

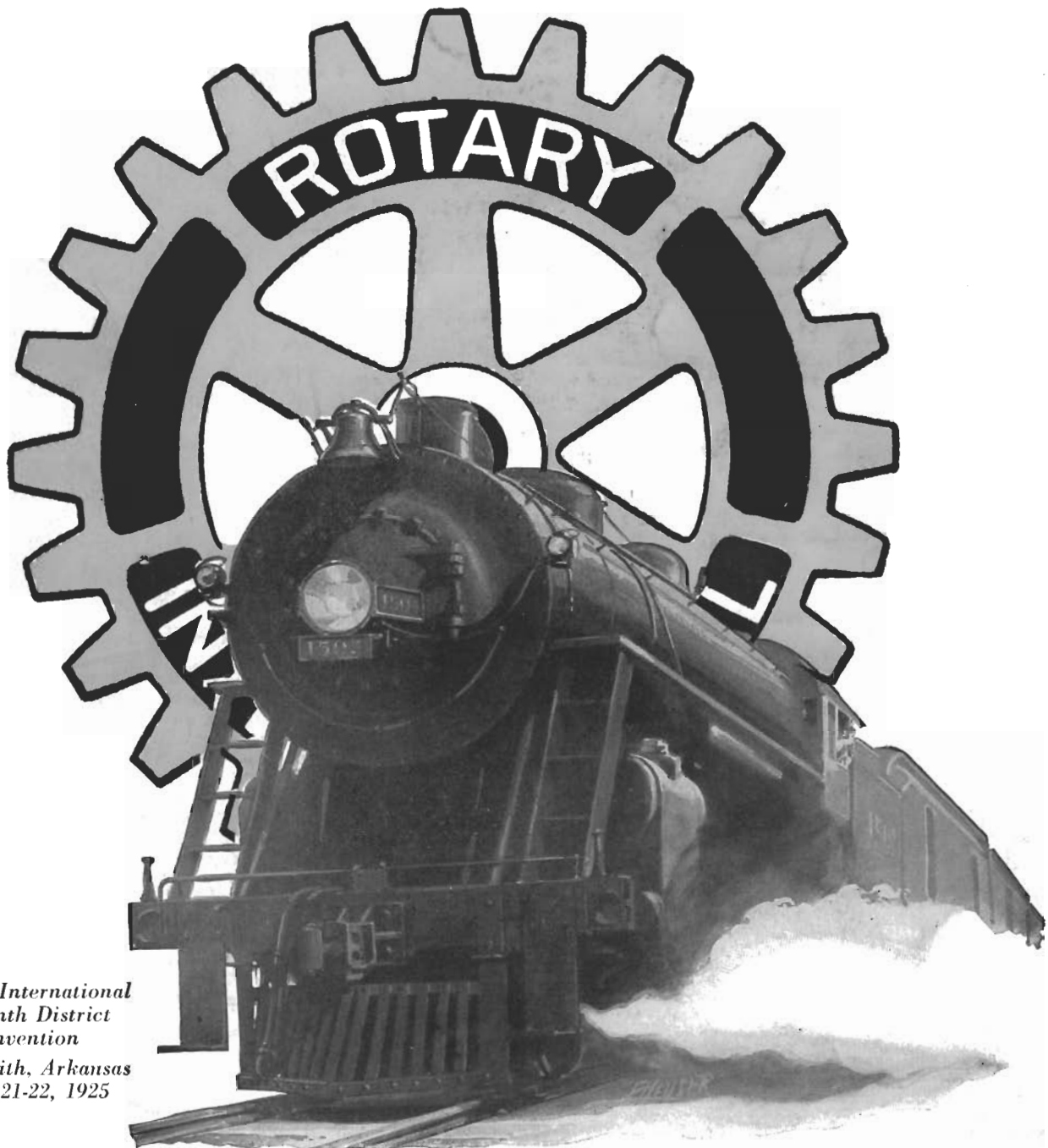
THE FRISCO EMPLOYEES' MAGAZINE

INDUSTRIAL RELATIONS
SECTION

JAN 19 1926

VOL. II No. 8

MAY 1925



*Rotary International
Fifteenth District
Convention*

*Fort Smith, Arkansas
April 21-22, 1925*

Announcing BUNN

THE STANDARD FOR



21 Jewels
16 Size
Adjusted to
6 Positions
Heat, Cold and
Isochronism



Now Ready for Delivery

THE BUNN SPECIAL movement is an extremely high-grade 21 jewel, 16 size railroad watch that is absolutely dependable and will pass the time inspection on every railroad. The excellent reputation of and constantly increasing demand for these movements throughout the railroad world for years, is the most convincing evidence of their accuracy and worth.

This high-grade timepiece is now offered as a complete watch in cases especially designed to appeal to the railroader—being sturdy, compact, neat in appearance, and of unusual design.

THE cases, designed by Wadsworth, are the result of their years of experience in the making of fine watch cases. All movements are fitted, timed and **RE-RATED** in their cases at the factory.

The following are but a few of the many features found in these cases:

These gold filled cases are of unusually stiff alloy—the thickness of metal being from $\frac{1}{4}$ to $\frac{1}{2}$ heavier than is used in regular 16 size cases.

Deep reflector—prevents crowding of

hands even if flat glass is used for replacement.

Style of decoration used affords positive grip in removing screw back or bezel.

Wide, smooth flats on back and bezel affording tight joints which effectively exclude dirt.

The construction of the pendant, bow and crown is very unusual, and is fully described on the opposite page.

Choice of heavy Railroad Arabic or Montgomery numerical, double-sunk enamel dials or silver dial with Butler finished center and heavy Railroad Arabic figures.



If you are contemplating the purchase of a railroad watch, it will pay you to read our descriptive booklet, fully describing these new, complete watches—a copy of which will be cheerfully furnished upon request.

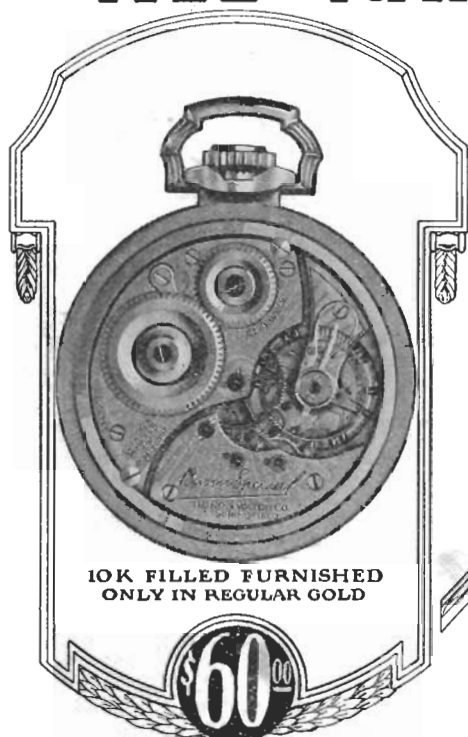
ILLINOIS WATCH COMPANY
SPRINGFIELD, ILLINOIS

Makers of Fine Watches for More Than 50 Years

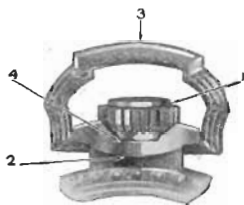
A D J U S T E D T O

the Complete SPECIAL

ALL RAILROAD SERVICE



Ready for Delivery in May

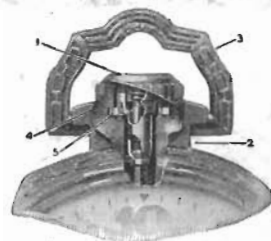


These complete BUNN SPECIALS are packed and shipped in attractive aluminum boxes, as illustrated, which may be used for carrying cigarettes.

White
Green or
Regular
Gold

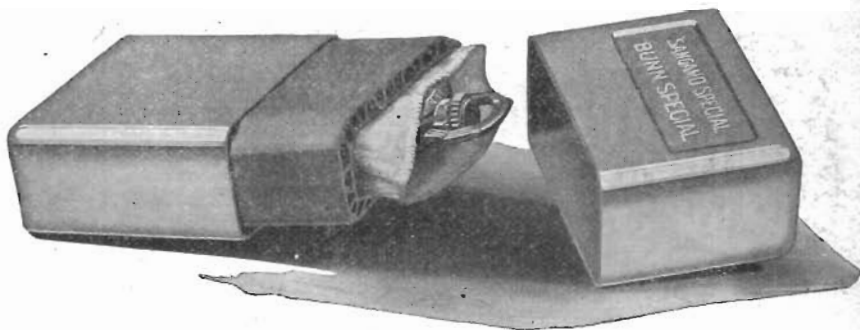


If desired, your jeweler will supply you with BUNN SPECIAL movements in cases of your own selection.



THE extra heavy pendant (2) is built with extended lugs (4) that act as housings for the bow (3). The bows on these cases are sufficiently wide to allow for either large swivel or strap, and are so designed, in connection with the pendant, that they are absolutely non-pull-out. The bow is sufficiently strong to sustain more than 200 pounds from the case center without damage to either the bow or pendant.

The crown (1) contains an entirely new dust-proof feature in the form of a dust-proof ring (5), which functions the same as a piston ring in a motor, absolutely eliminating the possibility of dust or dirt working through the pendant (2) into the movement. No leather or felt washers are used in the pendant.



SIX POSITIONS

Just the Coat You have
been looking for!

My new
**HEADLIGHT
DOUBLE BREASTED**

RAILROADMAN'S COAT
Made of our own
**HEADLIGHT SPECIAL WEAVE
AND SUPER TWIST DENIM
TO MATCH YOUR OVERALLS**



Meet my friend Jim
McGregor, Member of
B. of L. E., No. 1, who
this year completes 50
years of service with
the Michigan Central
Railroad and is an
honored and respected
resident of Detroit.

Jim says: "This is
the best coat
he ever had
on."

FEATURES

Big wide collar that can be turned
up close around your neck, keep-
ing out cinders, snow, dirt, etc.
Adjustable gauntlet cuffs, 4 big
outside pockets, one of which is
our patented 3 in 1 pocket, for
your watch, pencil and time book.
1 big inside pocket.
4 inches longer than the ordinary
coat.

**UNION
MADE**

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

BULB POCKET PATENTED APR. 9, 1916. WATCH POCKET PATENTED NOV. 24, 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 experi-
ment 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 HEAD-
LIGHT Overalls are *BETTER* and will
OUTWEAR ANY other Overalls made,
I will give you back your money.
Beware of imitations. Demand the Genuine

Albion E. Larned
PRESIDENT

This Ticket on every **HEADLIGHT DOUBLE BREASTED COAT** bears my personal
guarantee to you.

Albion E. Larned
LARNED CARTER & CO.

PRESIDENT
DETROIT

THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., *Editor*

MARTHA C. MOORE, *Associate Editor*

VOL. II

MAY, 1925

No. 8

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

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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, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

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

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

FORT SMITH

An Arkansas City of Industry and Business—The Gateway to the Southwest.

Established One Hundred Years Ago by French Traders, Dispensing Stern Justice in the Territorial Days of Strife, the Progress of Time and Civilization Has Made of Fort Smith Today a Thriving, Busy City of Forty Thousand Souls, While Nature Has Provided Unlimited Natural Resources, Until the City is Truly Termed "The Super-Power Center."

By RAY GILL, Secretary, Fort Smith Chamber of Commerce.

MORE than 100 years ago, when French traders were cruising up and down the Mississippi establishing trading posts and carrying on the crude commerce of that day on the American frontier, a party of traders came from the Mississippi up the Arkansas River.

After days of travel, they came to a beautiful lands-point, the confluence of the Arkansas and Poteau Rivers.

Because of the beautiful surroundings and ideal location, these traders named the post which they then began, "Belle Point", and as "Belle Point" the now prosperous City of Fort Smith was founded.

In 1817 the Federal Government located a military outpost at "Belle Point" and changed the name to Fort Smith in honor of General Thomas A. Smith, who was placed in command.

Throughout the hazardous and trying days that followed, Fort Smith

was rebuilt three times, continuing through the Civil War and lasting until 1874.

Throughout its grim history runs the notorious territorial period, when the federal court, with jurisdiction over the Southwest territory, brought to a stern accounting the outlaws and renegades from this east section. And Fort Smith takes a traditional pride that it was the first thoroughly organized point for the rigid enforcement of law and order in the southwest.

But the progress of time and civilization has changed

these things.

The old federal jail, which was a part of the last fort, is now owned by the city and in service of the welfare association. Cells and bars are gone and this building and its spacious grounds are given over to the care of underprivileged children. The old commissary building at the foot of Garrison Avenue, now houses a splendid collection of historical relics and documents of every character. The federal cemetery, located in a beautiful natural park, still remains, and is given perpetual care by the government of the nation, while the old Military Trail, established one hundred years

ago for wagon service to supplement the traffic on the Arkansas River between Fort Smith and Little Rock, is now a state highway of the most modern sort, under the continual maintenance of the State Highway Department.

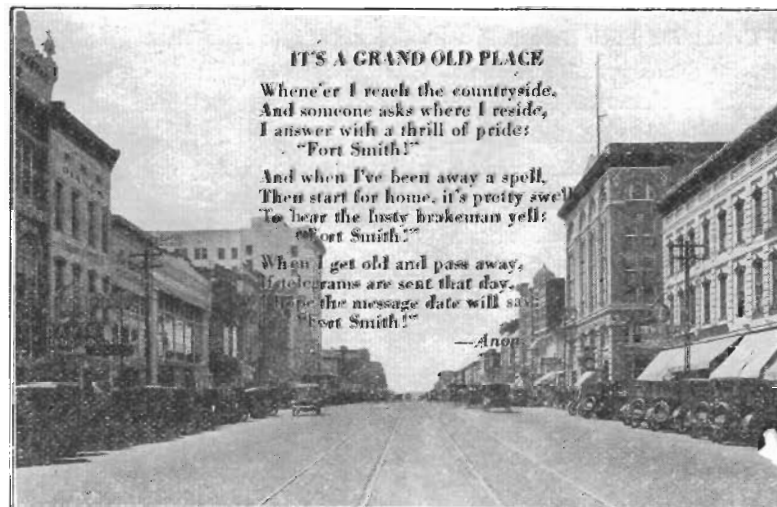
Against this background of romance and battle, the new Fort

Smith, modern city of 40,000 souls, beautiful with parks and boulevards, wealthy with business and commerce, offers the natural gateway to the large territory of the Southwest.

Cheap fuel and fine railway facilities, the greatest industrial assets of Fort Smith, have aided in building a remarkable manufacturing and industrial city.

Coal for a Thousand Years

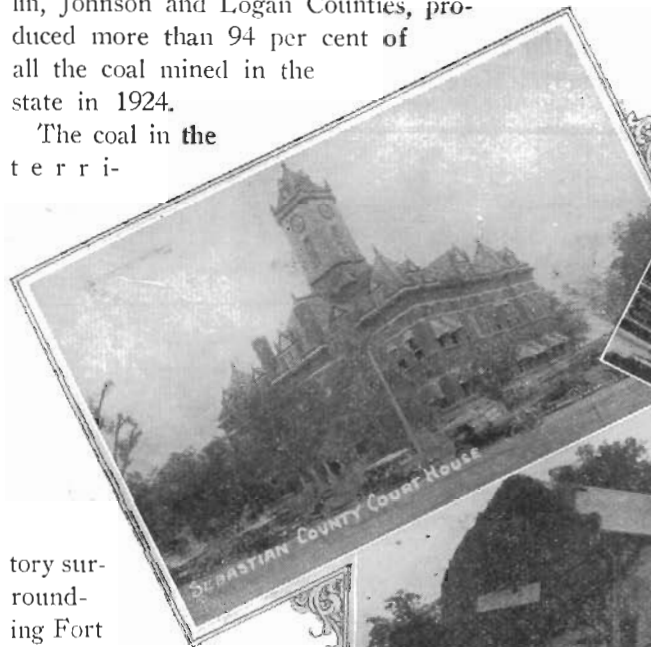
Located in the midst of the Mid-Continent or



Arkansas-Oklahoma coal fields, a normal annual production of approximately four million tons of coal evolves around Fort Smith as the hub. Within a radius of 100 miles of the city, easily tapped by the net-work of railway lines, there are four billion tons of unmined coal, according to geological surveys. It would require almost one thousand years of mining operations on the present basis to exhaust the available geologically measured coal supply.

