lee Overalls are Union made and quality-built—close-woven, hard finish, long staple cotton fabric, jeweler's brass rustproof buttons, lined hip pockets, reinforced strain points—fully guaranteed to give complete satisfaction. Ask your dealer for a pair of Lee Overalls. Slip into them and notice the many special features not found on ordinary overalls. Then you will know why they are the world's standard overalls. But be sure to demand the genuine Lee Blue Ribbon garment—Look for Lee on the buttons.



**THE H. D. LEE MERCANTILE COMPANY**  
Kansas City, Mo.

Trenton, N. J.  
Minneapolis, Minn.

South Bend, Ind.  
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Lee Work Shirts are roll cut—especially popular with b/g men. Made from a special pattern, they are properly proportioned to give the fullest comfort and fit. Guaranteed, of course.

Lee Union-Alls are the same as Lee Overalls in quality of materials and workmanship. Many prefer the one-piece garment—and in Lee Union-Alls you get the original and genuine one-piece work suit.



# THE FRISCO EMPLOYEES' MAGAZINE

645 FRISCO BUILDING :: ST. LOUIS

Edited by FLOYD L. BELL  
MARTHA C. MOORE, Associate Editor

VOL. II

MARCH, 1925

No. 6

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### THE FRISCO EMPLOYEES' MAGAZINE

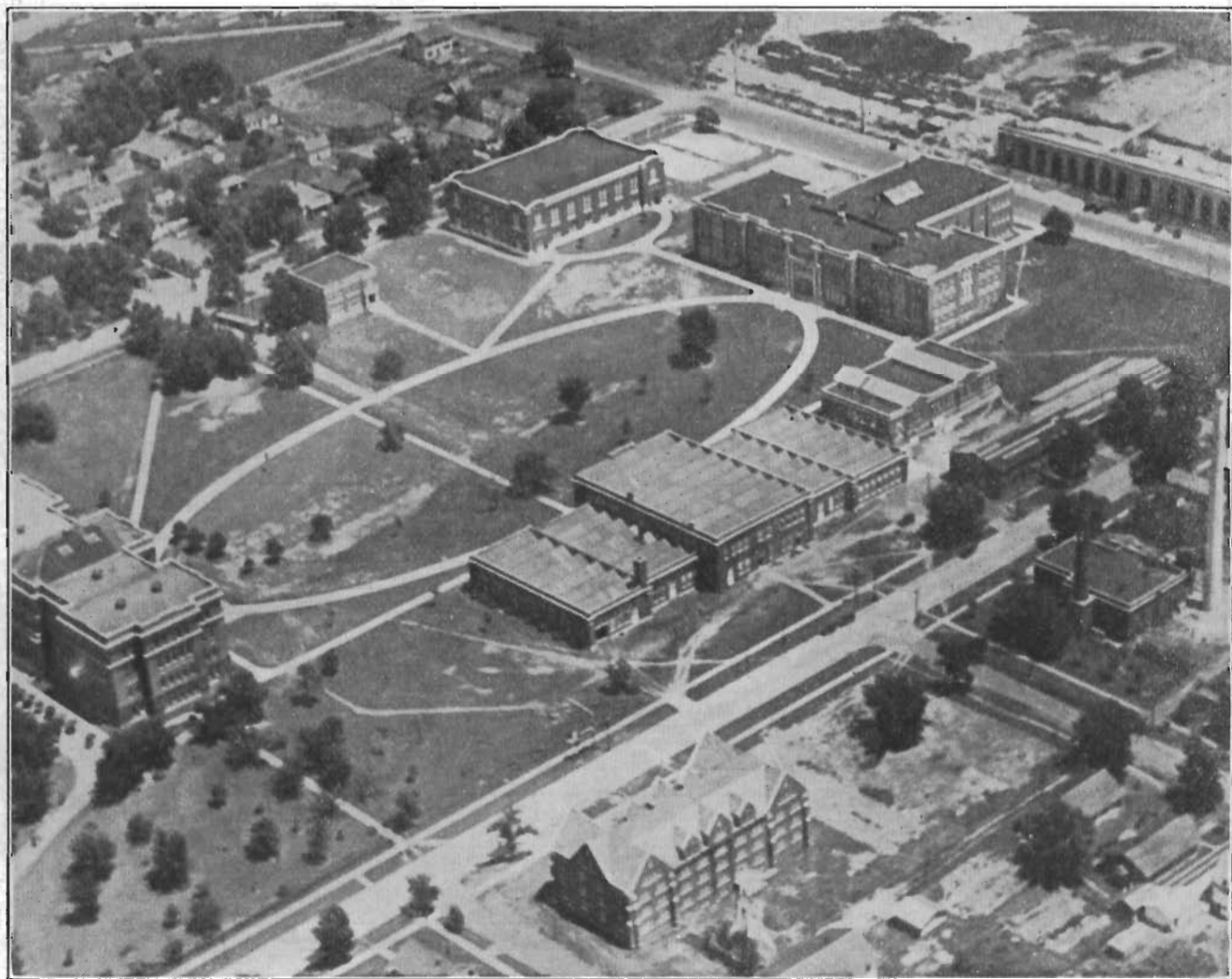
The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 25,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employees and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired. All cartoons and drawings must be in black India drawing ink.

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

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

# Pittsburg, Kansas

Where Initiative  
and Energy Blend



By FORD HARPER, Secretary, Chamber of Commerce

**P**ITTSBURG is a city of more than 22,000 inhabitants, situated in the heart of the Southeastern Kansas coal fields. It is engaged in coal mining, which is carried on with deep shafts and immense steam shovels, some of which are the largest in the world.

The clay industry is represented by vitrified brick works, a pottery plant and a tile plant. Just recently a new roofing tile plant has located at Pittsburg. The clay found in this vicinity and used by these concerns is the best in the United States.

The city itself has many beautiful homes, sixty-two miles of paved streets, one and one-half miles of white way, beautiful churches, a good Y. M. C. A. and two parks. Lincoln Park is one of the largest in the state and one of the most modernly equipped.

Pittsburg is the metropolis of a thickly-populated section of Southeastern Kansas and Southwestern Missouri, which produces more material wealth than probably any like area in the world. One hundred and fifty thousand people live within a radius of 23 miles and within this radius are located the richest lead and zinc mines in the world, the immense deposits of coal and valuable clay already referred to, and thousands of acres of fertile agricultural land.

Four railroads and one hundred and two miles of interurban electric lines afford excellent transportation facilities between Pittsburg and the numerous other cities and towns in the district.

Crawford County, in which Pittsburg is located, is



J. A. GIBSON, President, Chamber of Commerce



FORD HARPER, Secretary, Chamber of Commerce

one of the leading counties in the state in hard-surfaced roads.

Pittsburg is close to the great natural gas fields of Kansas and Oklahoma and enjoys the advantage of cheap gas.

Few cities in the country can offer the combination of cheap coal, cheap gas, excellent transportation facilities, large local markets, and other advantages which Pittsburg offers to a prospective manufacturer. A payroll of \$2,000,000 per month indicates to what extent these resources have already been taken advantage of, but there is plenty of room for more. The clay working industry in particular offers alluring inducements. Thousands of tons of this material have already been uncovered and it is easily accessible.

This article would hardly be complete without mention that Pittsburg is the home of the Kansas State Teachers' College and Pittsburg also prides herself on her local public school system.

Following this article is a survey of Pittsburg just recently made, also a statement of many facts and many statistics are given that will be of interest to anyone reading of Pittsburg:

The population of Pittsburg at the opening of 1925, five years after the last decennial census, is 22,023, an increase of 3,971, or 22.0 per cent, over the 18,052 given in the United States enumeration.

Characteristics of the Pittsburg population are:

	1920 Census	1925 Survey
Population .....	18,052	22,023
Males .....	9,068	11,063
Females .....	8,984	10,960
Persons over 21 .....	10,942	13,349
Males .....	5,342	6,761
Females .....	5,400	6,588
Dwellings .....	4,333	5,286
Families .....	4,652	5,675

The survey is based on statistics from local sources, giving comparative figures for the close of 1919 (immediately before the 1920 census), and for the close of 1924, as summarized below:

Report of Superintendent of Schools M. M. Rose, of public school enrollment of 3,701 at the close of 1919, and 4,726 at the close of 1924, an increase of 1,025 or 27.7 per cent.

School age census of 5,465 at the close of 1919, and 5,926 at the close of 1924, an increase of 461, or 8.5 per cent.

Report of W. J. Lapworth, superintendent of the city department of water supply, of 5,055 domestic water services in the city at the close of 1919, and 6,153 at the close of 1924, an increase of 1,098, or 21.7 per cent.



Report of Postmaster of 22,000 persons served through the Pittsburg post office at the close of 1924, an increase of 2,000 over the close of 1919.

Report of the Southwestern Bell Telephone Company of 1,805 residential telephones in the city at the close of 1919, and 3,238 at the close of 1924, an increase of 1,433, or 80 per cent.

The survey, with definitely ascertained figures of increase, is not to be classed with estimates announced from year to year on the assumption that the city's growth since 1920 has been at the identical rate of the period of 1910 to 1920.

## VITAL STATISTICS OF PITTSBURG

### Census

Pittsburg has a metropolitan population of 27,000 people.

Pittsburg has within the city limits a population of 22,023 people.

Pittsburg is growing at the rate of 14.5 per cent.

Pittsburg has a trade territory of 150,000 people.

Pittsburg has a trade area of 6 square miles.

### Industrial

Pittsburg is the heart of "The Kansas Coal Fields."

Pittsburg has 74 manufacturing enterprises.

Pittsburg industrial plants obtain low electric rates. Pittsburg has a gas rate of 70 cents per 1,000 feet. Pittsburg has a water rate graduated according to consumption as follows:

25 cents per 1,000 gallons up to 100,000 gallons.

22 cents per 1,000 gallons for next 50,000 gallons.

19 cents per 1,000 gallons for next 150,000 gallons.

15 cents per 1,000 gallons for next 150,000 gallons.

13 cents per 1,000 gallons for next 450,000 gallons or more.

Pittsburg has telephone rates as follows:

Residence, \$1.75 and \$2.00; business, \$3.50.

### Educational

Pittsburg has 9 public schools, 4,726 scholars and some private and parochial schools.

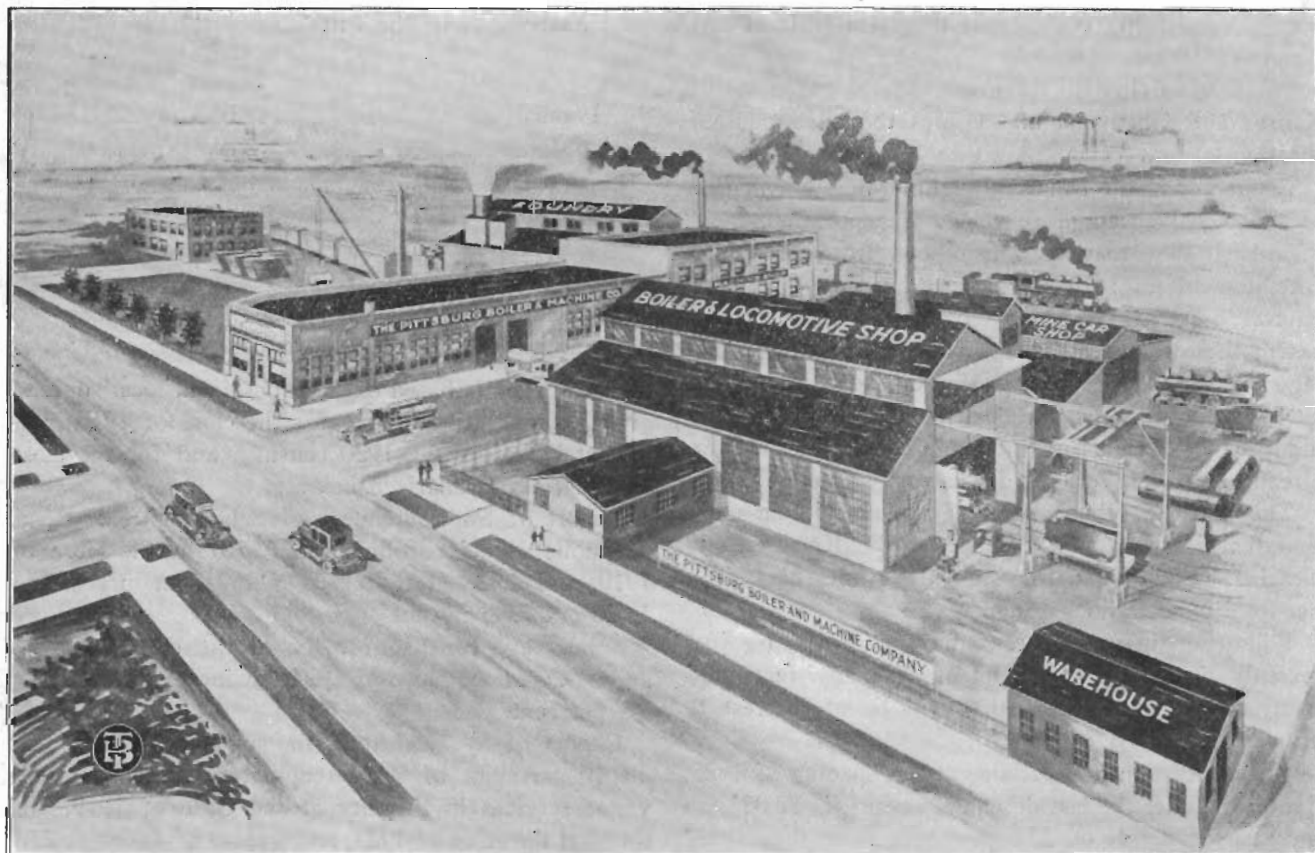
Pittsburg has the Kansas State Teachers' College, with an annual enrollment of 4,500.

Pittsburg has a business college and an auto school.

### Financial

Pittsburg has 14 financial institutions; monthly bank clearings, 1922, were \$2,684,870; deposits were \$7,000,733.

Banks, at close of 1924, show a most healthy condition.



THE PITTSBURG BOILER AND MACHINE COMPANY



## Municipal

Pittsburg is governed by a commission form of government—mayor and four commissioners.

Pittsburg has a motorized fire department.

Pittsburg has an assessed valuation of \$19,474,695.

Pittsburg's annual budget is \$225,000.

Pittsburg's tax rate for 1924 is as follows:

Assessed valuation.....	\$19,474,695
City tax rate.....	11.375
School tax rate.....	16.
County tax rate.....	7.85
Total rate (including state tax, 2.3075 mills) .....	37.5325

## Climate

Pittsburg has a climate both mild and healthful.

Pittsburg's summer heat is not excessive and the periods of hot weather usually are of moderate duration.

Pittsburg's annual snowfall is light.

Pittsburg's precipitation is well distributed throughout the year.

Pittsburg's heaviest rainfalls occur during the spring and summer, when most needed by growing crops.

Pittsburg's first killing frost generally occurs about November 1 and the last, April 10.

The prevailing direction of the wind is from the South. The average velocity is 10 miles per hour.

## Geographical

Pittsburg is one hundred and thirty miles south of Kansas City.

Topography—The surface is generally level, rising slightly toward the North, with a slight decline toward the South. All grades are easy.

In closing this resume on Pittsburg, the writer would like to stress two further outstanding features:

In the past year of rather trying economic conditions, Pittsburg is outstanding in the State of Kansas in the least number of business failures. The State of Kansas is one of the outstanding states in the Middle West in the least number of business failures. In other words, this conclusion can be made. Kansas perhaps has suffered some in the past year, but she has withstood the shock in better shape than many neighboring states. Then, locally, **Pittsburg has suffered some**, but a survey of the **bankruptcy courts will prove that Pittsburg is standing better than many of**

her neighbors. This is not said to make our neighbors feel badly, in fact, they should be happy in the fact that we have been able to hold up our end.

For 1925, Pittsburg and the State of Kansas will undoubtedly do better. We anticipate that a similar comparison one year hence will show this section of the country, as well as others, on an upward plane.



FRISCO YARDS—PITTSBURG, KANS.

### W. G. WOLFE SAYS—

"Pittsburg is the garden spot of Kansas. I love Pittsburg and all that it means to me."

### 14 FINANCIAL INSTITUTIONS

In Pittsburg's proud possession of 14 financial institutions is found a criterion of its prosperity.

# When This Woman Holds Up Her Right Hand, Everybody in That Vicinity Stops

**"STOP!"** All she has to do is raise her right hand, step before a car or a pedestrian and say, "Stop!" They stop. Perhaps it is because it means life to them if they do, for she happens to be a flagwoman and has charge of the crossing at Twenty-first Street, West Tulsa.

Mrs. Florence Newman has been in the service of the Frisco six years—beginning her service after her son and chief support went to war. A middle aged woman, with a pleasing voice, clear dark eyes, the possessor of a happy disposition, and she enjoys clean



MRS. FLORENCE NEWMAN

humor. This latter characteristic is more clearly exemplified by the following story which she tells of herself:

Several months ago when hi-jacking and holdups

had become quite common in and near West Tulsa, the police, in order to stamp out crime, made it their duty to question all strangers or anyone else on the streets at unusual hours. Circumstances required Mrs. Newman to be out rather late one night and in returning home she had to pass near two policemen.

"Who is that woman?" inquired one policeman.

"Oh, she's all right," drawled the other officer, his voice carrying audibly in the night air. "Let her go, she's just the flagwoman!"

The compensation derived from being a flagwoman, Mrs. Newman avers, has become a necessary adjunct to her financial welfare, even though the occupation is not one usually followed by the feminine sex. She is paying for a home in West Tulsa, besides meeting the expenses of her daughter who is attending business college. These assumed obligations, together with other necessary expenses, serve as a constant drain on the coffers of the household, and it is a hard matter to get ahead, and there is no likelihood of her voluntarily seeking more gentle work in the near future.

Most people, according to Mrs. Newman, are inclined to be careful at railroad crossings. There is a small minority, however, that is ever ready to disregard warnings and often near physical restraint is necessary to keep them from walking into the path of approaching trains.

The most troublesome of this class is the person who realizes danger is lurking, yet refuses to accept advice or warning from anyone. They work under the old adage that a wise man needs no advice and a fool will not take it.

There is also the impatient element that get in a hurry. They assume the railroad has no particular claim to the right-of-way, and will rush blindly in, in an effort to beat the train across, even though by a hair's breadth.

Another class is the person, usually a former railroad employe, who feels that he is sufficiently familiar with railroad rules and train schedules not to need any warning. He will look at his watch and reason that all regular trains have passed and any subsequent "stop signal" is meant to cover switch movements which will not extend up to the crossing. With this in mind he saunters merrily on, often to his sorrow.

"I always do my best to prevent accidents, and save the life of those who persist in disobeying the signals," said Mrs. Newman, as she gave a sharp blast of her whistle and hastened in position to announce the approach of another train.

# What's In A Name? Todd Tells How Some Frisco Towns Gained Theirs

By D. M. TODD

THE writer began his railroad career as an office boy in the car accountant's office of the old Kansas City, Ft. Scott and Memphis Line, July 15, 1889, with L. W. Towne, car accountant and claim agent, and J. H. Ashley, chief clerk (later car service agent).

At that time most of the officials of the K. C. F. S. & M. had been associated with the road since the beginning of its operation, which dated back into the early eighties.

As towns sprung into existence, quite a number of them were named for officials and directors. Kansas City was the headquarters of the general offices.

From conversations with "old timers," I was informed of the origin of the names of some of the towns which still appear on the Frisco map, some of them having developed more commercial importance than others in the progress of the railroad.

The K. C. F. S. & M. officials rather took a delight in giving names to some of these towns in honor of the men who built and operated the road.

Starting out of Kansas City, the town of *Merriam*, Kansas, was named after Charles Merriam of Boston, a director of the road. A popular park stood for years one mile south of Merriam, named Merriam Park, located exactly at Mile Post 9, the landmark of which still survives and appears on the east side of the track, recognized by a patch of grassless ground over which stood a former pavilion marking the entrance to the park. The park was peculiarly associated with the Memphis Line which was the only transportation means in those days of reaching it.

Further south at Mile Post 41, we find *Dana*, named for I. P. Dana, former attorney of the K. C. F. S. & M.

On the Rich Hill Branch is *Sprague*, named for the former superintendent of telegraph, H. C. Sprague.

Between Ft. Scott and Springfield, the towns of *Lockwood* and *Dumbeck* appear, one of these named for the former general passenger agent; the other for a former general freight agent.

Between Springfield and Thayer appear *Fordland*, named after the late J. S. Ford, comptroller and later auditor of the C. & E. I., and *Sargent*, former general freight agent; also *Dunn*, former cashier and paymaster, and *Diggins*, a former superintendent of that division.

*Thayer*, the terminal, was named after Nathaniel Thayer, a stockholder of Boston.

On the Current River Branch we have *Montier*, named after A. N. Montier, mechanical superintendent.

On the K. C. C. & S., now the Osceola Sub, are the towns of *Winchell* and *Aldrich*; the former for B. L. Winchell, president and the latter for J. H. Aldrich, cashier.

South of Thayer are *Fickinger* and *Nettleton*, the former named for a superintendent of that division, and the latter for the greatly honored and revered Geo. H. Nettleton, who from the beginning of the railroad organization until his death in 1896 was president and general manager of the property.

*Pratt City*, on the south end, was named after Wallace Pratt, the general solicitor, a great companion of Geo. H. Nettleton.

In the Kansas City Times, on the editorial sheet each day, appears a column entitled, "Kansas City 40 Years Ago," and in that column frequent references are made to most of the men formerly associated with the K. C. F. S. & M.

On the original site of the town of *Koshkonong* appears the once solitary residence of R. R. Hammond, general superintendent. The name of Koshkonong was given to the place by the Hitt family, who purchased the Hammond estate. The town was named after the old family home by the side of Lake Koshkonong in Wisconsin.

In some instances, local peculiarities surround the town name. I was told by an old resident of *Ravenden*, Arkansas, that that town derived its name through the fact that at some springs located ten miles north in the cleft of some rocks forming a cave-like recess in the side of the hills, large flocks of ravens at one time assembled, and the place was called Ravensden (den of ravens).

The town of *Peculiar* on the High Line (formerly known as the Blair Line) received its name by some of the settlers writing to Governor Marmaduke and asking him to name the new town, and suggesting that he give it some "peculiar" name. In his reply, he said to them: "Why not call it Peculiar?"

## MORE BABY PICTURES

And now we again need photographs of Frisco Babies. Be sure the photograph is distinct.

# FRED DEICKE RETIRES AFTER 45 YEARS; EVERETT G. BAKER SUCCEEDS HIM

**F**ORTY-FIVE years a soldier; now snappily clicking heels together and obeying orders of superior officers; now giving commands with a smile which always removed the "sting." And always—whether receiving or giving—giving his best to the organization he loves—the Frisco.

That is the record of Fred J. Deicke, who retired as division passenger agent in St. Louis on January 1 of this year, being succeeded by E. G. Baker, until then district passenger agent in Chicago for the Frisco Lines.

A soldier of the commercial world and just as unserving in his patriotic devotion and duty as any man who ever wore the olive drab of field service.

On December 27 there was issued from the office of John N. Cornatzar, passenger traffic manager, over the signature of J. W. Nourse, general passenger agent, the following notice:



Fred J. Deicke and Daughter

"Effective January 1, 1925, Mr. E. G. Baker is appointed division passenger agent at Saint Louis, vice Mr. F. J. Deicke, retired after forty-five years of continuous service with this company, marked by conspicuous loyalty and integrity. It is with regret and reluctance that we defer to his request for relief from active duty."

Owing to impaired health, Mr. Deicke found it advisable to forsake the fields of active duty where he had served so long and so faithfully and to retire to the quiet and peacefulness of a well-earned rest.

Mr. Deicke, born in New Orleans in 1864, entered the service of the Frisco at St. Louis in November, 1879, at the age of 15, as a messenger in the Land Department. From November 1879 to December 31, 1924, he has been located in St. Louis, successfully filling positions as clerk in the Land Department, clerk in the General Passenger Department, traveling passenger agent, city passenger and ticket agent, general agent in the Passenger Department, and, finally, division passenger agent, to which position he succeeded in 1918.

During the period that the Frisco, Rock Island and Chicago & Eastern Illinois Railroads were merged, Mr. Deicke, as general agent of the Passenger Department, represented the joint lines at St. Louis, and later when the merger was dissolved, he was invited to represent the Rock Island Lines at Chicago, but elected to remain with the Frisco.

To him has come a distinction in that one of the most widely known and most popular resorts on the Meramec River has been named for him.

As representative of the Passenger Department, Mr. Deicke was in close contact with the traveling public and railroad men generally and enjoyed an unusually wide acquaintance. He recalls with many pleasurable thoughts his association with splendid business and traffic men. Step by step he has witnessed nearly half a century of progress and evolution of the Frisco and kindred transportation lines and has seen his beloved Frisco Lines grow from a comparatively negligible railway to the magnificent system of 1925.

Vice-President Koontz, at the meeting of traffic men held in St. Louis on December 30th and 31st, paid high tribute to Mr. Deicke.

To Fred Deicke go the best wishes and hopes for many useful years yet to come, from the heart of every employe and official of the Frisco Lines.

## E. G. Baker Assumes Duties January 5

**E**VERETT G. BAKER, who on January 5 assumed his new duties as division passenger agent for the Frisco Lines in St. Louis, had, since December 1, 1921, been district passenger agent for the company in Chicago.



Baker entered the service of the Frisco on January 1, 1914, as assistant Union Station passenger and ticket agent and on April 1 of the same year was transferred to Cincinnati as city passenger agent, remaining there



Everett G. Baker, New Division Passenger Agent at St. Louis

until March 1, 1918, when he was transferred to a like position in Kansas City. Becoming a train auditor out of St. Louis on April 20, 1918, he served in that capacity until he joined the Liberty Loan organization as office manager in St. Louis, with leave of absence from the Frisco.

On January 4, 1920, he rejoined the Frisco Lines and was sent to Tulsa, soon after being transferred to Kansas City as station passenger agent and in April, he became clerk in the Advertising Department at the general offices in St. Louis, where he served until made city passenger agent in Chicago in September of the same year. As district passenger agent, Baker established a wide acquaintance among railroad men and patrons generally and his promotion to the position of division passenger agent is in recognition of meritorious service.

Mr. Baker's many friends extend to him their best wishes in his new work.

#### FORT SMITH IS NEXT

Our next issue will feature Fort Smith—one of the most prosperous of Frisco cities.

## CONDUCTOR HIGGESON LOSES HIS LIFE IN HEROIC SACRIFICE WHILE SERVING AT HIS POST

**B**IG, jovial "Pard" is no longer taking tickets on the Frisco Lines between Oklahoma City and Quanah, Texas. Little children along the way are looking about inquiringly for the "Chief." Tired mothers who remembered the kindly conductor are telling the children why he does not come to shake hands with them.

James Higgeson, 64-year-old conductor performed his last service for the Frisco, Sunday, December 14. His first railroad job was carrying water; fighting fire was his last. On December 14 he entered a burning car to see if all his passengers were out and the newspapers of the state carried a story of the veteran conductor who sacrificed his life near Chickasha, Okla.

His was a life of duty. During his early years he railroaded in Nevada, Colorado, California and New Mexico. All his life he felt the fascination of following the rails, the joy of service. He began coming into Oklahoma when the line ran only to Red Fork. He remembered pulling weeds off the track so that the train might go on. From the window of a moving car he watched Oklahoma grow.

It's a brave little woman with soft gray hair and eyes half mists who recalls the circumstances which surrounded the death of her only son, her son-in-law, and her husband, all within a period of three years. All of them served the railroad. Perhaps she is as brave as the son who died at his post of flagging brakeman, the one who was scalded to death in a storm, or the husband who walked into the flames.

A more impressive or forcible manifestation of unselfish bravery has never been seen. Against the protests of bystanders, Conductor Higgeson insisted upon entering the coach—the "smoker"—which had become ignited from a fire which originated in the baggage car, to assure himself that all passengers were safely out of the train.

At the hospital, where he died within a few hours, his last thoughts were of his train and his passengers. His funeral was attended by hundreds of friends and fellow employes in Oklahoma City, at St. Joseph's Cathedral with burial in Rose Hill Cemetery.

A faithful and efficient employe has gone from us, but the memory of his final great sacrifice will long remain.

WATCH! WAIT! ALWAYS BE CAREFUL

# In Which We Learn Much of Sealing and Constructing Track Scales

A. T. SILVER, Chief Clerk, Weighing Bureau

THE purpose of this article is to show the care that is exercised in sealing and constructing a modern track scale, with the hope that those having to do with the operation of scales will assist us in getting the results desired.

Our present standard track scale, which is a fifty-foot, one-hundred-and-fifty-ton capacity, with type registering beam, costs approximately \$10,000.00 to properly construct. It requires 260 yards of excavation for pit, and scale pit requires 160 cubic yards of concrete to construct.

This is, in itself, a very particular job as the piers on which the scale stands rest must be the correct height from the floor of the pit and must be in the right place, also anchor bolts in piers that hold stands in which the levers are swung must be placed in the concrete and spaced properly to fit holes in the stands. These stands are placed a certain fixed distance apart, both longitudinally and transversely of pit, also the pockets in which the dead rail supports rest in the top wall of the pit must be of correct dimensions and properly spaced in order that the live rail stands will not have any interference from the dead part of the scale. I am elaborating on the importance of properly constructing the scale pit for the reason that when the scale stands, levers, bearing feet, 24-inch, 120-pound I beams, live rail stands, and 90-pound rail, which follow each other in the order named into the pit, that when the job is finished there will be no mistake about the live scale rail being level with the approach rails to the scale.

When scales are turned out of our scale shop, each lever is sealed perfectly, each lever having a fixed multiplication; a scale multiplies from main or side levers through the end and middle extension levers from both ends to the fifth lever that connects with shelf lever, which connects to the scale beam. When any of scale pivots or bearings are shifted or worn a small fraction of an inch it destroys the multiple of the scale and correct results will not be reflected on the scale beam. Therefore, it is necessary that pivots and bearings be level and not shifted or worn so that each bearing carries its full portion of the load to get the desired results. The sealing of scale levers and beam to make them weigh correctly is an art that few scale mechanics become proficient at. In this connection, we have in our scale shop at Springfield, mechanics who thoroughly understand the principle of sealing scales correctly.

We used Black Diamond carbon steel in making pivots and bearings which is upset in a forge and properly tempered, then fitted to levers, fixed distances apart, to carry out the multiplication of lever and where they go through lever must be parallel so that each side of pivot where it goes through lever will be parallel with the other side of pivot.

The scale beam is sealed in the same manner. The beam is nothing more or less than a scale lever that carries out the multiplication of the scale levers and to do this it has a sliding or traveling poise that weighs exactly 25 pounds, with government standard test weights to carry out multiple of scale and when these beams leave our shop the sensibility reciprocal is less than 20 pounds, this being the smallest graduation on the beam. I mean by that, these beams will break on less than 20 pounds, i. e., 20 pounds added to or removed from the scale will turn the beam from a horizontal position of equilibrium in the center of the trig loop to a position of equilibrium at either limit of its travel. Now, remember that the traveling or sliding poise weighs exactly 25 pounds and any weight taken away from same affects the multiple of the scale, such as a screw dropping out or one of the handles on type registering device being broken off. If you can't replace the missing part, make it a part of poise by laying it on top of poise when weighing and wire the superintendent of transportation, and we will send a scale inspector to make proper repairs or replace the beam with another one.

I have gone to some length to show you what care is exercised in building a track scale so it will reflect accurate results. Those of you who have to do with the operation of a scale can help us maintain it in the same condition by seeing that scale decks are kept clean, also that approach rails of track scales do not bind on scale rails; see that drains are kept open and water does not stand in pit; see that platform does not bind on the coping; scale beam should be kept clean and scale house locked when not in use. Weighmasters must know that beam is properly balanced before cars are placed on scale to be weighed. This is particularly true in inclement weather as the deck readily absorbs moisture and throws beam out of balance by making the deck heavier, and when deck dries out, the beam must again be rebalanced.

The only reason for balancing the beam is to take care of weight of weigh bridge on scale levers which is affected by dirt or water on deck.

Scale switches **must** at all times be set for the dead-rail track, **when the** scale is not in actual use.

Switching must not be done on live rails of scales.

Engines must not be run over the live rails of the scales. Enginemen must not use sand or injectors while passing over scales on dead-rail track.

Freight cars must not be left standing on live rail of scale after or before being weighed.

Air or chunks of wood must never be used to stop cars on scales, nor must brakes be set on cars passing over scales. If necessary to set brakes on head of drag, it must be done after car or cars have passed over scales.

The practice of throwing switches between two trucks of a car, allowing one pair to go over live rails and the other pair over dead rail, is very detrimental to the scale and is liable to cause a derailment, and must not be permitted.

When through weighing, the cars that have passed beyond the switch must be cut off and only such cars

that are between the engine and switch are to be pulled over the scale slowly, and placed on dead rail track before picking up balance of cars weighed.

Now, if track scales are given the attention outlined in preceding paragraphs they will reflect accurate results and thereby protect our revenue and enable us to make equitable adjustments with claimants where weights are involved on car load shipments.

Figuratively speaking, a track scale, if given proper care after being installed, will give you as dependable results as your watch.

Our track scales are tested frequently with a test car of known weight and at all times weigh within two-tenths of one per cent of the test load used, which is Bureau of Standards tolerance for track scales.

Track scales are one of the necessary evils of railroads, however, to a great extent they measure our revenue from freight shipments, and if given the care they are entitled to will do a good job of weighing and protect the revenue from which our salaries are paid.

### IT WAS A GOOD PHOTOGRAPH, BUT WHERE WAS THE CURVE?

**O**KLAHOMA does nothing by halves: when it snows, it **SNOWS!** A blizzard, without warning, swooped down on one division of a certain railroad. The general superintendent in a far-away city, where there had been no snow, became impatient at the apparent slowness with which the division track had been cleared. He telegraphed: "What kind of snow do you have down there? Won't it plow or melt?"

By mail he received a photograph so he could judge for himself. But thereby hangs a tale.

The boss in charge of the snow plow was a kodak fiend. He decided to "show" the aforesaid superintendent. So he took a scoop shovel, pushed it ahead of him through a two-foot drift, thus cutting out his snow canyon. He then took two strips of reinforcing metal used in concrete work, laid them down as the railroad track and then placed his kodak **ON THE GROUND** at the entrance of his snow canyon, and behold! An Oklahoma blizzard!

The superintendent received the photograph and immediately commended the gang foreman for good work in clearing that piece of track. He was so pleased that he kept the photograph on his desk and showed it to everyone who came in.

The following summer he chanced to go over the division and decided to look up the "snow gang" foreman. As he passed along the division, he couldn't seem to locate the "curve" in the photograph, but he did locate the foreman. After complimenting him again on what he had done in that "terrific snow blizzard," he said:

"Say, Bill, I can't seem to locate that curve in the snow picture you sent me. Just where is it?"

Then the story was out. So was the foreman!

### LATE FRISCO NEWS

L. E. Martin, assistant to the president, who was operated upon at the Frisco Hospital in St. Louis the middle of January, is fast recovering and his friends rejoice over this news.

C. H. Baltzell, superintendent of the Southwestern Division, who was critically ill at the Frisco Hospital in St. Louis, is well on the road to recovery—gratifying news, indeed, to his many friends.

It was with intense regret and sorrow that Frisco people learned of the death of Mrs. E. H. Bunnell, wife of E. H. Bunnell, comptroller of the Frisco Lines. The sympathy of all is extended.

# Dactylograms Under Any Other Name Would Still Mean Finger Prints

(A Story of the Special Agents)

ASK the average man what a "dactylogram" is, and he will probably retort: "All right; now you give me a thirty-six letter word meaning the Scandinavian Goddess of the Washtub!" But the truth of the matter is, a dactylogram is an impression taken from a finger; a fingerprint.

Mention the word "fingerprint" to the average man, and he immediately gets a mental picture of crooks and prison bars, perhaps for the reason that police departments have made a very extensive use of the fingerprint system to aid them in the detection of crime and the recording of criminal deeds, and newspapers have devoted large space to this phase of the science.

That "finger printing" is a science one can have no doubt after listening to J. E. Duran talk on the subject, and examining several of his files and specimens. Mr. Duran is Special Agent for the Frisco Lines, with headquarters at Fort Worth, Texas, and has made an exhaustive study of dactylography. In fact, it is not only a part of his business, but obviously his chief hobby. If you desire to see Joe Duran go into a trance, don't experiment with a cross-word puzzle, but slip him a fingerprint, and he will become absorbed in it to the exclusion of all other matters until he has memorized all the curlicues, arcs, blind alleys, twists, "breaks" and hillocks to be found with the aid of a powerful magnifying glass.

It is Mr. Duran's prediction that before many years every person in the United States will have their fingerprints taken and kept on file at a central bureau, probably at Washington. For the fingerprint, according to him, is valuable in other ways than in the detection of crime. For instance, in many accidents the victims are not identified, and in other cases, persons become afflicted with loss of memory and are unable to identify themselves. With a central bureau of fingerprints it would be a simple matter to make a positive identification within a short time, merely by mailing to the Bureau a picture of the victim's fingertips. It is conceivable that the pictures might be telegraphed, or even radioed, and only a few minutes consumed in making the identification, no matter in what part of the United States the person might be.

Mr. Duran is such a firm believer in the merits of the system, that he has made and keeps on file, the fingerprints of every member of his family, and several of his friends.

Many interesting cases could be cited to show the

results obtained in the detection of crime; and dentally, Mr. Duran has on file a copy of the fingerprints of the first person convicted of crime by this method in the State of Oklahoma. This was a man who was captured and identified by Mr. Duran by means of certain smudge marks left on a window glass which was broken.

But perhaps the most interesting case, from a road standpoint, as well as an odd example of peculiar "motive," to be found in Mr. Duran's collection, does not involve the use of fingerprints at all.

One day in the early part of 1921, Mr. Duran received a wire from his superior officer reading as follows:

"Reported rerailing frog found wired on rail W—— last night. Unable to get name of party making report. Sent engine out there and found frog where party reported it. Investigate."

Upon replying to W——, Mr. Duran began his investigation, and later in the day was handed a letter from the Division Superintendent, written by O. T. Miller (I am not giving the exact name, for good reason), which read as follows:

"FRISCO RAILROAD CO.

Dear Sir:

Last night while coming along the track between the Blue Cut Spelter and a Coal Mine I met with something that looked like mischief and think hereafter the men in the cab should keep a close look out. Well as I was coming along I caught my foot on a wire which led me to discover a "Derail" tied to the track, which I managed to get off to clear the 7:10 north passenger—the engine was not more than 100 feet away when I got it off and I don't believe the engineer or fireman seen me for they never whistled. Now I am telling you of this so you will know how near the 7:10 came of being ditched and I am proud that I cleared the way. I don't want anyone to know that I was the one that prevented the accident, for if they do they might take revenge on me so please don't publish my name as I am well known around here.

Yours truly,

O. T. Miller.

P. S.—I will tell the Section Foreman where the piece of iron lays so he can see to it. It is an iron weighing about 150 or 175 lbs."

Important court matters called Mr. Duran away from W—— the next day, and upon his return he



was handed a letter which had been found at the Express Company's office that morning. The envelope was marked as follows: in the upper right corner appeared the word "S-T-A-M-P," together with a large rectangle in which was printed the letters "I. W. W." In the center was: "ONE OF THE GANG," and in the lower left corner the words: "UNDER DOOR MESSAGE." On the inside of this envelope was a piece of heavy wrapping paper on one side of which was printed with a soft lead pencil, like the envelope:

"GO TO SAME PLACE AND WAIT OVER WEST BANK I WILL FIX WOOD BLOCK SOME ONE TOLD KING SNIPE OF OUR RALE AND HE COPE IT SO WE HAVE TO USE WOOD. I HEARD O. MILLER IS THE ONE THAT SQUIELD, IF YOU SEE ANY ONE COAL COCK HIM. DO YOU KNOW MILLER IF YOU DO KNOCK HIS HEAD OFF. BE CAREFUL. WE WILL SPILL THE 10:45.

PASSWORD G— D— THE R. R. MAGNETS (Over)"

On the reverse side was the following:

"DO NOT FAIL BURN THIS NOTICE SPIKE-EX. BIRD (IWW)

I DON'T KNOW HIM THE GUY THAT JIMED OUR JOB DOES HE LIVE HEAR FIND OUT."

Now, naturally, in a case of this kind, the men responsible for the safe operation of a railroad could not remain idle. If, as was apparent, evil forces were at work to destroy property and endanger lives, quick action was necessary to prevent it. This happened to be a period when social unrest was boiling on every hand. Numerous depredations were being reported daily; wrecks were by no means uncommon; and lives were being lost. It was a physical impossibility to guard every foot of roadbed. The only way to prevent disaster was to run down, if possible, the man or men who planned to "spill the 10:45."

Mr. Duran interviewed the section foreman, who showed him the spot where the rerailing frog had been found. He next got hold of Mr. Miller, who described the finding of the frog wired to the rail, and showed him where he had found it and removed it, "while the 7:10 train was not more than 100 feet away."

Mr. Duran noted one slight discrepancy; the spot where Mr. Miller said he untied the frog, and the spot where the section foreman had found the frog, were about a quarter of a mile apart.

He noted another incongruity: the roadbed along here was of extremely solid and compact construction. In order to wire a frog to the rail, it would first be necessary, to dig out some ballast to get a wire under

and there was not a single place along the line where this had been done.

Mr. Duran called Mr. Miller into the sheriff's office and requested him to print the following words with a soft lead pencil:

"SPIKE GAG GANG STAMP UNDER DOOR."

Nothing further was necessary! It required no expert to determine that the man who wrote the "IWW" letter and the man in the sheriff's office were one and the same. The peculiar characteristic formation of the various letters, particularly the "S", "R" and "G", demonstrated beyond doubt that Mr. Miller was the author of all of them. And in fact, he confessed. He wrote and signed a brief confession that the whole thing was a fake, and in conversation with the sheriff and Mr. Duran, admitted that the reason he did it was to "create a little excitement, draw attention to himself, and probably get a job as a railroad detective."

As Mr. Duran wound the matter up in his report to Samuel Allender, chief special agent: "Miller is considered by his acquaintances as one who is not overly endowed with intelligence, but just a harmless, in-offensive person."

Which, if you ask me, is no recommendation for a man who wants a job as special agent on the Frisco.

## THE NEW PARLOR CARS

That oft abused term, "travel de luxe," may be appropriately applied to the comforts and conveniences of the handsome new parlor cars now in use between St. Louis and Memphis—and return—on the daylight trains, Numbers 801 and 802.

Built within the Frisco's own shops at Springfield, the new parlor cars, with Fred Harvey dining service, are the last word in this type of transportation equipment.

Comfortable easy chairs offer the parlor car passengers all the delights of a club, while a feature is the serving of meals to one without the passenger being obliged to move from his seat. This is accomplished by means of removable individual tables.

At one end of the car are two tables for the serving of chair car and day coach passengers, making it unnecessary for these patrons of the dining car service to pass through the parlor section of the car, avoiding all crowding and discomfort to passengers seated in the chairs.

The initial trip of the new cars was made on January 8th, and they have found immediate favor with the traveling public. No route in the United States offers more in the way of attractive scenic beauty than that between St. Louis and Memphis, with the resultant view of the Father of Waters for many miles of the trip.

# WHAT THE YEAR HAS SEEN IN SPLENDID FUEL PERFORMANCES

By ROBERT COLLETT, Fuel Agent

ONE year ago we set out to accomplish certain things in fuel saving for 1924. We were given a certain goal to reach, which meant an average reduction in unit fuel consumption of twelve and one-half per cent. Expressed in another way, it meant that if we were to reach our goal, we were to make seven scoops of coal do the same work for which eight scoops were required in 1923. It is most gratifying to us all to know that result has been achieved through the splendid co-operation of all departments and individuals concerned in the use of fuel.

This month's issue of the Magazine completes the twelve-month showing as expressed by the fuel chart. In the lower right hand corner are the figures for the System. It will be observed, there is a wide gap between the 1923 and the 1924 actual performance in each class of service. This means that due to a reduction in pounds of coal used per 1,000 G. T. M., per passenger car mile, and per switch locomotive mile, a total of 289,698 tons or 5,974 cars less coal were used than had the same unit consumption obtained as in 1923—or a train of 100,000 ton capacity cars reaching from St. Louis to St. Clair, Mo.

That record is behind us. Naturally, it is something to be proud of. But we are now all set for 1925. The money saved in fuel in 1924 has been, or will be put into the property to improve conditions and give us better locomotives and provide improved facilities.

We can scarcely hope to make the same relative improvement in 1925 that we did in 1924 over 1923, but we have learned a great many things in our 1924 campaign, and there is no question but that we will profit by them in 1925. The standard or goal that has been set for 1925 (and which will be shown on the fuel conservation blackboards at all of the terminals) will mean, if we can reach this mark, a further saving over the 1924 record of about 6 2-3 per cent; or, in other words, making 15 scoops of coal do what 16 scoops were required to do in 1924. If so, this means that we will have a greater percentage of through freight business and of time freight movement.

We accomplished something in improving the quality of our coal over 1923; our locomotive conditions improved, and many conditions contributing to delays and unnecessary switching were overcome.

Our engineers, firemen, trainmen, and all concerned, have contributed a wealth of good suggestions, and through their personal effort in trying to give the best performance possible in the handling of the trains and locomotives, and educating the men of lesser experience, were no doubt the greatest factor of all in the splendid results in 1924. We need only to continue our improvements and our efforts in this direction. Let us all try to make the fuel meetings more productive of results, strive for a better attendance and more constructive suggestions. Our executive and chief operating officers have promised to be with us at more of our meetings. The Mechanical Department will continue to improve our locomotive conditions, and the engineers can be especially helpful in carefully reporting all items that affect fuel performance. In 1925 we are going to furnish even a better and more uniform grade of fuel. Our Operating Department invites and welcomes suggestions that will give us better train movement and that will reduce unnecessary delay.

We were fortunate in 1924 in the large volume of business handled and in being able to improve our train haul, but the fine spirit of co-operation was a big factor. Teamwork is what counts. Let us all strive to work even closer together in 1925 to reach the goal set and to make 1925 the best year we have ever had in our fuel performance.

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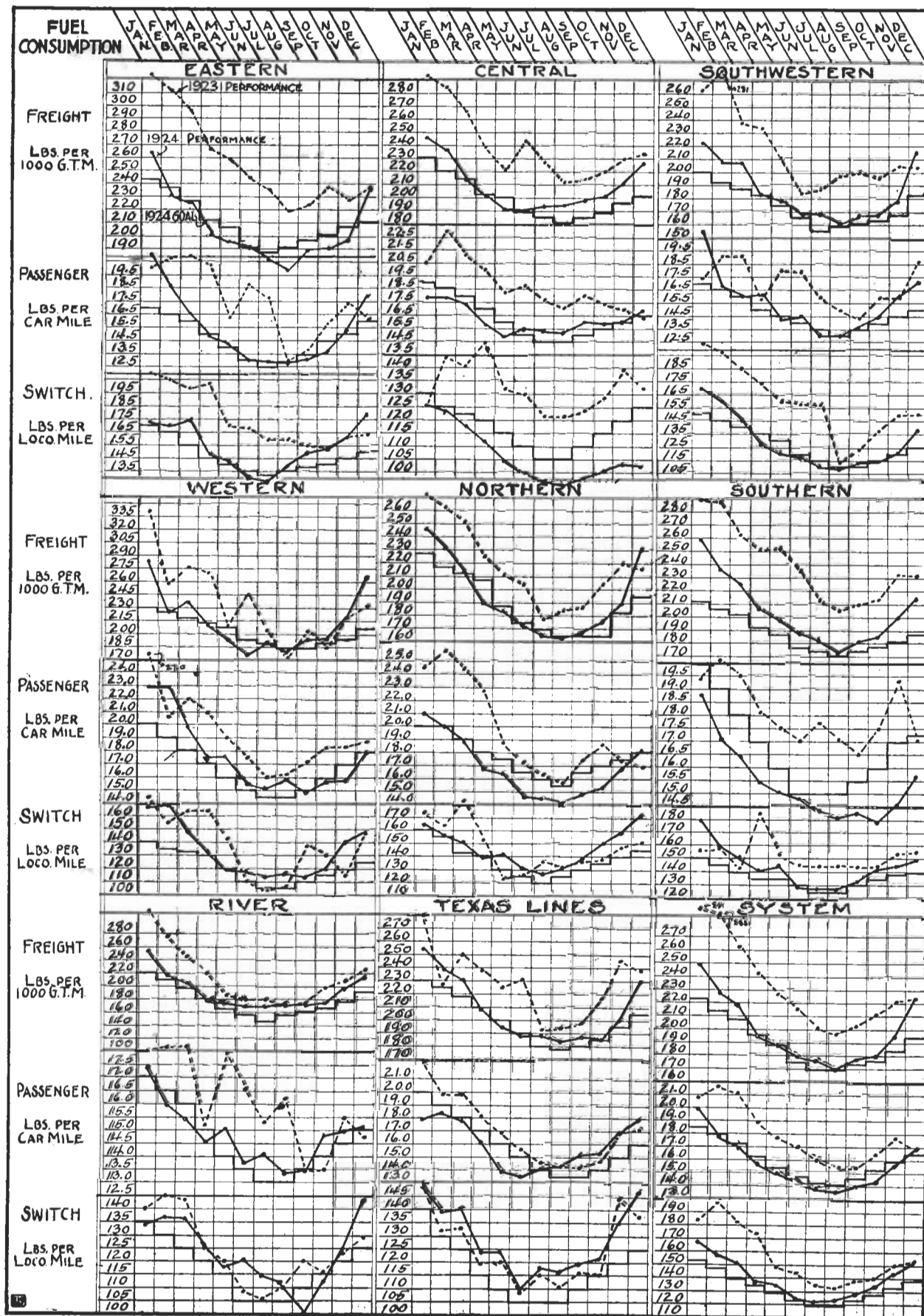
## A HIGH AIM

Everywhere there is a fine feeling of co-operation among the men as to saving fuel. Everybody is working together to cut down the fuel bill and it is only through such efforts on the part of all concerned that the goal for 1925 will be reached.

The aim is high, but so it was in 1924 and a high aim is the surest way of accomplishment.

There is a new record made every year—every day, and the finest record we know of, is to set the goal for fuel saving up, so that at the end of the year, it will far surpass the highest aims.

Don't miss a chance to save fuel during 1925!





# Always Be Careful



## SAFETY FIRST

There has been enough said about Safety First to make railways safe for all of us. Employees and the public, too, the "Sayings" will not make it come true. Help and work by all employees and the public as well, is the only move that will ever make Safety First what it should be.

Sometimes crews get out of terminals with cars in their train that have not had proper inspection, and when this is the case some trainmen would of course blame the Company, when the one who should inspect these trains would be at fault, and had he been on the job these trains would not have gotten by him with defects on them, and get out of the yards before being repaired.

Now, after a train gets out on road and some of the crew finds a car with defects, he should make a report at once and use every precaution to keep some fellow employee from being injured by that defect. There are some fellows that will report these things, and those that do not are not helping to promote a safety move. Now when engine crews get on an engine and sometimes find leaking steam pipes, bad ejectors, coal piled up on the tanks where it will roll off on someone, or on oil burning engines find oil all over the engine, and many other things that should not be, the Company is not to blame; because if we would go straight to the proper officials and report these conditions, the man that did his work in that way would be removed. Someone may say that it would not be right to cause someone to be discharged, but everyone will agree that a man of that kind is dangerous, and if called up and told about that careless way of doing his work, then did not do better, he should be taken out of service. And if the men that have these things to contend with do not watch and report them, as comes in their line of work, how will we ever get a 100 per cent Safety Movement established on all our divisions. Don't leave anything that is unsafe unreported, or figure on the other fellow reporting it, but take it on yourself to do it.

The public can go a long way toward helping in this Safety Movement if every careless auto driver or every auto owner could just witness an accident and see the car splintered and junked in a few seconds, and the occupants maimed or killed, and see the suffering that follows a few seconds of careless driving. You will say it may not be

carelessness that caused the accident, you know that the first law of nature is self preservation. Anyone that will drive onto a crossing without first knowing that they have time to get across, is sure not trying to promote any Safety First Movement. There is not an engineer on any railway that wants to kill or hurt anyone, and have lots of times used extra precautions to prevent these accidents, and still persons drive up and get hit on a crossing. I have known several cases where they have driven their cars right into the side of the train, or side of engine standing on the crossing. That would look as if the driver was trying to commit suicide and murder anyone that was with him in the car.

On passenger trains, when coming into stations, passengers will get up and fill up the aisle of the car, and some will get off the train while it is still in motion, and if the trainman or porter try to stop them, they get insulted and want to report these employees who are trying to keep them from injuring themselves. If you tell passengers not to ride on rear of car vestibules they do not like that, still they are not trying to help the Safety Movement by doing such things. Parents let children run around on a moving train. People risk their lives to catch a moving train leaving the station, as they get down too late to board before train started. These things do happen every day. Some people get on a passenger train, leave their grips and luggage where other passengers can fall over it and pile the hat racks full of heavy bundles, and some put their grips up in the hat racks, to fall out on their own heads or someone else's. If the public would help by not doing these things, it would go a long way to help promote the Safety Movement. If we see someone doing something that is not safe, tell them about it.

Autos are crippling and killing so many people through the carelessness of auto drivers and not paying attention to where they are driving, and drivers being drunk, letting a child drive a car, and having lights that glare so they blind a driver coming toward you, causing him to turn his car down a bank, probably killing himself and others. These are just a few of the facts, and not any that I have mentioned but what we can put a stop to. And all it will cost to put a stop to these things is just a little effort on each of our own parts.

Just ask that everyone be safe about their work, or drive a car carefully. If we do these things to help

the Safety Movement, we will be helping to stop the death and damage that is going on all over the country. I think one of the hardest things we have to do is to try to reach the people in some way with a Safety Movement that they will take hold of and help to promote it.

## "Safety First"

Contributed by M. L. Ryan,  
Electrician, West Shops, Springfield

Safety First, in the industrial world twenty-five years ago, was unknown with so many men getting injured by various kinds of machinery with projecting set screws in shaft collars, couplings, open emery wheels, lathe glass, open belts. Something had to be done to save men from personal injuries so the Safety First Council was organized. Plans were drawn up and recommendations for mechanical guarding for new machines, also old ones that had been in operation many years previous to this movement. Then came the problem of educating the man behind the machine to meet these conditions and help to forward the cause. But those days are coming to an end; every man is taking a willing part.

Since this problem of dealing with Safety First is the outstanding need of the times, and it is in solving it that the golden opportunity of the day is found, the question naturally arises, "How can I use this condition to better myself?" Some see the opportunity and do not get injured, and still there is another set of men who are always getting injured. Still further, some cannot use it at all and as far as they can see there is no need of Safety First. To the latter two classes it is very hard to understand the "why" of all this interest in his protection. In fact it is to his interest that the company is looking to.

He becoming a safe worker in and around his given task, this person naturally improves conditions and welfare of fellow employees, thence, too, his earning power increases and instead of being a liability he becomes an asset to his employer.

But with so many varieties of tasks to be served on this great railroad, there is a place for almost every man to lower the road's percentage of accidents, and it can be done by continuous co-operation.

What does this mean to you?



## Frisco Employees' Hospital Association

Receipts and Disbursements after September 30, 1924, through December 31, 1924

Balance brought forward from September 30, 1924.....\$ 39,174.61

### RECEIPTS:

From assessments on members.....	\$41,917.40	
" interest on daily balances.....	122.90	
" interest on securities in treasury.....	2,296.25	
" donation by St. L.-S. F. Ry. Co.....	125.00	
" sundry accounts collectible.....	2,302.71	
" proceeds U. S. A. 4 1/4 % Treasury Cfts. of Indebt., Series TD-1924, matured Dec. 15, 1924.....	25,000.00	71,764.26
		<u>\$110,938.87</u>

### DISBURSEMENTS:

For payrolls.....	\$24,113.44	
" professional, ordinary and emergency services.....	9,804.16	
" labor, material and supplies.....	3,600.07	
" provisions.....	5,089.76	
" drugs.....	5,787.45	
" light, water, ice, gas, fuel and telephones.....	2,105.47	
" all other expenses.....	19,165.09	
" \$7,000, par value, Pennsylvania R. R. Co. Equipmt. Trust 5 % Gold Notes, Series B, (ma- ture Apr. 1, 1929), purchased Dec. 15, 1924, on 4.50 % basis.....	\$7,135.26	
and accrued interest.....	71.94	7,207.20
" \$2,000, par value, Pennsylvania R. R. Co. Equipmt. Trust 4 1/2 % Notes, Series C, (ma- ture Oct. 1, 1929), purchased Dec. 15, 1924, at par.....	\$2,000.00	
and accrued interest.....	18.50	2,018.50
" \$1,000, par value, New York Central R. R. Co. 4 1/2 % Equipmt. Trust Notes of 1917 (mature Jan. 1, 1929), purchased Dec. 17, 1924, at par.....	\$1,000.00	
and accrued interest.....	20.75	1,020.75
" \$4,000, par value, New York Central Lines 4 1/2 % Equipmt. Trust Notes of 1922, (ma- ture Sept. 1, 1929), purchased Dec. 17, 1924, at par.....	\$4,000.00	
and accrued interest.....	53.00	4,053.00
" \$6,000, par value, New York Central Lines 4 1/2 % Equipmt. Trust Notes of 1924, (ma- ture Sept. 15, 1929), purchased Dec. 17, 1924, at par.....	\$6,000.00	
and accrued interest.....	69.00	6,069.00
" \$5,000, par value Illinois Central R. R. Co. Equipmt. Trust 4 1/2 % Gold Notes, Series K, (mature Aug. 1, 1926), purchased Dec. 31, 1924, on 4.20 % basis.....	\$5,022.65	
and accrued interest.....	84.37	5,107.02
		<u>\$ 95,140.91</u>

Balance, December 31, 1924, P. M., at First  
National Bank, St. Louis, Mo.....

15,797.96

\$110,938.87

### THE ASSOCIATION OWNS:

	Par Value
U. S. A. 4 % Treasury Certificates of Indebtedness, Series TM-1925 (mature Mar. 15, 1925).....	\$100,000.00
U. S. A. 4 1/2 % Treasury Notes, Series C-1925 (mature June 15, 1925).....	20,000.00
U. S. A. 4 3/4 % Treasury Notes, Series A-1926 (mature Mar. 15, 1926).....	10,000.00
Illinois Central R. R. Co. Equipment Trust 4 1/2 % Gold Notes, Series K, (mature Aug. 1, 1926).....	5,000.00
U. S. A. 4 1/4 % Treasury Notes, Series B-1926 (mature Sept. 15, 1926).....	15,000.00
U. S. A. 4 3/4 % Treasury Notes, Series B-1927 (mature Mar. 15, 1927).....	15,000.00
New York Central Lines 5 % Equipment Trust Certificates of 1924 (mature June 1, 1927).....	5,000.00
Canadian National Rys. Co. Equipment 4 1/2 %, Series H, Gold Certificates (mature July 1, 1928).....	20,000.00
U. S. Third Liberty Loan 4 1/4 % Bonds (mature Sept. 15, 1928).....	7,500.00
New York Central R. R. Co. 4 1/4 % Equipment Trust Notes of 1917 (mature Jan. 1, 1929).....	1,000.00
Pennsylvania R. R. Co. Equipment Trust 5 % Gold Notes, Series B (mature Apr. 1, 1929).....	7,000.00
New York Central Lines 4 1/2 % Equipment Trust Notes of 1922 (mature Sept. 1, 1929).....	4,000.00
New York Central Lines 4 1/2 % Equipment Trust Notes of 1924 (mature Sept. 15, 1929).....	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4 1/2 % Notes, Series C (mature Oct. 1, 1929).....	2,000.00
U. S. Fourth Liberty Loan 4 1/4 % Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4 1/4 % Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien, Series A, 4 % Bonds (mature July 1, 1950).....	12,750.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6 % Bonds (mature July 1, 1955).....	4,250.00
	<u>\$284,500.00</u>

St. Louis, Mo., January 8, 1925.

F. H. HAMILTON,  
Treasurer.

## Some Talking Points for Railroad Employees

Railroad operation reached its highest peak of efficiency in 1924. Capital expenditures aggregating \$1,100,000,000 were authorized. The annual report of the American Railway Association calls attention to ten new records established during the year, as follows:

"1. The greatest freight traffic for any one month in history was carried by the railroads in October when it amounted to 43,109,743,000 net ton miles. This exceeded by 1 per cent the previous high record made in August, 1920.

"2. More cars were loaded with revenue freight the week ended October 25, when the total was 1,112,345 cars, than during any one week in history, exceeding by 14,852 cars, the record of 1923 which remained the peak until this year.

"3. Except for coal, coke and ore, loading of all other commodities this year was the heaviest on record, amounting to 37,800,000 cars or an increase of 1.6 per cent over 1923.

"4. More cars were loaded during the year with grain and grain products than ever before, the total being 2,570,000 cars, or an increase of 120,000 cars over the previous high record made in 1922.

"5. Loadings of miscellaneous freight in 1924 were the greatest on record for any similar period.

"6. The greatest number of cars for any one week in history were loaded with miscellaneous freight the week ended October 25, for which the total was 422,890. This exceeded by 24,917 cars, or 6.2 per cent, the previous record week, which was that of October 11, 1920.

"7. The railroads on October 15, moved 1,030,211 freight cars, the greatest number of any one day in history. This included both loaded and empty cars.

"8. In October there was an average of 43.8 cars per freight train, the highest average ever attained by the railroads.

"9. The average load of freight per train in October was 770 tons, the highest for any month on record. The average for that month in 1920 was 737 tons and in 1923 it was 722 tons.

"10. High records in respect to number of surplus freight cars and serviceable locomotives in storage when loading of revenue freight was in excess of 1,000,000 cars a week. At the same time there was no car shortage or congestion due to railroad disability.

"Of the \$1,100,000,000 authorized for expansion, more than \$800,000,000 was expended, leaving \$300,000,000 of authorized capital expenditures to be carried over to 1925."

## WHAT GROUP INSURANCE HAS MEANT IN PAST YEAR

Eight hundred and sixteen claims paid—\$91,500 in cash, to Frisco employes and their relatives during the year 1924, under the group plan of insurance now in effect.

That is the report of the Metropolitan Life Insurance Company. Think what that means—816 homes where the grim specter of possible want and certain deprivations has been driven away.

It is for the loved ones at home that all of us work. It is for them that we strive daily to attain higher things. It is the inspiration which comes from them that gives many of us courage to go on, constantly on in the face of obstacles which we might otherwise not surmount.

Death and injury are two things each of us hates to face. And yet the one is certain and the other always possible.

There is, of course, no consolation for the bereaved ones at home when death finally enters the home, in the thought of financial independence, and yet, there is a security about it which cannot do other than lessen the blow.

And to the man who is injured and kept from his daily task, who might otherwise be compelled to be without funds, the thought that there is coming to him a steady income during his illness or period of suffering, must act as a genuine restorative measure more potent than the surgeon's or physician's efforts.

And that is just what is provided under the Group Insurance Plan of the Frisco Lines.