Out of the total of 1,233,242 tons of coal produced in the State of Arkansas in 1924, 642,717 tons were mined in Sebastian County, in which Fort Smith is located, bringing a revenue of \$2,197,000 to this County alone. Sebastian County, together with Franklin, Johnson and Logan Counties, produced more than 94 per cent of all the coal mined in the state in 1924.

The coal in the
t e r r i -



tory surrounding Fort Smith varies from high-grade anthracite to a high-grade semi-bituminous coal of almost smokeless quality.

The semi-anthracite is preferable for domestic use because of its cleanliness and the semi-bituminous is more suited for steaming purposes because of its high heat producing qualities.

Unlimited Gas Fields

For the past thirty years natural gas has been developed near Fort Smith until now, the gas fields and proven territory literally surround the city.

The title "Super Power Center" has been applied many times to Fort Smith because of its unlimited supply of natural gas.

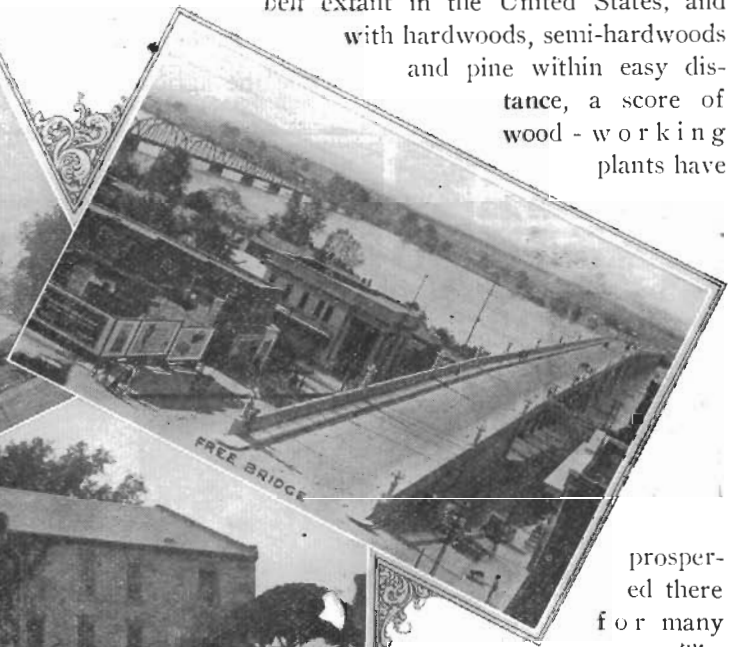
Today the available supply connected with the city by a double system of pipe lines, is 600,000,000 cubic feet daily, and the fields are only partially developed. This available flow is fifty times the present need and

represents a total potential horsepower comparable to the great Wilson Dam at Muscle Shoals. An immense power plant at Fort Smith now has available electric power, produced from natural gas at rates which are the lowest in the southwest.

Railroads Serve Well

Five main line railroads and four branches serve this Arkansas city of progressive people, affording ample switching and yards, prompt service and adequate equipment. Fort Smith factories and jobbing houses have first-class service into the entire southwest and distribution of a nation-wide sort is thereby provided for the furniture, glass, smelter and other industries.

Fort Smith is in the midst of the greatest timber belt extant in the United States, and with hardwoods, semi-hardwoods and pine within easy distance, a score of wood-working plants have



prospered there for many years. The

fourteen furniture plants in the city are now producing approximately nine cars of furniture daily,

including a full line of beds, dressers, chairs, couches, davenports and all other branches of the furniture line.

Fort Smith has one hundred twenty-one diversified factories including fourteen furniture factories, wagon, truck, body, handle, rim and bow, wood stock, novelty, broom and other wood-working industries. There are six glass plants making window glass, bottles, lamp chimneys, lantern globes, tumblers and cylinders. Three zinc smelters, a sorghum and stock feed plant, biscuit factory, pants, overalls and tent and camp equipment factories. The scissors factory distributes the highest grade cutlery throughout the world.

Other plants include harness, saddles, pharmaceutical and chemical preparations, floor sweep, candies, coffee, cigars, coffins, well buckets, cotton seed products, cotton compress, castings, trucks, wheelbarrows, springs,



mattresses, brick, tile, engraving, bound books circus and race track and theatre tickets in all languages, bottlers' products, bakery goods, creamery butter, cereals, boilers, drill bits, sash and doors, jewelry, ice cream, boxes and shocks, mirrors, millinery, canned goods, etc.

The factories in Fort Smith employ from 5,000 to 6,000 workers and have an annual production valued at \$25,000,000.

A tribute to the agreeable labor conditions of the town is contained in the knowledge that no labor disturbances have occurred for several years and labor turnover is very slight.

Great Diversification There

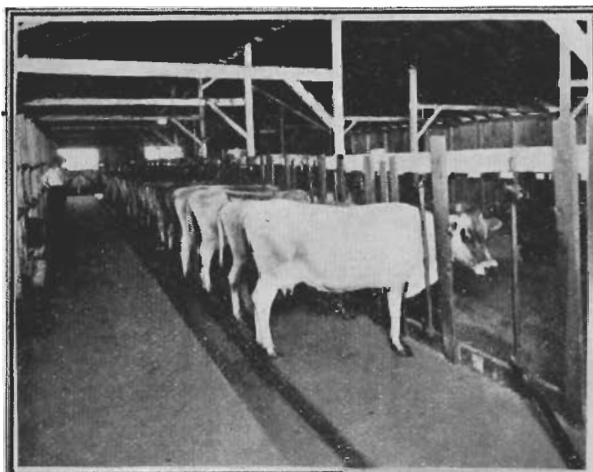
That farming term of magnetic meaning, "Diversification", is the one word to describe the agricultural

agricultural production of these counties is more than \$50,000,000.

Just north of Fort Smith are the world's greatest apple orchards and just south and west the largest Elberta peach orchards.

Mild winters, water supply, long growing seasons, varied soils from river bottoms and prairies, to vineyard hillsides and abundant natural pasturage make profitable dairying, hog, poultry and general stock raising. Extensive local markets and adequate rapid transportation to the markets of the entire country assure returns for every standard agricultural product grown within hauling distance of Fort Smith.

Within a hundred miles of Fort Smith there is grown on a ten year average 350,000 bales of cotton annually. More than eighty per cent of this cotton is



INTERIOR OF DAIRY BARN
NEAR FT. SMITH, ARK.



TOMATO HARVEST R. O. STOUGH'S
TRUCK FARM, FT. SMITH, ARK.



40,000,000 FEET NATURAL GAS WELL
FORT SMITH, ARK.

situation surrounding Fort Smith. Almost every plant, grain, vegetable, fruit, flower and

shrub grown in the temperate zone, thrives there. This locality is a famous market for fruits and vegetables, producing the earliest and finest cantaloupes, strawberries, tomatoes, lettuce and radishes. Two crops of Irish potatoes are grown annually on the same land. The Fort Smith Nancy Hall sweet potato is gaining national recognition.

It is peculiarly the spot where "corn and wheat and cotton meet". All small grains and forage crops yield unfailingly. The sorghum in Fort Smith's immediate territory supplies the largest sorghum plant ever erected, which also furnishes the growing dairy industry with important by-products of stock feeds.

Four counties border on the city limits of Fort Smith, Sebastian and Crawford in Arkansas, LeFlore and Sequoyah in Oklahoma. The combined annual

suitable for weaving into high-grade fabrics. This means that the raw material in high-grade cotton near Fort Smith would support 500,000 spindles

making gingham and other products, with cheap power, ample labor, water, transportation and market at hand.

Within the city limits of Fort Smith and on railway switches are millions of tons of shale suitable for building and paving brick and tile. Near Fort Smith are large deposits of clays and kaolin. South of Fort Smith are large deposits of iron ore and manganese, slate and chalk beds for cement plants. To the north are lime, lead, zinc and glass sand.

A Splendid Social City

One must not gather from this story to date, that Fort Smith is a hive of business and industry, with nothing else.

The social life of the community is one rich for all its citizens. In addition to many church, social and

fraternal organizations, there are Rotary, Lions, Civitan, Co-Operative, Exchange and Noon Civic luncheon clubs.

The city boasts two large and first-class theaters, three moving picture houses, a high school auditorium, Carnegie Library and ten club halls frequently used for social events.

The Fort Smith Concert Club, an organization within the city, brings a series of high class musical entertainment each season. Andrews Field has a splendid athletic stadium, accommodating baseball, football and all field day events of the schools.

Then there are swimming pools, bathing beaches, tennis, boating, golf, hunting and fishing—all of them popular in season.

The city is located in the midst of a great natural park and the fine streams and wooded mountains invite picnic and camping parties to a thousand delightful retreats. The summer camps of the Boy Scouts and the Boy Rangers are among the hundred resorts of the Ozarks.

Fort Smith has many inducements to offer those who consider making their home within its limits.

Climatically the location is one of idealism.

The United States Weather Bureau reports show

a mean temperature of 61 degrees for the past forty years, and an average rainfall of 38.33 inches. The winters are mild and open and summer temperatures are moderated by low humidity during the day and relatively cool nights.

Located as it is in the foot-hills of the Ozarks and practically surrounded by the Ozarks, Boston and Kiamichi Mountains, it is on the border line of the Gulf and plains types of weather and thus avoids to a great extent, storms and extremes of both types of weather.

In a sanitation way, the city has just expended nearly a million dollars on improvements to its water plant and it is now adequate to supply a population of 100,000 with pure, soft water from the spring-fed Poteau River. All streets in the city are paved, a record unexcelled in any city of America and the

sewerage system is complete. Public incinerators, no malarial mosquitoes and ideal living conditions aid the vital statistics of the public health office in showing a birth rate of 35 per thousand in the past twelve months and a low death rate of 10.5 per thousand.

In educational work, the city has a magnificent departmental high school accommodating 1,600 pupils and fourteen modern ward schools. The school plant invoices over \$2,000,000. In addition there are three parochial schools, two business colleges, a conservatory of music, boys' boarding academy, schools of dancing and kindergarten, all under public or denominational direction.

Come to Ft. Smith

Churches of every denomination thrive in the city, representing an investment of \$2,500,000 and a long list of fraternal and social orders includes: The American Legion, Masonic Orders, Country Club, Elks, Knights of Columbus, Progress Club, Eagles, the Grotto, Knights of Pythias, Odd Fellows, A. O. U. of W., Maccabees, W. O. W., Redmen and U. C. T.

The city government is of the most modern and approved form, consisting of a commission with three salaried members. The executive departments are divided among the

commissioners, and the plan has proved economical and the residents feel it is in every way a marked improvement over the old alderman form. Adequate fire departments and a health department work under the commission direction.

With the above list of business and industrial activities, ideal climatic and governmental conditions, it is indeed an easy matter to see why Fort Smith, Arkansas, a veritable commercial hub of its state, has grown from a population of 964 in 1850 to upwards of 40,000 in seventy-five years.

It has kept faith and stride with other growing, glowing cities of the great Southwest.

And Fort Smith citizens, boosters all—join in the cordial invitation:

"Come to Fort Smith. There is prosperity ahead for you."



FRISCO OFFICE BUILDING, FORT SMITH

Frisko Railroad Pioneers the Field in Safety Campaign for Little Children

J. W. Morrill and Harry Harrison Carry Message of Carefulness to 150,000 Youths Along Frisco Lines With Remarkable Results

THE word "automobile" hasn't been in the dictionaries for but a few years. Within the memory of every adult there is a picture of the chugging, one-cylinder machine. Fifteen or twenty years ago every town had its troublesome motorist (usually just one or two), and "respectable" people who wished to drive their horses to the family phaeton on a Sunday afternoon phoned the motorist to see what road he would take in his dusty journey. Then they drove old Dobbin in another direction.

The "experts" in the automobile world stood aghast when the first two-cylinder car came into existence.

"It's impossible," they said. "They won't run with two cylinders. One is enough."

But look, today!

Now there are 17,000,000 automobiles in America. More than that number of drivers speed them over country roads and on city streets.

The automobile has brought a feeling of cheer and liberty to America—yet it has done other things than that.

Running through its pleasure-bringing life as a cyclonic cloud through the blue of a summer's sky, comes a trailing wake of devastation and horror.

Twenty-two thousand people were killed in 1924 in automobile accidents.

Twelve thousand of them met their death at railroad crossings, the result of that rapidly-growing sport—"Let's beat that train."

Six hundred and eighty-seven thousand people were injured in automobile accidents, and the estimated economic loss to the nation was in excess of \$600,000,000, according to governmental tabulation.

The nation's lawmakers are becoming aroused to the question and in several states legislation is in progress to enforce motorists' obedience to railway crossing laws.

Eleven states have passed a "Stop, Look and Listen" law, and since the passage each of these states has noticed a decrease in the number of grade crossing accidents. The north end of South Carolina reports a decrease in crossing accidents of fifty per cent.

Yet little of a legislative nature has been done for the rigid and complete education of the school children of the nation with regard to safety measures at railroad crossings and in automobiles.

The Frisco Railroad has stepped into the breach.

With the recent employment of two men to spend their entire time over the eight-state territory through which the Frisco operates, engaged wholly in education of grade and high school students, the Frisco has pioneered the field.

J. W. "Uncle Billy" Morrill, of Pacific, Mo., was the first of the two men to take up this work. Morrill is known from one end of the Frisco to the other. He was a locomotive engineer for forty years, and since 1894 ran over the Eastern Division from Pacific to St. Louis. Deafness in one ear retired Morrill from



J. W. MORRILL, SUPERINTENDENT OF SAFETY

active service 16 months ago, and he began his safety work immediately.

Carrying the message of safety to school children, Morrill has addressed more than 100,000 of the little folks in 47 towns along the Frisco lines, including Pacific, Chaffee, St. Clair, Dixon, Lebanon, Rolla, Eureka, Joplin, Sikeston, Cuba, Springfield, Aurora, Newburg, Cape Girardeau, Monett, Sullivan, St. James, Marshfield and Valley Park in Missouri; Oswego, Girard, Pittsburg, Fort Scott, Cherokee and Augusta in Kansas; Vinita, Foyil, Bushyhead, Red Fork, Sapulpa, Tulsa, Bristow, Chandler, Davenport, Oklahoma City, Enid, Hugo, Okmulgee and Henryetta in Oklahoma; Rogers, Fayetteville, Van Buren and Wilson in Arkansas; New Albany in Mississippi and Birmingham in Alabama.

He has preached a "Safety First" policy to children from the first grade to the eighth, and in the high schools.

The former locomotive engineer tells his youthful audiences of the life of a railroad man. He attracts their attention with a glowing picture of that engineering life that all boys want to lead, and holds their interest with anecdotes from his years of experience—always with a lesson of safety inculcated in the story.

He tells them that there are 265,000 railroad crossings and 65,000 engines on the main lines of American railways, and that half of the 75,000 engineers are continually at the throttle of speeding trains.

Morrill impresses the safety lesson indelibly on his hearers with stories of grade crossing accidents from his years of experience and stresses the feeling of horror which surges over the engineer when his speeding engine crushes to matchwood an automobile full of people.