During the year, death and dismemberment coverage was extended to the supervisory employes who are entitled to individual protection in amounts ranging from \$1,000 to \$5,000—the schedule being the same as that included in the life insurance program. The 75 per cent minimum set by the insurance company was oversubscribed, and it is, indeed gratifying to note how readily our employes have taken advantage of this splendid opportunity to protect both themselves and their families.

Under the new plan additional insurance is granted the Supervisory Group, under which, one, who is eligible for the insurance, will be protected in the sum of \$5,000 if in Class A, \$7,000 if in Class Band \$9,000 if in Class C, paying in event of death the full face of the contract, and for total and permanent disability, prior to the age of 60, the following:

Class A, \$90 monthly; Class B, \$126 monthly and Class C, \$162 monthly, over a period of five years.

Just think of it, insurance, irrespective of length of service and without medical examination. There can be only sincere and genuine satisfaction in the consciousness of service rendered when reviewing the results of the first full policy year.

ley of Rodney, Miss., April 23, 1878. Besides the following sons and daughters, they have eight grandchildren and one great grandchild: C. J. Shepherd, Jr., yard engineer for the Frisco, Memphis; Mrs. E. A. Kimmerly of Buntyn; Mrs. C. J. Walsh, Faxon Avenue, Memphis; Mrs. H. A. Fagan, Chicago; Mrs. T. O. Spacey of Denver.

Dispatcher Shepherd says he will miss coming in daily contact with his many Frisco friends, and is retiring with the kindest feeling toward our big Frisco family. I am sure we wish him many happy years to come and hope he will visit us often.



R. C. SHEPHERD

## R. C. Shepherd, Popular Dispatcher, Retires After Long Service

By KATE MASSIE

R. C. Shepherd, well known and loved by everyone in Memphis Terminal, retired from active service January 1, 1925, having reached the age of 70 years, his service dating back 37 years. He came to Memphis as timekeeper and telegrapher for the Kansas City, Fort Scott & Memphis Railroad, in 1888. The Frisco bridge across the Mississippi river was opened for traffic May 12th, 1892. He was promoted to first bridge dispatcher at Tower 2, on the Arkansas side of the Mississippi River on that day and has remained a loyal and faithful man at his post until January 1, when he was retired.

Dispatcher Shepherd was born in Montgomery, Ala., December 25, 1854, a true Southern gentleman, kind and

courteous to everyone, never too busy to tell you that train 805 carrying the pay checks passed the tower right on time. He has had so many interesting experiences would love to tell you about. He saw the famous race between the Robert E. Lee and Natchez. He says he, with hundreds of others, camped on the Mississippi River bank all night to see the great boats pass on a morning in June, 1870. About thirty years ago he saw a St. Louis and New Orleans steamer strike a pier of the Frisco bridge during a heavy fog, the boat sank and eighteen people drowned, including one of the pilots and his young wife. "I heard their cries for help," said he, "but could do nothing. It was terrible."

He was married to Miss Mabel Hal-

### OZARK OZONE

W. A. Black, Lawson, Mo.

Willie Mick and Miss A. Boy were married at Liberty, and now neither are at Liberty. Well, that's what a man gets by marrying A. Boy.

Jim Ice is running a bus line between two South Missouri wagons—ought to be all right in good old summer time, but who wants to ride in an ice wagon in the winter?

About 30 years ago W. E. Goforth started his career as a railroader—and he is still going forth.

A Lawson man traded horses seven times in one day and went home at night with the same horse which he rode to Lawson in the morning.

While the father was making hay, his son was a bootblack—the old man believed he should make hay while the son shines.

A man named Odor conducts a cafe at Holt—but he is a good Odor.

A. Gale has been elected an officer of the Missouri Bee Keepers Association. Here's hoping he does not blow the bees away.

New York has placed an embargo on Missouri chickens—but this does not include flappers.

A full mouse trap maketh a glad mouse.

# BANG! BANG! BANG! ON LAKE WORTH, TEXAS

By MARSHALL R. EVANS

Hark! the wild duck's roaming song;  
Did they rise before the sun,  
I rose and followed right along,  
Light of heart, with trusty gun.

Sputter! — chug! — chug! — chug-chug! The small motor launch, of the "put-put" variety, coughed and came to life, breaking the vast silence that enveloped the placid waters of Lake Worth at the gray hour before the dawn. A cold, wet, nasty morning, weather that no one but duck hunters, and possibly ducks, could appreciate.

"Fine weather," laughs Claude McAlister of the Accounting Department, Fort Worth, Texas. "Can't be beat," echoes Clyde Pendergrass, brother clerk. Rising from over the sputtering motor, I voiced sentiments similar to these, then turning the tiller, steered out into the fog that was hanging low over the lake. In other coves along the shore more boats were coming to life, the exhaust from their motors echoing across the still waters. Other hunters like ourselves who gladly faced the wet and cold, aspiring to drive their cars back to the city laden with wild ducks.

Some thirty minutes later, seated in our blind, ideally located off the south shore of Goat Island, with our decoys all set, we waited with abated breath for the dawn.

To the uninitiated it may seem an exaggeration when I say there is keen enjoyment in sitting in a crouched position on a cold morning, probably with wet feet and ears almost frost-bitten, waiting for the wary wild ducks to come within gun range. But, believe me, there is.

Just as the first streaks of red were forming over the eastern shore, a warning "Sh-h-h-sh" came from Mac's quivering lips, which were blue from exposure. "Where?" said Clyde in a hoarse stage whisper that could be heard across the lake. Mac pointed through the fog, which was quickly lifting from over the lake. Six large

mallard ducks were circling overhead, seemingly undecided whether to alight or not. Twice they swooped low over the blind only to rise again. Thrills ran up and down my spine, my pulse was working overtime. Clyde was shaking like a leaf, and Mac, usually calm, was breathing like a horse with distemper. Such are the effects of the thrills of that ancient and noble sport, hunting the wild duck. After circling again, they alighted in the midst of our decoys. By prearrangement, Mac picked one of the ducks farthest from the decoys and started the fireworks. BANG! One never moved again, but the other five lifted from the water. BANG! BANG! BANG! It sounded like a drive on the western front. Down they came. Where six haughty "Green Heads" had flown in, there flew off but one. And he, no doubt, was carrying extra ballast in the form of lead shot.

To make a long story short, we spent the morning and made up for days that had been less profitable.

Other hunters also had been successful. Those who had been out in the wet and cold since early morning began to leave their blinds and head for home, where cheery fires would welcome them.

Had you stood on that wide thoroughfare, North Main Street, that leads into the Panther City from the Lake Drive, you would have seen numerous cars, with wild fowl hanging from either side, occupied by smiling hunters on their way home. And I'm proud to say that we were in the procession, and not among the least successful.

And folks, though Chester advises golf and the editor speaks in terms of penny ante, if you want some real sport, come on with me and let's go duck hunting. This is Station B-A-N-G signing off for the time being. Good night.

roundhouse, no turntable, just a "Y" to turn on, as that was the end of the road, and a box car set off to one side for the engine crew to cook and eat and sleep in, there was not a counter in Sapulpa. If we did not see three or four bunches of deer and turkey west of Red Fork, we thought it very strange.

The railroad was built into Tulsa the fall of 1882, and into Red Fork the fall of 1883, and into Sapulpa the fall of 1884. The reason I know this, I was driving cattle from the Z. V. Ranch and shipping it out of Red Fork in June, 1884.

The Z. V. Ranch was west of Pawnee Agency, in those days we never shipped less than two train loads at a time. I have worked for several different ranches on the Cherokee strip and Panhandle that had from twelve thousand to twenty-five thousand head of cattle, but the cowboy with his big hat and six-shooter, Winchester, big spurs and high heeled boots, as well as all the big herds of cattle have vanished and the oil wells have taken their places.

In the early part of 1906, on account of the oil business growing, business with the Frisco was picking up in Tulsa so that the Frisco put on a train between Sapulpa and Tulsa, called the "Tulsa Switcher," and it paid local pay, as I was one of the old heads I sized up and got the run. We would leave Sapulpa at 7:00 A. M., handle the short strip and do station switching along the line up to Tulsa, and then do all the switching at Tulsa, handle the short strip back to Sapulpa and lay over until the next morning, six days a week until the fall of 1907.

By this time the oil business had grown so that it was necessary for the Frisco to put on a switch engine, and, as I was entitled to a passenger run, I did not want a switch engine, so the Frisco transferred me to Fort Scott, where I ran on 109 and 110, 111 and 112 between Fort Scott and Sapulpa.

But what I want to show you is this, the growth of Tulsa, what I have said about myself is only to show that I know. From the fall of 1907, in less than ten years, it took eighteen or twenty switch engines to do the switching at Tulsa, and Tulsa is still growing. Growing from one to twenty switch engines in less than ten years proves the wonderful growth of the City of Tulsa. I am not bragging or boasting about myself, it is only to prove what I say about Tulsa. I have run an engine all over the tracks the Frisco has west of Springfield, Mo., through to Paris, Texas; west to Oklahoma City; south to Sherman, Texas; west to Enid, Oklahoma; west to Wichita.

I have watched the towns spring up all along the different lines, but I have never seen any place grow and hold its own as well as the City of Tulsa.

## AN "OLD TIMER" TALKS OF EARLY RAILROAD DAYS

Sunday, February 12th, 1888, I commenced work for the Frisco at Monett, Missouri. After working with the machinists and boilermakers for about two years, I was promoted to hostling, and from that to crew boss (so called then) now-a-days they would have a long handle on their name. I was in charge of the machinists, boilermakers, hostlers, engine wipers, fire knockers and everybody concerned, kept the time for all the men, made out all the arrival and departure sheets, looked after all

messages, callers and all. Didn't know what a clerk was, had none, and worked twelve hours a day. Then to firing on the road. I well remember firing a little seventeen inch cylinder engine 36, for S. E. Green, from Monett to Vinita. We had the mail and combination car and two coaches. Vinita was as far west as the passenger trains ran then, one freight train each way a day. Between Monett and Sapulpa the freight engine would get the mail and combination car west of Vinita to Sapulpa, no

## EDGAR GUEST IS IDOL OF THIS FRISCO BRAKEMAN

During the war, when there was a little hut established on the YMCA grounds near the Union Station in St. Louis, for the entertainment of the boys enroute to camps, and everyone was helping to entertain, they discovered a passenger brakeman with the Frisco, who could "tell stories," and so, in between the feature acts, he did his bit to cheer the boys with war sketches.



CHARLES GLASS

He had had no training, in fact he worked very hard to overcome attacks of "stage-fright."

After the war his sketches were passe, but somehow he found a lot of pleasure in entertaining people and so he began to pick up, in the papers here and there, the poems of Edgar Guest. There seemed to be so much of human nature in them and so he started replacing his war sketches with Guests' poems. Just occasionally he would "fill in" somewhere—but finally, as he became better known, he began giving numbers at churches, banquets, and now he has to keep a little list of his "appointments to keep."

If you happen to be on No. 7 or 10 sometime, perhaps you'll recognize

him from the photograph, for he has been with the Frisco 22 years and claims Monett, Mo., as his home. If you don't happen to see him, ask somebody if C. P. Glass is on that train and you'll meet a very pleasant, grey-haired man. He gets a chance to study people, people of every walk of life, and in the performance of his duties he often has a chance to be of service to them, and so he appreciates Edgar Guest, who deals in his poems with just human folks, for it is his duty to be thrown with folks day in and day out.

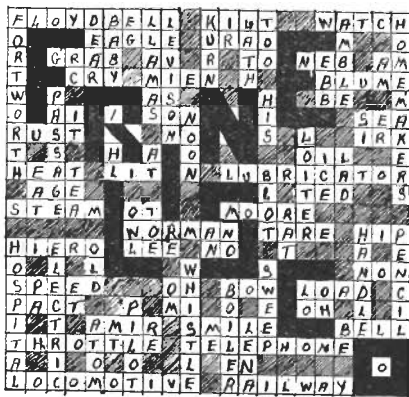
"You know I get a lot of pleasure from studying the poems of Edgar Guest, and in turn, I can entertain people who are forever wanting to hear about themselves," Mr. Glass remarked, and this, perhaps, is the secret of his success.

### Solution of Cross Word Puzzle in February

Below will be found the correct solution of the cross word puzzle used on Page 34 of the February issue of the Magazine. How many of you worked it correctly?

The interest shown in this popular fad is wonderful to behold and every other man, woman and child in the country seems to be working them these days. In next issue you will find another to tax your ingenuity and to demonstrate how limited, after all, is the vocabulary of any of us.

Jimmie Honaker, accountant, Store Department, Sherman, Texas, was the author of this clever puzzle. We think it was rather clever. Do you not agree with us?



### Adelbert S. Kemper Dies

It is with deep regret we learned of the death of Adelbert S. Kemper, which occurred at Tulsa, Okla., on January 7th, 1925.

Mr. Kemper was born August 24th,

1852, at Lyons, N. Y. In June, 1907, he was employed as material clerk at Sherman, Texas. Before that time he was engaged in the real estate business at Denison. After serving as material clerk a few years, he was made storekeeper of the Texas Lines, with headquarters at Sherman. On account of his age he was relieved in April, 1920, by K. P. Guin, who became storekeeper. Mr. Kemper was then made stock foreman of the Stores Department.

Reaching the age of seventy years in August, 1922, Mr. Kemper was pensioned, having served the Frisco fifteen years. He then went to Tulsa to make his home with his daughter, Mrs. A. D. Smith, his wife having died some three or four years previous.

All who knew Mr. Kemper miss a good friend. "Dad," as he was known to his many friends, was always happy and congenial, always had a word of comfort and cheer for all. His home life was a happy one and the sympathy of all goes out to his three daughters and one son in the loss of their father.

### Twenty-one Years With Fred Harvey, via Frisco Lines

Some of the most delightful moments spent, while en route via the Frisco, are with the Fred Harvey Service, and in connection with this, let us introduce to the Frisco Family, Jerry Cheney.

But, perhaps, you are well acquainted with Jerry, for he is in charge of Observation-Cafe Car 619, on Trains 801 and 802, Memphis to St. Louis, and has been head waiter in charge for more than 15 years.

Jerry started with Fred Harvey on August 8th, 1903, and, during his entire length of service, has lost only ten days on account of sickness or other causes, exclusive of yearly vacations, to which he was well entitled.

Some day, when you run into Jerry, ask him to let you see the "Fred Harvey Gold Service Badge," presented to him at the completion of ten years' service, and then, more than likely he'll proudly show you the handsome solid gold Howard watch, a gift from Fred Harvey as an appreciation of twenty years' loyal service.

Perhaps the greatest tribute paid him is that he is yet to receive his first complaint of discourtesy, poor service or inattention from a Frisco patron. Another distinction which has fallen to his lot, was that on January 8th, new combination parlor and dining cars, designed and built in the company's own shops at Springfield, and of the latest type, were placed in service, and Jerry was assigned to one of these cars.



Grown-Ups  
Please  
Be Quiet

# THE TWILIGHT HOUR

A Page  
Just For  
Children

## OLD MAN SUN MEETS AND CONQUERS KING MARCH

Everybody knows old King March—he's a blustering, wheezy, whirly-gig old fellow. Old he is—for he's been wheezing and blowing around as long as any of us can remember, and once every year he has a birthday and he tries to see if he is as strong as he used to be. He tests his strength and he blows and puffs and wheezes all through the 31 days of March—his birthday month.

Now old Mr. Sun has always been an enemy of King March and they've fought for years. Old Mr. Sun thinks he can do anything. In fact, he's very positive of it. He isn't so blustery as his terrible enemy, but he comes out of his home in the heavens and opens his mouth and grins, and dazzles the world with his smile—why, you can hardly look him in the face.

Betty turned to mother, who was fastening up her little red coat. "Mother, do you think old King March will just blow me away today?"

"No dear, the Sun is out and he'll have to blow awfully hard to blow you away. You run and play and never mind about the old wind," and she adjusted the little rubber band that held Betty's hat tight on her head.

Old King March came sweeping around the corner of the house, just as Betty closed the front door.

"Aah-ha! Whee!" wheezed old King March! "What a beautiful little doll," and he danced here and there, touching her cheek, then brushing back her coat, to see her little white dress. "Look, Mr. Sun, such a beautiful child. Let's see who can get this pretty little red coat off—I want to see her dress!"

"Poo-poo!" the old Sun grinned. "What could you do with your blustering rudeness. If I make her take it off, will you promise that you'll quit celebrating your birthday until next year?"

"Why, Mr. Sun, this is only the 29th of the month. My birthday isn't over for two days yet. But I'll risk it, I'll risk it. I have no fear but what I will celebrate my birthday for two more days!"

"All right," said the old Sun. "I'll give you the first start. Go ahead," and he got all ready to watch old King March take the coat off; but he blew up such a hurricane that he blew a cloud right over the Sun's face.

The cloud soon passed on and when Mr. Sun came out again he saw Betty sitting on the doorstep, huddled up—her little cheeks rosy red. Old King March was dancing and capering around, brushing Betty's hair across her eyes and whipping her coat around her little white stocking legs.

He puffed and he wheezed, he coughed and sputtered, and then he gushed and rushed and pushed rudely and wildly. Finally he stopped, exhausted.

Old Mr. Sun grinned at poor little March-chilled Betty, huddled on the doorstep. She looked up and saw old Mr. Sun coming out and she smiled.

"Well, Mr. King March, are you ready to give up now?" asked the Sun.

"No, not give up, but I still bet you can't make her!"

"All right, now I'll start," and he came clear out from behind the cloud and he smiled—a big, broad grin! Betty began to stretch out her little legs—the old Sun shone harder. He grinned and grinned, and his smile fairly radiated heat.

Betty got up and began to play—then, all at once, she ran into the house!

"Well!" wheezed old King March.

"Well, well," said old Mr. Sun.

Then the door opened and out she came, but she had on her little brown sweater and had left her little coat inside.

"Ahem!" coughed the old Sun. "Now old King March, do I win?"

"Apparently you have, anyway my birthday is nearly over. I'm not as young as I was once, so I'll retire. I'll rest up and see you next year, Mr. Sun," and he blew away into the atmosphere and out of sight.

So—the old Sun shone, and Betty played, and, three days later, April came.

Hello, Little Boosters:

I guess there must have been lots of little Frisco Folks read my letter last month, because I just got a whole armful of answers.

I wish everybody could read these letters that you little Frisco Folk write to the Twilight Lady. Thanks just heaps for answering so promptly. Let me tell you what I want. On the Twilight Page, the Twilight Lady wants to have a picture of the little

Frisco people and their pets. Mary Ann, haven't you a nice kitten that you play with? Didn't you ever put you doll clothes on her? My goodness, you've missed lots of fun. She just steps around and is worried to death with a doll dress on and you get to feeling so sorry for her, you take it off. Now, Jimmy boy, let's have a picture of that fine dog of yours. Do I want you in it with him? Well, I should say I do! With the picture, I want you to tell me what Fido's name is—whether he catches mice or rabbits, and all the tricks you have taught him.

Now, every body hurry and see which one can get the picture in first. I'm going to put that picture right in the middle of my page next month and then each month I'll print one of them until I run out of children and dogs and cats and rabbits, etc. Hope I never run out. The Twilight Lady is going to print a picture some day of a little dog that sits up and begs for candy, smokes a pipe and walks on his hind legs.

It wouldn't be fair not to tell you what some of my little readers wrote me; so I'm going to pick up several letters and let you read them.

Here's the first:

Dear Twilight Lady:

I read your page and think it is just fine. I took it to school with me and the teacher read us the Twilight Page.

We live near the railroad as our father is a section foreman. We think the Frisco is the best railroad in the world and so does our daddy.

As soon as the weather gets warm, we're going to have our pictures made and send them to you.

Hope you'll write us more about the animals in the zoo and someday when we visit St. Louis we hope you'll take us to the zoo.

We're looking forward to next month when Daddy brings the Frisco Magazine home to us.

Forgot to tell you there are four of us, two girls and two boys.

Yours truly,

Mary, Ann, Joe and Buddy.

And here's another:

Dear Miss Twilight Lady:

We get the Frisco Magazine every month. Our Daddy brings it home to us and mother read us the children's page last month.

We hope that you get this letter all right and that you will write some more stories for us to read.

With love,

Mary and Susie Brown.



1.—Claude; son of G. V. Stone, Springfield. 2.—Eller Mae and Deller Grace; daughters of J. Foster, Arthur City, Tex. 3.—Katherine; daughter of C. Haralson, Sherman Shops. 4.—Alvin Mayberry; son of agent, Frisbee, Mo. 5.—Lula; daughter of A. A. Owens, Springfield, Mo. 6.—Phil and Betty Beckerdlite, Springfield, Mo. 7.—Harold Wells; grandson of H. A. Amerson, Mammoth Springs, Ark. 8.—Ruth and Opal; children of section foreman Dilldine, Thomas, Okla. 9.—Mildred Fenner; daughter of chief clerk, local freight office, Kansas City. 10.—George Lodge, Jr.; son of secretary to general manager. 11.—Son of D. L. Darmon, engineer, St. Louis. 12.—Gladys; daughter of G. V. Stone, Springfield.



## FRISCO RAILWAY BOWLING LEAGUE

SEASON OF 1924-1925

Team Standing and Averages Including Games  
January 9, 1925

Teams	Games	Won	Lost	Percentage	High Single	High Three
Interline .....	45	29	16	644	960	2,597
Engineering .....	45	28	17	622	938	2,647
Tower Grove .....	45	26	19	578	903	2,657
Freight Traffic .....	45	25	20	556	934	2,569
Auditing .....	45	22	23	489	916	2,550
Passenger .....	45	21	24	467	883	2,441
Revising .....	45	17	28	378	886	2,531
General Freight .....	45	12	32	273	789	2,288

## TEAM RECORD

## High Three

Tower Grove .....	2,657
Engineering .....	2,647
Interline .....	2,597
Freight Traffic .....	2,564
Auditing .....	2,550

## High Single

Interline .....	960
Freight Traffic .....	934
Auditing .....	916
Tower Grove .....	896
Revising .....	886

## INDIVIDUAL RECORD

## High Three

Conley .....	643
Wilson .....	627
Spielman .....	620
Gauvin .....	601
Burgdorf .....	594

## High Single

Bucheit .....	253
Duffy .....	237
Conley .....	237
Spielman .....	235
Durfield .....	233

## INDIVIDUAL AVERAGES

Names	Games	Averages
Spielman .....	45	177
Conley .....	45	176
Bacon .....	36	172
Gauvin .....	42	171
Schaffnit .....	39	171
Duffy .....	45	169
Zeis .....	12	169
Wilson .....	30	168
Rose .....	45	167
Shad .....	39	167
McAuliffe .....	45	167
Houlihan .....	45	166
Burgdorf .....	45	166
Jochum .....	42	162
Reinheimer .....	39	161
Sullivan .....	33	161

Rohfling .....	45	160
Petera .....	42	160
Durfield .....	39	160
Norden .....	15	160
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## HIGH SINGLE—INDIVIDUAL

January 9, 1925

Kenworthy .....	232
Grob .....	232

## INDIVIDUAL AVERAGES

January 9, 1925

Games	Averages
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39 Reinheimer .....	161
39 Durfield .....	160
29 Kenworthy .....	158
37 Bullerdick .....	147
30 McDermott .....	143
3 Bird .....	144

## Engineering

Games	Averages
30 Wilson .....	168
42 Gauvin .....	171
12 Boeing .....	157
42 Kranefuss .....	151
39 McBride .....	151
42 Schopfer .....	148

## Freight Traffic

Games	Averages
45 Rose .....	167
42 Jochum .....	162
33 Sullivan .....	161
15 Norden .....	160
42 Spinner .....	154
27 Bauer .....	144
18 Curran .....	142

## General Freight

Games	Averages
37 Braun .....	147
39 Wolfert .....	147
6 Fritz .....	144
45 Stemmler .....	142

18 Heckel .....	135
15 Bardgett .....	135
21 Baxter .....	135

## Interline

Games	Averages
9 Tschampers .....	182
36 Bacon .....	172
45 Duffy .....	169
45 Burgdorf .....	166
42 Petera .....	160
12 Sugrue .....	160
21 Voss .....	133

## Passenger

Games	Averages
39 Schaffnit .....	171
45 Houlihan .....	166
42 Tremayne .....	156
42 Eichnauer .....	152
42 Stoessel .....	145
24 Hallman .....	136

## Revising

Games	Averages
45 Rohfling .....	160
30 Grob .....	159
36 Bucheit .....	158
39 McLean .....	155
33 Berkeley .....	148
30 Egan .....	138

## Tower Grove

Games	Averages
45 Spielman .....	177
45 Conley .....	176
39 Shad .....	167
12 Zeis .....	169
45 Weisheyer .....	156

F. W. ROSE, Secretary.

## It Was Sanborn—Not Stange

That trio of bowlers who represent the executive offices have informed us that it is H. S. Sanborn, assistant to the vice-president, not B. H. Stange, who is the third member of the team. And they say that Mr. Sanborn throws a "mean" ball down the alleys.

Willard Thomas has been practicing bowling in the alley back of his apartment house. Thomas' method is to set up a row of tin cans and then roll a cat at them.

Springfield bowlers with the Frisco view with scorn the performances of the St. Louis Frisco team and "pooh pooh" the assertion that in the general offices are to be found the class of the tenpin toppers of the system.

## Baseball Nearly Due

The baseball players of the Frisco are beginning to unlimber and get their arms in condition. In a few short weeks the crack of bat against pellet will be heard and it is expected that the Frisco team will lead all the rest.

# THE STORM

The rain of ice water that began falling on December 18th, and the zero weather that followed, will long be recalled as causing the most complete prostration of wire service within the memory of the men on whom was imposed the enormous task of fighting this icy foe and restoring a service that is never appreciated so much as when it is not available. Wires, broken and snarled, and stretched beyond further use and encased in ice twenty times their own size, must have laughed to see the demoralization, the helplessness, the inconvenience and delay resulting from their prostration, in this Wireless Age of ours.

After raining all day of the 18th, with the thermometer ranging from freezing to five below zero, ice began forming on the wires early in the day, causing scattered breaks which were promptly repaired by linemen, but toward evening they became more numerous and long lines of poles began falling under the terrific strain, so that by 6:00 P. M. all communication was severed and Springfield was completely isolated.

In anticipation of serious trouble our six regular reconstruction gangs had been moved into St. Louis, Springfield and Sapulpa, and by 3:00 A. M. of the 19th, these gangs, consisting of approximately one hundred men, were enroute to the trouble with instructions to restore the train wire only. Former Superintendent Shaffer was in charge of the first train to leave Springfield. He found the line so badly wrecked that little progress was made, and after fifteen hours of hard work he had only reached a point six miles out, and was obliged to return with his crew to Springfield for rest.

C. H. Williamson, telephone engineer, was in charge of the second train to leave, and went to Republic to repair a break of one and one-half miles of poles. One circuit was restored at this point on the afternoon of the 19th. Work trains with linemen were sent both north and south. Mr. Claiborne was in charge of the Southern Division train and the Northern Division work was handled by Division Linemen M. H. Wood, C. C. Fawcner and R. W. Honse.

At 5:00 P. M. the 19th, a second work train was started east. This train was in charge of G. F. Linster, assistant superintendent of telegraph, ably assisted by Roy Kelton and Sidney Uhr, of the Signal Department, and E. D. McGuire, lineman on the Eastern Division. After an all night fight in the dark, with the thermometer well below zero, this outfit succeeded in working their way into Marshfield at 10:00 A. M., Saturday 20th, being forced to suspend work for rest and to avoid violation of the sixteen hour law.

In the meantime two work trains had been started east from Lebanon in charge of John Stowe, chief lineman and Assistant Superintendent Butler. Mr. Shaffer again left Springfield early Saturday morning picking up breaks behind Mr. Linster's train. The wire was thus placed in service from station to station, it sometimes being necessary to recover the ground three and four times to clear trouble that would come in behind or was passed in the dark. The wire was finally made good into Newberg at 7:00 P. M., December 22nd, and was kept in service with more or less interference. All wires were clear at 9:30 A. M., January 9th, just twenty-one days after the trouble started.

In order to maintain this circuit and clear the frequent interruptions, patrolmen were placed at all telegraph offices, with instructions to start out immediately when trouble appeared. In this way we were able to keep the wire working most of the time until further progress could be made in the work of actual repairs.

On the third day after the storm occurred we had nineteen well organized gangs, totalling over three hundred men, distributed between Springfield and St. Louis. These gangs came from Colorado, Texas, Nebraska, Minnesota, Iowa, Oklahoma and Arkansas, and were accompanied by Western Union General Foremen H. W. Coble, of Denver, D. B. Sawyer, of Little Rock, J. C. Melton, C. C. Curtis and G. W. Stamm, of Omaha, and L. W. Thompson of North Dakota, and last, but by no means least, was Mr. Ward, of the New York office. All of these men rendered invaluable service. In fact, the co-operation we received from every one connected with the Western Union was wonderful and was responsible in no small measure for the early recovery of our badly wrecked plant.

Vice-President Titley, of the Western Union, in charge of plant, J. C. Hubbard, general supervisor of lines, W. W. Watt, division plant superintendent, and J. D. Campbell, division supervisor of lines, rode over the line with Mr. Brennan, and all expressed the opinion that it was the worst ice storm of their experience and that no pole line ever constructed could have withstood the ice load to which ours was subjected.

To give some idea of the ice load: It has been estimated that there was one pound of ice per foot of wire. There is an average of twenty-five wires on this lead and the poles are one hundred thirty feet apart. From these figures it will be seen that in each span there was thirty-two hundred pounds or over one and one-half tons of ice.

There were approximately thirty-

five hundred poles down on the entire line, with wire breaks reaching nearly thirty-five thousand. The most of this damage was on the Eastern Division, where many poles were broken in several pieces. Crossarms were broken and much of the wire was made worthless on account of its stretched and bruised condition.

This narrative would be sadly incomplete without mention of the fine co-operation received from all departments on the railroad and the loyalty and good will shown by our employees who worked all day and well into the night, including Christmas and New Year's Day, as long as there was need for such work, without a single protest, although there were many frozen hands and feet and there was constant danger from poles made unsafe to climb by concealed breaks. There were many cases worthy of special mention, but lack of space forbids. Enough to say that General Foreman Musgrave has gathered around him a force of real men, worthy of their leader.

We must also not overlook mentioning the efficient work of our manager-wire chiefs at the several relay offices. The unusual conditions created by the storm brought out many peculiar situations unknown in the ordinary routine of testing and patching wires, and in many cases the recovery of circuits through trouble zones was possible only through the ingenious and original efforts of the wire chief.

## Conservation of Fuel

By J. A. Janns

THE expenditure for fuel is the greatest single item of cost in operating expenses the railroads have to contend with. Also fuel is the one item of cost where there is the greatest room for economy. Fuel, whether in the form of coal or oil is the source of energy in use on modern railroads today. Fuel in the form of coal and oil drives our huge express and passenger trains from coast to coast at a rate of 50 to 60 miles per hour. It is the source of power that pulls our enormous freight trains for distribution of our products over the entire country. Fuel, from the time power in it is released in the form of heat energy to the time it is transmitted to the cylinders of our locomotives, is always seeking an avenue of escape and it is so elusive that a great percentage of it does escape. Economy in fuel starts from the time it is produced at the mines and oil wells to the time it is transported to coal chutes and storage tanks and placed on the tenders of locomotives to be fed into the combustion chambers of the locomotives to be changed in form of heat energy till it gets to the cylinder, and does actual work. When we stop to consider the actual value of a pound of fuel, we can get a view of the immense field we have to work on in the conservation of fuel.



Now, let us stop and examine a pound of fuel. Different coal, and different oil, do not have the same unit of value, but approximately we can say a pound of coal contains 14,000 British thermal units, abbreviated BTU, and oil 17,000 to 21,000 BTU of heat. A BTU of heat is the amount of heat necessary to raise the temperature of 1 pound of water at 62 degrees Fahrenheit to 63 degrees Fahrenheit. Heat can be converted into work and work into heat, hence there is a definite ratio between the unit of heat and unit of work, the foot pound. Modern scientists, after careful experiments, place the mechanical equivalent of 1 BTU to be equal to 778 ft. lbs. of work. If all the heat was utilized in the burning of 1 pound of coal of 14,000 BTU it would give out enough heat energy to raise 14,000 pounds of water at 62 degrees F. to 63 degrees F. This 1 pound of coal is equivalent to 14,000x778, or 10,892,000 ft. lbs. This 1 pound of coal would raise a weight of 700 pounds 15,560 feet in the air, if all the heat was utilized. It is estimated a locomotive pop opens 1 minute and 15 pounds of coal are wasted. Then a locomotive pop opening 1 minute wastes 123,000,000 ft. lbs. of work.

We ordinarily think of steam doing work but it is the heat that does the work, the steam transmits it to the cylinders. Take ordinary locomotives; the water is fed into a boiler. Water receives heat from fuel and is transformed into steam. The steam carries the heat to the cylinders where part of the heat is used in doing useful work. All the heat we can keep in and not let get away will be that much more available to use as the most perfect conditions in a heat engine is 1/7 of the heat does actual work. The best record ever made was 1 horse power per hour out of a pound of fuel. I will now try to trace out what becomes of all of this heat produced by the combustion of the fuel. First, a large part is lost in various ways by the combustion of the fuel. The largest part escapes up the stack, however, this is necessary to produce draft, but lost as far as doing work in the cylinder is concerned; then the losses by radiation from boiler and steam pipes, pop valves, leakage, by valve stems, blow off valves and various other losses make up the total losses from the boiler. We cannot stop all the losses of heat liberated by the fuel, but if we get proper combustion of the fuel, all pipes properly insulated and steam leaks stopped, to stop the escape of heat, we are taking a long step in the conservation of fuel. A great loss in fuel is ordering the engine, then standing around waiting for the train to be made up, getting out on the road, delay in passing tracks for opposing trains. Energy wasted that way should be used for the movement of the train.

Take for example train No. X, ar-

rived at Station B going east at 8:20 P. M.; took full tank of water, 10,000 gallons; next water tank at C. Arrived C, 1:25 A. M., 5 hours 5 minutes later with empty tank. Ordinary time from B to C without delay, tonnage train, 1 hour, using 5,000 gallons. On account delay, used 5,000 gallons more than ordinary. Now we will see what this means in equivalent of work that was available in ft. lbs. 5,000 gallons of water reduced to pounds would be 41,775 lbs. to change this water into steam at 200 lbs. pressure will take 49,308,662 BTU of heat; this is equivalent to 38,362,139,036 ft. lbs. of work. Now assessing 8,000 BTU per pound of coal absorbed by 5,000 gallons of water, this 49,308,662 BTU consumed 6,164 pounds of coal which reduced to tons equals 3.08 tons. Usually the coal chute at C gets ticket for 8 or 9 tons of coal going east with tonnage train of 2,400 tons, but this trip got ticket for 12 tons. The delay this trip was standing in passing tracks waiting for opposing trains. It is then evident the loss was through radiation heat from boiler, heat radiating from steam pipes, working stoker, generator running to light steam and water glass gauges, keeping train line pumped up, flange oiler blowing steam out of nozzles and drifting valve turned on. To economize in fuel when an engine is fired up at the terminal it must be placed on train, gotten out of terminal as soon as possible and when possible labor at foot of grades at meeting points and if engine is going through do necessary work, put on train, get going again with minimum of delay and if engine does not go through get fire out and in house at once.

To conserve fuel, all pipes on a locomotive that radiate heat should be covered with a good thick pipe covering, all steam leaks stopped, boilers kept clean, all flues kept clean. Ever inspect a well managed stationary power plant? About the first thing you note is the elaborate pipe covering every inch of surface that radiates heat that can be, is covered. Every BTU that can be, is kept in and diverted to useful work. All the heat from exhaust steam that can be reclaimed is diverted to heating feed water for the boiler. The boiler itself is well covered, and steam leaks in joints, unions and valve stems is out of the question. Every locomotive, itself, is a complete portable power plant and it is just as necessary to treat it the same as any well managed power plant.

A great loss in fuel is by clinkered fires; when fire is clinkered it does not get sufficient supply of air. If a pound of carbon gets sufficient supply of air and combustion is complete, it burns to carbon dioxide and liberates 14,600 BTU of heat; if supply of air is insufficient it burns to carbon monoxide and liberates 4,400 BTU of heat. A skillful fireman that watches his fire closely does not allow banks to

form in firebox which forms clinkers and does not allow pops to raise. He is a valuable man for his employer. The engineer can save fuel by starting his lubricator feeds 15 or 20 minutes before starting on trip so as to get valves and cylinders properly lubricated, not carrying water too high; if water is carried too high it passes through throttle valve and into dry pipe in form of a spray, destroys superheat, washes lubrication off of valves and cylinders, causing more friction; result is: engine will not handle train as well and oftentimes stall on grade. The cut off should not be worked down further than necessary; the point is, work steam as expansively as possible, it saves fuel and water. The train should be kept up to maximum speed at foot of heavy grades without violating speed restrictions. As far as possible, do not supply boiler with more water than is being used as this causes fluctuation of steam in boiler. Also get train over division as soon as possible and on arrival at terminal report all steam leaks and anything in your opinion causing engine to consume more fuel than usual.

The train crew can help save fuel by knowing that all brakes and retainers are in released position. When a brake is found sticking, make note of it and report to proper authorities at terminal. Do not make unnecessary switches when opportunity presents itself in siding. Walk to head end and watch for brakes sticking while pulling out of siding. The car department can help save fuel by observing all boxes, see if properly lubricated and brasses in good condition so as to avoid delays on road, keeping triples cleaned and oiled, brake piston leather oiled to avoid brakes sticking, and keeping train lines tight and car doors shut. Train dispatchers can save fuel by keeping down delays at meeting points, giving train main line without stopping that is approaching ascending grade at meeting points; not overloading in cold weather; also where first class trains are numerous, keep tonnage to 150 to 200 tons below maximum of engine rating. Brakes sticking on our long trains are a source of great annoyance as well the extra fuel consumed. I will give an example of an actual happening. Train called to leave G 12:25, left at 1:10 P. M. with 75 empty cars, 1,565 tons, stopped 10 minutes at H crossing; stopped automatic block signal J, delay 5 minutes, stopped 1 mile east of K, delay 5 minutes; arrived L 3:10 P. M., train pulled heavy G to L. Before leaving L, rear brakeman came over and said brakes on four cars, different parts of train were sticking near rear end.

Left L 3:20 P. M., received order there take siding and meet No. 4 at M; arrived at M, No. 4 was on main line waiting; we pulled through siding with 75 cars, they had about 20 cars. No. 2 is due at W, top of P, at

4:15 P. M. On account of taking siding at M, we had to head in at Q, foot of P, for No. 2, the longest and steepest grade on division, going west. Arriving at R, gave coal chute ticket for 12 tons, ordinarily should have given him ticket for not over 8 tons. The extra coal consumed was caused by brakes sticking and taking siding at foot of hill at P. If dispatcher gave us main line at M, would have made N for No. 2.

The individual performance of each locomotive should be watched closely, some system of keeping accurate check on amount of coal consumed by each locomotive from time it is hooked on train at initial terminal to time it is cut off from train at final terminal, should be put in effect; if this is done, performance of locomotives can be watched closely and if engine con-

sumes more fuel than usual, or if any fuel saving device is installed, the saving can be checked up. On account most of freight engines being in pool service, it is hard to get accurate check on fuel consumption on each individual engine.

There is no doubt that great strides are being made in the conservation of fuel and if the proper spirit and co-operation will be shown by all employees concerned in handling of trains, both road and yard, it will be astounding the saving that will be made in fuel in the future. The thing to do, is for every employee concerned in handling of trains to practice the greatest economy, watch every waste of fuel, because each pound of fuel has a definite value in unit of work and should be saved and diverted to useful work.

## Passenger Agents Express Their Appreciation of F. J. Deicke

Whereas, Mr. F. J. Deicke has retired as Division Passenger Agent of the Frisco Lines, and

Whereas, Mr. Deicke has on all occasions proven himself to be our friend, and by his kindly manner endeared himself to us, and has by the conduct of his office been a credit to the railroad he represented and to himself;

BE IT RESOLVED, That the City Passenger Agents' Club of St. Louis, in meeting assembled, extend to him our sincere best wishes for a long and happy life with good health to enjoy his well earned rest.  
(Signed)

A. K. SCOLLEY,  
WHIT B. OWEN,  
R. R. SPANGENBERG,  
Committee on Resolutions.

# FORCIBLE ILLUSTRATION OF VALUE OF GROUP INSURANCE

By G. L. BALL, Superintendent of Insurance

To file an application for life insurance at the same time submitting proof of the applicant's death, and have both the application and the death claim allowed by the insurance company sounds like an absurdity, and so it would be in the case of ordinary individual insurance. Yet that is exactly what happened recently under our group insurance contract with the Metropolitan Life Insurance Company.

Jergen C. Ellegard, formerly car inspector at Kansas City, only made one payment under the group insurance plan but two checks for \$1,000 each went forward to Mrs. Ellegard. One \$1,000 straight life insurance and

\$1,000 accidental death and dismemberment insurance.

Mr. Ellegard signed his application for insurance October 1, and deduction was made from his September wages to cover the October premium. On October 14 his body was found on a steel track in the Kansas City yard. He had been struck and killed by a passing train.

Mr. Ellegard was one of our very old employees. He was known as "Dad." When safety department inspectors or his foreman talked to "Dad" about blue flag protection he would inform the speaker that he had been inspecting cars for forty years and had never even been

scratched.

At the time "Dad's" death occurred the application form which had been filled out only two weeks before had not yet been forwarded to the Metropolitan. The consequence was that his application for insurance and the proof of his death reached the insurance company simultaneously.

But he had signed the application in good faith and had paid his share of the October premium so even though the Metropolitan officials had no previous knowledge of his intention to take out insurance, the claim was allowed and two checks for \$1,000 each forwarded to Mrs. Ellen M. Ellegard, his beneficiary.

The death of "Dad" Ellegard holds two lessons for all Frisco employees. The first is the importance of obeying the blue flag protection laws, the second is the value of insurance in a strong, reliable company where every certificate holder may be certain of fair and liberal treatment in payment of claims.



Checks Received by Mrs. Ellen M. Ellegard, Under Group Insurance Plan

**The FRISCO EMPLOYEES' MAGAZINE**

Published on the Fifteenth of Each Month

By the

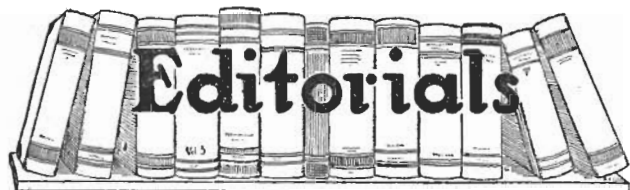
**St. Louis-San Francisco Railway**

Edited by FLOYD L. BELL

645 Frisco Building

St. Louis, Missouri

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

**March**

**A**VAUNT ye varlets who have grossly maligned the glorious month of March.

They will tell you, these craven spirits, that it is a month of bluster and stinging, lashlike winds. But they see only the surface.

It is a month of "pep and vim." Shaking off the dull edge of winter, March romps playfully, gleefully into the new season. Filled with exuberance and vitality. That is March.

And those winds create the rosy cheeks which no store can furnish. They give to each of us just the necessary spring tonic, better by far than the old-time sassafras tea and sulphur.

It's a good old month. We welcome its coming.

**Go On**

**F**ROM a well-known firm of St. Louis printers, Lambert, Deacon & Hull, comes the following gem, issued by them as a bit of advice and cheer to all of us:

"This is a time for rejoicing; because it is the greatest chance for men with business instincts, who can smile and bear the brunt. The turtle draws in its head at the sign of danger. The business man sets his jaw at the sign of difficulty. See to it that no one turns turtle at this time. If you don't know what to do—Go On. If you have made a mistake—Go On. If you are not feeling well and fear a spell of sickness—Go On. No matter what happens—Go On. In case of doubt—Go On. Life is like riding a bicycle, we can keep from falling if we keep moving. Only a few trick riders can stand still and not tumble."

**Railway Information**

**R.** T. NEWMAN, Staff Editor of the "Adventure Magazine," is doing a splendid work in his department, handling general information upon the railroads of the United States.

In this department Editor Newman answers all questions pertaining to rail matters and is accurate and detailed in this information. In a letter to the editor of this magazine, Mr. Newman says, "I am always able to speak a good word for the Frisco Lines. It is an old friend of mine, and I have traveled many miles over its territory."

**Pittsburg, in Kansas**

**I**N THIS issue is featured Pittsburg, the Kansas one. And it is interesting, indeed, to read of the achievements in the field for which Pittsburg is the natural center and outlet. They have a rare spirit in Pittsburg, one has but to talk with any business man down there to discover that. "Initiative, Enterprise and Energy." Three good assets to any community and down in Pittsburg that is more than just a slogan—it is a fact.

**Railroads Do, Indeed, Do Their Job**

**G**RATIFYING, indeed, is the report of the National Industrial Conference Board, which says, among a great many other things: "Railroad management, in spite of the fact that railroads have served for long and durably as a football for economic and political controversy, has utilized the resources at its disposal with enormous success."

According to the Board, this report was undertaken because, "Industry as a whole and those who take part in it must ultimately justify themselves on the grounds of service performed."

**Courtesy**

**E**MERSON said "Life is not so short but that there is always time for courtesy."

Aristotle describes the real gentleman more than two thousand years ago. He said: "The magnanimous man will behave with moderation under both good fortune and bad. He will not allow himself to be exalted; he will not allow himself to be debased. He will neither be delighted with success nor grieve with failure."

There is a fortune in good manners. It irrigates the waste places in human relations. It makes the desert blossom like the rose. It is like the invisible cloth, woven for the king in Hans Anderson's fairy tale, that proclaims a nature.

### Be Fair With Your Employer

**I**N A RECENT issue of the Illinois Central Magazine appears a news item of one Mose Davis (colored) using perjured testimony in his effort to secure judgment against that railroad on account of an alleged injury he received at Lyon, Mississippi, in January, 1922, by being shoved from the steps of a passenger car. It is related that detective work on the part of the claim department of that line uncovered the perjury, and the verdict of the Court, which had been in Davis' favor, was set aside. Later, Davis was indicted and sent to the penitentiary.

Every day there are instances of spurious claims against railroad companies for alleged injuries sustained by outsiders, and, in some cases, even employes resort to this underhand practice. Of course, it is found that an employe who will do a thing of that sort is not really worth much as an employe, and sooner or later he is stricken from the company's roster.

The duty of every employe, no matter in what capacity connected with the property, is to at all times be on the lookout; first, to prevent accidents; second, when an accident occurs and he is a witness thereto, to offer his testimony to his superior officer, who, in turn, will send it to the proper party; and third, to at all times be truthful in his statements and not for one moment either permit perjured testimony, where his own testimony will defeat it, or under any circumstances resort to the despicable attitude of perjuring his own testimony. The company has always been fair and equitable in the satisfaction of just claims, and we, in turn, must be fair with it.

### What Government Ownership Would Mean

**I**F EVER government ownership of railroads should come it will mean that we place over nearly three million new employes into public service and we must put them under an airtight civil service, to be hired by a separate commission and promoted by seniority. At once we have created a bureaucracy. Otherwise, we would have nearly three million jobs

to be given out and a political debauchery unparalleled in all history. There are certain inherent qualities of bureaucracy in its deliberative action, the necessity to maintain joint responsibility, its enlargement of 'red tape' designed to prevent error in judgment and conduct, all of which are perhaps an advantage in purely governing functions, but they become disaster when applied to the rapidity of movement vital to business and service. Numbers increase for every task. The alternative is political favoritism. And at the top, where exceptional talent and genius must be had, neither seniority nor competitive examination, nor politics will secure or find it. It is one thing to choose a postmaster but another to choose a railway president. These things are the actual and daily experiences of our public life; and if a hundred years of this experience is not proof that the efficiency of government operation must always be below the efficiency of private enterprise, then the public is incapable of conviction."—*Erie Magazine*.

### "Follow the Swallow"

**A**REN'T we all spendthrifts, who follow the example of silly swallows, forgetting in the warm sunshine, the cold frost that may descend upon us when the sun goes down? Most persons are careless of the future in the glamour of the midday sun, and often, too often, they repent in the cold for following a silly, misguided swallow.

The fellow who puts by for the "rainy day," and makes sure he won't leave misery for his family and dependents when he is called away, is the far-sighted person who can carry a bit of his sunshine along with him. For rainy days *do* come! Providing for them doesn't mean giving up all our luxuries and pleasures. It simply means methodically putting a few dollars aside from each pay when the sun is shining so that the frosts and the rains won't hurt us.

Our Group Insurance Plan is intended to provide for a time when money affairs may cause difficulties. Group insurance provides protection for employes and their families not only in case of death, but also in case the breadwinner—or insured person—is prevented from making a living before the age of 60 is reached. Accidents and prolonged disease are some of the clouds which cut out the sun, and if there is a steady income during such times, worry is lightened and things aren't so hard to bear. Savings for our old age and insurance for our dependents make both sunshiny and rainy days pleasant.





# Homemakers' Page



MISS LORETTO A. CONNOR, Editor

## Hand and Glove

In a comparatively recent novel, the hero makes some reference to the heroine's nails, whereupon the lady novelist has the heroine "look at the translucent pink and white of those objects d'art" with absolute and complete satisfaction. Translucent and objects d'art—exquisite verbiage! How unfortunate that the former descriptive is so rarely applicable and as for the latter—alack most of us have "just hands."

Nevertheless, those necessary appendages are extraordinarily useful and are, or can be made, to approach the ornamental if their owner will but make the effort to let care and art supplement the niggardliness of nature.

The sense of touch is strongest in our finger tips. The skin on them is thin and, of course, sensitive. If permitted to thicken, the ability to distinguish objects with the finger tips is lessened or lost. To retain this faculty throughout life, it is necessary to pamper the hands as much as time and circumstances will permit.

One of the simplest and at the same time one of the most effective methods of coddling the hands is to wear gloves when washing dishes and more especially when sweeping or dusting. Dust dries and hardens the skin and cuticle and even penetrates ridges in the nails themselves. Cultivate the habit of slipping on a pair of old gloves when performing household tasks and it will soon become second nature to wear out old gloves in this way. No one on earth denies for one moment that work-hardened or roughened hands are honorable, but as an Englishman once remarked, "They are so deucedly unnecessary." Accustom yourself to wearing gloves while doing housework. Keep a bottle of olive oil and a few drops of lemon on the kitchen beauty shelf and presto! all hand marks of hard work are gone.

In the Victorian era no real "lady" ever ventured on the street without her gloves. We have pointed the finger of scorn at most of the Victorian practices and customs, but Mrs. or Miss 1925 has far more reason for donning her gloves than her grandmother did. Wearing gloves makes it a little easier to keep the hands clean and is certainly some safeguard against the many possibilities of contagion that exist in cities today. It is appalling even to think of the number of objects that must be touched in the

course of a day in the city—door-knobs, handles, railings, street car straps—objects that have been touched and clutched by thousands of other people, many of them unwashed, as well as ungloved.

## The Humble Spud

Contempt for the potato is general among all those just over the border line from the pleasing plump class. For them the potato is the deadly sin of the menu and to be avoided as such.

Singularly enough the following extracts from Edgar Slosson's "Chats on Science" will show that the contumely heaped on the humble spud is by no means modern:

"It took people a hundred years or more to learn that potatoes were good for them to eat. In the eighteenth century they fed them to their pigs and cattle, which, not having the prejudices of rational men, took to them readily. The Germans then fed their prisoners of war on potatoes, and it happened that one of them was a French chemist, Parmentier, who, when he was released, urged his countrymen to cultivate the potato as a vegetable 'that in times of necessity can be substituted for ordinary food.' In 1728 an attempt was made to introduce potatoes into Scotland, but they were denounced from the pulpit on two contradictory counts, that they were not mentioned in the Bible, and so not fit food for Christians, and that they were the forbidden fruit, the cause of Adam's fall. They were accused of causing leprosy and fever. In England the effort of the Royal Society to promote the cultivation of the potato was suspected to be a conspiracy of capitalists to oppress the poor. The labor leader, William Corbett, declared the working men ought not to be induced to live on such cattle food. When the British army was sent to fight in Flanders—not in 1914, but a hundred years before—they acquired two shocking habits; they learned to swear terribly, and they learned to eat potatoes. The monks of Bruges had introduced potato cultivation by compelling their tenants to pay part of their dues in potatoes. The farmers, seeing that the monks thrived on them, began to save out some of the crop for their own use. In Germany our own Benjamin Thompson, having become Count Rumford in Bavaria, undertook to clean the beggars out of Munich. When he had rounded them

up he had to feed them, and being a student of dietetics he decided that potato-soup was the cheapest and most nutritious food he could find. But he had to smuggle the potatoes into the kitchen secretly; otherwise he would have had a hunger-strike in the poorhouse. And so, thanks to the initiative of scientists, kings and monks, and to the involuntary assistance of pigs, prisoners and paupers, the world got the inestimable benefit of potatoes."

## The Noon Hour Rush

If you can devote your whole noon hour to your luncheon, so much the better. The time spent in a quiet, restful tea-room, leisurely consuming a dainty, attractively served repast, is time well spent, as it is restful and quieting to flustered nerves. But if you must shop at noon and therefore eat your lunch on the fly, choose a light luncheon of food that is easily digested and which doesn't require a great deal of chewing. A chocolate malted milk or an egg-shake is nutritious and can be consumed in a few minutes.

The popular luncheon consisting of a sandwich, cake or pastry, and coffee, is not a well-balanced meal. If you have meat for dinner, it is best not to include it in the luncheon menu, but if possible have some other protein food, such as milk, cheese, eggs, or possibly fish.—Ex.

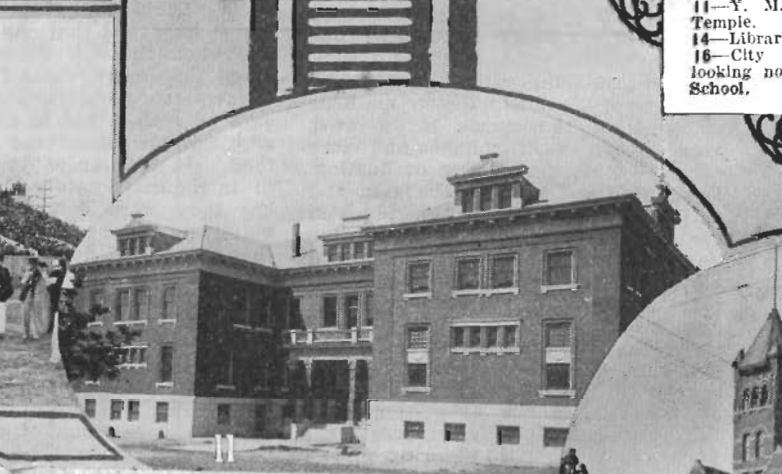
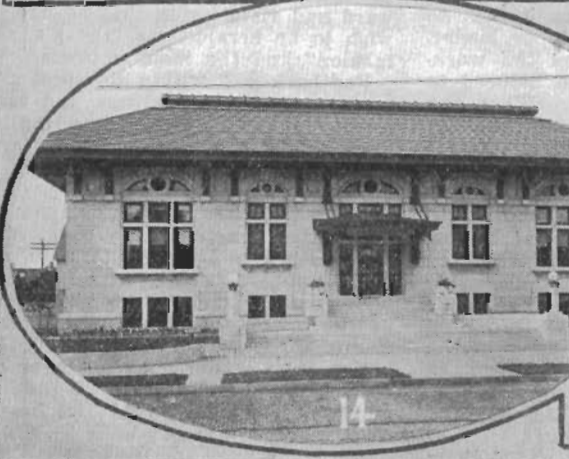
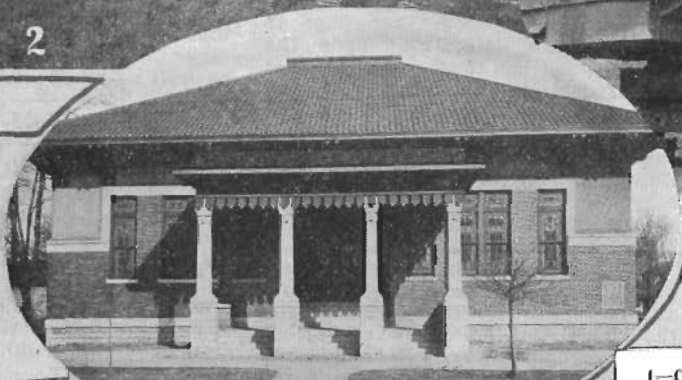
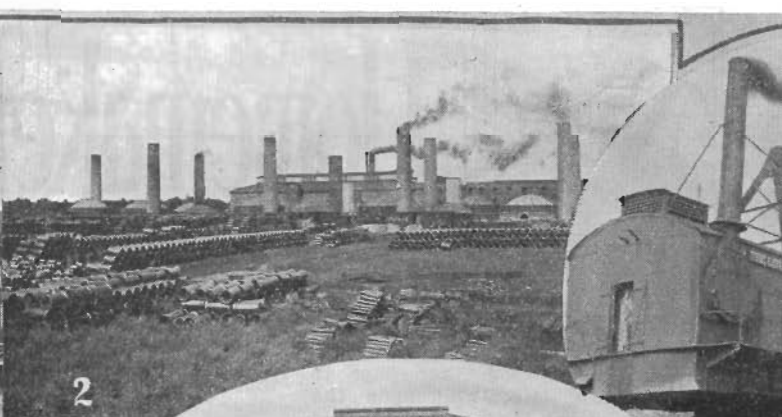
## The Etiquette Movement

Farewell, forever, to the venerable traditions of the Jacksonian era! Gone are the days when a man proved himself a truly patriotic citizen of this great and glorious land by the extent to which he gave every possible outward and visible sign that he had no wish to be heralded as "the glass of fashion" and the mold of form."

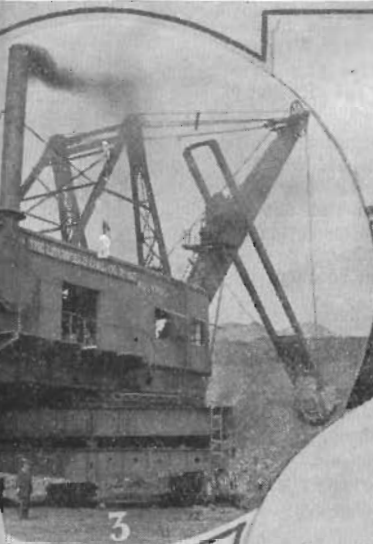
For hark ye! within the past five years, Americans, stalwart and true, to the number of over one million have invested something like three millions of their cherished dollars in books on etiquette.

A recent writer finds the clamor for information on What's Wrong With the Picture and which fork to use when comparable only with the furor occasioned by such noteworthy events as the advent of Mah Jongg or the rise of the cross-word puzzle.

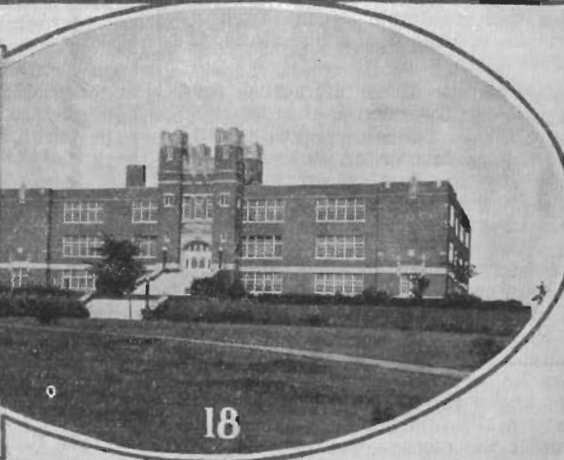
You, dear reader, may not have observed the direct effects of the etiquette movement as yet. But be patient. Rome was not built in a day (Continued on Page 34.)



- 1—Corner
- 2—W. 8th
- 3—Largest steel
- 4—states.
- 5—Co.
- 6—Stand
- 7—Christia
- 8—Fir
- 9—Thomas
- 10—Kansas St
- 11—Y. M.
- 12—Temple.
- 13—Librar
- 14—City
- 15—looking no
- 16—School.



Corner Fourth and Broadway.  
W. S. Dickey Mfg. Co. 3—  
largest steam shovel in three  
tes. 4—Deckard Steel & Iron  
5 — Elizabeth Apartments.  
Stand Ice & Fuel Co.  
Christian Science Church.  
First Methodist Church.  
Thomas Fruit Co. 10—Stadium.  
ansas State Teachers' College.  
Y. M. C. A. 12—Masonic  
mple. 13—Federal Building.  
Library. 15—Shrine Mosque.  
City Hall. 17—Broadway,  
king north. 18—Senior High  
ool.





## The Etiquette Movement

(Continued from Page 31.)

nor can the masses be transformed over night. When one home out of every ten is provided with the last word in correct social usage; when one million American citizens invest three millions of their dollars in any project, results are certain. Get in line, dear reader. Etiquette consciousness has been awakened among the American people and for one to venture forth without having read up the proper chapter is quite as unsafe as to tell one's dreams to a disciple of Freud.

## Attractive Clothes Closets

There may still be an occasional snow flurry, but none the less, spring is not far distant. For Mrs. Average Housewife, the advent of spring connotes two things primarily—new raiment and the House Clean even though it be not always the House Beautiful.

Every woman who has ever imperiled the salvation of her lord and master by yielding to the Vernal urge to turn things topsy-turvy, realizes that the greatest bugbear in the process is the clothes closet. Even in otherwise well-regulated families these depositories are apt to afford refuge to a varied assortment of articles, useless as well as useful, discards of all kinds, the many things that somebody may want sometime, but never does.

Tragedy of tragedies. Though Mrs. Average Housewife may wield broom and brush and mop with all the vigor that is in her, though she may jeopardize the family peace by sundry distributions of treasured relics of former splendor, the average closet still remains a blot on the landscape.

And yet, interior decorators have shown us that skillful fingers, a few yards of checked taffeta gingham and a little effort can transform the closet into the proverbial thing of beauty. Ruffles of the gingham, scalloped on both sides and applied ungathered to the shelves so that the upper edge rises about one-half inch above the wood, will do away with the unsightliness of the shelves. Scalloping and a simple cross stitch design in contrasting color make the ruffles more effective.

The beauty of an attractive room may be sadly marred by an open closet door. Though everything within be in perfect order, the effect produced by the motley array of varicolored garments is jarring. This may be avoided by hanging curtains on rods just inside the closet door and high enough to meet the ruffle on the lowest shelf. The curtains may be of plain linen, bordered with bands of the checked material used on the shelves. Squares or floral designs may be appliqued upon the curtains just above the borders. The curtains serve a two-fold purpose in that they protect the clothes from dust as well as screen the contents of the closet.

## A Bit of News

The editor recently received a very interesting communication from Mary Margaret Laden, whose photograph was reproduced in this department a month or two ago.

Mary Margaret advises that because of her mother's ill health, they were obliged to move to El Paso, Texas, where she claims "sunshine spends the winter." Mrs. Laden's friends will be glad to learn that the Texas climate has proved beneficial to her, that she is gaining in weight and feeling much better.

The following recipes furnished by Mary Margaret will no doubt be welcomed by many of our readers:

### Chocolate Fudge Cake

4 squares unsweetened chocolate,  
 $\frac{1}{2}$  cup milk,  
 1 cup sugar,  
 1 egg,  
 $\frac{1}{2}$  cup butter,  
 1 cup sugar,  
 2 eggs,  
 $\frac{1}{2}$  cup milk,  
 2 cups pastry flour,  
 $\frac{1}{2}$  teaspoon salt,  
 2 teaspoonsful baking powder,  
 1 teaspoon vanilla.