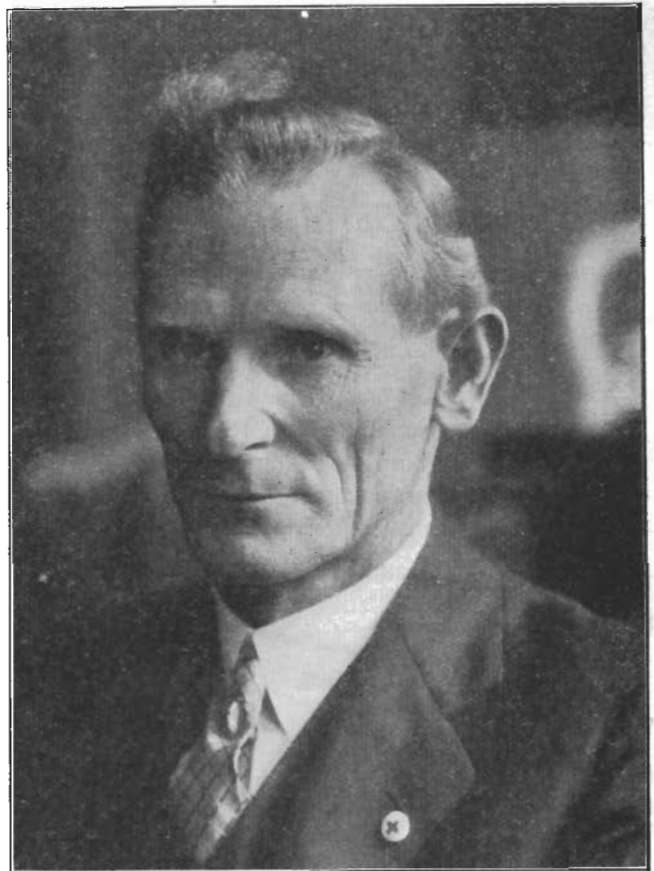
He concludes his talk with a plea to the children to insist upon a "stop, look and listen" driving policy when riding with their parents.

"That is where the good comes," the veteran says. "The parents will listen to pleas for caution from their children when all else has failed to make them careful."

Harry Harrison, of Sherman, Texas, also an engineer of twenty-one years' service, eleven of these with the Frisco, is Morrill's partner in this work.

Harrison joined the safety work of the road when the Department of Safety was transferred to Mr. Harry W. Hudgens, chief claim agent, from the Insurance Department of Mr. G. L. Ball, insurance commissioner.

Twelve thousand school children in Oklahoma and Texas have heard Harrison's plea for safety at railroad crossings, and have had the points driven home through a series of pictures which Harrison carries with him and exhibits in his talks.



HARRY HARRISON, SUPERINTENDENT OF SAFETY

Harrison addressed the Oklahoma State Teachers' Association meeting at Oklahoma City, February 12, and through the teachers, his influence in safety matters reached 40,000 pupils whom the teachers instructed.

Both Morrill and Harrison stress safety measures other than railroad, including highway, street crossing and electrical, and give valuable information on preventive and precautionary treatment.

A short time ago, Harrison broadcast from Station KFRU at Bristow, Oklahoma, with a talk on safety.

The two men feel that their work is bringing results, and their belief is substantiated by Mr. Hudgens, who made the following statement on safety work:

"We have made every man in a supervisory capacity responsible for the accidents in his department. Every traveling representative of the company is chairman of a committee of one to report all defects, hazards or dangerous practices which he might see in his travels over the road. This, of course, was not limited to the traveling representatives, but to each and every employee. If they saw any employee doing his work in an

(Continued on Page 39.)

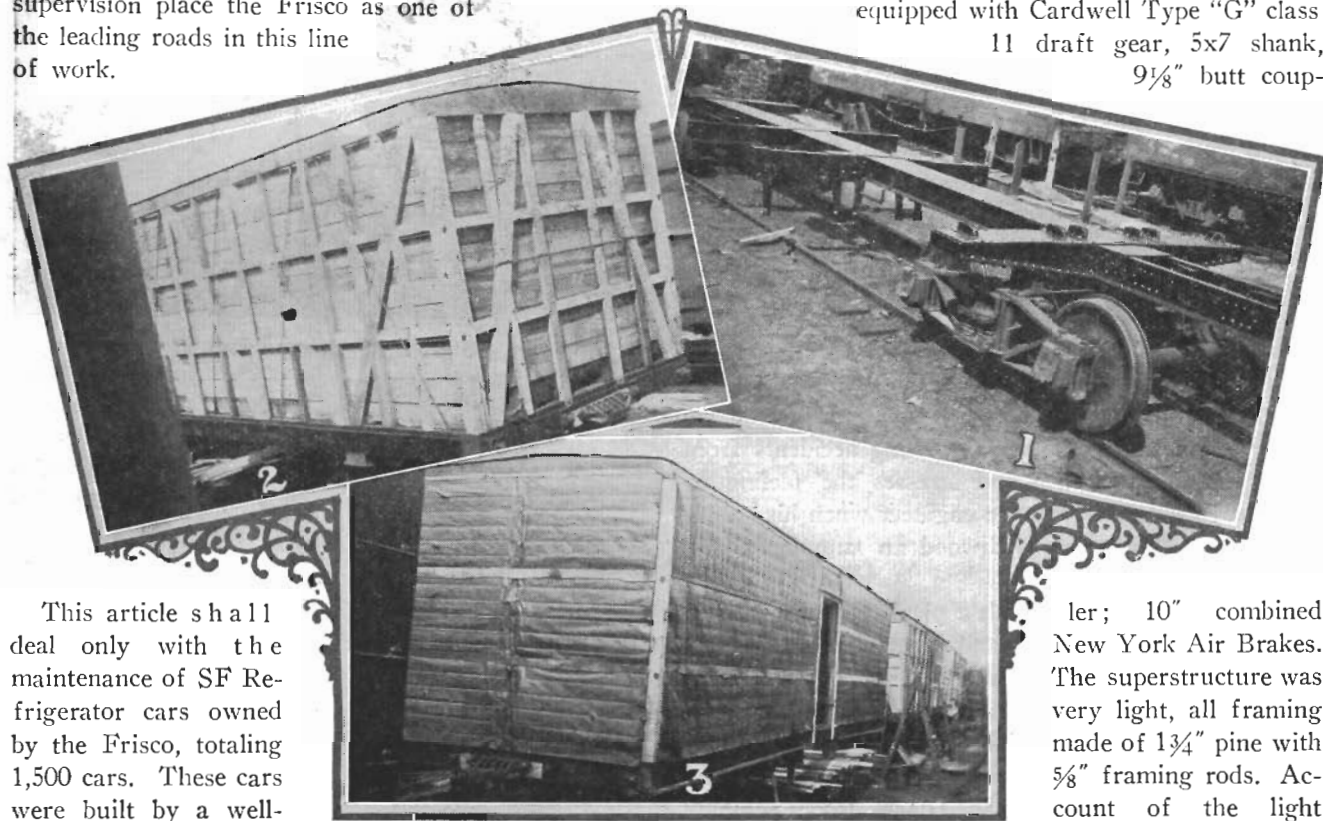
Maintenance of 1500 S. F. Refrigerator Cars Was Costly Job—Frisco Leads Others

Shops at Springfield, Monett, Sherman, and Fort Scott Engaged in Rebuilding and Improving Equipment

By G. W. MOORE, Asst. Supt. of Motive Power

ONLY those most concerned with the Car Department affairs on the Frisco Railroad, know that this railroad is one of the leading roads in building and rebuilding its own equipment. Adequate shops, the most up-to-date equipment, and very efficient supervision place the Frisco as one of the leading roads in this line of work.

These cars are of 60M capacity, 4¼x8" journals, 33" cast wheels, arch bar trucks with cast steel body bolsters; Sampson steel underframes and consisted of built-up body bolsters, 9", 20-pound channels, draft sills, cover plated with 9", 20-pound needle beams; equipped with Cardwell Type "G" class 11 draft gear, 5x7 shank, 9½" butt coup-



This article shall deal only with the maintenance of SF Refrigerator cars owned by the Frisco, totaling 1,500 cars. These cars were built by a well-known car and foundry company and sent to the Frisco in 1912 and 1913.

The first year these cars were in existence, they gave some trouble. It was necessary to spend many hundred thousands of dollars before the trouble was found and remedy applied. They were painted white, with black letters and red ends and on account of the trouble these cars gave, someone nick-named them "White Hopes". It was found the trucks did not have sufficient lateral, which caused them to jump the track. This trouble was remedied by planing off the column guides on the metal truck bolsters.

ler; 10" combined New York Air Brakes. The superstructure was very light, all framing made of 1¾" pine with ⅝" framing rods. Account of the light superstructure of this

DESCRIPTIVE MATTER ON NEXT PAGE

car, the body went to pieces rapidly and on account of the reputation these cars had on foreign lines, we could not get them over interchange. The cars were then taken through the shops, but did not receive any substantial repairs. The paint was changed from white to yellow, changing the identity of the cars, but the paint did not make the cars any more useful than when they were white, and they gradually found their way into the rough freight class. The 9", 20-pound channel draft sills broke off at body bolster, due to the fact there were only four ⅝" bolts

GENERAL DIMENSIONS OF REBUILT SF REFRIGERATOR CARS

| | |
|-------------------------------------|------------------------|
| Length over end sills..... | 40' |
| Width over end sills..... | 9' 2" |
| Height to top of running board..... | 12' 11 $\frac{1}{8}$ " |
| Length inside..... | 33' |
| Width inside..... | 8' 4 $\frac{1}{8}$ " |
| Capacity..... | 60,000 pounds |
| Journals..... | 4 $\frac{1}{4}$ x8" |
| Air Brakes, 10" New York | |
| K-2 Triple Valves | |

in the wood draft sill and end sill, and the continually hammering on these sills in switching, and in train movement. There was nothing to hold them but the four $\frac{5}{8}$ " bolts per channel and they finally broke and permitted the sill to work sidewise.

In 1922, we started to rebuild this class of equipment and have taken up, or reinforced the weak places and after rebuilding, they are first-class refrigerator cars. We are strengthening the draft sills by cutting off the 9", 20-pound channel just ahead of body bolster and using 9", 25-pound channels, 61" long and splicing them together with a 40", 9", 25-pound channel, placing the draft sill and splice back to back and riveting through, and in addition to the coupler carry iron, we are using a special yoke carry iron applied to end sill and the two draft sill channels; one $\frac{7}{8}$ " bolt through each draft sill channel and two $\frac{7}{8}$ " bolts through end sill.

The Cardwell Type "G" class 11 draft gear is being replaced with the Miner A-69 Friction Draft Gear with Type "D" A. R. A. couplers, 5x7 shank, 9 $\frac{1}{8}$ " butt.

Photograph No. 1 shows steel underframe and trucks of car. Note the entire superstructure of cars has been completely torn down due to the decayed condition of all wood material, and the insulation. The next operation is to apply the wood sills on top of steel underframe and properly insulate the bottom between the sills with two courses of one-half inch hair felt, with four courses of insulation paper and two courses of 13/16 insulation lumber and one course of one-half inch insulation lumber, with two-inch tongue and groove flooring laid in Lucas Car Cement.

Photograph No. 2 shows the new superstructure and

bottom of car. The superstructure is now ready for the insulation. Particular attention has been paid to getting maximum efficiency from the insulation; the hair felt insulation is applied in one piece to each section of car; one piece from door post to corner post on side of car outside; one piece of hair felt at end of car outside of framing. Insulation is applied the same on inside of framing. The roof of car between carlines is insulated the same as car body. Experience has shown the difficulty of keeping the walls of dead air space tight in movable structures such as refrigerator cars, and unless these walls are tight so as to prevent all circulation of air, space as an insulating medium is largely destroyed.

Two-inch tongue and groove flooring is used and is laid in No. 1 Lucas Cement; drip pans are also laid in Lucas Car Cement and the post braces, top of sills, are also mopped with Lucas Car Cement. Lucas Cement is a waterproofing material and it keeps the water and dampness out of the floor and insulation.

This class of refrigerator equipment is now being equipped with floor racks. These cars, as rebuilt have been used in all kinds of refrigerator service, with excellent results.

Photograph No. 3 shows outside insulation.

Photograph No. 4 shows two of the finished cars.

These photographs were made at Monett, Mo., where we have an output of from twenty-five to thirty-five rebuilt cars per month.

To substantiate statement made in the first of this article, below is given a summary of the work now under construction at the different points, and in other issues of the magazine, different phases of the car work will be discussed:

YALE, TENNESSEE

400 new 110,000 capacity steel flat bottom coal cars being built.

SPRINGFIELD, MO., NORTH SHOPS

200 coal cars, 73,000 series being rebuilt; 250 stock cars being built on trucks and steel underframes of SF refrigerator cars; 325 box cars on steel underframes and trucks of SF refrigerator cars being rebuilt.

WEST SHOPS, SPRINGFIELD, MO.

400 box cars, series 120,000 to 125,499, capacity 80M, being rebuilt.

(Continued on Page 39.)



University Leaders in Effort to Stop Care-Free Bumming of College Students

Turmoil of Accidents and Weakening of Response to Law Is Direct Result of Such Practice—Dr. Frank H. Leavell States

College students who "bo it" on freight trains from city to city for football games in the fall months, are due to have their "fun" stopped if the efforts of Frank H. Leavell, executive secretary of the Inter-board Commission of the Southern Baptist convention, are successful.

For years, the pastime of University men students in the football season, has been to "ride the rods" from town to town, following the football team of their alma mater from conquest to conquest.

Undoubtedly the spirit of these care-free students has not been a malicious one. All men who have had college days will realize that. They are simply enthusiastic, reckless, care-free and somewhat disregardful of the rights of others.

And this "bumming" hasn't been an unfriendly business.

Doubtless the train crews have entered into the spirit of the occasion. They have turned unseeing eyes as a troupe of students slipped atop a car, or slid onto the rods. By their quiet and unofficial attitude they have acquiesced, if they did not do so by words.

Mr. Leavell is right when he wants the practice stopped.

In the wake of this apparently innocent fun runs a riotous turmoil of accidents and of disrespect for established law and order.

Mr. Leavell, through the medium of *The Baptist Student*, a Southern school publication reaching many colleges, has forcefully checked this practice up to the students as the equivalent of stealing. Rides on railroad trains are to be paid for, while in "bumming" this ride is taken without tariff—is stolen.

Mr. Leavell believes, and rightfully so, that a natural result of such practice is a weakening in the students' response to the law enforcement.

But not on that ground alone does he base his plea for stopping "bumming" expeditions.

A letter from Forrest C. Feezor, professor of Bible at William Jewell College, Liberty, Mo., tells in an eloquent and tragic manner of a heart-sickening tragedy which resulted from a care-free, light-hearted trip of this kind.

Here is the letter:

Mr. Frank H. Leavell,
Memphis, Tennessee.
Dear Mr. Leavell:

Our campus is at present under the pall of a recent tragedy. Returning from a trip of "bumming" at 2:30 A. M., Saturday, a student alighting from the train here in Liberty, was jerked under the cars, suffering the loss of an arm, leg, eyesight and internal injuries that resulted in death some hours later. Perhaps through the daily press intelligence of the accident has come to you.

Fraternally yours,
(Signed) F. C. FEEZOR.

The name of the student is not necessary.

His case is legion. Accidents of this kind are happening every day, every week, every month.

Mr. Leavell's efforts to reduce this sort of tragedy are highly commendable and worthy of the co-operation of every railroad in America.

Third Veterans' Reunion to be Gala Event in May

All aboard for the third Veterans' Reunion at Springfield!