Shave the chocolate into the upper part of a double boiler, melt it and add one cup sugar, one-half cup of milk and the beaten egg. Cook over hot water, stirring constantly until the mixture thickens, then set it aside to cool. Cream the butter and gradually add one cup sugar and the well-beaten eggs. Sift the flour, baking powder and salt together alternately, add the dry ingredients and milk to the mixture, add the cooled chocolate mixture and vanilla. Beat thoroughly and bake in greased layer cake tins in an oven at 375 degrees F.

### Quick Sponge Cake

3 eggs  
 1 cup sugar  
 1 cup pastry flour  
 1 teaspoon baking powder  
 $\frac{1}{4}$  cup cold water  
 salt

Beat the eggs and sugar together for ten minutes, and add the flour, baking powder and salt, which has been sifted together. Add cold water and pour into a sponge cake pan or into fluted muffin tins. Frost with burnt almond frosting, or serve with ice cream or whipped cream.

### Burnt Almond Frosting

$\frac{1}{2}$  cup butter  
 $1\frac{1}{2}$  cups confectioner's sugar  
 2 egg yolks  
 $\frac{1}{2}$  cup almonds

Cream the butter, add the sugar and the egg yolks, beat well and spread on the cake when just ready to serve. Blanch the almonds and brown in a moderate oven (330 to 360 degrees F.). Cut in pieces and sprinkle over the cake.

## A Choice Mincemeat Recipe

In the January issue of the magazine, Mr. Bell referred to Mr. William Francis Hooker, who edits the Erie Magazine, as the Dean of Railway Editors.

Basing our judgment upon the following recipe for mincemeat, we are of the opinion that Mrs. Hooker has achieved equal success in the art of cookery.

3 pints of chopped apples  
 3 pints of chopped green tomatoes  
 4 cupfuls brown sugar  
 1 cupful granulated sugar  
 1 1-3 cupfuls of vinegar  
 1 cupful of boiled cider  
 3 cupfuls of raisins (seeded)  
 3 teaspoonfuls cinnamon  
 1 teaspoonful cloves  
 $\frac{1}{2}$  teaspoonful of allspice  
 $\frac{1}{2}$  teaspoonful mace  
 2 teaspoonfuls of salt  
 1 cupful of chopped suet

First bring your tomatoes to a boil and drain them. Repeat this twice. Then add sugar, raisins, suet and salt. Boil one hour; then add vinegar, cider and spices.

Bring this to a boil and then seal in glass jars. Use currants also, if desired. Light brown sugar gives the mincemeat a pleasant flavor.

## Texas Fudge

Mrs. Iva Sewell, of Sherman, Texas, vouches for the following recipe for peanut fudge:

2 cups brown sugar  
 1 cup sweet milk or cream

Boil together until it balls in cold water, add one teaspoon of vanilla and beat in one-half cup of peanut butter. Beat until it "fudges"; pour into buttered dish and let cool.

## For the Recipe Cabinet

### Cauliflower Au Gratin

Put boiled cauliflower with white or cream sauce in buttered baking dish, cover with buttered crumbs, and if desired  $\frac{1}{2}$  cup grated cheese, and bake on center grate until crumbs are brown.

### Corn With Green Peppers

Three cups cooked corn, 1 tablespoon of green peppers, chopped fine; 3 tablespoons butter, 4 tablespoons cream. Remove kernels from cob with sharp knife, put in a frying pan with butter, cream, and two teaspoons chopped green pepper. Let simmer slowly until liquid is almost absorbed.

### Apple Snowballs

Six apples, 1 cup sugar,  $1\frac{1}{2}$  cups water, 20 marshmallows, shredded coconut, lemon juice. Pare and core apples and put a marshmallow in center of each. Cook in syrup made of sugar, water, lemon juice and 14 marshmallows. Keep whole as much as possible. Remove from syrup, cool slightly and roll in shredded coconut.



# THE MAN WHO WAS SO GOOD HE STOOD STILL

OLD W. T. T., as he was familiarly known, otherwise William Tumcomsa Thompson, division superintendent of the heaviest division of the gigantic Black Column Railroad, was slumped down in his office chair at 6:00 A. M. He was thoroughly tired and disgusted but hardly thought it worth while to get in the hay when he looked at the enormous mass of unanswered correspondence on his desk, which had accumulated during his absence from office at which time he had been employed in unscrambling one of the worst derailments that had occurred on the Black Column for years. As the so-called old man, who as a matter of fact was only 45, looked back over his past life, he kept asking himself over and over again, "What's the use?"

Mr. Thompson was the kind of superintendent that did not have to ask anybody anything—he knew it. He had started as a caller at the age of 13, before telephones or bicycles were perfected and when the duties of a caller required him to walk many miles to get his men to sign on the dotted line. His next step forward was that of a number grabber, then yard clerk, field switchman, engine herder, and finally a foot board yardmaster, and it seemed to him he always drew the kind of a job where he could never get any spot. During some of the bitter nights that the young fellow was compelled to work in, it occurred to him that a caller's job would not be so worse, and breaking all railroad precedents, he, by hook and crook, got on the fireman's board. The first few months he thought he would starve to death as business was not good, but as the movement increased, and he became more experienced, he finally landed a regular job and stuck to it until he got over on the right hand side, but after a couple of years' performance as a hogger or brave engineer, that is, brave because his over clothes got stuck on reverse lever when he tried to unload, he decided to swap the head end for the hind end and become a shack, so again breaking all ordinary rules, he got on the extra brakeman's board and after the usual trials and tribulations rose to the exalted position of freight conductor, it being one of the happiest moments of Bill's life when he was legitimately permitted to hang a big order charm on his watch chain, although it was a hard matter for him to decide whether he was prouder of this emblem than that of the emblems of

By

J. G. TAYLOR

Special Engineer

other crafts that he was eligible to join and had joined.

Bill was an agreeable fellow, taking into consideration his life time environment, quite mannerly and of prepossessing appearance. He had been lucky enough also to retain the index fingers of both hands, regardless of the fact that in his starting years, he had handled lots of link and pin equipment and had decorated on many a slippery night when all that kept a freight train from jumping into the next county was the old time jam on engine and the brake clubs of the shacks.

Bill was a fair and square shooter, both on local and through freight and was one upon whom the dispatchers could absolutely rely in that if he was told to do a chore, ordering official could dismiss from his mind as to whether or not it would be done, as it was a well known fact that while he was an adept in getting over the road, he never ran any work or did he figure any short time business. Bill used prudence with ability, and if he did not have time to go, he did not go, neither did he try to put up the thread bare excuse he had plenty of time to get in the clear for the Aeroplane Limited, if he had not pulled out a draw bar, brake beam came down, or what not, he stayed and instead of sitting around his caboose while in the lieby, any brakeman that worked for Bill had to hit the grit and give his train a thorough looking over and in this they were joined by Bill, thus he was always in shape to move immediately after opposing train had cleared, having in mind that there might be a larking trainmaster or a higher official on the opposing train that wondered why Bill's train had not started out of the side track as long as it was in the vision of official.

Bill was painstaking and when he handed in a consist, it was right; when he booked his train, it was right; all bills, switch list, etc., copper plate. He also saw that all members of the crew were familiar and understood all orders. If he had a loggy hog head, he got up on the engine and showed him what the old kettle could do, so as time passed Bill worked up quite a reputation for himself as a real freight conductor and one that never talked back to his dispatchers, begging them for more time and other

privileges, as he was in their good graces and knew that if it was within their power to help him over the road they would do it.

After the usual time Bill was told to get a uniform, and it was little wonder that his cap band fit a little tight when he gave the high sign to start his first passenger train, attired in his becoming regalia. Bill fought the extra passenger game for some time, but eventually on account of white rats, Father Time and the Grim Reaper, he at last landed an attractive passenger run. When Bill worked his train, he worked it, not with an arrogant manner or with grim visage, unshaven and unshorn, and leaving behind him an odor of cheap perfume similar to that affected by Estelle the night trick hashier at the Blue Goose, but handled his people with a smiling countenance and a cheery word to those he thought needed it most. He was especially careful with aged persons who had traveled little and were nervous for fear they would be carried by their destination and miss Jolin who would be waiting for them with the flivver. He was watchful of young girls traveling alone and saw to it that none of his crew or anybody else ever annoyed them in any manner whatever. The crew, at least, knew and fully realized that if they did not follow Bill's instructions he would not hesitate to make a whistling post out of them, regardless of whose kinfolks they were.

It is a well known fact that an alert popular conductor has many friends, not ones who try to "short" him or over ride, but real friends, the larger by far of this type of men being the peddlers for the greater houses and the substantial business men along the road. Bill, of his own volition, conceived the idea of capitalizing some of this friendship by a little freight and passenger solicitation on the side in an unobtrusive way, and while perhaps he could not quote rates, he could tell 'em about when their commodities would arrive at certain points as he made it his business to keep posted on freight schedules over system; fact of the matter was, Bill secured more routings while he was resting than some freight solicitors do while they are working (?).

There was an operating division on the Black Column located in an undesirable part of the country that did a heavy business, the major portion of which was offered by a critical patronage who wished their stuff handled right now, who must have cars

when they asked for them, regardless of whether there were cars available or not, and if they did not get the equipment, and when loaded if it was not moved promptly, had a pernicious habit of wiring the Chicago or New York office of the Black Column, complaining about local conditions. This usually meant a chunk out of the superintendent large enough to feed an extra gang several meals. Superintendent after superintendent came and went, some of them hardly getting the seat warm before an harassed management had to remove him. Bill was running on part of this ten minute egg territory and someone suggested his name when another change of superintendents was contemplated, thinking his ability and popularity would get him by. Bill was appointed and when he read the circular he could hardly believe his eyes, and his thoughts went back to

his caller days, and particularly to Engineer Double's residence which was just beyond the cemetery on the edge of town, two miles from yard office, but circulars are circulars, so Bill pushed into it. Many years passed and Bill was a success from the start, and the Western Union business to Chicago and New York from complaining shippers was nil, in fact, old W. T. T.'s territory could not be validly criticised in any way.

As the years slipped by, Bill saw man after man he had taught the rudiments of the railroad game promoted over him, but if Bill's name ever came up for advancement, someone would say, "What, take Thompson away from the Stormy Division? We could not think of it, no one but him could handle those Bolsheviks down there." This was what Bill was thinking about when he said that morning, "What's the use?"

## Newt Husker Talks of Spring and Its Effects

Knowin' that the baseball bug is beginnin' to limber up and shake the Charley Horse out of his get a longs once more, I thot you might like to hear from me on this subject agin, 'cause if there's anything I don't know about a horsehide it's somethin' Albert Spaulding and Earl Carvornon failed to dig up.

But I ain't goin' to tell you any baseball yarn this time. What I want to tell you about now is a prize fight, they had, down in the railrode town, Skyblew Bumlaugh and me chucked fer last year. You reckoleck Skyblew was the hoghead that thought he could speed the old onion down the main line same as he could a four, eight, two Mountain type.

Skyblew comes to me one day and says, Newt they are goin' to have a prize fight over at the Railway Athletic Club tonight, which we got to see. I look kinda surprised 'cause he never takes much intrest in anything except baseball and railroadin'. Fact of the matter, he told me he signed a contract with Pete for thirty-five bucks less than what he could have got with another town in our circuit, just because they had a twenty stall roundhouse and a backshop located there. But as I says, I'm somewhat surprised and I asks him what's the big idea.

He says a fireman and a boiler-maker is goin' to swap jolts in the main go and I got to be there to do my bit of routin' fer the transportation department. Also he says, I've got twenty center plates laid on the steam stower and if you'll take a Wall Street tip from Lieut. Wood, you'll put a little soap on the washboard yurself. Knowin' Skyblew's prejudices, as I do, I'm a little dubious and I asks him if this fightin'

fireman's name happens to be Jim Flynn, which is the only fireman I ever read about in the Police Gazette. Don't know what his name is, Skyblew says, but they say there was six stoker failures on his run in one month and they only lost fifty minutes durin' that month and ten of them was due to heavy mail.

I didn't know much bout this recommendation, but as he is so confident and I had lost eight ink wells in a high, low, jack banquet over at the pool hall the night before I decides to horn in on the fireman.

Well, we got a purty fair seat, except Skyblew had to crane a little bit account of a post, which he doesn't mind, as he is leanin' over talkin' in my ear all the time, tellin' me how hard boiled train crews are generally.

After some delay, due to one of the preliminary lipspitters failin' to show up, and havin' to substitute a rastlin' match fer this event, they throwed out the gloves for the main cyclone. Skyblew was all tremblin' now, and he ain't the only one what's excited. The crowd as near as I could judge, was about half divided fer the flue caulker and the clinker juggler, and from the intrest everybody was takin', it was plain to be seen, that there was somethin' more substantial than prestage at stake.

The first round started off in purty good shape, that is, as far as fightin' goes, but I don't believe Benny Leonard missed out on any new tricks by failin' to be there. The fight accordin' to the announcer was to go ten rounds, but after cuffin', shovin', dodgin' and knockin' at each other for six rounds, the iron masher starts one down stream with his hammer hand that lands adrift on the bridge

of the Cinderella's nose fer a shipwreck and the fight is over.

We git up and I don't dare steal a glance at Skyblew as we pass out the exit with the excited mob, and he walks along with his head hangin' down and don't seem to notice I'm with him.

Well, I'm so sorry fer him, I'm 'bout to burst out in tears, but on the way home, I git to thinkin' 'bout the filthy lucre what I placed on his advice, and I look at him accusingly and say, I lost my twenty bucks. He looks back at me as disgusted as though I've walked in the winnin' run and says, twenty bucks, hell, look what the trainmen have lost.

## Safety First

L. A. Mack

The real need of Safety First at the present time is education for the prevention of accidents. The men on the engine, or train, or the men in the shops are all part of a great organization, and it is through the medium of education that these men must be trained to avoid accidents that will cause temporary or permanent injuries to themselves.

They must be trained to look out for the small things that tend to make injuries, that may seem small at the time, but in a short while may perhaps develop into a serious injury. The shopmen must be trained to realize that if only a splinter is stuck in his hand that it should be treated from the first aid chest kept for that purpose, to prevent possible infection, that may cause the loss of his hand.

They must be taught to detect defects in tools or about the premises that may cause injuries, and report them to the supervisor, so that they may be repaired or replaced before injury occurs.

The enginemen must be taught that if foreign substance gets into their eyes, to get temporary relief until such time as they can get medical attention to remove it, and not to allow some friend, without the proper skill or knowledge, to do this. No matter how good a friend he may be to you, there is always the possibility of a slip that may cause the loss of sight.

They must be taught that when they have cuts, burns or skinned places on their hands to have same treated from the First Aid Kit to prevent infection.

The men each month pay from their salaries a certain amount towards the support and upkeep of proper medical treatment at all terminals for just such causes as have been mentioned, and it is to their benefit to use the medical facilities provided for their protection.

The main idea is to educate the men to report for repair defective material or tools, and use safety appliances provided to prevent the accidents before they happen.

A  
MAGAZINE WITHIN  
A  
MAGAZINE

# The Frisco Mechanic

Published in the  
Interest of the F. A.  
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VOLUME I

MARCH, 1925

No. 6

## The FRISCO MECHANIC

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### Frisco Employees' Magazine

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HOWARD PICKENS.....Secretary

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

### There's This About It

Poor little jazz-famed Dorothy Ellington! Trying to keep up the pace along life's way, and no one yet has ever lived to the end of it—always there are fresh comers to take up where one left off. Dorothy has dropped out after a run and a steady one at that, of about two years. First she drank because the rest of the crowd did it—soon she drank because she liked it—then she couldn't do without it. Her mind dazed, her nerves wrecked, her vitality torn, she had only one idea left—that was to let nothing interfere with her gay parties and indiscreet affairs! She was on the verge of insanity; driven distracted from lack of sleep, and the poison which she so freely drank was slowly paralyzing her very mind. No one dared to cross her; no one dared speak crossly to her. No one dared, but her mother, and she in her mother's love to want the best for her child, in her joy at seeing Dorothy have a good time, ruled with too free a hand, and when she felt stringent methods should be employed it was too late, and she paid for it with her life! We often wonder just what thoughts Dorothy has, as she interviews newspaper men—from behind the bars. Her bravado spirit could only be a pretense, but deep in her heart she must be numb with remorse, and we pity her. Perhaps had Dorothy's father continued living with the family, and instead of being separated through Dorothy's actions, when her mother took her part, the story might have ended differently, for he, seemingly, was dutifully severe with her.

Where Dorothy fell out of the line of jazz-maniacs, someone else has taken her place. To us this crime is atrocious; for Dorothy has killed her confident, her best friend, the one person in the world most interested in her—her mother.

For once the public has adopted a form of amusement which is highly intellectual — cross-word puzzles!

Where the old men used to sit around and play dominoes, they're scratching their heads over words of five letters. The churches are working the Sunday School lesson via cross-word puzzles. The hotel lobby is filled with cross-word puzzle fiends. You're not asked to a 4:00 o'clock tea any more, you're asked to a cross-word puzzle party. No book store is up-to-date without a complete line of cross-word puzzle dictionaries, or cross-word puzzle books, and no girl need worry about entertaining the young man when he calls. All she has to do is grab the paper and work out the puzzle. Vocabularies have been increased, soggy minds have again started working, but it is only a question of time until this, too, shall pass on.

Two of the worst cases we have heard of, and real stories at that; the first, an insane asylum in Missouri has just taken in its first cross-word puzzle maniac, who lost his mind working out puzzles! The second, the file clerk is working earnestly and hurriedly on a love letter in the form of a puzzle, and when she finishes she hopes to be able to tell us what the young man wrote. We noticed such words as "Adore," "Beautiful," "Date!"

We are looking for the following ad to appear in the daily newspapers soon: "Publicity will be given that human being who can prove that he has never worked out a cross-word puzzle!"

During the last few years, highly colored automobiles have been seen, not to a great extent, but when a bright red Stutz shoots by us, we only give it a passing glance. A big gray Packard with solid wheels of a bright red hue gets merely a comment. But automobile dealers are everywhere announcing that there are to be a large number of cars appear in the springtime, painted in the loudest of colors, and decorated with perhaps lily-of-the-valley, sun flowers and such.

There is one consolation. They'll be harder to steal, or perhaps we'd better say, easier to locate. We can only walk up to a policeman and say, "My car has been stolen. Did you see a bright green Marmon with violets painted on the sides going down this street?"

We're looking forward to springtime; not so much for these highly conspicuous "floats," but for the change in temperature.

We notice that "Box Car Red," "Cerise," etc., commonly known as rouge, is passe. Natural complexions will be worn with all spring outfits.

### A Real Live Wire



HOWARD PICKENS

At first we thought it unnecessary to put a name under this picture, for Howard Pickens is known well by railroad folks over the entire system.

Mr. Pickens has only been with the Frisco since 1920, his first services being with J. E. Henshaw, former superintendent of North Shops. Until January of 1923, Mr. Pickens was stationed at West Shops as timekeeper and distribution clerk, on which date he was transferred to office of superintendent of motive power as secretary to general chairman of the Frisco Association, Metal Crafts and Car Department Employees.

On March 15th, he was appointed editor of the former "Frisco Mechanic" and successfully published it for some months, until this publication united with the Frisco Employees' Magazine.

A man of engaging personality, he has formed a long line of acquaintances, and his assistance has been of the greatest value.

Mr. Pickens comes in close contact with the men in the shops, and he reports the contented and friendly attitude in the different places all over the system is very apparent, and everywhere there is a spirit of co-operation and earnestness.

He is extending every effort to furnish items of interest for the new "Mechanic," for which the editor is greatly indebted to him.

### A Message of Safety

Large percentage of accidents are due to employees wearing gloves and loose clothing around machines. This is strictly against company rules, and the most important item is for all employees to think Safety First.

There should be inspections of all tools before using same, such as sledge hammers and chisels and chisel bars. Be sure and have all burs ground off ends of chisels and bars. Don't take chances, you may lose. Don't forget to use goggles when grinding on emery wheels. Get the habit of using goggles at all times, especially when chips are flying, as eyes are something that cannot be replaced, and remember, your eyes don't belong to the company, but the company is doing their part to protect you by furnishing goggles and placing safety first signs on all emery wheels.

### Someone Wins and Someone Loses—Which One Are YOU?

Life is made up of battles, and whether we win, or whether we lose is up to us. It makes no difference what the size of the obstacle we tackle is, the thing that counts the most is our bulldog tendency to win, despite the fact that the opposition is great.

We once knew a little fox terrier who was a chesty little fellow and his reputation was that he would tackle anything near his size and win, and this didn't mean that he always started the battle, either, but whatever his opposition, he gave it the best he had.

One day he went to battle with a huge collie. The terrier was lost to view under his opponent's heavy body and those who watched, thought this time "Spike" was fighting his last fight. Over and over they went, the big dog always on top. Because of "Spike's" reputation, the crowd of interested onlookers refused to separate the pair.

Then, quite as suddenly as they had met they parted, except it was the collie who, with tail between his legs limped away as "Spike" gloatingly watched his retreat. As "Spike" would have said, could he have talked that there was no special tactic he used, except he had found that the collie's front foot was a very tender spot, and so he had grabbed it and sunk his little sharp teeth in, until the enemy ceased attack.

That's just the idea. Sometimes work and trouble crowd up on us, obstacles appear in an almost overwhelming majority—but, if we will just keep hunting for the tender spot—grab it when we find it, and hang on long enough, we'll win the battle.

Sometimes this fight in life that we are forced to make seems a hard one, but if it wasn't for the mountains

we have to climb the sunset wouldn't be appreciated nearly so much.

Suppose you were trapped in a vault. Presumably no one knew the door had been accidentally shut and you were a prisoner. Word must be sent to those outside, in some way, or you will suffocate. You think up more schemes to get out in ten minutes than you could have ever crowded into an hour or more of ordinary thinking—because you're trapped. You begin to fight with your mind and your muscle; every inch of you is alert to the great necessity and every bit of your best ingenuity comes to the surface.

And so it is that if the fights didn't have to be fought and the mountains climbed, we never would take the trouble to devise a way of attack, or an easy route over the hard places.

Find the tender spot, the "vulnerable Achilles' heel," the key to the situation and hang on. There's a key to every situation, because every situation finally works itself out, but in your favor, if you have the key, so find the key and open to yourself the door of life's opportunities!

### Comrades in Life—and Death

Robert L. Mangan and James M. Bell, two veteran employees of the Frisco, pals in life, passed away on the morning of December 22nd.

Lifelong friends they were, sharing each others' joys and sorrows—and what happiness was for one, was for both, and when at last the summons came for the Great Beyond, each was spared the sorrow that is experienced when we learn of the death of those we love most dear—for both passed away at the identical hour. A kind fate and a loving hand brought peace to each—a peace that is eternal.

Robert L. Mangan, 68 years old, was pensioned in 1920, after serving loyally for 43 years with the Frisco. His death was due to injuries sustained last September when he fell and broke his hip.

His lifelong friend and pal, James M. Bell, 60 years of age, had also been with the Frisco for 35 years in the Coach Department and on the morning of December 22nd he was found dead in his chair, at exactly the same hour, 8 o'clock, as that of his lifelong friend.

Bell was a frequent visitor at the Hospital where Mangan lay, waiting for his hip to heal—and when at last he learned that there was no hope that his pal would recover, he told him one day, "Old Pal, if you are going to die, I hope I will die the same day you do."

One week before his death, Bell laid off work, complaining of trouble with his heart, and so, when the Maker of Beings saw fit to call one home, He called both, and a very earnest and sincere prayer had been answered.

Mangan is survived by the widow, two daughters, Catherine and Margaret, and by two sons, Robert, of Sedalia, Mo., and Bernard, of Bloomington, Ill.

Bell is survived by one daughter, Mrs. W. A. Cameron.

It is often our wish, when death visits our little circle of loved ones, that we, too, be allowed to follow—but it is not always granted—for some must live and carry on the unfinished work of those who go on—but the plan and wish of these two fine old men was God's plan, and so we review their lives with joy—at such demonstrations of long and loyal service with the Frisco, which was merited, as shown by its length, and a palship and devotion to each other which shall endure through eternity.

### Resolution of Respect

James M. Bell

WHEREAS: IT IS WITH FEELING OF PROFOUND GRIEF WE HAVE LEARNED OF THE UNTIMELY DEATH OF OUR BROTHER, James M. Bell, Coach Shop Painter.

Therefore, be it,

RESOLVED: THAT WE AS THE DULY APPOINTED COMMITTEE OF THE FRISCO ASSOCIATION METAL CRAFTS AND CAR DEPARTMENT EMPLOYEES, LOCAL NO. 1, DO EXTEND TO THE SORROWING FAMILY OUR HEARTFELT SYMPATHY IN THIS, THEIR SAD AFFLICTION AND COMMEND THEM TO THE CARE OF HIM, WHO DOETH ALL THINGS WELL AND FROM ON HIGH GET STRENGTH TO SAY, "Not my will but thine, Oh Lord, be done."

Since God in his infinite wisdom has called home our Beloved Brother, and, since his cheerful presence and wise counsel will be so greatly missed in our lodge hall and his good comradeship will be everlasting in the minds of his fellow craftsmen—Be it further Resolved: That our Charter be draped in mourning for a period of 30 days and that a copy of this resolution be spread on the minutes of our Secretary, printed in our Magazine and sent to bereaved family.

H. A. PICKENS,  
Chairman Committee  
M. CALVEY,  
H. W. SCHELLHARDT.

### Monett Scene of Gala Event

On Saturday night, January 17th, had one been standing on a street corner in Monett, they would have noticed the crowd filing past—all in one direction. Monett had on a party dress, and all ready for a gala event. The Masonic Temple was opening its doors to provide a place to entertain the shopmen, supervisors, their families and friends.

Clarence Garrison, roundhouse foreman at Monett, skillfully handled the



part of toastmaster and called upon the Mayor of Monett for an address of welcome. Geo. C. Wilhelm, secretary of the YMCA, Assistant Master Mechanic W. G. Hall, Tom Sawyer of Neodesha, Wm. Underwood, general chairman and his secretary, Howard Pickens, gave interesting bits, contributing to the program.

We are informed that the dinner, served by the ladies of the Christian Church, left nothing to the imagination, and that many of the feathered poultry of Monett adorned the table, dressed and baked and fried to perfection.

There was the modern fox trot and the waltz and the one step, danced to the strains of a seven piece orchestra, and then, for the benefit of the older folks, somebody was found who could call out, "Swing your partners to the left," and the floor was humming and creaking with folks dancing the old square dance.

There were around 400 present, and someone offered to pay \$50 to the fellow finding anybody with a grouch.

There wasn't any record of such a debt being paid.

### Announcing the Frisco Night School

The Frisco Night School is held in Springfield High School, corner Jefferson and Center, every Monday, Tuesday, Thursday and Friday nights, from seven to nine P. M. All Frisco employees are cordially invited. This means everybody.

The subjects taught are mechanical drawing, arithmetic, sheet metal and boiler laying out work, valve motion, shoes and wedges, machine and floor work.

Also have questions in regard to boiler inspection and locomotive erecting work which will help advance you in your work.

### Items From Joplin

By J. F. Wilson

The Frisco Association gave an entertainment in their hall on January 21st, at which gathering were about 150 people, including the Missouri Pacific boys and their families, also G. L. Seanor, roundhouse foreman, R. H. Outland, car foreman, V. K. Pack, piecework checker, Wm. Underwood, general chairman and I. B. Gilliam, general car foreman.

V. K. Pack was called upon to sing the "Ford Blues," but he begged to be excused as he had forgotten the first verse of the song and didn't know the second one.

After the program a sumptuous repast was served by the ladies. The orchestra, with its alluring music soon had everybody dancing.

R. W. Outland, our car foreman, spent Tuesday in Kansas City.

**WEAR GOGGLES—THEY AID SAFETY**

## The Question Box

Conducted by A. H. OELKERS

(Editor's Note—Mr. A. H. Oelkers, Chief Mechanical Engineer, has consented to supervise and direct this column of queries and answers—as related to mechanical items. Ask that question which has been puzzling you. Mr. Oelkers will see that careful attention is given it and that the correct answer is made.)

**Question**—What is the difference between saturated and superheated steam?

**Answer**—When steam is generated by heating or evaporating water in a boiler it is in the form of saturated steam as long as it is in contact with the water. The pressure of this saturated steam is dependent on the temperature of the water and steam. For instance, at a temperature of 240 degrees the steam has a pressure of 10 pounds above the atmosphere and when the temperature is raised to 300 degrees, the pressure has increased to 52 pounds above the atmosphere. Superheated steam is formed when the saturated steam is heated or raised in temperature without coming in contact with water. In this condition the temperature may be increased without a corresponding increase in pressure. For instance, if the steam at 52 pounds pressure is heated up to 400 degrees, it is said to contain 100 degrees of superheat at which temperature it occupies a larger space or volume than when in the form of saturated steam at the same pressure and at a temperature of 300 degrees. If the superheated steam at 400 degrees and 52 pounds pressure is cooled under constant pressure it will remain in the form of a steam until the temperature drops to 300 degrees after which the steam begins to condense back to water.

Superheated steam is more economical in the consumption of heat for fuel in driving a locomotive because it requires the evaporation of less water to produce an equal volume or quantity at equal pressure, and when used in the cylinders it may lose heat or cool before being condensed.

**Ques.**—What is meant by the tractive effort of a locomotive?

**Ans.**—The tractive effort is the average pulling effect exerted by a locomotive during a complete revolution of the driving wheels. With a locomotive of a given size the tractive effort increases in direct proportion with the pressure of steam admitted to cylinders. The maximum tractive effort of a locomotive is obtainable only at low speeds when the full boiler pressure is admitted to the cylinders during the entire stroke of the piston.

**Ques.**—What is meant by the factor of safety of the boiler?

**Ans.**—Factor of safety is a term expressed in figures used to indicate the number of times the maximum working pressure of a boiler may be

exceeded, without reaching the breaking point of any part of the boiler. Thus, if a boiler is built with a factor of safety of 4 to carry a maximum pressure of 200 pounds per square inch, then no part of the boiler will be stressed to the breaking point until a pressure of 800 pounds per square inch is obtained.

**Ques.**—Why are harder tires used on driving wheels of switch engines than on passenger engines?

**Ans.**—The hardness of steel used in locomotive tires depends on the quantity of carbon in the steel, and the greater the carbon content the harder and more brittle the steel will be. In order to obtain long life and reduce wear, the driving tires are made of as hard a steel as is safe to use. Switch engines in low speed service may safely be equipped with harder steel tires than passenger engines.

**Ques.**—Can cast iron, steel and wrought iron be made from the same ore, and how?

**Ans.**—Yes, the iron ore is first reduced to pig iron in a blast furnace which is the starting point from which cast iron, steel and wrought iron are made by remelting or conversion processes. When cast iron is required, the pig is remelted in cupola furnaces and cast into any desired shapes. The large variety of steels are made from pig iron by remelting the pig and then regulating the carbon content in crucible furnaces, Bessemer converters, open hearth or electric furnaces. The wrought iron is made by remelting the pig in a puddling furnace where the impurities are gradually carried off with the furnace combustion gases.

### Former KCC&S Office Converted Into Assembly Room for Frisco Meetings

The former offices of the KCC&S on the fourth floor of the Frisco Building, Springfield, Mo., has been converted into an assembly room for Frisco meetings.

This assembly room, which will cover quite a space on the fourth floor, will be used for meetings of the officials and as an assembly place for all other conferences. It is felt that this assembly room will fill a long-felt want.

### Report Form Local No 10 Neodesha, Kansas

W. J. Egerer, Reporter

Mrs. Egerer: "I consider, Bill, that sheep are the most stupid creatures living."