The old veterans are organizing forces, the committees are busy planning for the entertainment, and this reunion promises to tip the scales in every respect.

The executive committee has had several meetings and so far the program has been outlined as follows:

The meeting will be held May 27th and 28. Bulletins will be issued from time to time, fully outlining all plans.

It was agreed that the first day would be taken up with the barbecue.

The Mosque will be rented again, as in 1924, for much the same program as the preceding year. There will be some excellent speakers, and a splendid program of entertainment.

There will be a "Stunt Night" and every division on the railroad will be asked to put on a stunt. Keen competition will assure the veterans of a good program.

Division Chairmen will have charge of each division and there will be General Chairmen. "Uncle Billy" Morrill, who covers the system often, will keep close tab on the activities.

(Continued on Page 57.)

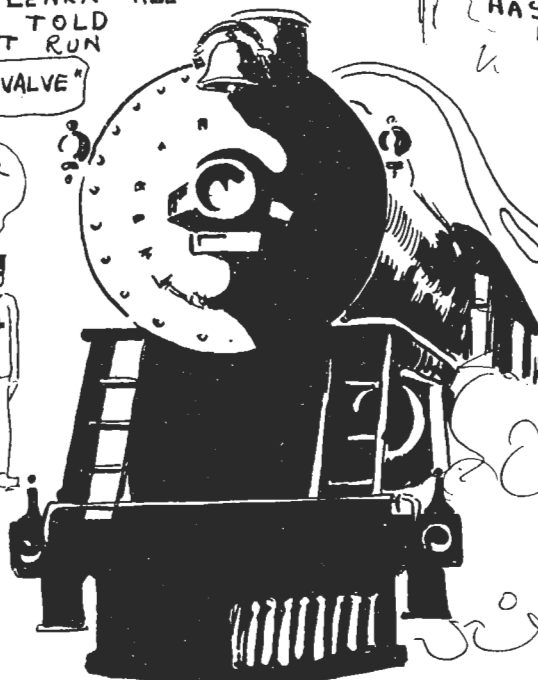
"AMONG OURSELVES"

FIRE MEN AND ENGINEERS

ROOKIE'S CONCEPTION OF
KNIFE USED IN "CUTTING BOARDS"



SAD PICTURE OF FIREBOY
WHO TRIED TO LEARN ALL
THE ENGINEER TOLD
HIM THE FIRST RUN

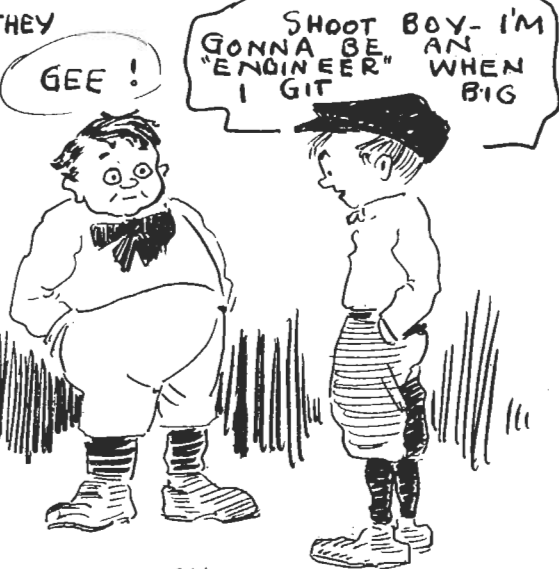
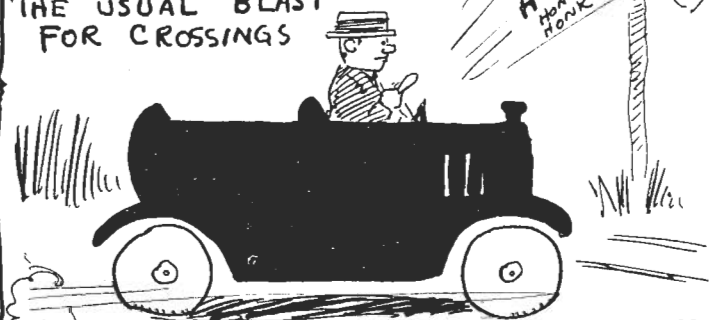


RAIN OR SHINE - THEY
NEVER FAIL -



"WIFEY, COME AND
DO SOMETHING YOU
AINT EVER DONE
BEFORE."
WHAT IS IT?
"KISS AN ENGINEER"

HOGHEAD SOUNDS
THE USUAL BLAST
FOR CROSSINGS



MANY
HAVE
THIS
LITTLE BOYS
AMBITION

JOHN GODSEY

May Day Celebration for Children's Health to Be Nation Wide

American Child Health Association and Other Bodies Join in Dedication of May First to Children

A message has gone forth asking that on May Day the nation turn aside momentarily from the absorption of other affairs to that first of all concerns—its children. May Day marks the joyous celebration of a new season. Fitly it is chosen as a day to celebrate a new hope, which shall carry on from season to season, from year to year in a steady chain of progress—the hope of insuring to the children of this country their birthright of health.

From 1914 to 1924 great progress has been made in reducing the physical handicaps and the disease hazards of children, in establishing through an infinite number of channels—the schools, health centers, playgrounds—the hope of positive health. Science had made brilliant discoveries which sweep back the enemies to life. The proof of the progress is clear in the saving of the lives of approximately 23 more babies under one year out of every thousand born in 1924 over those saved in 1914. In twenty years our infant mortality has been reduced by half.

May Day Is Tocsin Call

A flame of hope has been flashed across the horizon of the oncoming generation. May Day is the tocsin call for a national crystallization in the movement for child health. The impetus back of this movement has been growing and swelling over a long period. The moment has come to give it concentrated national expression and direction. The American Child Health Association, 370 Seventh Avenue, New York, headed by Mr. Hoover, has sent forth the call for the celebration of May Day as child health day.

That Association serves in the celebration merely as a central station of connection between all the forces concerned with the interests of children. It sits at a national switchboard and answers whatever calls come in, furnishes plans, suggestions, literature, links up forces that desire linking, but the call has been thrown out upon the air and it may be adopted by communities, organizations, schools, individuals and translated into their own terms if they choose. The one great need is that attention shall focus upon the rights of children to health, and ways and means of securing those rights. May Day is everybody's day. A rallying day for the children of the nation.

Already a widespread mobilization is under way and the throb of activity is started. Through co-operation be-

tween the executive head of the American Child Health Association and the public health organizations in each state, a chairman for the May Day celebration will be appointed for each state, and this chairman will co-operate with designated representatives of the General Federation of Women's Clubs and other organizations, so that as nearly as may be, all forces are linked up to develop May Day plans which will be as effective as possible in the local communities and will serve to stimulate health activities throughout the year. The strongest organized forces in the country are lined up already to get behind the idea of May Day with their combined strength. The press stands ready to carry the message of the new hope of health for children, motion picture screens will flash it, the radio will carry into the homes a message which will be broadcast by the United States Public Health Service.

Leading Magazines to Help

The leading magazines of the country will emphasize the message of health for children, and such vital organizations as the General Federation of Women's Clubs, the National Congress of Mothers and Teachers, the American Red Cross, the National Tuberculosis Association and the American Legion are standing back of the effort to make the day one deeply significant in results. Important commercial bodies, the value of whose co-operation was proven in the Belgian relief work during the war, have mobilized solidly to push the idea of May Day; such organizations as the Retail Dry Goods Association, which, through their infants' wear departments, will issue three million publications of the American Child Health Association; the Retail Grocers' Association; the Laundrymen's Association; the American Institute of Baking; Milk Producers' Association and others. With window displays, wrappers, exhibits, these bodies, which are so closely linked with the home, will carry the message of May Day.

No one in this country who has at heart the good of children can well be spared from sharing in this celebration. Each effort, no matter how small, linked to other efforts, will help to make the chain stronger. We have had many national days, but usually they have been days of backward looking, of memorializing what has been. May Day is a day of looking forward, of memorializing what shall be. It is a defense day to which no

one in the land can object, the defense of the rights of children, upon whom, sound of body and clear of vision, rests the future. Let us make it a day that shall be memorable in accomplishments which will leave their stamp upon the future, helping to push the race onward and upward.

St. Patrick Honored In Tulsa Program on His Birthday

Transportation Club Entertainment
Arranged by J. W. James, Ex-
General Agent—Prominent
Guests Attended

Under the direction of J. W. James, executive general agent, a St. Patrick's Day program was given for the benefit of the Transportation Club of Tulsa, at Hotel Tulsa, Tulsa, Okla., March 17th.

Shamrocks were distributed among the guests and members, starting the program, which was followed by an address by T. Austin Gavin, in which he sketched a brief history of Ireland's patron saint, who lived 1,500 years ago, and related the origin of many of the legends which cling to his memory.

Miss Charlotte Laughton played two beautiful harp solos on a harp made for her father, Miss Anna Whitehead danced an Irish reel, and Eddie Shields and Harry LeVan presented a humorous sketch.

J. R. Koontz, vice-president, and J. N. Cornatzar, passenger traffic manager, were guests of the club. Other out-of-town railroad men who attended were: G. G. Daly, of Chanute, Kans., superintendent of the Santa Fe; Homer Lewis of St. Louis, representative of the Nickle Plate Lines; J. C. Kennedy, of Kansas City, Pere Marquette Railroad; C. A. Ross, of Kansas City, of the Cotton Belt Road, and E. J. O'Connor, of Muskogee, of the K. O. & G. Line.

Stop, Look and Listen Law Is Passed in Oklahoma

Gov. E. M. Trapp Signed Bill on
March 18—Railroads Aided by
Its Mandates

On March 18th, Governor E. M. Trapp of Oklahoma signed Oklahoma House Bill No. 1 which makes it a law for every motor-driven vehicle to stop not less than 10 feet nor more than fifty feet from any electric or steam railroad crossing before proceeding over it.

The passing and enforcement of this law will, no doubt, save hundreds, maybe thousands, of lives in this good state, and the Frisco is proud of the fact that the agitation for such a law was originally started by Superintendent C. H. Baltzell, about two years ago, right after he went to the Southwestern Division.

HANDLED SPECIAL

Chicago Civic Opera Company
Given Fast Service on Frisco

The Cast of 225 People Required
Eleven Baggage Cars, Eleven
Sleepers and Two Diners

The Chicago Civic Opera was successfully handled special, in two sections from Dallas to Tulsa and from Tulsa to St. Louis via the Frisco, March 2nd-6th.

A record run was made, as the special left Dallas at 2:20 a. m., March 4th, arriving in Tulsa at 11:30 a. m., same date. There they remained for a day, presenting to Tulsa audiences "La Gioconda" and "Boris Godunoff." On March 6th, they left Tulsa at 2:30 a. m., arriving in St. Louis at 12:55 p. m. on the same date.

The company consisted of 225 people, and they required eleven 70-foot baggage cars, eleven sleepers and two diners.

The dining service, in charge of Fred Harvey, played no small part in the successful handling of this company, tempting appetites with dishes which displayed true Harvey art.

While in St. Louis they presented on the evening of March 6th, "La Gioconda" to a packed house. Both Saturday matinee, when they presented "Mefistofele," and again in the evening, "Tannhauser," did they thrill St. Louisans with the fascinating blending of voices.

The orchestra, with men who served their apprenticeship under Theodore Thomas, founder of orchestralism in America and led by a maestro who knew every note in the entire presentations, was truly a remarkable aid to the artists.

J. N. Cornatzar, passenger traffic manager, received on March 23rd a very appreciative letter from P. C. Benedict, division passenger agent of the Baltimore & Ohio Railroad, who had charge of the transportation arrangement of the Opera Company for the entire tour, which gives testimony of Frisco service:

Chicago, Ill., Mar. 21, 1925.

"Dear Sir:

At the request of the Chicago Civic Opera and Associated Companies, it is my pleasure to advise you of their real appreciation of the service rendered by your line from Dallas to Tulsa, to St. Louis and they are very appreciative of the dining car service rendered by your people, as they had practically the same crews who handled them a year ago from Memphis to Tulsa, to Dallas, and they ask that I say to you, the crews on both runs looked after the members in wonderful style. They are desirous that you know the conductors in charge of both cars were extremely anxious to please, and that the food and service was all that anyone could wish for.

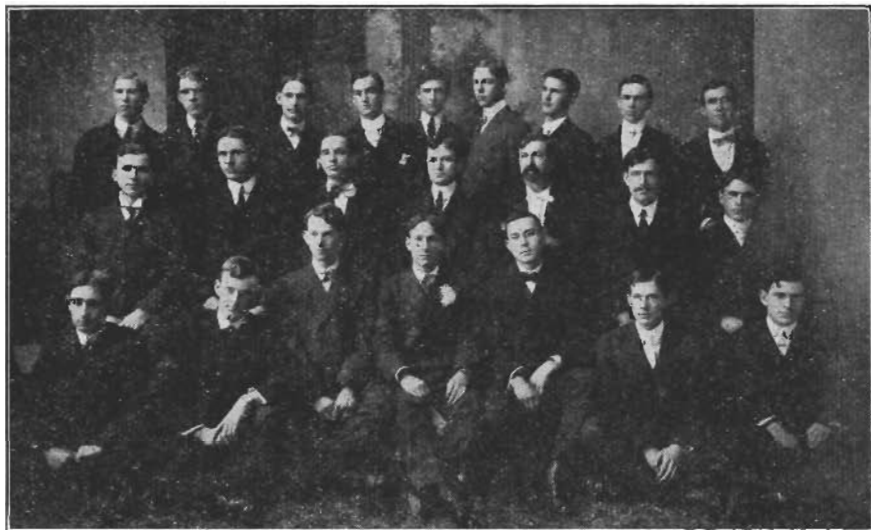
Thanking you, beg to remain,

Yours very truly,

P. C. BENEDICT."

Breakfast bacon is fat meat that got into society.

Kansas City Car Accountants, 1905



Here's a healthy looking bunch of some twenty odd years ago. Look close, and some of you will recognize a face or two!

This happens to be the record force in the Car Accountant's office, Kansas City, Mo., taken on November 18th, 1905.

In the group are twenty-three, and seven were absent when the picture was taken, making a total of thirty. Engaged on the same class of work today, there are seventy, indicating the expansion of the railroad and the work of this department in twenty years.

Reading from left to right, top row:

N. L. Lindquist; George Hively; R. E. Brooke; F. L. Bynum; Ralph Kellar; Ira Williamson; W. T. Wimsatt; F. L. Robertson; W. M. Light.

Middle row: R. E. Kennedy; E. L. Jarratt; J. E. Reich; E. B. Ludwigs; J. H. Pollard; C. A. Atkinson; W. L. Scott.

Bottom row: R. J. Lewis, Jr.; W. Rominger; J. G. Firestone; A. P. Moses; R. C. Chapin; J. W. Witty; J. C. Conley.

Of those listed above, the following still retain their affiliation with the Frisco Railway Company:

N. L. Lindquist; E. L. Jarratt; E. B. Ludwigs; A. P. Moses; J. C. Conley, of Springfield; J. H. Pollard, Hugo; R. J. Lewis, Jr., St. Louis

Fred C. Dumbeck, Assistant General
Freight Agent, Dies

Frisco Veteran Succumbs to Inflammatory Rheumatism Complications

Fred C. Dumbeck, assistant general freight agent, with office in the St. Louis Frisco Building, passed away on March 18th, 1925. His death was caused by complications resulting from inflammatory rheumatism.

Mr. Dumbeck was 62 years old, and had been ill at the Frisco Hospital for about a month. He made his home at the American Hotel in St. Louis.

Before the consolidation of the old K. C. F. S. & M. with the Frisco on August 17, 1901, Mr. Dumbeck was assistant general freight agent on the old Memphis Line.

During the war period, he left this company to engage in other work, resuming his old duties on April 23rd, 1919, where he remained until his death.

A man of rather serious moods, Mr. Dumbeck had many staunch friends and his acquaintances numbered back to the pioneer days of the Frisco.

His many friends extend to his daughter of Texarkana, Ark., and a sister at Rock Island, Ill., their deep sympathy.

New Stations at Jonesboro and
Hoxie, Ark., Progressing

Hoxie Station Will Replace One Burned Last December

The construction of two new stations is now progressing on the Frisco Lines, one at Jonesboro, Arkansas, the other at Hoxie, Arkansas. The Jonesboro station will be used by the Frisco and Cotton Belt, and the waiting room will be finished in white, with tirazzo flooring. The two lines will maintain separate ticket offices.

A new station is being built at Hoxie to replace the old station which burned down last December, and will be completed within a few weeks.

He Deserted Pajamas and Bed for Dungaree and a Late Night Run

A Story of Modern Casey Jones Who Mixed With "Ash-Cat", Brakie and the Superintendent

By "SANDY" MCGINNIS

"Sandy" Makes His Bow

You folks don't know "Sandy" McGinnis, engineer, do you? Not yet. But "Sandy" is going to let you hear more from him in future numbers of this magazine. We are presenting in this issue a story of a late run he made recently—as written by himself. It isn't a la Ring Lardner—nor yet after the manner of Sam Hellman. McGinnis seems to have a style all his own.

If you like it you might drop "Sandy" a letter.

His real name is Frank L. Kyler, and he lives at Monett, Mo.

—W. L. H., Jr.

A few nights ago I was all ready to climb into the "sleep suit" for a spell o' rest when the phone rang. Thinkin' it might be some of the missus' friends, I lets her answer it and she proceeds to take a call for me. It was snowin' outside and I just didn't hanker after any exposure to this mild winter of ours, so I started in to read the riot act with the wife. She wasn't in a very good humor either, and it only took a minute for me to decide that I was going out. You know how these women are. Being boss comes handy and they don't throw away no accomplishments, either.

Well, my temper took a change after I'd put on the "blue serges" (Signal Brand), and had a whiff of the bacon an'—and the coffee from the kitchen. This wife of mine is a star at coffee makin'—she learned the art under Fred Harvey teachin'.

Then I saunters down to the round-house and went in the office quiet and easy 'cause the night foreman is always cranky when he first wakes up. When I found out what engine I got I did want to blow up, but mindful of the fact that I always get paid for each trip, I eases on out and got her ready! The ash-cat had her hot and as soon as the "boiler head conductor" showed up we backed out into the yards and on our train. Everything went lovely and the conductor hands me a clearance sayin', "All right, McGinnis, see if that old scrap'll run a little fastern' a dog could trot". That sorta made me just a mite hostile and I give the whistle cord a coupla mean yanks and we left

the village. We wasn't out of the yards before the brakeman had perched himself on his seat and him an' the fireman had a rag chewin' over openin' the window. I starts goin' up "Horse-pistol Hill" about three miles from it and, b'lieve me, only by the judicious use of sand did we git over it. A hummin' bird would have stuck her if he'd lit on the caboose, and I sure didn't rest easy there for a while.

I whistled long an' loud for the station board at Ramrod and the brakie hollers "high ball". The board was clear and I wound her up right.

The next station was Greasy Creek and there the board was redder'n a maiden's blush and I had to "clean the clock" to keep from runnin' by the depot. I set still for a minute thinkin' the conductor was on his way over to arouse the operator, but when he failed to show up I went in to see what he had. "Call the chief on the phone," says he and I did so. "Say," bawled that chappie, "how come you leave your conductor at the yard?" addin' a choice lot of high explosives, class A profanity. After we fit and quarreled for a spell, I quit tryin' to reason with him and we cut off and went back after the captain. He wanted to fight when we got back but knowin' he had a nice family, I talked him out of it for their sake and we went on.

The call boy was at the yard waitin' for us when we tied up and his information was that the superintendent wanted to see us at once. Well, we are gathered in our familiar places around his desk and I proceeded to tell him how it happened. The head brakeman must have went to sleep in his chair and just as I told the old man about gettin' a high ball at Ramrod a switch engine stops close to the office and the hoghead blew the whistle.

Now, dear readers, believe me or not, but here's what happened:

That brakeman jumped up and hollers, "high ball, you big cheese," and droppin' back in his seat, continued gettin' his rest!

H-m-m-m!

Well, me an' the brakie gets ten brownies apiece and the conductor didn't even get a reprimand. You can tell the wide, wide world there ain't goin' to be no more of this "rest en route" business allowed on the

part of the engine teaser. My fireman has positive dope from me to kick the props out from under his seat every-time a brakeman even looks like he'd enjoy a nap. And that ash-cat is a boy who does as he's told. An' that ain't all. The next time one of these ash-catchin' tonnage hounds this railroad calls conductors, gets a hanker-in' for medical attention, I ain't goin' to think of his family until after I help load him in the baggage car. As a usual thing, a conductor don't amount to much until three or four hogheads has give him a good frailin' and I don't let no more chances slip by me to help some young runner succeed at his callin'!

Wheat Price Fluctuation Not Related to Freight Rates

Study by Bureau of Railway Economics Shows Other Factors Contributing to Price Variations

A study tending to show that there is no relationship between the freight rate on wheat and the fluctuations in prices paid the farmer for his wheat, has been completed by the Bureau of Railway Economics at Washington.

Economic factors other than freight rates have been responsible for the wide fluctuations, for the most part upward, in farm prices received for wheat during the past eighteen months the study maintains.

The following important conclusions are set forth as proof of accuracy of the study:

"That the farm prices of wheat fluctuated during the whole period, the general trend of the fluctuations being consistently upward;

"That the freight rates on wheat were practically stationary throughout the same period;

"That other economic factors than freight rates were responsible for the fluctuations mentioned."

The study, a comprehensive one, covers the prices paid for wheat from August, 1923, to January, 1925, at 144 points of origin in twenty-one states located in practically all the wheat producing areas of the United States.

See things as you travel along—life is a one-way street.

Common sense is what makes a college education valuable.

Recent Changes Along the Frisco Lines

Transfers and Appointments of • Employees in Recent Weeks

Not so long ago, a former agent who had had years of service with the Frisco, asked this office why there was nothing in the Magazine about the transfers and appointments of the different station agents. Many of his old time friends could be located through publicity in the magazine he stated, and so the Magazine quotes below, changes which have taken place on the line:

C. M. Dempsey, installed permanent agent, Aldrich, Mo., formerly KCC&S station, effective February 18th.

Effective February 23rd, N. A. Lawhon installed permanent agent, Jericho, Ark.

Effective February 23rd, A. W. Walker installed permanent agent, Park Hill, Okla.

Effective February 18th, R. E. Essman installed permanent agent, Crescent, Mo.

Effective February 19th, R. E. Abbott installed permanent agent, Webster Groves, Mo.

Effective February 19th, L. W. White installed permanent agent, Dodge, Okla.

Effective February 18th, J. J. Corum installed temporary agent, Kiefer, Okla.

Effective February 24th, F. M. Carroll installed temporary agent, McMullin, Mo.

Effective February 26th, W. F. Nolan installed permanent agent, Saxman, Kansas.

Effective February 27th, Elnora, Ark., opened as a ticket only agency. G. W. Hurst installed ticket agent.

Effective February 28th, T. B. Ward installed permanent agent Blue Springs, Miss.

Effective February 25th, L. Greer installed permanent agent, Powe, Mo.

Effective March 5th, Geo. Taaffe installed permanent agent, Cherryvale, Kansas.

Effective March 2nd, P. L. Moore installed permanent agent, Latour, Mo.

Effective March 9th, J. F. Good, installed permanent agent, Hunter, Mo.

Effective March 2nd, J. R. House installed temporary agent, Hutton Valley, Missouri.

Effective March 6th, Ray Harpham installed temporary agent, Jericho, Arkansas.

Effective March 9th, Bert Monroe Pippin installed permanent ticket agent, Oronogo, Mo.

Effective March 5th, C. K. Bennett installed permanent agent, Prescott, Kansas.

When I look at the society girl at the bathing beach it gives me the impression that Eve in the Garden of Eden was all bundled up.

Twenty New Engines Ordered for August Delivery on Frisco Lines

New Locomotives Have Same Specifications as Thirty-five Purchased in 1923

In the month of February, 1925, an order was placed with the Baldwin Locomotive Works of Philadelphia, for 15 freight engines and five passenger engines. In May, 1923, the Frisco received on its line from the Baldwin Locomotive Works, 35 freight engines, Nos. 4100-4134, and 15 passenger engines, Nos. 1500-1514, these engines being some of the largest used on any railroad in the United States and are constructed to burn oil.

Specifications for the engines ordered in February of this year, call for practically the same engine as was received in May of 1923, with the exception of a few minor changes, involving some new devices.

The locomotives received in May of 1923, show the following dimensions:

Total weight:
Freight engines.....560,880 pounds
Passenger engines.....582,700 pounds

Total length from pilot to tender coupler:

Freight engines.....84 ft. 4 3/4 in.
Passenger engines.....87 ft. 8 3/4 in.

Grate area, both passenger and freight70.3 sq. ft.

Tractive effort:

Freight engines.....59,800 pounds
Passenger engines.....54,100 pounds

These engines have proven their worth, as they are being placed on through runs, handling trains with only one engine, without change, which formerly required from one to two changes.

One of these runs is from Oklahoma City to St. Louis, a distance of 542 miles, and another from Kansas City to Ft. Worth, Tex., a through run of 571 miles.

The 15 new freight engines will be stoker fired coal burners, while the new passenger type will be in oil.

Material for the construction of these locomotives is being assembled at the above locomotive plant and construction will begin immediately.

One new feature is that some of them will be equipped with exhaust steam injectors, and others will be equipped with thermic syphons.

The delivery date of these engines has been set for August.

A Pioneer Frisco Town

The interesting story in the March issue of the Magazine on how Frisco towns got their names, written by D. M. Todd, struck a responsive chord down in Sherman, Texas.

M. D. Townley, editor and manager of the North Texas Press, (weekly), at Sherman, Texas, recalls the completion of the old Kansas City, Memphis and Birmingham back in the middle 80's, and the naming of one town in Alabama for his father.

"The old K. C., M. & B., now a part of the Frisco Lines, ran through my father's farm," Mr. Townley writes. "The officials established a station on the farm, and named it Townley. A postoffice was established there and the mail came out from Jasper by the star route before the road began operating. My brother, D. J. Townley, was the town's first postmaster, and my sister, Fannie Townley, afterwards served as postmistress for several years."

Mr. Townley recently returned to his birthplace after an absence of twenty-two years and found a city of several thousand people with large coal mines and other industries, where his memory placed only a flag station and a postoffice with its scattered houses.

(Editor's Note:) The Employees' Magazine wants more stories on old-time towns along the Frisco, with a brief history of their inception and growth. Send them in!

Good Fuel Records Made Around Oklahoma City

R. H. Francis, Road Foreman of
Equipment, Cites Prize Records
for Month

Not only during certain periods is there a fuel saving campaign, but every day there is keen competition to make or break a fuel saving record.

February 2nd, 1925—Engineer Summers, Fireman Freeman, train No. 10, engine 1511, Oklahoma City to Sapulpa 1,155 car miles, .8 gallon per car mile. An average of 65 pounds of steam heat was used on the above performance.

February 5th, 1925—Engineer Ed. Disney, Fireman Harry N. Peterson, engine 1502, train No. 10, Oklahoma City to Sapulpa, 1,050 car miles, made a performance of .708 gallon per car mile.

February 7th, 1925—Engineer Page, Fireman C. R. Smith, train No. 112, Local Passenger, Oklahoma City to Sapulpa, 630 car miles, .71 gallon per car mile.

February 8th, 1925—Engineer Page, Fireman N. A. Boyd, train No. 4, engine 1038, Oklahoma City to Sapulpa, 735 car miles, .706 gallons per car mile.

February 9th, 1925—Engineer John Zachritz, Fireman Arthur Rorie, Conductor McCaslin, engine 1507, train No. 10, Oklahoma City to Sapulpa, 1,050 car miles, .706 gallon per car mile.

Frisco Makes Reduction of \$246,977 in F. L. & D. Claim Payments in 1924

*Decrease Equal to 26.3% Over 1923, J. L. McCormack,
Supt. F. L. & D. Claims, States*

A reduction of \$1,277,834.00 was made in the aggregate freight loss and damage claim payments of all class one railroads in the United States and Canada for the year 1924, according to an announcement by Mr. Lewis Pilcher, secretary of the Freight Claim Division of the American Railway Association. The association comprises two hundred class one railroads.

A total of \$48,262,543.00 constituted the payments in 1924, as compared with \$49,540,377.00 in 1923, Mr. Pilcher stated.

To the Frisco goes a large share of the credit for this remarkable showing.

This system reduced its damage claim payments \$246,977.00, or 26.3 per cent in 1924, making 19.3 per cent of the amount announced as reductions for all class one roads by the American Railway Association, according to a statement by J. L. McCormack, superintendent of the Freight, Loss and Damage Claims, at Springfield.

Following is a statement, with comparative figures, issued by Mr. McCormack for the Frisco Employees' Magazine:

"It is with pleasure, gratification and pride that I announce to the readers of our Magazine that the Frisco System freight loss and damage claim payments for the year 1924 were \$693,021.00 as compared with \$939,998.00 in 1923, a reduction of \$246,977.00 or 26.3 per cent. I also direct attention to the fact that of the general reduction of \$1,277,834.00, announced by the American Railway Association, \$246,977.00 or 19.3 per cent of the amount can be credited to the Frisco Railroad.

"This splendid achievement can be attributed to the efforts of no one officer, employe or department, for it was accomplished through the individual and collective efforts of all and can be recorded as evidence of, and a tribute to, the co-operative and obstacle-removing spirit of the Frisco family, that have made Frisco records and accomplishments outstanding in railroad, business and financial circles.

"The following tabulation, showing our 1924, as compared with 1923, claim payments by causes, is self-explanatory and will illustrate, I believe, more effectively than I could in words, two things: first, the remarkable reductions made in claim payments resulting from certain outstanding causes; second, the wonderful opportunity that still exists for further and substantial reductions,

which can and will be accomplished by continued effort on the part of the employes generally, who responded so generously and so effectively to our appeal when our freight loss and damage claim prevention campaign was launched in the early months of the year 1924:

"Active and effective better service and claim prevention committees hold monthly meetings in each terminal

and division and a general committee, consisting of the executive and general officers of the railroad is in effect to co-operate with and in every manner possible assist the local committees.

"All employes are urged to advise their local committee of freight claim, personal injury or property damage hazards and to favor the committee with their suggestions in the interest of claim prevention and better service generally.

"On behalf of the management, I thank the Frisco family, especially its membership in the field and upon the firing line where the real work was done, for past support, co-operation and assistance and ask its continuance throughout the year 1925.