Mr. Egerer (absent-mindedly): "Yes, my lamb."

Now that I have that over with, I



feel freer to spring the others, and if I hurt anyone's feelings, I want them to know that I hurt mine first.

We are already planning on ice cream socials for this summer. Don't hurt to plan; summer will come some day.

Now as we have a few pages in the Magazine, let's all get behind this section and boost. Let the Editor know that we are a wide-awake bunch. Write up all your unusual experiences and all the news and send it in, for this magazine belongs to you, and you should help make it a success.

After asking our local druggist what the funniest note ever sent him in his business, he showed me the following:

—you will please give the little boy 5 cents worth of epicac for to throw up a 5 month babe,

P. S. the babe has a sore stummick.

\* \* \* \*

"How old are you, Tommy?" asked a caller of Bill Davis' son.

"Well, when I'm home I'm five, when I'm in school I'm six, and when I'm on the street cars I'm four."

\* \* \* \*

"Where ban your son?" inquired Alvin Johnson of an old acquaintance.

"My son," replied the lady proudly, "oh, he has gone back to Yale, he could only get away long enough to stay New Year's Day, you see; I miss him dreadfully, though."

"Yas, I knowing yoost how you feel. My broder, he ban in yail sax times since Tanksgiving."

\* \* \* \*

"How are you coming, Pete?"

"Work, nuffin but work, work, work, from morning till night," replied Toomey.

"How long have you been at it?"

"Start tomorrow," said Pete.

\* \* \* \*

Goings: "Now what would you do in a case like that?"

Newland: "Like what?"

Goings: "The walking delegate tells me to strike and my wife orders me to keep a working."

\* \* \* \*

"What has become of the other windmill that was here last year?" I asked Willard on my recent visit to his farm.

"There was only enough wind for one, so we took it down," he replied.

\* \* \* \*

"Pa," said little Joe (to Mr. Stoops) "I bet I can do something you can't."

"Well, what is it?" demanded his pa.

"Grow," replied the youngster.

\* \* \* \*

Newland says, "Squirrel whiskey is the kind that makes you talk nutty and want to climb trees."

\* \* \* \*

I should send the following to the Homemakers' Page Editor, but I think that Miss L. Connor will agree that it will do more good on this page:

### TRY THIS DISH

Take one reckless, natural-born fool; two or three big drinks of bad liquor; a high-powered, fast motor car. Soak fool in liquor, place in car and let go. After due time, remove from wreckage, place in black, satin-lined box, and garnish with flowers.

\* \* \* \*

At this writing J. Stevens is still very ill at his home, but now he has more than an even break. Ed Thompson is still in the St. Louis Frisco hospital, with an injured eye. Reports are that he will not lose it, we all hope that these two brothers will be with us very soon.

We all take this occasion to again thank Monett for the splendid time they showed us on January 17th, and we hope it will not be long before we can invite them down to Neodesha.

W. Hall was a visitor here on the twentieth.

### News From Wichita, Kans.

By Eugene Todd, Reporter

Tom Mawson, general foreman, spent the 20th in Kansas City.

George Howell, night foreman, has been ill the last week.

John Hatton, carman, announces the arrival of a big red-headed boy. Now we know why the smile.

Ross Todd has been ill the last four days.

H. L. Worman, superintendent motive power, G. W. Moore, his assistant, W. B. Berry, master mechanic, and W. G. Hall were visitors at Wichita, January 13th. Always glad to have these men visit us, but sorry they found us snowed under.

The night of the 13th we held our regular meeting, having as visitors W. G. Hall and Wm. Underwood. Each one gave us a good talk. Always glad to have these two meet with us, for they are just two of the boys.

We have been pretty busy here the last six weeks, thawing out engines and trying to keep our heads above snow and ice, but as the weather man has promised a few nice days we are going to put on our old-time smile and imagine spring is here, and start talking about the fish we are going to catch soon.

Everything was quiet around the coal chute up at Wichita one moonlight night, when a cry of "Help, help" was heard.

Tom Mawson shouted, "What's the matter up there?"

"Queek, bringa da shov', bringa da peek", John Koehlor's stuck in da coal."

"How far in?"

"Up to hees knees."

"Oh, let him walk out."

"No, no, he no canna walk, he wronga end up."

### "THINK RIGHT"

By W. M. UNDERWOOD

On the Southwestern Division you may see on the bulletin boards, over the doors and in other conspicuous places the two words, "Think Right."

How many of us stop to think that our thoughts are the source of our actions? As we think, we do. Our lives reflect pretty truthfully our thoughts.

If a man never had criminal thoughts, he would never commit crime; if he never has fruitful nor inspiring thought, he will never develop morally nor mentally; if a man never concentrates his mind on mechanical work he will never develop mechanical skill.

Our mind as well as our physical bodies must have proper food and exercise to make it develop. Our success depends upon how much we develop our ability and how willing we are to give our railroad the benefit of our ability. To do this requires that we concentrate our mind upon performing our work efficiently and with safety, for personal injuries is an expensive waste, both to ourselves and families, and to our supervisors, who need their men on their work every day. Performing your work efficiently means to use the best methods to accomplish the work well, for a job that is not done right, that will not stand up, is always an expensive one, and saving of material is a big factor in efficient work.

With our minds on our work we will soon find that our efforts get better results, and when we all utilize the benefits of teamwork in our shops, backed up by a general feeling of good-fellowship, and our loyal co-operation with our foremen, then we are thinking right to make our work agreeable, our days pleasant and our production efficient.

Think right. It will make you happier in your home, will make you more respected and better liked as a citizen, will make your life happier and more successful. Think for the future and think right.

### Flashes From Sherman Shops

E. G. Huggett, Reporter

Well, boys, our "Snap Shops" failed to develop properly this month on account of bad weather and Shops being closed down. We have been unable to find anybody to "pose" for us. With 250 men laid-off there isn't enough of us left around here to stir up any inspiration. Possibly next month everything will be "lovely."

We recently had a "snow storm" at Sherman, which caused a lot of excitement. It snowed for two minutes, seven flakes falling on our front steps and a half holiday was declared in order to celebrate. If it had snowed that way for a day the ground would have been covered. A snow in Texas

We want pictures. Send views of interesting people or places.

is a matter of historical interest.

This writer got a good deal of honor and credit in the February issue for a splendid write-up that he had nothing at all to do with. We refer to the article entitled "Sherman Mechanical Department." It should have been headed up "Texas Mechanical Department" and was written by our good friend, Fred Perkins at Ft. Worth. Come again, Fred, maybe the next time the Editor will credit Ben Lewis' stuff to you and that will balance accounts.

Our compliments to Jimmie Honaker, store clerk, Sherman, for the "Frisco Line" Cross-Word Puzzle in February's issue. The puzzle showed a good deal of ingenuity and talent and was enjoyed very much by all of us in the Mechanical Department.

We doubt if our Store Department at Sherman will be represented in the columns of this issue, for at this writing the cheerful correspondent of that department is at home taking care of a sick Hubby. We cherish the hope that by the time this is published Eldon will be well, and our esteemed co-worker will be back on the job again. In this connection we ought to be excused for saying that we are all proud of Mrs. Sewell, but the fact that she is the only lady around the premises causes her to get a lot of petting from us all, this is, we are sadly forced to confess, making of her a very much spoiled stenographer. We trust when she reads this she will consider the error of her way, repent and turn again and be the same blushing, unassuming young lady she was when she first came to work here.

Wanted: Someone to teach C. C. Jordan, chief clerk, all the unknown and forgotten languages so that he will be enabled to identify all the stations he picks up over his radio. Party engaged will be expected to put in 16 hours each day at the job.

### "An Adventure While on the Frisco"

On my way to San Francisco,  
Starting westward, via the Frisco,  
I wandered from my Pullman to the  
observation car;

There to spend a pleasant hour,  
Gazing at the fields of flowers,  
While the softly curling smoke rings,  
Circled up from my cigar.

Suddenly I saw a vision,  
Like a breath from fields Elysian,  
Clad in cool and dainty garments,  
Face and form divinely fair;  
From my heart's wild palpitation,  
Came the instant realization,  
That this maid was my ideal;  
I must know her then and there.

So I took a seat adjacent,  
Unconcerned, yet impatient,  
Hoping that we could get acquainted  
in some accidental way.  
Long I feasted on her beauty,  
Dreamed fond dreams of love and  
duty,

Planned the style of my proposal,  
And rehearsed the happy day.

The conductor came for tickets,  
Nearly giving me the rickets,  
When he said to my fair neighbor,  
"You have made this trip before,"  
And I wondered how could he know,  
'Till he said, "One way to Reno,"  
While she gurgled, "Yes, quite often;  
Changing husbands is a bore!"

Ah, me, gone the dreams Elysian,  
Crumbled my domestic vision,  
All the roses turned to ashes,  
So I took a fresh cigar.  
And I wondered how Dan Cupid  
Could have been so very stupid  
To expose such charming danger,  
On an observation car.

H. A. T.

### "Every Employee a Member" is Slogan in Membership Drive

Every employee a member! Keen competition seems to be making a lively campaign of the drive for members in Springfield for the Frisco Association of Metal Crafts and Car Department Employees.

There are three big shops to cover and the slogan is, "EVERY EMPLOYEE A MEMBER." By the time the contest closes, January 31st, it is hoped that the total number of members will have reached the 2,000 mark.

The North and South Side shops have united against the West Shops in this drive and the winners will be tendered a banquet by the losers.

To say that they are well organized and working hard is evidenced by the following portion of a report sent in to the Magazine:

"A very good example of what a leader can do was demonstrated at the West Frisco Shops recently.

"Joe Brandon, who was appointed leader to secure members for the Frisco Association, appointed several deputies to assist him in this drive. He took up the matter with the foreman of the Tin Shop Department, J. D. Allen, who, in turn, talked with his men, and in less than four hours he had every man in his department a member."

### Neodesha Frisco Shopmen Stage Successful Dinner Dance

The Frisco Association of Metal Craft and Car Department Employees, Local No. 10, gave a banquet and dance, Monday night, January 5, at the Triangle club hall, an event considered by all to be the best and most successful affair ever attempted by this local.

Aside from having a large gathering of officials from the Frisco and other railroads and several city officials, a large number of enginemen were present, a total of 225 plates being served to the largest crowd of local employees ever entertained by the association.

Boiler Foreman J. P. Sawyer was chairman of the committee which arranged the event, being assisted by W. Provence and Harvey Linn. It

was through their efforts that this success was possible. Mr. Sawyer also acted as toastmaster.

Short talks were made by Mayor J. W. Bogue of Neodesha and City Commissioner B. P. Smith, followed by a few remarks of interest and a story by E. E. Carter, assistant superintendent.

Master Mechanic W. B. Berry and Mrs. Berry of Kansas City, and Assistant Master Mechanic W. G. Hall, of Monett, were so impressed with the event that they confessed that Local No. 10 was the liveliest and most progressive local on the system.

Among the guests were: H. B. Wilson, assistant superintendent at Joplin; J. E. Whelan, general fuel foreman from St. Louis; C. R. Killbury, master mechanic with the M. O. P. at Coffeyville; Tom Holland of Fort Scott; Frank Ellis and G. Ermatinger of Fort Scott, road foremen; C. A. Garrison, general foreman from Monett; George L. Seanor, foreman from Joplin; E. B. Hollis, traveling millwright, and C. O. Pingrey, Mr. and Mrs. Ansel Burton, Charles Ayars, A. Love, and Mr. and Mrs. Oscar Hall and family of Neodesha.

Local officers in attendance were: L. K. Spafford, general foreman; Ben Morgan, roundhouse foreman; J. P. Sawyer, boiler foreman; W. A. Hut-ton, car foreman, and E. Craig and A. W. Nelson, all of whom were accompanied by their families.

### Joplin News

H. L. Worman, superintendent of motive power, his assistant, G. W. Moore, J. B. Gilliam, general car foreman, were in Joplin recently on an inspection tour.

Everyone except the coal dealers are glad to see the sun come out and melt the ice. We have walked stiff-legged so long to keep from falling down, it's a habit now.

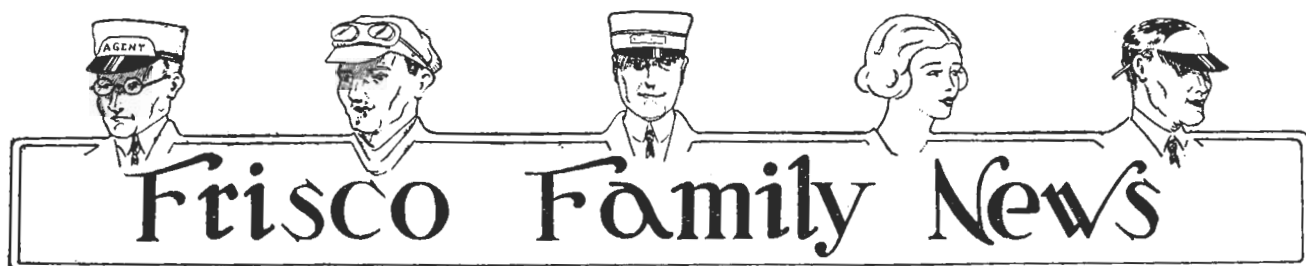
### Kansas City Local Freight Office

By D. H. Todd, Reporter

The Brotherhood Association of Railway Employees held their annual election of officers in the grill room of the Hotel Baltimore, January 2nd. Ed. Cunningham and Wm. Keyes were elected on the board of trustees. Walter Tarpy received second prize in the membership campaign. The Frisco had the best representation of any road in the city. Following the election was a short entertainment, then a supper and dance. A motion was made and carried to take in the lady friends and wives as social members of the club, this assures many good times in the future.

The "Night Hawks Select Club" moved to a much larger and better location (Manor Hall, 39th and Troost Ave.) The "Hawks" are wearing wing collars and bow ties. "Sol" and "Abie" want to buy out the business, but "Louie," the president, positively will not consider any of their offers.

Gus Gabauer has succeeded John Fleming as "outbound OS&D clerk."



## Promotions Announced

Effective February 1, the following appointments were announced:

F. H. Shaffer to be assistant general manager, First District, comprising the Eastern, Southern and River Divisions and St. Louis, Springfield, Memphis and Birmingham Terminals, with headquarters at Springfield.

M. M. Sisson becomes assistant general manager, Second District, comprising the Northern, Southwestern, Central and Western Divisions and Kansas City and Tulsa Terminals, headquarters at Springfield.

E. L. Magers, formerly superintendent of terminals at Springfield was appointed superintendent of the Eastern Division with headquarters at Springfield.

O. W. Bruton was appointed to succeed Mr. Magers as superintendent of terminals.

## "Uncle Billy" Talks on Truth

Everybody knows "Uncle Billy" Morrill. He's the safety inspector, and everywhere on the railroad he is working to perfect an organization where everybody has for a watchword, "Safety First," and he hopes to see the day when everybody will not only talk and preach it, but practice it, and then he says he'll be out of a job, because this will be a safe world.

But this time "Uncle Billy" wasn't talking about safety. Do you know what he said? Told us he wished there was some way to impress on Frisco folk that they should always tell the truth, and he added, not only while at work, but in the home, with your neighbors, your wife and children.

"Uncle Billy" says that sometimes it would be a heap easier to smooth things over with a little fib, but they just pile up on you and the next time it will be easier and finally it will be so easy to fib, it will be difficult to tell the truth.

Then he went on to tell us that long ago, when he was first married and lived in Newburg in a log cabin, he was railroadin'—and in this log cabin their first child was born. One evening he started to work, with his lunch bucket swinging from his hand, and he saw, in the yards, a caboose parked on the siding and a light in it. He knew there was a good poker

game going on. He also recognized a fellow "sittin' in the game" who owed him about \$10. So, having confidence in his luck, he took a survey of his cash and found he had about \$10. He took a seat in the game—and "Uncle Billy" said he hadn't any more warmed the chair, than he lost his \$10 and \$3.00 more, and before he quit, he was owing the fellow that did owe him.

To make a long story short, he had a terrible time explaining to his wife what became of his \$10, and he says he didn't exactly tell the truth. He could tell she doubted him, and he laughingly remarked that he thinks she doubts him sometimes yet—over that fool mistake.

We all know, down in our hearts, that the truth always pays, and it's a grand and glorious feelin' when we're checked up and the boss finds that we have told the truth, even though it hurts like the mischief sometimes, and we can think of hundreds of ways to slip out without being nearly so embarrassed.

But, to have confidence in one is a great asset, and "Uncle Billy" is right when he says "the truth, at all times, under all circumstances, won't cause near the damage that a substituted story will."

## Stores Department—Sherman

Iva Sewell, Reporter

We have had some "flu" victims in our midst lately. Hobert Glascock became ill while making the trip on supply cars this month and had to return home. He was ill several days but has returned to work now. Today K. P. Guin went home feeling sick. Guess he has the "flu" also.

Jimmie Honaker, wife and daughter, Jimmie Lee, spent Saturday and Sunday, January 17th and 18th, in Dallas. Mr. and Mrs. Honaker were celebrating their fifth anniversary.

We regret to report the death of Adelbert S. Kemper in Tulsa, January 7th. He served faithfully in this department for fifteen years.

We are glad to report that K. P. Guin's father is improving after a very serious operation at Ada, Okla. He has been seriously ill for the past two weeks.

Everyone on the entire system should know Luther Lawrence, the

paint foreman here. He tells the following incident of his life: Some years ago (when saloons were in order) he found it necessary to visit Dallas and, of course, he visited a saloon. Later he became sleepy and as it was in the hot summer time, he sat down on the sidewalk in the shade. He took his hat off and was holding it in his hand. When he awoke he had 85 cents in his hat. His only regret to this day is that he did not sleep longer.

## Frisco Bowlers Going to Springfield

On May 30th, last year, two teams of the Frisco Bowling League of St. Louis accepted a challenge from the Shrine League of Springfield, and the match games were held on the Shrine alleys at Springfield, Mo. They have again been asked to make the trip, and arrangements are almost complete for another match to be held on the Shrine alleys on February 23.

The match last year ended in a tie, as each league had a winning team, and they are both hoping to carry off all the honors this year. The Shriners will have a few new bowlers in their line-up this year as well as the Frisco, who will probably have two or three new faces among the pin toppers who will go to Springfield. Everyone who made the trip last year was very high in their praise toward the members of the Shrine, who did everything in their power to make the trip a pleasant one, and they are all very anxious to make the trip again this year.

L. D. Tully, who had charge of the arrangements last year, certainly deserves a lot of credit, as there was nothing left undone for the comfort and pleasure of the visiting bowlers. The club rooms of the new Shrine Mosque were turned over to the visitors, and everyone had a wonderful time. Tulley and Duckworth are in charge of arrangements this year, so there is no question about everything being in tip-top shape for a royal reception.

## Frisco Bowling League Hold Tournament

The Frisco Railway Bowling League of St. Louis held their annual doubles handicap tournament on Friday, January 2nd, at Rogers' Recreation Al-

leys. The tournament was held strictly in accordance with city and A. B. C. tournament rules. The handicap was figured from 400 pins team total, allowing 60% handicap above their average for the season.

We are showing below a list of the teams that took part in the tournament and their total scores including their handicap. The first five teams shown were the winners of the cash prizes:

Reinheimer and Spinner.....	1,247
McBride and Berkley.....	1,191
Egen and McAuliffe.....	1,179
Tschampers and Duffy.....	1,150
Wilson and Sullivan.....	1,141
Grob and Schopfer.....	1,133
Rose and Weisheyer.....	1,122
Bacon and Speilman.....	1,115
Kinworthy and Hallman.....	1,107
Kranefuss and Burgdorf.....	1,103
Conley and Durfield.....	1,096
Sagrué and Gauvin.....	1,093
Rohlfing and McDermott.....	1,080
Jochman and Shade.....	1,068
Voss and Curran.....	1,029

From the above scores you can readily see the Frisco bowlers are improving each year, and before the 1924-1925 season closes they hope to make a few high scores in some of the city bowling events.

### Veteran of Thirty Years Service Retires

By O. G. Moul

John H. Hough was born at Mascoutah, Ill., January 21, 1855, educated in the public schools of Summerfield and Mascoutah, Ill., attended McKendree College at Lebanon, Ill., also the University of Michigan (Medical Department) at Ann Arbor, Michigan. He entered the service of the Kansas City, Fort Scott & Memphis Railway at Kansas City, Missouri, in 1884, as clerk in car accountant's office, later serving as chief clerk in cashier and paymaster's office. In 1901, after consolidation of the K. C. F. S. & M. Ry. with the Frisco System, he served as voucher clerk in the office of auditor of disbursements at St. Louis, and in 1909 was promoted to chief voucher clerk. Since the end of Federal control of railroads, Mr. Hough has been engaged in the liquidation of Federal accounts.

His honesty, conscientiousness and charming personality dominate the many admirable characteristics which have won for him the love and esteem of all whose good fortune it has been to make his acquaintance.

A suitable remembrance was presented to Mr. Hough on the eve of his departure, as a token of esteem, and to express sincere wishes for health and happiness for himself, his wife and family in the years of retirement.

### Poor Sheep (A Tragedy)

Cadillac,  
Frisco track,  
Speeding train,  
Rattled brain,  
Mighty crash,  
Mutton hash.

### ANY WAY AT ALL

Minister: "Do you take this man for better or for worse?"

Bride: "No, sah, jes' as he is, if he gits any bettah he'll die, an' if he gits any wuss, I'll kill him myself."

## These Men Wouldn't Stay Down

*Read how these 29 railroad presidents rose from positions as laborers, office boys, rodmen, etc.*

Leaflet No. 4, recently issued by the New York, New Haven and Hartford Railroad, tells how the following presidents got their start. The rise of these men should be an inspiration to every railroad man who wants to get ahead. There is still room at the top if you really want to get there.

NAME	BEGAN AS	NAME	BEGAN AS
C. H. Markham	Track Laborer	W. B. Storey	Axeman; Engineer Corps
H. E. Byram	Call Boy	B. F. Bush	Rodman
J. E. Gorman	Office Boy	Howard Elliott	Rodman
C. E. Schaff	Brakeman	Samuel Rea	Engineer Corps
E. Pennington	Warehouse Man	E. N. Brown	Rodman
J. Kruttschmitt	Engineer on Construction	A. T. Dice	Flagman; Engineer Corps
R. S. Lovett	Local Attorney	Charles Donnelly	Attorney
Daniel Willard	Track Laborer	A. H. Smith	Messenger
W. T. Noonan	Office Boy	William Sproule	Freight Clerk
N. D. Maher	Surveyor's Clerk	W. G. Besler	Trainmaster's Clerk
Hale Holden	Attorney	F. D. Underwood	Brakeman
T. M. Schumaker	Telegraph Operator	J. H. Hustis	Messenger Boy
L. F. Loree	Asst. in the Engineering Corps	Stanton Ennes	Telegraph Opr. and Brakeman
S. M. Felton	Rodman	C. R. Gray	Telegraph Operator
E. J. Pearson	Rodman		

These men didn't get ahead by luck or pull. They rose step by step because they studied their work—they made each job a stepping-stone to something better—they trained themselves in spare time so that when opportunity came they were able to take advantage of it.

Why don't you study in your spare time and get the special training you must have if you want to get ahead? If you will put your shoulder to the wheel and really try, the International Correspondence Schools will help you to reach the goal of your dreams far quicker than if you attempt to make the journey alone.

At least find out how by marking and mailing the coupon that has meant so much to so many other railroad men just like yourself.

**Employees of this road will receive a Special Discount**

#### INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 8618-B, Scranton, Penna.

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

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

Name.....

Present Occupation..... Employed By.....

Street and No.....

City..... State.....



ABNER E. LARNED

*I take pleasure in presenting a new*

# HEADLIGHT DOUBLE-BREASTED COAT

The coat that every railroad man in America has been looking for—made of our own

## HEADLIGHT SPECIAL WEAVE DENIM AND HEADLIGHT SUPER TWIST DENIM

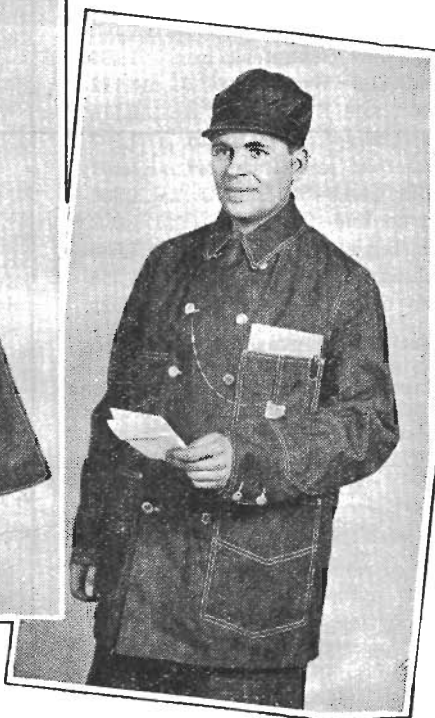
*The Best Denim Ever Put Into an Overall or Coat*



4 BIG OUTSIDE POCKETS



1 BIG INSIDE POCKET  
4 INCHES LONGER THAN THE  
ORDINARY COAT



ADJUSTABLE GAUNTLET CUFFS

ASK FOR LOT 50 OR 51

*Adjustable Collar—that looks and feels fine in any position*

If your dealer cannot supply you write me, advising *your size* and I will send one of these NEW HEADLIGHT DOUBLE-BREASTED Coats to your dealer where you can carefully examine it before you purchase.

The cost is only 50c more than you are now paying for our regular HEADLIGHT Coats.

This ticket on every HEADLIGHT Double-Breasted Coat bears my personal guarantee to you.

*Abner E. Larned*  
PRESIDENT

LARNED, CARTER & CO.  
Detroit, Mich.

RULE POCKET PATENTED APR. 8, 1919. WATCH POCKET PATENTED NOV. 21, 1919.

Lot **51** Size **44**  
Price

**HEADLIGHT OVERALLS & PANTS**  
UNION MADE  
LARNED, CARTER & CO.  
DETROIT  
ST. LOUIS  
SAN FRANCISCO  
PERTH AMBOY, N. J. TORONTO

*This SPECIAL WEAVE DENIM is made EXCLUSIVELY FOR HEADLIGHT OVERALLS*

This cloth is the result of years of experiment and most exacting tests for *Strength, Washing quality and durability.* The yarns are spun from long staple cotton dyed with pure indigo and woven in America's finest denim mill.

### REMARKABLE GUARANTEE

If, when this Overall is completely worn out, you do not think that Special Weave HEADLIGHT Overalls are *BETTER* and will *OUTWEAR* ANY other Overalls made, I will give you back your money. Beware of imitations. Demand the Genuine



*Abner E. Larned*  
PRESIDENT



# A Cause of Women's Ills

**WOMEN OFTEN THINK THEY HAVE HEART TROUBLE, INDIGESTION, NERVOUS PROSTRATION, ETC., WHEN IT'S SIMPLY IRON STARVATION OF THE BLOOD.**

Many women believe they are weak and nervous as a result of age, worry and overwork; they think that their disturbed digestion, headaches, heart palpitation, shortness of breath, pains across the back, etc., are due to some serious disease instead of the real cause—iron starvation of the blood. This is proven by the fact that when many of these same women take organic iron for awhile all their alarming symptoms quickly disappear and they become strong, robust and healthy. Iron is absolutely necessary to enable your blood to change food into living cells and tissue. Without it nothing you eat does you the proper amount of good—you do not get the strength out of it.

If you are not strong and well do not wait until you go all to pieces and collapse in a state of nervous prostration, but take some organic iron—Nuxated Iron—at once. But be sure it's organic iron and not metallic iron which people usually take and which is made merely by the action of strong acids on small pieces of iron. Organic NUXATED IRON is like the iron in your blood and like the iron in spinach, lentils and apples and it often increases the bodily and mental vigor of weak, worn-out women in two weeks' time.

Beware of substitutes. Look for the word "Nuxated" on every package and the letters N. I. on every tablet. Your money will be refunded by the manufacturers if you do not obtain perfectly satisfactory results. At all druggists.

## Orator Was Aroused

The orator was not being well treated. His audience were better interrupters than listeners. So he, too, became roused.

"When I came here tonight I did not believe in the Darwinian theory. Upon mature consideration of my audience I do—half of you look as if you'd evolved from monkeys."

"Yes," came the calm response, "but we have evolved."—London Tit-Bits.

## Thank You

For the many replies to last month's "questionnaire."

## PENSIONS

For the month of December, 1924, the Board of Pensioners authorized the following pension allowances:

William H. Buttomer, road foreman of engines, KCC&S, 40 years, 1 month in service, \$61.40.

Henry P. Fisher, assistant storekeeper, KCC&S, 45 years, 11 months in service, \$57.50.

William Davis, assistant yardmaster, Memphis, 24 years, 8 months in service, \$27.40.

William H. Seal, conductor South Western Division, 24 years, 8 months in service, \$40.40.

At a meeting of the Board of Pensions held January 21, 1925, the following cases were handled:

No. 584, Racey Charles Shepherd, aged 70 years, December 25th, 1924, dispatcher Memphis terminal, in service 34 years, 4 months, amount of pension, \$51.75.

No. 585, Petten McChesney Gamble, operator Neodesha, Kans., aged 70 years, December 3, 1924, in service 36 years, 9 months, amount of pension, \$43.60.

No. 586, William Presely Newton, general voucher approver, accounting department, St. Louis, aged 70 years, October 4, 1924, in service 48 years, amount of pension, \$144.75.

No. 588, George Hartment, agent-operator, Northern Division, aged 70 years, December 9, 1924, in service 16 years, 9 months, pension allowance, \$20.00.

No. 592, Robert Franklin McGlothlan, treasurer, KCC&SRy, aged 70 years, August 23, 1924, in service 37 years, 3 months, amount of pension, \$70.20.

No. 595, William Henry Hennessey, passenger conductor, Eastern Division, aged 68 years, in service 23 years, 1 month, pension allowance, \$50.00.

No. 599, Louis Charles Cavally, agent KCC&SRy, aged 59 years, in service 27 years, 10 months, amount of pension, \$27.30.

No. 600, Byron Callender, engineer Southwestern Division, aged 65 years, April 14, 1924, in service 43 years, 2 months, pension allowance, \$87.80.

## GERMAN POLICE DOGS

Protect Your Home With the Truest Friend a Man Ever Had

PUPS FOR SALE—HIGH-CLASS REGISTERED STOCK

CULPAUGH KENNELS

SAXMAN

KANSAS

No. 601, James Nelson Whitworth, brakeman Eastern Division, aged 55 years, December 17, 1924, in continuous service 19 years, 6 months, amount of pension, \$26.95.

No. 603, Charles Henry Finley, yard engineer, Ft. Scott, Kans., aged 65 years, July 7, 1924, in service 36 years, amount of pension, \$41.15.

No. 607, Fred Kuncze, section foreman Eastern Division, aged 68 years, April 27, 1924, in service 43 years, 1 month, pension allowance, \$41.70.

No. 608, Frederick Joseph Deicke, Division passenger agent, St. Louis, aged 60 years, October 16, 1924, in service 45 years, 1 month, amount of pension, \$115.70.

## Southern Division Store Department

Warren Puckett, Cub Reporter

After a careful perusal of our last issue of the Frisco Magazine, we have come to the conclusion that the "deer readers" of this publication would be perfectly right to think that Memphis, as a terminal and a point of interest, had been side-tracked to the end of track on some branch line, where, as yet, the owls still roost with the chickens and the squirrels eat the ball off the rail. In order that this possible thought may be corrected, we have decided that we of the store department will attempt to relieve ourselves of some of the anxiety that Memphis may be forgotten, and forward for publication, or censorship, some of the items which may be and may not be news, or interesting.