"J. L. McCORMACK,
Supt. F. L. & D. Claims,
Sec'y General Committee."

| | Causes | 1923 | 1924 | Increase | Decrease |
|--|---------------|--------------|--------------|------------|-------------|
| Unlocated Loss, Entire Package | C. L. | \$ 19,510.16 | \$ 13,232.75 | | \$ 6,277.41 |
| | L. C. L. | 97,668.21 | 64,250.12 | | 33,418.09 |
| | Total | 117,178.37 | 77,482.87 | | 39,695.50 |
| Unlocated Loss Other than Entire Package | C. L. | 30,000.10 | 22,812.51 | | 7,187.59 |
| | L. C. L. | 7,773.44 | 4,152.98 | | 3,620.46 |
| | Total | 37,773.54 | 26,965.49 | | 10,808.05 |
| Unlocated Damage | C. L. | 116,748.66 | 115,671.50 | | 1,077.16 |
| | L. C. L. | 68,139.84 | 65,974.40 | | 2,165.44 |
| | Total | 184,888.50 | 181,645.90 | | 3,242.60 |
| Rough Handling of Cars | C. L. | 50,458.50 | 24,590.44 | | 25,868.06 |
| | L. C. L. | 4,789.27 | 1,782.13 | | 3,007.14 |
| | Total | 55,247.77 | 26,372.57 | | 28,875.20 |
| Improper Handling, Loading, Unloading or Stowing | C. L. | 5,556.10 | 7,341.81 | \$1,785.71 | |
| | L. C. L. | 7,860.29 | 8,830.42 | 970.13 | |
| | Total | 13,416.39 | 16,172.23 | 2,755.84 | |
| Defective or Unfit Equipment | C. L. | 104,466.76 | 68,895.75 | | 35,571.01 |
| | L. C. L. | 13,223.35 | 6,290.23 | | 6,933.12 |
| | Total | 117,690.11 | 75,185.98 | | 42,504.13 |
| Improper Refrigeration or Ventilation | C. L. | 18,730.53 | 13,489.84 | | 5,240.69 |
| | L. C. L. | 2,639.90 | 667.75 | | 1,972.15 |
| | Total | 21,370.43 | 14,157.59 | | 7,212.84 |
| Freezing or Heater Failure | C. L. | 3,525.41 | 8,507.16 | 4,981.75 | |
| | L. C. L. | 1,388.14 | 1,951.92 | 563.78 | |
| | Total | 4,913.55 | 10,459.08 | 5,545.53 | |
| Delay | C. L. | 69,926.08 | 66,855.76 | | 3,070.32 |
| | L. C. L. | 14,498.82 | 4,172.15 | | 10,326.67 |
| | Total | 84,424.90 | 71,027.91 | | 13,396.99 |
| Robbery, Entire Package | C. L. | 9,838.62 | 15,454.87 | 5,616.25 | |
| | L. C. L. | 72,860.31 | 38,342.38 | | 34,517.93 |
| | Total | 82,698.93 | 53,797.25 | | 28,901.68 |
| Robbery Other than Entire Package | C. L. | 7,613.99 | 2,947.76 | | 4,666.23 |
| | L. C. L. | 34,957.51 | 15,578.73 | | 19,378.78 |
| | Total | 42,571.50 | 18,526.49 | | 24,045.01 |
| Concealed Loss | C. L. | 9.50 | 4.15 | | 5.35 |
| | L. C. L. | 8,424.15 | 7,006.97 | | 1,417.18 |
| | Total | 8,433.65 | 7,011.12 | | 1,422.53 |
| Concealed Damage | C. L. | 869.32 | 1,413.39 | 544.07 | |
| | L. C. L. | 25,121.91 | 29,075.64 | 3,953.73 | |
| | Total | 25,991.23 | 30,489.03 | 4,497.80 | |
| Wrecks | C. L. | 108,502.31 | 63,990.21 | | 44,512.10 |
| | L. C. L. | 5,444.74 | 6,730.72 | 1,285.98 | |
| | Total | 113,947.05 | 70,720.93 | | 43,226.12 |
| Fire or Marine Loss or Damage | C. L. | 8,883.57 | 105.62 | | 8,777.95 |
| | L. C. L. | 999.98 | 283.83 | | 716.15 |
| | Total | 9,883.55 | 389.45 | | 9,494.10 |
| Errors of Employees | C. L. | 16,882.76 | 10,772.56 | | 6,110.20 |
| | L. C. L. | 2,686.46 | 1,844.95 | | 841.51 |
| | Total | 19,569.22 | 12,617.51 | | 6,951.71 |
| Total C. L. | | 571,522.37 | 436,086.08 | | 135,436.29 |
| Total L. C. L. | | 368,476.32 | 256,935.32 | | 111,541.00 |
| C. L. and L. C. L. | | 939,998.69 | 693,021.40 | | 246,977.29 |
| | | | | | or 26.3% |

An Old Timer Recalls Early Railroad Days

Forty-two Years Ago—The Frisco and Ft. Smith, Arkansas

By C. E. BARRELL

This article will doubtless interest some of the very older Frisco employes, and the writer trusts many of the younger generation:

In February, 1883, the writer, then in the employ of the Missouri Pacific Railway at Carthage, Mo., as telegraph operator and clerk was offered a similar position with the Frisco at Ft. Smith, Ark. Charles Hall, agent for the Missouri Pacific at Carthage, had a short time previous been induced by Geo. W. Cale, general freight agent of the Frisco, to take the agency for the Frisco at Ft. Smith. Mr. Cale, a great friend of Mr. Hall, having left the Missouri Pacific, taking a more responsible and possibly more remunerative position with the Frisco.

The Frisco was operating its line to Van Buren, Ark., thence by ferry across the Arkansas River, from where a stub line hauled freight and passenger trains direct to Ft. Smith.

On arrival at Ft. Smith, most all of the passengers appeared to know where they were going, except myself. Main Street was the destination of most of them, but I wanted to find the depot and report to Mr. Hall. I was not prepared for a box car depot, but such it was, set up about four feet from the ground, with steps to a side entrance. One end of the car was the freight and ticket office, the other being reserved for passengers, considerable express and some perishable freight, the balance of the freight was delivered from cars on the siding. Demurrage was not taken seriously in those days, and car load freight in particular was frequently unloaded to suit the convenience of the consignee, often remaining on the siding for a week or ten days before being released.

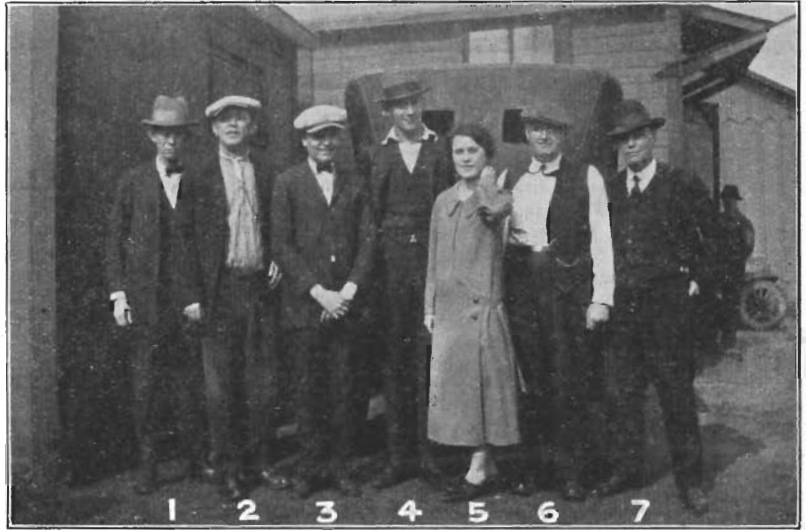
The Frisco was, as a matter of course, very popular there, for previous to the entrance of the Frisco all access to Ft. Smith was via Little Rock, the Little Rock & Ft. Smith Ry., having enjoyed a valuable monopoly, even operating the telegraph lines separately.

140 Degrees In Shade

Shortly after my arrival at Ft. Smith the erection of what was then considered a very commodious freight and passenger depot was started. It was a frame structure, two stories, the upper part for occupancy of the agent as a residence; an arrangement more common then, than now. I remember so well the first summer, when I suffered with the extreme heat, how the workmen came from the roof of the new depot building to eat their lunch in the box car depot, telling me that the thermometer registered 140 degrees where they were at work.

I often wonder whether any of the present Frisco employes remember the names of some of the old-time

Fort Smith Yard Force



1.—Leonard Orton, yard clerk; 2.—R. A. Riley, operator; 3.—Alva Ball, yard clerk; 4.—Josephue Taylor, official caller; 5.—Frances Warthen, operator; 6.—G. W. Norden, general yardmaster; 7.—J. F. Foster, chief clerk.

Behold! The Yard Force at Fort Smith! Reading from left to right we have first, Leonard Orton, better known as (Jumbo) who acts in the capacity of yard clerk. This pose looks rather serious—but sometimes we do get panic stricken in front of a camera.

Next: Meet R. A. Riley, operator at Ft. Smith. His attitude is one of absolute fearlessness. Howdy, Riley!

And then comes Alva Ball, yard clerk. We'd say he was a trifle shy, but he's got such a "glad-to-meet-you" smile. Stick out your hand and he'll shake with you.

Fourth: Here's the official caller, by name, Josephue Taylor! Jo's got his collar unfastened—been workin' hard, that boy!

Now here you come to the interesting feature of the group, Frances Warthen, operator. She's just told the photographer to wait till she gets one foot squared around—but he snapped it, as she were! Glad to meet you, Frances.

Reading next is the big boy, the General Yardmaster, G. W. Norden. How do you keep that shirt so white down in Ft. Smith? Sure glad to know you, Mr. Norden.

Last—but not least—the man standing by the Ford is the chief clerk, J. F. Foster. Just about to bust into a smile he is—an' the next reel will show him smilin'.

Now, Ft. Smith, you're introduced to 25,000 people. Don't forget all our names.

officials. If I recollect correctly, D. H. Nichols was general superintendent, a man rather noted for forceful expletives, working with a vim, so characterized. D. Wishert was general passenger agent, and a Mr. Coyle was superintendent of telegraph; the latter employed all telegraph operators and clerks, for they were all expected to be clerks as well as operators in those days.

My salary was \$55.00 per month, supplemented by meagre commissions on the sale of tickets over foreign lines, a practice long since abandoned. The agent secured the greater commissions, but on account of the intense competition for certain passenger traffic, passenger representatives of foreign lines made me a tender of a side commission of 50 cents each on tickets on which the agent received \$2.00. The big scramble was always on when Federal prisoners were sent to Detroit, Mich., usually in batches

of 25 to 40 at a time. I believe, without doubt, that the criminal docket at Ft. Smith was more heavily burdened than that of any other United States District Court, for Indian Territory criminals were brought into Ft. Smith from almost the whole territory, the Wichita, Kansas, Court having a small part, and the Paris, Texas, District Court was not at that time established. Wm. H. H. Clayton was the U. S. prosecuting attorney, and I firmly believe he was successful in having more men sentenced to hang, during his tenure of office, than any other attorney holding that position. Thomas Boles was United States marshal, Cassius Barnes was his chief deputy, later appointed the first governor of Oklahoma when admitted as a state. Colonel James A. Brizzolara was one of the United States commissioners, and Stephen Wheeler, the other. Wheeler was also correspondent for the Globe-Democrat.

Modern Air Brake Brings Complete Safety and Comfort to Railroad Patrons

Development of Device Since Introduction by Westinghouse in 1869 Has Been Remarkable

By F. A. GEISTER

Folks who complain of inability to sleep in Pullman cars are becoming few indeed these days. That is a tribute to many perfections in train operation, among them the air brake. With its facility of application, an engineer can slow gradually, yet quickly, pulling to a standstill without a jar or bump to annoy those in the cars behind. In this article, Mr. F. A. Geister, a representative of the New York Air Brake Company, who lives at Springfield and supervises the air brake equipment on the Frisco Lines, tells of its growth since 1869, and explains some of its working principles.—W. L. H., Jr.

People of this continent have become so accustomed to taking everything as a matter of fact, that the great things going on in our daily lives and the things that are making them possible have appeared to most of us as insignificant.

Were it possible for us to place this generation back fifty years, and disregard all that has transpired during this period of time, so that we could have the pleasure of imagining this vast mid-western country as it was, say in 1875, with cities such as Tulsa, Oklahoma City, Kansas City, and Denver in the great expanse of country west of the Mississippi River, either as unthought of, or merely small trading posts, and then coming back to the present time, where almost every wish for almost anything under the sun is possible, but few of us realize that this is made possible by our great transportation systems, the railroads.

Practically everything that has transpired toward improving civilization and living conditions during the last fifty years of development has been made possible only by the railroads and the pioneering spirit of the men who built them. There is no country in the world where so much has been accomplished in so short a time as has been accomplished by the transportation of people and their products, in our western states, of the United States.

The railroads have developed from the little eight-wheel engine and its train of two passenger cars, the freight car of one-ton capacity and later on the sleeping car introduced by Pullman, to the present monster freight locomotives with trains of more than one hundred cars, and the passenger trains, like Frisco No. 9, with its train of 15 to 18 all-steel cars with every modern convenience for passengers. How many of us realize that all of these things that we take as a matter of course were made possible by the introduction of the air brake, or the means of controlling the speed and stopping these great monster trains of the present day?

Since 1869, when the air brake was introduced by Westinghouse and was

applied to a train on the Pennsylvania Railroad, to the present modern equipment, millions of dollars have been expended in developing a device that permits the operation of trains at unthought of speeds, and with safety.

What has been accomplished in the improvement of the air brake has been in turn accomplished by the railroads in the manner of improvement to transportation facilities. Increasing dimensions and weight of equipment, both in freight and passenger service, together with high speeds demanded by the people, call for refinement and the absolute safety and certainty of operation under all conditions, and in all kinds of weather, in any climate.

We are able to go from place to place, covering at times long distances, on trains for several days, starting from one extreme of climate, and arriving some time later, with another extreme change in climate—with no thought of anything but absolute safety.

A freight car may be started from some point in the state of Washington, equipped with the air brake. It may wander all over the lines of railroads in the United States and Canada, under all kinds of climatic conditions, from the heat of our desert country, where the temperature registers 120 degrees in the shade, to the extreme far north, where the temperature has dropped to 45 degrees below zero, but through all this the air brake on this car will have functioned properly at all times, no matter on what part of a train it has been a member, nor is it particular as to the railroad over which it runs.

There are in this country today, something like 3,500,000 freight cars, all equipped with air brakes. These air brakes are so complete that if all of these cars were coupled together, it would make a train more than 25,000 miles long. An emergency application of the brakes made on one end of this train would propagate entirely through the train and return, for this train, if it were made up would extend around the world.

(Continued on Page 38.)

His Last Engine Run

Engineer Joseph N. Chitty Retired from Service February 6, 1925

In the picture you see Engineer Joseph N. Chitty and Conductor O. R. Underwood standing by the engine on train 117 at Fort Scott, as Engineer Chitty was preparing to leave on his last trip running an engine. Engineer Chitty was 70 years of age February 6th, 1925, and required to retire from active service.

Chitty hired to the Frisco November 27th, 1897, as a locomotive engineer and it is a curious coincidence that he had Conductor O. R. Underwood on his first trip on this date, and also on his last trip February 28th, 1925.

Engineer Chitty had a number of years of railroad experience before coming to the Frisco. He started his railroad career as an engine wiper for the Chicago, Burlington and Quincy at Galesburg, Ill. He worked at various jobs around the roundhouse and finally went to firing for the Iron Mountain at Little Rock, Ark. He



ENGINEER JOS. N. CHITTY AND CONDUCTOR O. R. UNDERWOOD

was promoted to an engineer for the Missouri Pacific at Sedalia, Mo. He then came to work for the Frisco at Fort Scott (it was then called the Memphis road) worked here a few years and went to the Iowa Central. However, he could not remain away from Fort Scott and the Frisco, so he came back to stay on November 27th, 1897.

Western Electric Thanks Frisco for Holiday Season Aid

Expedited Service on Replacement Equipment in Storm Area Complimented

The Frisco played an important and efficient part in the rehabilitation work of the Western Electric Company throughout Missouri, following the terrific damage done to poles and lines and other equipment during the blizzard of the recent holiday season.

In an article in the "Western Electric News," describing the manner in which his company coped with the havoc caused by the storm, F. B. Gleason, general telephone sales manager for the Western, pays tribute to the prompt action of Mr. J. R. Koontz, vice-president in charge of traffic, in making a special concession to a Western official for the prompt distribution of equipment.

"A special permit was issued by the vice-president of one of the railroads (Frisco)," the article states, "to enable one of the telephone company's representatives to ride in the caboose of a freight train in order that he might supervise the unloading of a car of material that was to be unloaded at eight different stations."

The freight train referred to left St. Louis for Springfield under red ball billing, with cars of poles and copper wires. The Frisco allowed the telephone company's representative to unload at Rolla, Cuba, Sullivan, St. Clair, Lebanon and other towns en route.

The Frisco handled one hundred cars of poles, ten cars of copper wire and other replacement equipment under expedited service to aid the company in its urgent work.

The following letter was received by Mr. Koontz from W. H. De Witt, Jr., general traffic manager of the Western Electric:

"Mr. J. B. Shay, our St. Louis manager, has informed me of the very valuable assistance and co-operation given by you in arranging for special service and expediting shipments of pole line material to repair and replace lines damaged during the sleet storm of December last. I assure you that your efforts in assisting us to restore telephone service are very much appreciated by all of our officials.

"The excellent attention and co-operation given by Mr. P. W. Conley, superintendent of terminals, Mr. E. H. Burrows, night yard master, and Mr. G. J. Malone, chief clerk in Mr. Lawler's office are largely responsible for our success in getting material to its destination, and they are to be highly commended. We should be pleased to have you extend to them our sincere appreciation of their service."

Since the automobile has come on the scene—it appears that about the only use that some of the folks find for their feet is a means for showing off the latest style of footwear.

A Bit of Philosophy of Sorts

By SAM HUGHES

When we are weary and discouraged, half-beaten and downcast, there is, we think, no better tonic than the philosophical doctrine of life which comes from that famous old Frisco man—Sam Hughes.

He is one of the best-known men throughout the Frisco System, and for every gray hair in his head, Sam Hughes has learned a truth about life that enables him to carry a verve and spirit of youth and hope that is manifested in the accompanying article.

We wish you would read it. It will do you good.—W. L. H., Jr.

Now is the hour of our discontent.

Into each and every life there comes a time when we realize that we have erred, that we have done things we ought not to have done and left undone those things we should have done, and in consequence there is much shortage in peace and serenity throughout the world. This law follows as the night, the day, and not alone does it invade the home circle, but into the business life, and the professional and political as well, comes that feeling of unrest and discontent, which has always prevailed, and is everywhere in evidence, and can be traced back into the dark ages.

We are constantly searching for something—we know not what. It is a self-established and unwritten law of human kind by which the great majority is governed, and why? Because, we are searching and aiming higher, both spiritually and physically—we rush into space as it were, and grasp that something we know not what, nor whither we are drifting.

Melville L. Wilkinson, Frisco Director, Dies at St. Louis

Head of Big St. Louis Firm Passes Away March 15

The Frisco Lines suffered the loss of a director, in the death of Melville L. Wilkinson, of St. Louis, on Sunday, March 15. Mr. Wilkinson was one of the most prominent and successful business men of the city, and had been a director of the Frisco since October 27, 1916. He was president of the firm of Scruggs-Vandervoort-Barney Dry Goods Company, a banker and prominent civic leader. President J. M. Kurn and Mr. F. H. Hamilton, vice-president, secretary and treasurer of the Frisco Lines, were honorary pall bearers.

How Dare You!

Pretty Girl: "I live at 515 East Lynne Street—now don't you dare follow me!"

—College Comics.

Ambition, is the answer, and upon the result of this depends the world's happiness and progress. In music and learning, and in the field of economic, social and industrial science, the same spirit prevails and spurs us on to greater efficiency and achievement. Without this spirit there would be nothing but stagnation, and the wheels of all human progress would cease to function. The great inventions of the master minds are but the product of unrest and discontent, together with that dogged determination to win, and so it was with Adelaide Proctor, who sat silently and sorrowfully at the organ, reflecting upon the disappointments of this life, when suddenly there came into being the "Lost Chord" and it only remained for Sir Arthur Sullivan to transcribe the words into music, bringing fame and honor to this woman.

"'Tis the Coward who yields to misfortune,

'Tis the knave who changes each day,

'Tis the fool who starts like a whirlwind,

Then throws all his chances away. The time to succeed, is when others show traces of tire,

The battle is won on the homestretch, and won twix the flag and the wire."

"Save a Day—Mail on Florida Special"—Advice of Kansas Cityan

Wm. E. Morton, K. C., Mo., Postmaster, Urges Frisco Service to Business Men

Every business man in greater Kansas City received advice to "Save a day in the delivery of your mail in Dixieland by using the Frisco 'Florida Special'", in a letter sent out by Wm. E. Morton, Kansas City, Mo., postmaster recently.

Urging the business men to "get the best results from your investment in postage by taking advantage of the early mail dispatches", Mr. Morton urgently recommended the "Florida Special".

"Pack your trunk with summer clothes and go to the land of sparkling springtime, flowers and brilliant sunshine," Mr. Morton's letter read. "But first instruct your office force to post your mail in time to connect with the Florida Special for the sunny south, leaving Kansas City at 6:00 p. m."

The letter also included a complete list of the important connections made at Springfield, Hoxie, Jonesboro and Memphis.

**Grown-Ups
Please
Be Quiet**

THE TWILIGHT HOUR

**A Page
Just For
Children**

THE COOKIE THIEF!

Little Katie Brown
Liked cookies so well,
Went into the pantry
Just for a smell!

She went for a smell,
But they smelled so good,
eyes!

She raised her
Where the cookie jar stood.

Just raising her eyes
Wasn't quite enough,
So she got a chair

up!
e d u p
b e
i m
l i
e c
s h
n d
A
The cookies she got,
Some six or eight
And she

started down!
A minute too late.

Mother was standing
By the door,
And poor Little Kate,
Was far from the floor.

Mother lifted her
down!
And right then and there!
Katie's dress,
up

Turned up
And SPANKED! U know where!

Hello, Little Folks:

How many of you like May? My goodness, all of you—I can't see a hand that isn't up. I know why—school's out—you can play for three whole months without readin', and writin' and 'rithmetic!! Sure I'm glad for you—who said I wasn't? I'm jealous—'cause I wish I were you!

I believe we have a lot of little bashful boys and girls on the Frisco because they don't write to the Twilight Lady very often.

Once, not so long ago, I was in Birmingham and I met the sweetest little lady. Little Miss Camp. She and I became good friends and she read the Twilight Page the last issue of the Magazine and she sent me her picture and wrote me a lovely little letter. Maybe she won't mind if I let you read it. Her father is a dispatcher at Birmingham.

This is what Mary Angeline Camp wrote me:

"Dear Twilight Lady:

I am just another little girl of the Great Big Frisco Family. We get the Frisco Magazine every month and enjoy it very much.

I was so glad to find that I really knew the Twilight Lady—you know it makes the page so much more interesting—and mother will always read the page to me from now on.

My big brothers like the pictures of the Frisco engines best—my mother likes the Homemakers' Page and my daddy (Riley) likes it all.

Must tell you that my dolly is as dear as ever, and that I have a nice buggy to ride her in. My kitty is my only pet.

Must say bye-bye now, dear Twilight Lady.

Your little friend,
MARY ANGELINE CAMP."



MARY ANGELINE CAMP

Wasn't that a sweet little letter? Now I want a letter from every one of my other children! Sure you're my children—ask mother if I can't have you for a whole hour—every time you read my Twilight Page! Remember, you belong to the Twilight Lady every time you turn to her page. My, but I'm going to be the old Lady in the

Shoe, am I not, instead of the Twilight Lady?

But—we were talking about May! Let me tell you a really true fairy story! The other day I went downtown and bought a beautiful bright red tulip! The weather wasn't very warm yet and I was so anxious for the flowers to come up I bought this beautiful tulip and set it in my window at home. The other morning I was just opening my eyes—getting ready to get up and the sun was shining on my red tulip and you can't guess what I saw! The most beautiful little fairy perched on top of a tulip bud and she had a little stick and she was opening up a tulip bud so it would be a big tulip and so I could enjoy it.

I was almost afraid to move! She was beautiful—her hair was golden and it fell all over her teeny, weeny little shoulders. She wasn't as big as your hand, Mary Ann, just imagine. I almost didn't see her. Pretty soon she looked around and smiled and I sat up in bed.

"Howdy-do," I said, and I was scared that I'd run her away, but she just smiled and of course she was so tiny I didn't hear her voice so far away so she came over to me on a sunbeam. I put out my hand and she lighted on the palm of my hand—just imagine how tiny she was. I held her up close to my ear and she said:

"Tell the little Frisco Folk that this is May. There are going to be more fairies in May than any month there is because they have to go around and wake up the flowers. Tell them that every time they say they don't believe in fairies, a little fairy dies, and when they say 'I do believe in fairies', one is born. Oh, please, Twilight Lady, tell them to believe in fairies! We love little children and we're going to be in every flower and in every moonbeam and every sunbeam in the world so they can all see us—if they really want to. Don't forget!"

I called after her to wait—but there she was floating away on the sunbeams—back to the tulip and I didn't try to follow her—because, who ever caught a fairy? You just have to wait until they come to you!

But, I've told you what she said, haven't I, and you watch out for the May fairies—and the first one that sees a May fairy write me, won't you?

Course I believe in fairies! Didn't she ask me to? Keep saying this over and over again and maybe she'll come to you—but you have to believe it. Say it now,

"I BELIEVE IN FAIRIES!"

Bye, THE TWILIGHT LADY.



FRISCO BABIES

1.—Harold James; son of George Blumenstock, West Shops, Springfield, Mo. 2.—Julius, age 3 years; son of Julius Brignardello, Memphis, Tenn. 3.—Edith Drusilla Lollar, age 9½ months; daughter of Benjamin F. Lollar, Sullivan, Mo. 4.—Bobbie Stalder, age 6 months; son of Fred Stalder, Enid, Okla. 5.—Walter May, age 2 years; daughter of Walter Smith, engineer. 6.—Joanne, age 6 months; daughter of Frank Meidell, Enid, Okla. 7.—George Westphal, Jr., age 15 months; son of Geo. Westphal, Oklahoma City, Okla. 8.—Arlie Ebright, Jr., age 2 years; son of Arlie Ebright, Monett, Mo. 9.—Claurlis Virginia, age 4 years; granddaughter of B. P. McCaslin, Monett, Mo. 10.—Charles, age 5 years, Howard, age 10 years; sons of J. J. Stowe, Springfield, Mo. 11.—Marrium Junior, age 9 months; son of J. M. Odom, Cape Girardeau, Mo. 12.—Irene, age five months; daughter of W. P. Franklin, Ft. Smith. 13.—Kathleen, age 9 years; daughter of E. B. Nelson, Enid, Okla. 14.—Laura May Mutz, age three months.

Efforts by Foremen and Master Mechanics Aided Fuel Record

Interest Taken by Engine and Train Crews Was Feature of 1924 Fuel Campaign

By D. L. FORSYTHE, General Road Foreman of Equipment

The Frisco Railroad in 1924 made a good saving in fuel. The campaign was started in the beginning of the year and followed up through the entire year.

The Fuel Department furnishing a better grade of coal and some fuel supervisors who specialized on fuel economy, together with the road foremen of equipment, who thoroughly covered every division on the system, riding each engine, getting the actual condition, sending in reports to the foremen and master mechanics, all helped to reach the goal in fuel saving.

The fundamentals which enabled the company to make such a nice showing were brought about by the locomotives having valves squared up and free from blows and pounds; boilers blown out and kept clean, leaks repaired inside and outside of the smoke boxes.

There are a number of ways to save fuel, the first, grates should be kept in good condition, flues bored out and grates on coal burning engines covered with paper to prevent coal falling through, in building fire. Engines should not be ordered too far in advance of leaving time, thus preventing pop valves from wasting steam, nor should tanks be overloaded. The engine being in good condition and handling an increased train haul will increase the revenue and reduce the consumption of fuel. Passenger engines should be given special attention to see that schedules are made and switch power doublecrewed to save knocking and banking fires.

Crews Took Interest

The interest taken by the engine and train crews was the outstanding feature in the fuel campaign of 1924. This, together with regular engines in freight service made the concerted saving a success.

The many individual performances sent in by the engineers denoted the interest taken by them.

Now the year 1925 is well started and the opportunities are greater for saving fuel than in the previous year. Many conditions have been corrected, but there is a big field to work in. Other items of economy and efficiency can be put into effect that will make 1925 a more successful year than 1924. All signs point to a larger business and greater prosperity, and no one

need hesitate to be a booster for freight and passenger business.

A fuel economy program can be put on as follows: maintain the power in 100% condition, properly operated, team-work, co-operation, fuel and get-together meetings, all of which will bring results.

Relative to locomotives: every locomotive should be kept in prime condition in order to handle its load. If one engine moves over the road light in the direction of volume of traffic, the loss cannot be recovered and overloading the next engine out, in an effort to catch up, only makes matters worse, so each engine should handle its own load.

Suggestions for Engine Runs

Locomotives properly designed and skillfully operated remunerate the company. Running passenger engines over one or more divisions and regular freight engines on all divisions saves fuel and expense upkeep. Standing on side tracks at meeting points or stalling on grades with excessive tonnage causes waste of fuel and runs into penalty and overtime. Drag trains should be run when they can go with the least delay to themselves or other trains and be switched by yard crews in relative order.

The estimates on oil and coal should be as nearly 100% as the engineers, coal chute men, foremen and hostlers can get them. Engines should be charged with the amount needed to cover what was consumed on the line and for firing up.

The prizes offered in the year 1924 for the best papers which would enable the Frisco to save the most money on fuel, were, in my opinion, worthily bestowed and was the incentive for fifty-one papers, written on this important subject.

Owing to our intensive drive, this year should bring more papers and more good ideas on fuel saving than the year 1924.

One nice thing about a bad start is that it gives you more to brag about when you do win out.

The height of ignorance is thinking you know everything.

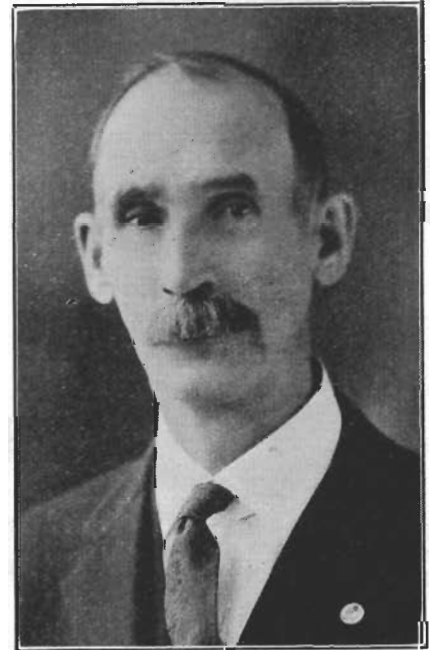
Occasionally we see a man whose only usefulness seems to be in making mistakes for others to profit by.

Byron Callender Retires

Veteran Engineer Leaves Frisco After 43 Years' Service

By MARGUERITE FROSSARD

A lifetime of loyal, faithful, and efficient service! Such is the enviable record of Byron Callender, who recently retired from active service after having served the Frisco for a period of 43 years.