In the last issue we missed the happenings at the Springfield general store. While not being personally acquainted with the various parties mentioned in their writeups, we, being the child of that parent, are at all times interested in what is going on and what is happening at the general

## CLASSIFIED ADS

Classified advertising under this heading will be charged for at the rate of 5 cents per word, with a minimum of 75 cents. Cash must accompany copy.

AGENTS—WRITE FOR FREE SAMPLES. Sell Madison "Better-Made" Shirts for large Manufacturer direct to wearer. No capital or experience required. Many earn \$100 weekly and bonus. MADISON MILLS, 564 Broadway, New York.

## FRISCO WATCH INSPECTORS

G. W. HALTOM, R. R. Watch Inspector, Fort Worth, Texas.

FARMER-CANNON JEWELRY CO. Watch Inspectors. Birmingham, Ala.

## NOTICE FRISCO EMPLOYEES

Why not place a part of each month's salary with this Building & Loan and enjoy 9% to 10% earnings?

WRITE FOR PARTICULARS

Assets over \$750,000.00

**Citizens Saving and Loan Ass'n**  
Cor. 6th and Main  
FORT WORTH, TEXAS

# PITTSBURG ADVERTISERS

## The Pittsburg & Midway Coal Mining Co. COAL OPERATORS

### DIV. SALES OFFICES

Wichita, Kansas  
Joplin, Missouri  
Henryetta, Oklahoma  
Fort Smith, Arkansas  
Omaha, Nebraska

### GENERAL SALES OFFICE

Dwight Building, Kansas City, Mo.  
**Pittsburg, Kans.**

### MINES

KANSAS  
MISSOURI  
OKLAHOMA  
ARKANSAS

## CROWE COAL COMPANY

General Office, Dwight Building  
KANSAS CITY, MISSOURI

### MINERS AND SHIPPERS

Mines located at Mulberry and Scammon, Kansas and Henryetta Oklahoma, on the line of the St. Louis-San Francisco Ry. Co.

## The Fadler Produce Company

Jobbers and Sales Agents

Of All Fruits, Vegetables,  
Berries and Produce

PITTSBURG KANSAS

## The Metropolis Paving Brick Co.

PITTSBURG, KANSAS

MANUFACTURERS OF  
VERTICAL FIBRE PAVING  
BRICK — REPPRESSED PAVING  
BLOCKS—SEWER BRICK  
FOUNDATION BRICK  
BUILDING BRICK

USE BRICK—PAVE ONCE—  
STAY PAVED

## The General Machinery & Supply Co. Incorporated

A. F. MILLER, General Manager  
MILL AND MINE MACHINERY  
AND SUPPLIES

PITTSBURG KANSAS

## Clemens Coal Co.

PITTSBURG KANSAS

store. We note that the Sherman store department is a regular contributor, and now that we are making our start, would like to suggest to other stores that they get in the game and get some news in to the Frisco Magazine.

J. C. Kerr, traveling storekeeper, spent January 14th, 15th and 16th with us, making check of our last inventory, as well as looking over our methods of handling store department business. We hope that our "papers" will be credited with at least a passing grade. The following Monday we had with us L. B. Pechner, general lumber foreman, who spent the day looking over the lumber situation. We are always glad to see these gentlemen, and think that our next visitor should be Mr. Wright, traveling store-

No matter who your doctor is,  
bring us your prescription

## ROLL LINDBURG DRUG STORE

4th & Broadway Pittsburg, Kans.  
PHONE 12

## MEN'S and BOYS' OUTFITTERS

**Globe**  
SHOE & CLOTHING CO.

PITTSBURG, KANS.

## The Standard Ice & Fuel Co.

ICE MANUFACTURERS

WHOLESALE AND RETAIL  
PITTSBURG KANSAS

## Stilwell Hotel

PITTSBURG, KANSAS  
The Largest and Best  
The Best in Service

keeper, as it has been some time since he was with us.

Last, but by no means least, Mr. Fitzgerald, the iceman, paid us a couple of visits last month. Suppose that it was so cold in the Northern Districts that Mr. Fitz found that the ice increased instead of melted, and had to come south to see the meltage in ice. However, the only warm thing he found was the red hot end of the "boss" cigar, with which Mr. Fitz's hand accidentally came in touch while in the midst of his oratory.

Our chief clerk, George (Tiny) Morris, spent January 18th and 19th in Shreveport, we understand looking up an old flame. We also have fairly

## TIRES WITH 500 NAIL HOLES LEAK NO AIR

A new puncture-proof inner tube has been invented by a Mr. E. J. Milburn of Chicago. In actual test it was punctured 500 times without loss of air. This wonderful new tube increases mileage from 10,000 to 12,000 miles and eliminates changing tires. It costs no more than the ordinary tube. Mr. E. J. Milburn, 331 West 47th St., Chicago, wants them introduced everywhere and is making a special offer to agents. Write him today.

good information that the flame was burning brightly with a recently acquired husband. This past year, (leap) has been very hard and trying for him.

Stock Clerk Hyman Kapell, our shiek of shieks, was away from the office one day last week, due to the fact that he took all of the prescriptions as prescribed for him by our local physician. Mr. Kapell, being a young man who always does as he is told, took said prescriptions absolutely on the minute, with a result that the next day he was feeling like a millionaire.

We extend our heartfelt sympathy to our comptometer operator, Minnie Rhodes (no relation to dusty), and our stenographer, Eleanor Patton. Also to Gladys Irvin and Josie O'Brein, stenographers in the office of the master mechanic. During the year 1924 they worked faithfully and diligently to fulfill the promises of better things, allowable in leap years. Never mind, girls, all good things come to him, or her, who waits, and by the end of the coming year, 1928, who knows what will happen. Remember, the belief of the suffragettes, or suffering yets, that men are growing weaker year by year. Thirty is no longer classed as an old age.

Julio Brignardello, checker, known locally by various other names by which Italianos are universally called, is again with the store department, after a brief sojourn in the passenger car department. He came back just in time, as his record of telling the biggest fish stories, etc., was in danger of being claimed by one or two others in the office, including the reporter.

The supply cars were in Sunday, the 18th, loading oil. It is to be regretted that they were not here during the

week, as we enjoy their monthly visits. This is especially true of the girls, who are secretly wondering if they are married, and whether or not a traveling man's wife would not be the life. We don't mean the cars married, but the supply car clerks.

Red Barron, the chief hoodlum of the supply cars, has been transferred to the cars on other divisions, and no longer comes down the Southern. For the benefit of the girls on the Central Division, especially the steno, in the store department at Ft. Smith, we wish to state that "Red" left a girl in every port on the Southern Division.

With the coming of the sunny days, the boss is now talking about going fishing. After talking about going hunting all winter and not shouldering a gun, he hopes that he may have more luck in going fishin'.

We extend a welcome to our new general car foreman, Walter T. Clark, who came to this division January 1. We are always glad to see the new ones, and sorry to see the old ones leave. We feel that we should put in a line for Mr. Spangler, while talking about the car department. If at any time he should lose track of Mr. Williams, MCB accountant, we feel sure that by observing the incoming mail at the master mechanic's office at Memphis, that his exact location each day can be found.

Have the following from our Birmingham correspondent, Thos. L. Connor, clerk in Birmingham store:

All the employees seem to have a smile on their face that resembles a full new moon, for the reason that Mr. Wright and Mr. Harold are at Birmingham, re-arranging some of our shelving, and placing a new floor in the office. Gosh, but we almost froze to death the past three months. This leaves the gang all busy, and looking forward for spring to come, so we can thaw out.

We wish to announce that Elsie T. Lewis, counterwoman, is the proud father of a 7½ pound boy. Elsie tried to keep it a secret, but finally it leaked out, as he was discovered issuing denatured alcohol for grinding compound, which told the tale.

Our Amory correspondent, Clerk J. C. Allen, has not as yet aroused from his winter's hibernation, but expects to come to life when the buds begin to break, at which time we will be glad to have him give us the outcome of Storekeeper Sisk's first fishing trip. We hope that it will be successful, and that both of the ones he catches will make bait.

Our correspondent at Thayer, Storekeeper A. M. Burnum, writes that he is not frozen up, and that winter is beginning to break. He reports that Superintendent Claiborne, Master Mechanic Gamble, General Road Foreman of Equipment Forsythe and Supply Inspector George Swartz have been recent visitors to Thayer. Winter must be breaking up. Mr. Burnum is evidently pleased over being an associate editor of the Southern Division Store Department

## The Land of Oranges

Do you want to get away  
From the grind of every day—  
From the drudgery of things you have  
to do

Do you want to settle down  
Near a lively, busy town,  
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of the Frisco Little Folks.

## SOUTHWESTERN DIVISION

R. W. HARPER and L. A. MACK,  
Reporters

J. P. Neely has been transferred from  
Springfield to Sapulpa in place of L.  
A. Mack, transferred. Glad to have  
you with us Paul, hope you like it  
fine.

L. A. Mack has accepted the position  
of clerk to general foreman, which is  
a new position put on at Sapulpa. General  
Foreman T. J. Talevich has been  
in need of a clerk at this point for a  
long time and at last success has  
crowned his efforts.

O. R. Tucker, car clerk at Afton, has  
been transferred to Oklahoma City, in  
place of Joe Schilling, car clerk, at  
that point, who was made piece work  
checker in place of W. B. Heller, as-  
signed to other duties.

E. Bass, clerk at Oklahoma City, has  
given up his position at Oklahoma  
City, and has accepted position as  
third-class electrician at Monett.

Bob Mathis has entered the holy  
bonds of matrimony with some girl  
from Okmulgee, on or near January  
1st, but as news hounds we would  
make better shoe shiners, so we failed  
to either get to throw rice or get the  
girl's name, or date on which the  
deed took place.

E. R. Jefferies has been complaining  
of indigestion for the past two weeks,  
but up to yesterday were unable to  
get a consultation to decide just what  
was wrong. Came to find out Mr. Jeff-  
ries' wife has been away on a visit  
for the past two weeks, and he has  
been eating his own cooking, with-  
out consulting the Home Makers' page  
in the Frisco Magazine, and the result  
is a very weak stomach.

Here's hoping she comes home be-  
fore long as we sure do need an elec-

trical foreman at Sapulpa for a while  
yet.

Wonder who eats cherry pie for  
breakfast at Sapulpa. Some people  
blame it on L. L. Finch, drop pit fore-  
man at Sapulpa, but he doesn't look  
like that kind of a man.

Notice as a Safety First movement  
all people in the master mechanic's  
office, Sapulpa, kindly refrain from  
looking at comptometer operator.

## MECHANICAL DEPARTMENT CENTRAL DIVISION

By IRENE WOESTMAN

The January division fuel meeting  
for the Central Division was held in  
Fort Smith recently and from what I  
could learn, it was one of the best, if  
not the best, fuel meeting that has  
been held on our division since these  
meetings have been inaugurated, from  
the standpoint of attendance and sub-  
jects discussed. From what Messrs.  
Heyburn, Crawford and the two road  
foremen, Messrs. Hill and Reed, have  
to say, they evidently feel that though  
the division made every effort possi-  
ble in the year 1924 to decrease the  
fuel consumption on our division,  
everyone is going to have to do still  
more in the year 1925 if we expect to  
come up with the procession.

After the fuel meeting, arrange-  
ments were made with one of the  
local moving picture theaters to show  
views, which are in the possession of  
the Fuel Department, covering the  
proper and improper methods of firing  
a locomotive and clearly demonstrates  
the best system to pursue in order to  
save fuel, which goes without saying  
that lessons like these are valuable  
and worth while.

On account of grade conditions on  
the Central Division, which causes our  
train haul to be practically the lowest  
of any one of the eight divisions of  
the system, we cannot expect to com-  
pare with any of the other divisions,  
some of which have double the train  
haul that we have. This same thing  
practically exists with reference to  
our passenger trains; however, in yard

service there is more of an even break  
and in this class of service the Cen-  
tral Division lead every other division  
on the system in each of the twelve  
months of the year 1924, which in it-  
self we feel is a remarkable good  
record.

During the last week we had more  
of our general officials visit the divi-  
sion than we have for some time. Robt.  
Collett, fuel agent, J. E. Whalen, gen-  
eral fuel supervisor, and T. F. Gaines,  
supervisor insurance, of St. Louis, and  
D. L. Forsythe, general road foreman  
of equipment, of Springfield, were in  
attendance at our fuel meeting. J. K.  
Gibson, assistant to superintendent moti-  
vative power, J. L. Harvey, master me-  
chanic of the Eastern Division, and  
E. E. Nixon, master mechanic of the  
River Division, visited our office while  
in attendance at Federal Court at Ft.  
Smith.

We just learned that A. G. Denham,  
our storekeeper, who has been with us  
at Fort Smith for several years, has  
been promoted and transferred to  
Springfield, and J. M. Walker, of  
Springfield, is to come here in Mr.  
Denham's place. We join in wishing  
them success, which can and will only  
crown their efforts in their new posi-  
tions, which is one more round in the  
ladder of success and will soon find  
them on top.

A most enjoyable evening was spent  
Saturday, January 17th, when Arkan-  
sas Valley Lodge No. 393 of the  
Brotherhood of Railway Clerks gave  
their annual entertainment and dance,  
to which all railway clerks were very  
cordially invited. After a most inter-  
esting program presented by local ar-  
tists, the remaining hours were spent  
in cards and dancing.

During the last month J. G. Huckins,  
who has been general foreman at Hugo  
for a number of years, left us to take  
a similar position at Birmingham, one  
of the largest and most important ter-  
minals on the railroad. We were sorry  
to see Mr. Huckins leave, but glad to  
know that his services have been  
recognized by our general officials.

On account of this change, G. S. Gar-  
rison, roundhouse foreman at Bacone,  
Okla., was transferred to Hugo, A. A.  
Wegman, night roundhouse foreman at  
Fort Smith was sent to Bacone in  
place of Mr. Garrison, and W. L. Free-  
man, one of the machinists at Fort  
Smith was promoted to night foreman  
at Fort Smith.

## MORE KANSAS CITY NEWS

H. L. SHIVERS, Reporter

The Southwestern Car Men's Club held its regular monthly meeting Wednesday evening, January 14th, on the Sixth Floor of the Union Station. The subject of the evening was a discussion of the new code of ARA rules. A lot of good points were brought out during the course of the evening which resulted in a great deal of educational value to those present. Quite a few Frisco men were present and entered freely into the discussion.

H. S. Green, car foreman at Rose-dale, says he could give Job pointers on trouble these cold days. His chief difficulty lies in keeping his pipe lighted and his stove hot all at the same time.

W. B. Berry attended a meeting and banquet of the shop crafts at Neodesha some time ago and took all sweepstake prizes in a fried chicken eating contest.

W. H. Kent, formerly employed as headlight maintainer, has left our services to accept a position with the Union Pacific at Omaha.

## F. L. AND D. DEPARTMENT

CHARLENE WILLARD, Reporter

For your Past, Present and Future, consult Marjorie Risser. After attending several performances, in which the notorious "Richards" played the leading role, she became actively interested in psychological prognostications (otherwise a charter member of the Dippy Doo Dads) as portrayed by the aforesaid trance dancer and crystal buster and now being possessed of a text known as the "Metaphysical Elaborator," is prepared to give advice or enlighten you on any doubtful or perplexing questions. A very small fee will be charged inasmuch as she had to pay for the book.

No one could have been so utterly disgusted, disheartened, dismayed, distracted and as blue as Indigo, as Leo Barrett was when the picture shows failed to open on Sunday. Leo just can't understand why the people did not turn out and vote the "right" way.

Cleo Pierce would like for someone to tell her if it is possible for a person to work in Springfield, live in Republic and have her heart and soul in Tulsa, all at the same time?

Blue Sunday laws did not affect Angeline Golden, Mamie Gurley, Gertrude Fryer and Marjorie Risser, as they spent Sunday, January 11, in St. Louis. They all reported seeing a good show at Loew's State Theater and now Angeline wants to know why they sell gasoline on Sunday so Mamie can ride around the square in a Ford coupe with a good looking man, when she has to go to St. Louis to see a picture show.

Timothy had to get out a search warrant when Angeline became lost in Loew's State Theater in St. Louis.


Tom Quinn is in love with that rapturous and fascinating perfume which has been permeating the air of the office and causing a stranger, on entering the room, to think we were running a tanning plant or patent medicine house and as Abe Martin expressed it, somebody was apt to think he was treating a lame mule.

Now that the year 1924 has rolled by "our Ruby" has suffered a fatal attack by the germ "wanderlust," and she has been making some inquiries for time off, contemplating a trip to Kansas City. It seems as if Tulsa has lost all attractions for her. If there is anyone who does not know what E. F. stands for, just ask Ruby Northcutt. We understand the "E" part is silent as in "Tulsa."

Little Mary Elizabeth McKinnell, age 8 years (until Christmas Eve, only child of W. P. McKinnell, claim investigator), was agreeably surprised

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when Daddy took her over to the hospital on Christmas Day to see the nine and a half pound boy that Santa Claus had delivered. After examining very minutely the tiny double fists and wrinkled red face, she was somewhat dubious and perhaps a trifle disappointed at Santa's selection, but still she went home in a stoical frame of mind, on her guard and ready to defend the good name of McKinnell. Several friends of the family, in charge of the home, inquired of her if she was surprised that Santa Claus had sent such a present. Little Mary Elizabeth, equal to the occasion, looked up at them and archly replied; "Yes, we were all surprised." And then very emphatically: "None of us knew a thing about it!"

Vida Whitsett is wondering whether or not "Mr. Frisco" will consider running a "Texas Special" for the exclusive use of dead head passengers. She says four trip passes a year are not half enough, especially since her Bill has located permanently in Texas.

From the number of pipe smokers in this good department it should be a field of opportunity for our celebrated friend, Sarah Peabody. Walt Shumate recently joined the select group, introducing something new, a hickory pipe, far-famed for its mellow aroma. One afternoon, not so long ago, we were suddenly awakened from our afternoon reveries by a strong smell of burning rubbish. Excitement prevailed when someone shouted that Karchmer's junk yard had again caught fire. However, our joy at the possibility of viewing a nearby conflagration was dispelled through the discovery that "Shu" was experimenting with a new brand of tobacco, consisting of granulated rubber bands and dictaphone shavings. The experiment having proved unsuccessful, Shumate proceeded to "cuss" out those whom he suspected, threw away the pipe and now confines his activities to "eating" tobacco.

## CENTRAL DIVISION NEWS

By MARGARET A. KRIENER

The marriage of Eva Loretta DeWitt, daughter of John L. DeWitt, of Cuba, Mo., to Edward Oliver Crandall, Jr., took place Wednesday afternoon at 4 o'clock, at the home of the bride's sister, Mrs. L. O. Mouser, 911 South Eighteenth Street. The Rev. A. Nor-

man Evans, pastor of the First Methodist Episcopal Church, South, officiated.

The house was effectively ornamented in a color note of pink and white. The stairway, down which the bridal party came, was twined in the wedding colors. Mrs. Lote Pipkin played the wedding music. Just before the coming of the bridal party, Mary Eddy sang, "I Love You Truly."

The bride and bridegroom descended the stairway together, preceded by the ring bearer, Nancy Carlock, young daughter of Mr. and Mrs. Emory Carlock, the only attendant. The small ring bearer carried the ring in a carnation tied with tulle.

The bride, who is a beautiful girl, a decided brunette, wore a wedding gown of ivory Canton crepe embellished with lace. Her bouquet was of pink roses and lilies of the valley. The small ring bearer wore a frock of pink crepe.

An informal reception to more than 50 guests followed the ceremony. The table in the dining room was centered by the wedding cake, which was iced in pink and white.

Mr. and Mrs. Crandall left at 6 o'clock for a honeymoon, which will include St. Louis and Birmingham, Ala. On their return they will be at home 911 South Eighteenth Street, after February 1.

The bride traveled in a frock of midnight blue crepe, with hat, wrap and accessories to harmonize.

The bride, who was reared in Springfield, Mo., has made her home in Fort Smith for the last year and a half. Mr. Crandall is in the B&B Department of the superintendent's office of the Frisco. Their marriage is the culmination of a romance which started last summer, when Mr. Crandall relieved Mrs. Beland for a few months, Miss DeWitt being M of W timekeeper in the superintendent's office.

Out of town guests for the wedding included the bride's sister, Mrs. M. W. Abernathy of Springfield, Mo., the Misses Margaret Butler, Pearl Gray, Marie Witherspoon and Betty Powell, all of Springfield, and Mrs. Charles Harwood of Vicksburg, Miss., aunt of the bridegroom.

Napoleon K. Waters succeeds Eva DeWitt as maintenance of way timekeeper in the superintendent's office.

R. E. Drake, St. Louis, was in Ft. Smith, January 18th, and visited the superintendent's office, but unfortunately for the girls his visit fell on Sunday.



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## PURCHASING DEPARTMENT

R. B. McBRIDE, Reporter

A dinner in honor of Frances Coffman, Mr. Lorimer's former secretary, was given at the American Hotel a few days prior to her leaving the employ of the Frisco Stationery Department, to become a lady of leisure. Frances was greatly surprised when she saw the remainder of the "bunch" in the lobby of the hotel, as it was her impression that she was to have dinner with Mrs. W. J. Roehl (Mildred Johnson) and Bess Toon. Besides Mildred and Bess, Margaret Cowan, Lucille Meyer, Kathryn Hughes, Etelka Kramme and Grace McEvoy all tried to convey to Frances their feelings toward her and show her how much her friendship was appreciated. After dinner a show was enjoyed by all.

December and January always bring something, and to our department it brought Miss Etelka Kramme, of the voucher department; Miss Dorothy Hutchings to succeed Margaret Cowan on the order desk, Mr. Wm. Brian, secretary to Mr. Larot, and Melvin Reddy, our new office boy.

Margaret Cowan succeeded Frances Coffman and now has the title of secretary to Mr. Lorimer. We all wish you success, Margaret, with your new work.

Etelka Kramme is looking for someone who can teach her the art of walking and running while wearing goulashes. She bought a pair about a week ago and has already flopped twice, one time blocking traffic for about 15 minutes on 9th and Olive at 8 bells in the morning.

Grace McEvoy received a seal skin coat for Xmas and immediately she began comparing the weather conditions in St. Louis to those in Chicago. Of course, Chicago was about one degree cooler so Grace just had to make a trip to the Windy City for the week end in order to get some real service out of the new coat. Kathryn Hughes also made the trip.

## WESTERN DIVISION TRANSPORTATION DEPARTMENT

Our Slogan: Boost or Blow  
A. L. KINKADE and ELMA WILLIAMS,  
Reporters

Our superintendent frankly admits he is getting to be a regular radio fan; they say he stays up as late as midnight.

Noticed in a local paper recently

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where a deaf and dumb man is suing his wife, also deaf and dumb, for a divorce, claiming she nagged at him constantly. Might try turning his back.

Messrs. Fraser and Stephenson recently visited the Western Division.

One of our passenger brakemen says he was going to get married Christmas but his train was late. Surely a lucky girl.

Helen, daughter of Assistant Superintendent Gow, was recently operated on at Enid, and is reported to be getting along fine. We sincerely hope she will very soon be fully recovered.

Love is blind—so are kittens, but they get their eyes open.

Brakeman John Beaven recently sustained an injury to his hand while in line of duty on the road, and at the present time is in the St. Louis hospital for treatment. We hope the injury will not prove serious and that he will soon be back on the job again.

Johnny (at poultry show): "Ma, let's stay until they let the animals out."

Mother: "They don't let them out, dear."

Johnny: "Yes they do, Ma, 'cause last night I heard Pa tell Uncle Bill that they would stick around after the show and pick up some chickens."

Operator Miller, who has been agent at Ames for some time, has taken a position in the Sapulpa relay office and will leave for that point in the near future.

"What's that awful noise outside?"

"Why, that's an owl."

"I know it's an owl, but oo's owl-ing?"

L. L. Jackson, cashier-operator, Jennings, has given up his position with the Frisco. We are sorry to lose Jack, but wish him all the success in the world in whatever he undertakes.

Trainmaster Canady and older son Clarence, paid the Beaumont Sub a visit on January 10th.

Only a few more snows until spring. Someone suggested that our paymaster must be Irish, for last March 15th, he sent us green checks and has the same intention this time.

We know of at least one employee on this division who prefers summer to winter, and that is none other than Jack Lenox. He says at least the water tanks, lines, plugs, etc., won't freeze up in the summer time.

1925 opened gracious arms to the celebration of anniversaries, birthdays included. The first one of note took place on the 16th, and on the evening of January 17th, Ada Dillon was entertained with a surprise buffet luncheon in the apartment of Vesta Davis.

The "Life of the Party," alias Elma, was unable to attend account having taken a juvenile role and acquired the chicken pox, but she did the next best thing and sent the cake (angel food, of course) with the proper number of candles. There was enough food to supply the Frisco Family, and every bit of it was delicious.

Helen reported a sprained ankle and begged to be excused. A thoroughly enjoyable evening was spent, as only such a hostess as Vesta could make possible, then we all hurried over to the theater to see Peter Pan.

We all extend to Ada the best of wishes for many happy returns and if the above date is to be so celebrated in the future we are unanimously in favor of having the 16th of January come about every six weeks.

## FORT WORTH MECHANICAL DEPARTMENT

The January Safety First meeting was held here in the office of A. S. Metzger, general foreman, and we had with us H. W. Hudgen, general claim agent, Mr. Claypool and Engineer Harry Harrison of the Insurance and Safety Department. C. C. Jordan, chief clerk to Mr. Graham, was down from Sherman and outlined the work performed by mechanical department, Texas Lines, and relinquished his seat to Mr. Hudgen, who outlined the work he expects to have the Safety Committee perform.

Judge Odell of Ft. Worth, Frisco attorney, made a very interesting talk, and was followed by Mr. McCarty who expressed his appreciation of the large attendance; there being about 40 present, including officials, engine and trainmen and shopmen.

Mr. Hudgen who was formerly with us on the Texas Lines, and, being no stranger to us, soon had those present feeling perfectly at home with him and talking Safety First in earnest.

Speaking of safety; we have a very bad condition here. "Old Dutch Charlie," who lived near the roundhouse, committed suicide by hanging himself about a year ago; he left an orphan, one coal black dog. This dog now spends most of its time around the yards and switch shanty, and after dark makes a trip through the roundhouse and over to see if "Dutch Charlie" has come home yet. Old Jiggs Biggs, colored firebuilder, don't seem to like the way the dog jumps up and looks in at the windows from the front porch, and then his whines and occasional howls. E. F. Tuck, night foreman, states Old Jiggs says: "Mr. Tuck, there ain't no use that dog carrying on like that, and he shore is a dangerous dog." We might state several others agree with Jiggs and will not allow the dog to become friendly with them.

M. E. Hollibaugh, our diligent and efficient car clerk, has moved his habitation to Forest Hill, where he hopes to increase his income by having 175 hens lay a case of yod eggs every other day. It can't be done, Mark, unless the neighbors' hens visit your nests.

## CAR ACCOUNTANT'S OFFICE

MARY HOWELL, Reporter

Margaret Butler and Pearl Grace attended the wedding of Eva DeWitt to Edward O. Crandall, at Ft. Smith on January 21. They reported a lovely time. Margaret found the ring in her piece of cake and is hoping some day to live near the bride in Ft. Smith.

The two Myrtles in the Reclaim and Accounting Department, known as Myrtle Lochmund (St. Louis Jimmie), and Myrtle Miller (St. Louis Myrtle), told us they had one grand time at Havana, Cuba, Christmas Eve. Understand though, that Myrtle Lochmund had one exciting time in Nashville, Tenn. Ask her about it.

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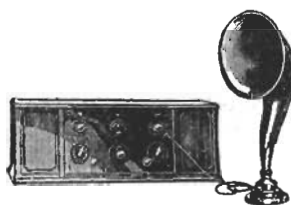
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### MANGANESE TRACK WORK

BIRMINGHAM - - ALABAMA

Mamie Bradley wants to know if Kansas City is on the Eastern Division. Better study the map, Mamie, before you order your annual.

The local record clerks celebrated with a spread January 23rd, in honor of Marjorie Renshaw's birthday.

A great deal of excitement was caused in Room 100, Saturday, January 24, by the appearance of Helen Owen with a bunch of exposed films through which she and all the clerks near viewed the eclipse. But something had to happen, as Agnes Leach remarked, "If nothing else, a darn cloud has to get in our way."

#### MONETT NEWS

JESSIE HALL, Reporter

Most everyone here has the Cross-Word Puzzleitis. It has been rumored that our agent, A. T. Brown, has put a ban on any Cross-Word Puzzles being brought to the freight house, but we are inclined to believe this is a joke, for we can't help but think Mr. Brown fully appreciates the worth of the cross-word puzzle. If it is true, however, that he appreciates them so little as to forbid them being brought to light around the freight office, it is only to be hoped that the ban will not extend to the rest of the terminal.

We are all quite proud of our messenger boy, "Prattie" for having been awarded one of the ten dollar prizes by the St. Louis Post-Dispatch for having solved one of their cross-word puzzles. "Prattie" is quite a cartoonist as well as a cross-word puzzle fiend.

Everyone enjoyed the cross-word puzzle issued in the latest number of our magazine, and hope there will be more.

About the biggest feature of the eclipse at Monett was Switch Engine Foreman J. C. Williams, coming on duty at 7:00 A. M., bringing his lantern to work with him. Of course, Jim thought it would be plenty dark enough to make use of his lantern. Well, that's all right, keep it in your locker, as you might have to use it most any time, and there's certainly nothing wrong about preparedness.

We all thought nay day had come the first of this week when we saw all the long, black cigars being smoked and heaps of candy passed around, but soon found it was only the result of one of our switchmen being married, namely O. U. Vermillion. Mr. Vermillion and Rose Walters were married January 18. Congratulations, "Stogie."

Cecil Hinkle, platform man, and Lois Owens were married January 17. We extend to Mr. and Mrs. Hinkle our best wishes for a long, happy and prosperous future.

Kenneth Handley, from Pacific, Mo., bid in the job of third trick ice clerk at east yard office and assumed duties January 8. Mr. Handley was with us

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NIGHT AND DAY

for about a month last summer. Glad to have him with us again.

C. H. Heying, from Aurora, Mo., bumped in on job of third trick train clerk at east yard office and assumed duties January 22. Mr. Heying has also been with us before, having started his railroad experience at Monett. Also glad to have him with us.

All hearts have again been made glad by the issuance of the annual merit transportation.

Lena Bell, first trick yard clerk at east yard office, spent the past week-end visiting her mother at St. Louis.

Switchman Chas. E. Whitlatch and wife, are enjoying a sixty-day vacation with their children at Los Angeles.

Geo. J. C. Wilhelm, secretary of the local Y. M. C. A., visited the Mendon School Friday, January 23, making an educational talk along the line of Safety First.

G. W. Painter, father-in-law of W. K. Bierer, day ticket agent at Monett, died January 23. Our heart-felt sympathy is extended to Mr. Bierer and family.

#### SPRINGFIELD RELAY TELEGRAPH OFFICE

W. V. CLAYBOURN, Reporter

For the benefit of those not present at our last meeting, will state our pioneer, Barney Lutes, left Springfield on schedule last month (the night of the big ice storm), and did arrive at destination, "Somewhere in Kansas," without mishap. Barney advises he had a fine trip, only consumed six hours, Springfield to Joplin, eighty odd miles, and finding it necessary to remove 900, more or less, trees, telegraph and telephone wires and poles, and various and sundry other obstructions from his path, which had been placed there by the ice.

Barney made the trip again a week later, destination being Anthony, Kansas, about 650 miles for each round trip. He claims each trip was made in about 48 hours, which we will concede is pretty good and we will retract all the un-nice things we said about "Aspirin."

We are sorry to relate Wm. Fraser has permanently departed from our midst, having bid in permanently at the St. Louis general offices, where he has been temporarily located since July, last.

Tom Maxwell has at last forsaken the night turn, bidding in the 4:00 A. M. vacancy created by Fraser. Walser, who has been on it during Fraser's temporary absence, returning to his regular 3:00 P. M. show-up.

It was understood by the writer that one Wm. Eastburn, employe of Mr. Blume's department, had planned the publishing of a scandalous story implicating the afore mentioned writer, same being to gain revenge on account of a very faithful account of a trip to White River, which was given in this column some months ago. We lived in anticipation for a month, looking for this, but found instead a picture of Bill's baby on that famous baby page. How come, Bill?

Called on Manager Sherwood in quest of news. He says not to forget to mention the ice party that Craig started on December 17th. Understand indirectly from Craig that Mr. Sherwood blames all that ice on him. As to forgetting, I wonder if any of us will ever forget that spectacle. Beautiful, we'll say.

Messenger Matthews is taking a two weeks' sojourn from the city, whereabouts unknown.

'Tis said Edward L. "Red" Vinton was recently seen leaving our city's most popular beauty parlor. We wonder if he was attempting to use henna on that superb top of his.

Anna Belle Howe, of Hope, Arkansas, was a visitor in our office a few days ago. That's two of those Central Division operators we have seen recently, and if they are average specimens of Mr. Cantrell's territory, we claim that must be a very fine place to work. What pulchritude.

McDonald was off about ten days during the holidays. Was back home with his parents in Lithonia, Ga. Some nice stories were told about how "MC" puts 'em under, we venture.

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Mesdames Craig and Walser are considerably under the weather at present, but showing slight improvement today and we hope will soon be OK. Mrs. Craig underwent a minor operation.

C. H. Boling of the Southwestern Division was a recent Springfield visitor.

The writer has joined the countless hordes, who have, in recent years, become afflicted with "radio-itis." As yet have not been in communication with Mars.

One new messenger position was recently added to this office, same being filled by Glen Harkins, a promising looking youth. One Wesley Shane is also working extra messenger this office. He should make a relay operator extraordinary, account having the same front name as ye scribe.

Tom Maxwell was pressed into service as train detainee at West Lebanon during the ice storm, where an extra set of dispatchers were placed temporarily account wire shortage. 'Tis said the service was not badly paralyzed due to his presence.

Present indications are that Brownie "K" Kennedy will make his usual early spring trip to White River. Heard him talking fish the other day. Shep hasn't broken out yet.

We have been told (but as yet are unable to confirm) that a certain operator here has secured a Saturday night lease on wire 25, between this point and Fort Smith, Ark. Wonder why?

Ask McDonald about the valveless engines he saw in Georgia.

Ask Barney Lutes what town that was.

Ask Fred Schmidt if he is off at 4:00 P. M.

Ask "Half Pint" Collins what time those telegraph blanks were filed.

Ask Shepherd how about getting out a write-up.

Ask Manager Lamkin, at Memphis, if he can put you under.

Ask Crump to pull down the shades.

Ask Bill Holland what that last story was.

Ask Hutchison, at Enid, about that milk diet.

Ask Bill Sayers what time he's off.

Ask Bill Long at Fort Scott about the cushions and the bird dog.

Ask Ben Strain if he made his average.

Ask Frank Feyen about that scarf.

**TELEGRAPH GANG—FRANKS, MO.**

BRUCE R. DAVIDSON, Reporter

Hello, Gangs. What's wrong now? Haven't seen but one or two of you reporting to our magazine. Get busy and let's see what you have to say.

Suppose you all know how we spent our Christmas vacation—out running wire trouble.

We have our old straw boss, Claude Frizzell, back with us now.

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We hope all these new grunts and linemen will get their fill of this sleet storm.

The Coleman brothers are back, after being absent a few days.

Lineman Davidson fell and stuck his climbers in his foot. What's wrong with you, Chief? You want to climb the poles, not yourself.

Our old crumb boss, Cotton Copeland, is a lineman now, and O. N. Eslick is promoted to crumb boss. Owen, we like you fine.

Little Red Coats is back with us—transferred from Donahue's gang.

Our telegraph lines are looking sick after the sleet storm hit them, but what it takes to doctor them we have. Am I right, gangs?

Chief Davidson came back from the hospital with a grin on his face. What's the good news, Chief, eh?

Our foreman, Rip Harris, hasn't shaved this week. What's wrong, Rip? Afraid you'll take cold?

Say, gangs, speak up. Let's hear from you. Let's have a whole page or two for our magazine. Time and tide waits for no man, so give your idle hours to the magazine.

Well, gangs, it looks as though we will spend our Christmas vacation next summer, eh? Well, anyway, we can enjoy a vacation when we stay in so long. Then we feel like sitting back a few days with thoughts of days long gone by.

Say, by the way, gangs, we can use our A. B. C.'s again by Always Being Careful while at work. A. B. C.'s mean a lot toward Safety First.

**TELEGRAPH GANG  
ST. JAMES, MISSOURI**

B. W. ELLIOTT, Reporter

Sleet storm work is the order of the day here now. Bert Bell says, "Thank God, the overtime work is over."

Frank Baugh bought one thousand cigarettes. A smile came over Goofy Wuellner's face.

We lost our sheik, Blackie Hoffman, during the cold, stormy weather—he heard Dixon calling. We will give him a recipe for preserving peaches. Don't introduce her to anyone, Blackie.

We ordered some more shovels. Goofy will have some fun now.

E. C. Dally has been on the sick list. He is able to take up all of the road with his Overland now though.

Bert Bell is leaving us tonight. He is taking up his new duties as camp car boss in a new gang on the High Line. We wish you good luck, Bert.

Lineman Elliott says he likes short walks—say from Cuba to Sullivan.

Lineman C. J. Anderson says that he moves, especially from Cuba to Dillon.

R. A. Reed went into a store at Richland and said to the clerk, "Let me see some of your kid gloves of the latest style." The clerk handed him some and said, "We have only had them on hand two days." "I don't think that they are the latest," Russell replied, "for the fashion magazine says that black kinds have ten stitches and vice versa. I see the stitches, but not the vice versa." The clerk explained that "vice versa" was French for "seven buttons." He then bought three pairs.

**TELEGRAPH DEPARTMENT**

LILLIAN HULTSCH, Reporter

Mildred LeBolt has been granted a leave of absence on account of serious illness of her mother. We understand Mrs. LeBolt is improving and that Mildred will be with us before long.

Alice Larkin, chief telephone operator, Springfield, has joined the "bobbed hair" ranks. Next?

Frances Shepler was in to see us on Saturday, January 3rd. Miss Shepler was formerly secretary to Mr. Brennan, and resigned to accept a position with the Y. W. C. A.

Somebody suggested a spread, and a spread we had on Monday, January 19th. The day was perfect—rained all morning so everyone was glad for the chance to stay indoors. And such eats!

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Rates \$1.50 and \$2.00

Yes, we had some pickles, dill, sweet and sour, in fact, I think we had just about everything, even coffee. Everyone had all they could eat and a wonderful time. The question now seems to be, how soon will we have another?

Opha Hardcastle, former clerk in this office, has accepted a position in Mr. McCormack's office.

Helen Finley has accepted position made vacant by Opha's resignation.

Frances Coffman is working temporarily in this office during Mildred's absence.



## ST. LOUIS

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SAINT LOUIS

KANSAS CITY MECHANICAL  
DEPARTMENT

H. F. SHIVERS, Reporter

During the extremely cold weather the latter part of December and the first part of January, we did not have an engine failure on the entire division. Our passenger trains were practically on time at all times. The only delays of any consequence were due to heavy mail and holiday travel. This almost perfect performance, we believe is one of which we may all feel very proud. Credit is due Mr. Berry, our master mechanic, and his able corps of assistants who were all on the job practically day and night in an effort to maintain our usual custom of providing one hundred per cent service to our patrons. Such performances as the above have been very instrumental in gaining for this company the reputation of service par-excellence in the transportation field.

W. T. Clark, assistant general foreman car department at this point, has been transferred to Memphis as general foreman car department, Southern Division. L. J. Leigh succeeds Mr. Clark, coming to us from Memphis. We hate to lose Walter, but we are glad Mr. Moore sent us Leigh to take his place. Here's luck and best wishes to you, Walter, on the Southern Division, and to you, Leigh, we welcome you to the "Heart of America" and assure you of our whole hearted co-operation.

Amos Hynes, our good man Friday, has sworn vengeance on the alligator race in general. Some time ago C. R. Kew, general foreman, found an alligator in an engine tank. He thought perhaps Amos would appreciate said gator as a Christmas present. After quite a little strategy Amos succeeded in getting his pet in a tin can and

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took it home, can and all, and set can and 'gator on the table, remarking to Mrs. Amos, "There's some nice sausage a man gave me today, put it away." We are not sure, but we are informed the way Mrs. Amos handled the rolling pin would cause Maggie Jiggs to turn green with envy.

R. E. Willer, chief clerk, spent New Year's in Tulsa.

The cross-word puzzle craze has not quite fastened its grip on this office, but we think some are infected and are liable to break out in a virulent form as we heard someone ask what was a three letter word meaning a feline.

John Moffett says cross-word puzzles are too tame for him, he prefers something exciting like puzzle peg.

Born to Mr. and Mrs. J. B. Turrentine on New Year's Day, an 8½ pound daughter to which has been given the name of Grace Mildred. Mr. Turrentine is tool room man at the north yards.

We railroad at a pretty fast clip up here. Sometimes an engine comes in and is turned back so quickly the supply man doesn't have a chance to change the tool boxes. That happened the other day. The engineer on 117 discovered after reaching the Union Station that his trusty tool box was not on board. It was eight minutes of leaving time. He got in touch with Roundhouse Foreman Medlock, who always does things in a hurry (talking as well). Medlock grabbed up the tool box which stood a good chance of getting left, dumped it in his '17 Buick, and three minutes prior to departure of 117 he placed the tool box on the engine, "right side up with care." A very ordinary occurrence, you say, but it just goes to show Medlock's usual way of meeting an emergency.

MECHANICAL DEPARTMENT  
FORT SCOTT, KANSAS

WALLER R. HECK, Reporter

Neal Carl was originally appointed by P. J. Moore to write articles for us, but owing to numerous air inspections and stoker repairs to be made, he was unable to find time to write anything. This job was then turned over to Gertrude Hare, but she found that her time was all taken up with church activities and other matters. So now this job has been wished onto me, and,



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ST. LOUIS

as I have nothing to do but work, I will attempt to see that the mechanical department at Fort Scott is represented each month in the Frisco Employees' Magazine.

On Thursday evening, January 15th, the employees of the roundhouse and car department gave a dance and entertainment in the Crafts' Hall. Special music was provided for and invitations extended to employees in the superintendent's office. R. E. Willer, chief clerk, and Walter Medlock, roundhouse foreman at Kansas City, were special guests.

A new turn table has been received

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MONETT, MO.

in their work by the cold weather, but  
hope to have the work completed soon.There are some very interesting  
basketball games played every Wednes-  
day night at the Y. M. C. A. between  
the railroad teams. The clerks in the  
superintendent's office have a team,  
the Missouri Pacific have a team and  
the Frisco roundhouse employees have  
two teams. Games are scheduled be-  
tween these four teams every Wednes-  
day night until March 25th. All round-  
house employees and their families  
should turn out on Wednesday even-  
ings and root for their two teams.Fireman R. D. Hunt has been elected  
to succeed Fireman C. R. Townsend as  
local chairman of the firemen's organ-  
ization at Fort Scott.The car department at Fort Scott  
under Mr. Ipsen, general car foreman,  
has materially increased their force for  
the month of January. They expect to  
turn out fifteen rebuilds and fifteen  
heavy repairs in addition to their run-  
ning work during the month of Janu-  
ary. A number of car men were trans-  
ferred from Springfield and Kansas  
City to assist in this work.R. P. Manley, local storekeeper, has  
been having a difficult time staying  
awake at his work since the holidays.  
The answer to this is probably a new**ALONG THE ROAD**We are travelers along life's  
road. Debt is the burden  
that rides you. The SAV-  
INGS ACCOUNT is some-  
thing for you to ride on.**THE CENTRAL NATIONAL BANK**OF TULSA  
CONNECTED WITH BOSTON**Farmers State Bank**

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YOUR BANK****BANK  
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Sapulpa, Okla.

FRISCO DEPOSITARY

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4% Paid on Savings Accounts

for Fort Scott from Springfield this  
week, and the bridge men are now  
putting it in. This is a much needed  
improvement.It has been especially difficult to  
turn the 4,000 class engines on our  
old table, and Mr. Moore feels that  
about one-half of his worries will be  
over when the new table is installed.The brick building between the pow-  
er plant and the roundhouse that for-  
merly housed the blacksmith shop, is  
being remodeled into an office for the  
general foreman. This building has  
stood empty since the blacksmith  
forces were moved into the round-  
house building proper one year ago.  
This will make an excellent building  
for an office when completed. The  
B&B men have been greatly hamperedradio set Mrs. Manley gave him for  
Christmas and he is listening to the  
Night Hawks.Electrician L. L. Londagin has pre-  
sented his resignation to take effect  
February 1st. It is reported that Mr.  
Londagin is going on his farm in Okla-  
homa and we all wish him success in  
his new undertaking. The Frisco em-  
ployees at Fort Scott certainly regret  
losing Mr. Londagin and wife, for they  
were very active in all social affairs  
and Londagin is an earnest worker  
for the employees' organization. Elec-  
trician Jarboe, who has been tempo-  
rarily employed at Memphis, will suc-  
ceed Londagin at Ft. Scott.Machinist First Class C. J. Dwyer  
and wife have just returned from Gal-  
veston, Texas, and they report an en-  
joyable visit.Yard Engineer Chas. H. Finley has  
applied for a pension account of dis-  
ability.Engineer Joseph N. Chitty will reach  
the age of 70 on February 16th, and  
has filed his application for a pension.  
Engineer Chitty is now holding one  
of the most important passenger runs  
out of Ft. Scott, 117 and 118 from Ft.  
Scott to Sapulpa, and never misses a  
trip.Traveling Locomotive Inspector W.  
D. Murrey spent January 5th, 6th and

FORMERLY FRISCO MAN

**FRANK W. DAVIS**

LIFE, ACCIDENT

The Travelers Insurance Co.

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FT. SCOTT

7th at Fort Scott. Locomotive Inspector C. H. Dingman spent December 26th and 27th at Fort Scott.

P. J. Moore states their days spent in Ft. Scott are always educational and helpful to himself and the employees. We hope they will make these visits more often.

W. B. Berry, master mechanic, spent Saturday, January 10th, at Fort Scott looking after business in the car and locomotive department.

**TULSA FREIGHT OFFICE  
TULSA, OKLAHOMA**

CHRISTINE VANDERFORD, Reporter

With the coming of the new year, a change was made in our office. Mr. Snyder, our agent, was transferred to Seventh Street Station, St. Louis, Mo., and C. H. Hensley, agent at Sapulpa, was appointed to his position. At the time of Mr. Hensley's appointment to this position, he was spending his vacation at his home in Illinois. We wish to extend to both Mr. Snyder and Mr. Hensley our congratulations and wish them every success.

Bobbie Smith spent the Christmas holidays in San Antonio, Texas. A very delightful time was reported, upon her return to Tulsa.

Nelly White spent a few days at Christmas visiting her parents at Fordland, Missouri.

Thursday, January 15th, at a called meeting of the Tulsa Chamber of Commerce, J. N. Cornatzar, J. E. Hutchison and J. L. Kuntz, met with the officials of the A. T. & S. F. Railway Company and the M. K. T. Railway Company to discuss the proposed plan for a Union Station at Tulsa, Okla. From all indications, we will have a Union Station located at Tulsa, Okla.

January 13th, Yard Checker Jones was found injured in the yards. He was struck in the head by some unknown person. Mr. Jones is unable to explain any motive for the attack. He is still confined to his home.

H. G. Snyder, our former agent, was married to Leona Berryman, stenographer to the superintendent of terminals, Tulsa Station, Sunday, January 17th. We extend to them our congratulations and best wishes.

Fred J. Wilson, car clerk, is visiting his family in the old home town of Jonesboro, Arkansas.

Elmo Heber, assistant chief clerk, spent the Christmas holidays at Baton Rouge, Louisiana. Mr. Heber, upon his return, reported very serious time in making train connections, and was necessary to drive overland in a Ford. When arriving at home all the folks, and the community, were very glad to

see him, after so many years' sojourn from his old home.

George Kyger, division clerk, has purchased a Ford coupe, and what really caused the purchase was the Chicago license which was thrown in with the bargain. All the girls in the office are now being unusually nice to George.

**CHAFFEE**By MACIE POWERS  
GENERAL OFFICE BUILDING

"Gosh! we're too busy making history to write it!" exclaim the busy reporters on River Division, so Chief Clerk McBroom told me to assist them during the rush season, and toot the horn for good old River.

SUPERINTENDENT'S OFFICE

River Division is scheduled for 10 miles of 90 pound rail in March. We are rapidly turning the main line into a permanent railroad.

Understand the Eastern Division had several miles of telegraph poles broken during December, due to severe weather conditions. Did not have a broken wire or pole on River. Evidently the Eastern Division is not paying the preacher.

Better Service Committee Meeting and Fuel Meeting held on 14th. Good attendance.

C. M. McBroom, chief clerk, spent a few days with his family at Hot Springs recently.

Chaffee is forging ahead. Has about 16 blocks of paving put down this fall. Begins one block east of Frisco tracks and runs to Circle Park, and Main Street and Third Street come in for a share. Understand contracts have been let for paving Davidson, Parker and Elliott as soon as weather will permit.

Winds of the air sigh that our engaging secretary, Paul Kruger, is building a house, and that a young lady in the accounting department is checking up on the material.

ASSISTANT SUPERINTENDENT'S  
OFFICE

Mary Daily, the good looking young lady from the KCC&S, is our new clerk. Quite a novelty to have a woman clerk in this office, and the men are watching their step.

Mr. Kennedy says we have more good looking clerks in the Chaffee office than anywhere else on the Frisco. To be taken with a grain of salt, I suspect.

Billy Condry thought he was getting an easy job when he got into dispatcher's office, he said, but now, alas—

DIVISION ACCOUNTANT'S OFFICE

W. J. Kelley, completion report clerk from Memphis, spent some time in our office recently assisting with the work.

J. R. McDermott, traveling representative from the auditor's office, spent one day in our office early part of January.

R. G. Langsdon, bill and voucher clerk, visited friends at Memphis Sunday, January 18.

T. J. Sweeney, completion report clerk, spent one day in auditor's office recently.

Hear that division accountant's force has been increased and that Mr. Harsha will bring Junior up to be another live wire accountant. Atta boy!

DISPATCHER'S OFFICE

O. N. Watts busy all the time. M. M. Sisson was in Chaffee on 15th and 16th.

Dispatcher W. T. Donnelly is in Frisco Hospital, St. Louis, to undergo operation. The whole force extends good wishes and hopes to see him with us again soon.

Joe Roussell, operator, is in Army Hospital at Jefferson Barracks. Your turn at the bat, Joe. Knock a home run to Chaffee! We miss you.

Frank DeGroat is the new car service gent, and reported quite a ladies' man, but girls, Mr. Watts says he spends his spare time in Springfield.

Tom Kane is getting better looking every day.

Dean Underwood says this clean-up campaign is a fine thing, but it start-

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Instructions how to obtain patent cheerfully furnished without charge. Send sketch or model and description of your invention for opinion as to patentability. Frank B. Hoffman, Patent Lawyer, Union Bank Bldg, Washington, D. C.

ed at an inauspicious time for him and Mr. Stubblefield, as the turnip patch on top of their desk had to be discarded just when it was getting big enough to eat. Oh well, don't take it so hard, folks. Look at the rats' nests and prehistoric bones the rest of us had to part with.

B&amp;B AND WS DEPARTMENT

Once again the bridge program has been sent on its journey to the chief engineer and Inspectors Allison and Buckley are beginning to grin again.

Water Service Department is completing a new fuel oil station at Chaffee. Asked W. H. Pryor if he had any comments he cared to make about it, and he said, "I should say not, I speak only one language."

Don't take anti-fat. See W. H. Brooke, general foreman. He has lost 50 pounds since last June and still on the decline. "No food, lots of work, and a stiff back bone," is his simple formula. Try it. It's a great life.

Mr. Fay has just returned from hospital and getting able to resume his duties again as chief yard clerk. Glad to see him back and want him to continue to improve.

**F. L. & D. CLAIM DEPARTMENT**

By CHARLENE WILLARD

The following poem (author, anonymous) is contributed not so much for its correct meter arrangement, but for the excellency of the subject matter and the trueness with which the poet so aptly pictures the toiling hero:

"We have a pencil vender whose name is Kellett Hayes,

He fixes himself on a corner and there he stays,

He has pencils of all kinds, and all colors gay,

And if you don't want to buy a pencil—don't go his way,

His work piles up on his desk, we are told,

But what matters that—the pencils must be sold."

R. H. Burnie, assistant superintendent FL&D Claims, and C. F. Smith, traveling claim adjuster, spent the week of January 12th attending a meeting of the Central Claim Conference, held at Atlanta, Ga.

Virginia Hassler and June Cruise of the Voucher Department are now back at their desks after an absence, account illness, of approximately four weeks.

We wish to congratulate C. H. Hensley, formerly of this department, on his recent appointment as agent at Tulsa, Oklahoma.

The office force extends sincere sympathy to Gertrude Whittaker in the loss of her brother, Joe Whittaker, who passed away at Hunter, Mo., on January 14th.

**BIRMINGHAM STORE  
DEPARTMENT**

THOS. L. CONNER, Reporter

All employees of the Birmingham Store seem to have a smile on their face that resembles "A young full moon," can't figure out what all the smiling is about, unless it is because

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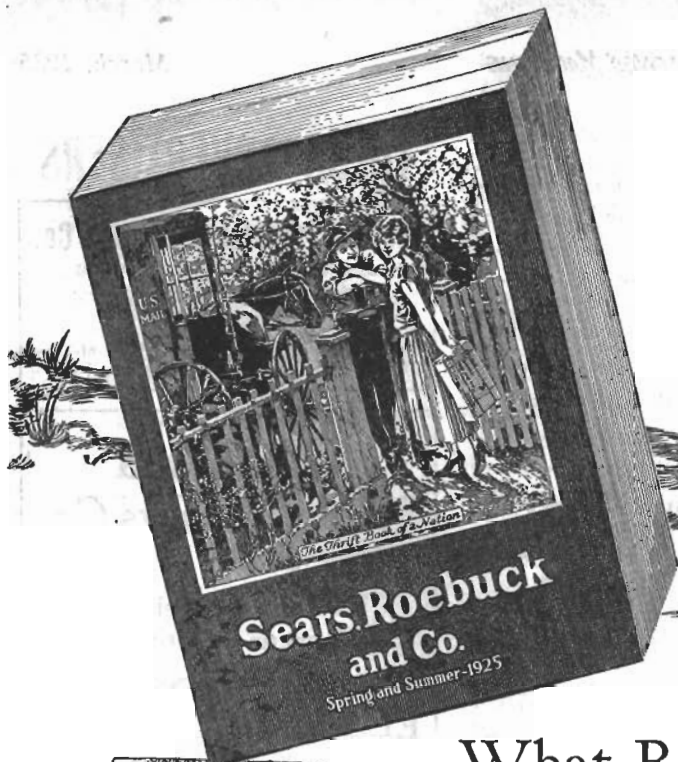
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Mr. Wright and Mr. Harrold are here installing a new floor in the office, and are making several other changes in and around the Storeroom. Gosh, we almost froze for the past three months, don't know exactly how the bunch will feel when spring comes around. The office force has somewhat been scared for the past several months, even bought a new gun, I guess we won't get to use it now as they are fixing the office floor. For fear this will

keep you guessing, it might be well for me to tell you why the gun was bought, it was for protection from the reptiles and other animals that made frequent visits from the cracks and holes in the floor. This leaves the gang all busy and patiently waiting the spring to open up so we can thaw out.

Let's all join in on the chorus, "We are perfectly willing to announce that Elsie T. Lewis is the PROUD FATHER of a bouncing 7½ pound baby BOY." Elsie kept this little incident a secret for a long time but it finally leaked out when he was trying to issue some denatured alcohol the other day for trojan compound.

Here's a few words that will hit some of the FRISCO SHIEKS, so just read it and keep quiet, as no names are to be mentioned:

#### Those Drug Store Cowboys

Oh, these drug store cowboys,  
And these race track shieks;  
They put grease on their eyebrows  
And use paint on their cheeks.  
They wear bell bottom trousers  
And a hat that turns down,  
They also walk with such an air;  
You'd think the "Queen of Sheba" was 'round.

They think they are good looking  
When they really know they ain't,  
So they try to make it over;  
With some powder, rouge and paint.  
Now, if you see one coming,  
Don't get scared and leave;  
For he hasn't got a thing,  
Except a little powder up his sleeve.  
Thomas L. Conner has been selected to furnish the news items from the Birmingham Store and some good news should be received from this point.

#### SOUTHWESTERN DIVISION

ARTHUR T. JESSEN, Reporter

The banner division of the Frisco, the Southwestern, is not dead by any means; we have simply had more business than would permit us to take proper care of our neglected correspondence and reports for the magazine. Our business booms down here in Oklahoma do not come in short periods of a month or two, but one lasts till another starts, and booms certainly keep us on the go! Ask the chief clerk, he knows.

However, the holidays are over, and business is more steady, allows us a kind of breathing spell and time to look back over what has happened lately.

A New Year's present, in form of a short-cut vacation and a promotion, was handed Clark H. Hensley, former agent, Sapulpa, who was promoted to agent at the largest station in Oklahoma—Tulsa. We certainly will miss Mr. Hensley here at Sapulpa, but are indeed glad to see him get the very much deserved promotion. Mr. Hensley, who, prior to entering station service, was claim investigator out of Mr. McCormack's office, was at Sapulpa two years to a day, and during that time made hundreds of friends both in railroad circles and between business men of Sapulpa.

Rumors have been flying in the air the last few days about former agent at Tulsa, now agent at 7th Street, St. Louis, H. G. Snyder, that he was placed in the Tulsa free reception room for desperadoes and the like—the jail. Later dispatches advised it was caused by friends of Mr. Snyder who desired to keep him from the loving arms of a new wife, as long as possible. However, this is the Tulsa reporter's property, and is, therefore, left for him for further details. The Sapulpa bunch congratulates Mr. Snyder, both with his new wife and new position.

Dorthea Speights of the division accountant's office has been transferred to the superintendent's office, taking position as statistician. Dorthea certainly slings the figures and the reports, and punches on the comptometer in such manner as has never been known in and around this office. And the 691 goes on forever.

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### TULSA OKLAHOMA

Mr. Baltzell took suddenly ill and was taken to the St. Louis Hospital a few days ago; first he was considered in grave danger, but last reports indicate big improvement. "Uncle" Charley says he will fool everybody and be back holding big meetings again in a few days. We hope so!

#### CENTRAL DIVISION ACCOUNTING DEPARTMENT

By PAULINE M. SMREKER

This day, the 21st of January, Ed. Crandall does solemnly swear to love, honor and obey Eva DeWitt. They were married at the home of Mr. and Mrs. L. O. Mouser. We wish them much joy and happiness.

C. E. Hickerson has been promoted, which promotion took him to the St. Louis office. Here it is almost time for the baseball season to start and we are without a manager, as Hick was the best manager we had last year.

Nearly 200 guests were entertained at the annual party of the Brotherhood of Railway Clerks held Saturday evening, January 17th, which combined a short program, dancing and cards.

Special Agent Walker and wife are the proud parents of a baby boy. Margaret Butler, Pearl Gray, Marie Witherspoon and Betty Powell attended the Crandall-DeWitt wedding this week.

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#### AFTON, OKLAHOMA By J. ELTON PEARCE

J. D. Keith, our efficient cashier, has been made cashier at Chandler, Okla. Lige Deason is now located at Francis as third trick yard clerk.

We regret to report that Clarence Atterbery, clerk at Oklahoma City, was in the hospital at St. Louis last month.

A number of changes have taken place, among which Frank Young has returned as foreman of Section G-12 here, vice Van Wormington, who goes to Granby, Mo. Chris Bowlin, foreman at Granby, has located as foreman at Dawson.

J. E. Pearce, clerk, has been working extra at Madill during the holidays.

A. C. McQuigg, first trick operator, who has been absent from work account of illness, is back again.

W. W. Pearce, section foreman, is quite ill with the flu.

W. E. Schubert has been appointed roadmaster, Sapulpa to Oklahoma City, to succeed Frank Young.

In the pioneer days, when a man reached for his hip, everyone ducked—now he draws a crowd.

A stolen kiss is like to me,  
A borrowed drink of whiskey,  
It's hard to get,  
It's sort of weak,  
And always kinda risky.

#### ACCOUNTING DEPARTMENT FORT WORTH, TEXAS

LOIS H. SHEPPARD, Reporter  
Harry T. Wells, who for several years was Division Accountant on the Texas Lines, but now connected with the Industrial Loan Investment Company of Springfield, Mo., was one of our visitors during the Christmas holidays.

Since last issue of the Magazine, the sporting fans have had a lot of excitement, all caused by an argument to wit: Could John M. Freeman outrun Billie Bass in a hundred yard dash, and could Big Boy Wilson (our two hundred and fifty pound ticket clerk) outrun Joe, alias 'Leck' White—Wilson running in Johnnie's stocking feet and Joe in his Ford, this a two hundred yard dash, rather a hundred yards up and back?

Of course, no betting allowed, but a few friendly wagers were put up, and a certain Saturday afternoon was set aside for the event.

To make a long story short, Billie defeated Johnnie by about ten yards—Johnnie being sorter handicapped as he ran first in his shoes and next time barefooted, gathering up grass burs as he ran.

Wilson beat Joe on the get away and lead the Ford for one hundred yards (Joe, of course, having to crank his car and get all started after they said GO), but Joe finally won by a hair's breadth. This was no doubt the

most exciting feature of the afternoon, although there were several other races in which talent was displayed. The alibi offered by Wilson for his defeat was that Johnnie's socks were not only a misfit, but had a hole in each end, consequently he got one on up side down, and being rushed for time had to run 'hosed' in this uncomfortable manner, or forfeit the race without having made an effort. Had he run barefooted it would have been a different story.

Annie Mae Overhiser, who for some time has been away from her desk on account of illness, will resume her duties within the next few days.

#### A GOOD ENGINE RECORD

Below is performance of engine 606, while it was regularly assigned to Engineer W. B. Parton. He kept a record of revenue miles and tons of coal requested:

One of his reports shows engine made 45,054 miles; issued coal tickets for 1,338 tons of coal. Engine lost two trips off of run. During this time front end brasses reduced twice. Guides were closed once. Had back ends reduced only one time, and never had any rod bushings renewed. They were all in fine shape, good for 45,000 miles more with same care that Engineer Parton gave them while he had this engine. Link motion in good condition and perfectly square.

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# Overnight



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Between OKLAHOMA CITY and CHICAGO via St. Louis and the Illinois Central R. R.			
Frisco Lines			
7:35 am	Lv. .... Oklahoma City .....	Ar. ....	10:45 am
12:10 pm	Lv. .... Tulsa .....	Ar. ....	7:00 am
11:30 pm	Ar. .... Saint Louis .....	Lv. ....	6:58 pm
Illinois Central R. R.			
11:48 pm	Lv. .... Saint Louis .....	Ar. ....	6:15 pm
7:43 am	Ar. .... Chicago .....	Lv. ....	11:45 am

Between TULSA and CHICAGO via Kansas City and the Chicago & Alton R. R.			
Frisco Lines			
12:10 pm	Lv. .... Tulsa .....	Ar. ....	8:15 pm
7:35 pm	Ar. .... Kansas City .....	Lv. ....	12:30 pm
Chicago & Alton R. R.			
8:00 pm	Lv. .... Kansas City .....	Ar. ....	8:30 am
8:30 am	Ar. .... Chicago .....	Lv. ....	8:00 pm

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