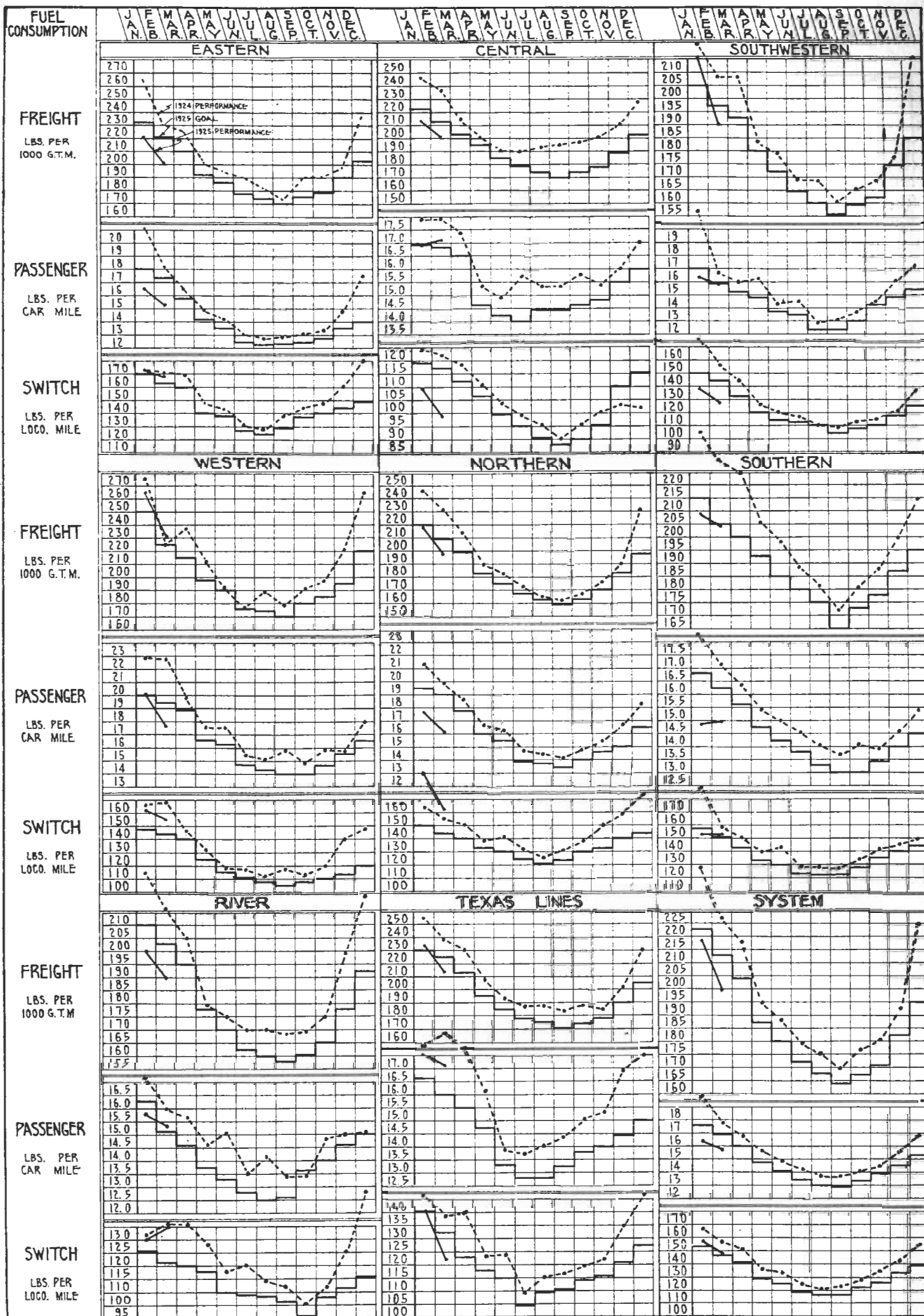


Mr. Callender was born in LaGrange County, Ind., April 14, 1859, and came to Pierce City, Mo., in September, 1881, where he entered upon his career as a locomotive fireman. At this stage of railroad development, conditions in the way of practices and equipment were rather different from those prevalent during recent years. Wages were received at the rate of \$1.90 per day, for the run over the entire division, irrespective of the length of time required to cover same. Engines were equipped with pumps for supplying boilers with water, instead of the present day injector, and the old style, dangerous link and pin coupler was the only coupling device in general use. The small, awkward looking, queerly proportioned engines of late design at that time with the large bell-shaped smoke stack and giant cow-catcher, would indeed appear ludicrous beside our splendid mammoth power of today.

In 1886 Mr. Callender was promoted to an engineer, and continued in freight service until 1898, at which time he was assigned to a regular passenger run between Monett and Oklahoma City.

Mr. Callender tells some interesting tales concerning the primitive conditions of the Oklahoma country,

(Continued on Page 37.)



FUEL CHART SHOWING CONSUMPTION FOR JANUARY AND FEBRUARY



Radio



This department is conducted as a medium of exchange of ideas for the many radio fans throughout the Frisco System. Let us hear of your experiences, your thrills and disappointments, your station-getting records — and some of your mechanical troubles. And we'll pass them on via the Radio Page.

EDITOR'S NOTE: The following contribution to the Radio Page was made through the kindness of Famous-Barr Co., of St. Louis.

Several Reasons for a Successful Radio Summer

All Radio Fans know that radio reception is more difficult during warm weather than when the atmosphere is cool. More than ordinary effort has been made to investigate the conditions which will surround radio reception this summer, and we are giving you the result of this investigation which is not based on theory, but rather upon existing facts.

There are three important factors which will overcome summer difficulties to a very great extent:

We quote an article which appeared recently in the Chicago Herald-Examiner:

"The United States Government, as the whole Radio World knows, has taken steps to insure good reception during the coming summer. The Department of Commerce has permitted the establishment of vastly greater power in many stations, and this means that many stations will have sufficient power to overcome atmospheric resistances and disturbances which are usually associated with warm weather radio reception.

"Not only that, but receiving sets are today better than they ever have been. Uniformly good reception, local and distant stations, under all weather conditions, is far in advance of performance two years ago, or for that matter, a year ago.

"Therefore, taking all conditions into consideration, the radio manufacturer and dealer, and the radio set owner, should be gleeful over the summer prospect. Those stations using power of five kilowatts should come through summer atmosphere in excellent form; and there will be many of them."

Popularity of Chain Station "Relay"

One may bring up the question, "What about distance?" In response to this, you have facts concerning the broad use of greatly increased power during the warm months, and then, too, the existence of the "relay". You have a very definite illustration of the relay plan, which incidentally is becoming more popular every day, in the broadcasting of the "Brunswick Hour of Music". The artists appear before the microphone in the Recording Laboratories, through direct connection with WJZ New York. The program, however, is "relayed" over a chain of stations including WRC Washington, WGY Schenectady, KDKA Pittsburgh, and KYW Chicago. In

other words, the relay plan in effect makes the distant station local, as concerns the radio listener.

With these facts, the on-coming months can well be agreeably contemplated. Think of the number of people who will entertain on their porches this summer by means of the radio! This summer promises to bring the radio into greater popularity than ever before, as an ideal summer entertainer.

Well Constructed Aerials Seldom Give Serious Trouble

Evidence of "Dead Spot" Locations Will Aid Greatly in Receiving

In a well constructed aerial, it is seldom that a fault develops. The greatest errors are made in erecting it. Good results are only possible when the aerial is well insulated and has a low resistance. It is not within the scope of this work to cover the construction of apparatus, but a few pointers on aerials may assist in locating trouble. A low aerial, that is, about ten feet above the house tops is more selective than a higher aerial, but it reduces the range and volume of the signals. Therefore, in congested districts close to broadcasters, selectivity is practically impossible with high aerials; so lower aerials are best as a rule. In country districts, higher aerials can be used with an increase of range as there will be little local interference. The aerial should not be run parallel with power wires. The lead-in should be well insulated, and arrester installed according to directions. Remember, the arrester is intended to by-pass, not to choke off the lightning discharges. Therefore, do not connect it in series with the lead-in, as is sometimes done. The aerial should clear all buildings and structures at least ten feet and not be placed near large metal masses.

For indoor aerials, insulation is not so important for the aerial is not subject to rain and atmospheric conditions. Indoor aerials give selectivity and reduce static, particularly the loop aerial, and for that reason, they

are extensively used. The decrease in signal strength must of course be offset by radio frequency amplifiers.

It is well to remember also that some locations seem to be dead spots and no set will bring in distant stations when located in one of these places. This condition can only be determined by inquiring if others in the neighborhood have similar trouble.

—From "How to Locate Troubles in Your Radio Set," by Thos. W. Benson.

Government Plans Eradication of Conflicting Wave-Length Evil

New Wave Lengths Given Far-Apart Stations Will Eliminate "Cut-Ins"

When it comes to radio, the most unpleasant part to most people is interference. There are different kinds of interference, but we are going to take into consideration only one phase of it here.

This phase is the troublesome and unpleasant factor of two or more broadcasting stations being on or too near the same wave length. Oftentimes when you get some station you would like to listen in on, some other impolite station comes in and though sometimes almost inaudible, it always serves to spoil the program you want to hear. The most unpleasant time is when the interfering station causes a whistling note or "beat" note as it is called by engineers.

The U. S. Government, even, considers this important enough to take a hand in remedying it. In fact they have already taken steps to eliminate this bad feature of radio.

To accomplish this the Government is issuing to each broadcasting station a new wave length. The new wave length is not being issued in meters but in kc. (kilocycles). The governing factor in issuing these new lengths is of course location. A different wave length could not be issued to each station because there are too many stations and the expense that would be incurred would be too enormous to even contemplate. Consequently, this is overcome by issuing the same wave length to two stations sufficiently far enough apart to avoid any interference on the part of each other.



Perfectly Fraternal

She stood upon the step above me,
Asking coyly, "Do you love me?"
(Anything wrong about that?)
"I've loved you long, I'll love you
ever,"
I answered, "I'll deceive you never!"
(Anything wrong about that?)

She placed her hands upon my shoulders,
Nestled closely while I told her—
(Anything wrong about that?)
Her curls went wandering, wayward
tresses,
They minded not my warm caresses—
(Anything wrong about that?)

The moonbeams lightly shimmered
o'er her,
Revealed her cheek—I stood before
her—
(Anything wrong about that?)
I caught her in my arms—and — kissed
her—
The darling girl—why, she's my sister,
(Anything wrong about that?)
—Macon Telegraph.

The Englishman Lost

An Irishman and an Englishman
were waiting for a train, and to pass
the time away the Irishman said, "I
will ask you a question, and if you
cannot answer my question you will
buy the tickets. Then you ask me a
question and if I cannot answer yours
I'll buy the tickets."

The Englishman agreed.
"Well," said the Irishman, "You see
those prairie dog's holes out there?
How do they dig those holes without
leaving any dirt around them?"

"I don't know," said the Englishman.
"That's your question—answer it
yourself."

"They begin at the bottom and dig
up," said the Irishman.

"How in the thunder do they get
to the bottom?" asked the Englishman.

"That's your question—answer it
yourself," said the Irishman.

The Englishman bought the tickets.

Casey's Remarks Unprintable!

An eastern supervisor received the
following note from one of his track
foremen:

"I'm sending in the accident
report on Casey's foot when he
struck it with the spike maul.
Now, under 'REMARKS,' do you
want mine or do you want
Casey's?"

Pigs is Pigs!

Farmer Brown: "I've got a new pig
and I named him INK."

Neighbor: "What's the idea? Is he
black?"

Farmer Brown: "No, but he's al-
ways getting out of the pen and run-
ning all over!"—Colorado Dodo.

Thoughts!

"I have just been thinking
About what happened last night,
As I held you tightly in my arms
And our lips blended and you said
That you had never done a thing
Like that before.
And of course I believed you, but—
I cannot help wondering, from
Which of your ancestors you in-
herited
Such a helluva lot of experience!"
—Yellow Jacket.

Golf

Golf's a mighty funny game,
I never get it right.
You buy a ball for 90 cents
Then knockit out of sight.

You hunt around in weeds and thorns,
And find it in its den,
And take a club and try to knock
It out of sight again!
—Sun Dial.

High Lights and Shadows

"Mother, which dress shall I wear
to the party?"

"Which is the cleanest? I'll have
to see them."

"Well, look now, mother, 'cause I
want to know whether to wash for
a square neck or round one."

Turned Around

"New car, Old Top?"

"No—old car, new top!"

—College Comics.

Two for Two?

"Set the alarm for two, please!"

"You and who else?"

A New Kind of Gin

Machinery Salesman: "I'd like to
interest you in this cotton gin—the
cotton gin, you remember, was one of
the world's greatest inventions."

Sappo: "Is that so? Well, you can
send me up a dozen bottles, I'll try
anything once."

Yesterday!!!!—Is gone! Forget it!
Tomorrow!!!!—Never comes—don't
worry!

Today!!—IS HERE—Get Busy!!!

The best grease is elbow grease.

Late Again!

Scene: Parlor—9:00 P. M.—Dim
Lights.

He: "I'm going to kiss you when
that clock points to 15 after 9:00!"

She: "Huh! That clock is 15 min-
utes slow!"

Extra! Extra! Extra!

"May I print a kiss on your lips?" I
said,
And she nodded her sweet permis-
sion,
So we went to press, and I rather
guss
We printed a full edition.
"One edition is hardly enough," she
said with a charming pout.
So again on the press the form was
placed
And we got some "extras" out.

Try This on Your Sweetie!

"When will there only be 25 letters
in the alphabet?"

"I'm sure I don't know. When?"

"When 'U' and 'I' are one."

—Cougar's Paw.

You Can

"Chicken, sah," said the negro sage,
"is de usefulest animal dere is. You
cin eat 'em fo' dey is bo'n an' after
dey's dead."

"So Big!"

"Young man, can I get into the
park through this gate?"

"Guess so, lady, I just saw a load
of hay go through."

"Good Morning!"

There once was a driver named Morn-
ing,

Who refused to heed any warning.

He drove on the track,

Without looking back,

So they're mourning this morning for
Morning!

—Liberty.

Two Agreed on the Same Thing

An Irishman was sitting in a depot
smoking, when a woman came in and,
sitting down near him, said:

"Sir, if you were a gentleman, you
would not smoke here."

"Mum," replied the Irishman, "if
you wuz a lady you would sit farther
away."

Pretty soon the woman burst out
again: "If you were my husband I'd
give you poison."

"Well, mum," replied the Irishman
as he smoked away at his pipe, "if
you wuz me wife, I'd take it."

—Odd Fellow Hera'd.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A May Day Eulogy

"HO! The merrie first of Maie,
Brings the daunce and blossoms gaie.
To make lyfe a holiday."

No wonder they call it Merrie England, for every month seems to bring its special fete days over there. They must celebrate at least ten holidays to our one and among their prettiest customs is that of keeping May Day.

The balmy winds, bright sunshine and glorious spring flowers make us all feel gay and kindly at this season so why not add this charming old world festival to our calendar of special celebrations. For most of us, life is so very practical—if not absolutely commonplace—that we need to go out of our way to vary the drab routine of the work-a-day world. We all need a little of the sentimental and romantic occasionally.

It seems to me that it would be an excellent plan for every homemaker to take the trouble to look up the history and customs connected with all special days and to introduce them wherever feasible. Children especially welcome all these innovations and they contribute much to their memories of happy childhood. Perhaps, too, it would help to solve some of the problems connected with rearing children in cities, if more of these customs were observed and the children given more of a share in the preparations for them.

Every country has records of the merry-making which took place to celebrate the spring's return. The most important features of the day in England were the sending of May baskets containing gifts of flowers, the winding of the maypole and the crowning of the Queen of May.

Shakespeare refers to a "Morris for May Day", that is, a dance or frolic around the pole with an accompaniment of gay music. The idea of the dance came originally from the Moors who carried swords. Over in England they substituted short flower-trimmed sticks and wore myriads of tiny bells around their knees and ankles, which jingled merrily in the dance. The girls were usually costumed as shepherdesses and milkmaids, with flower-trimmed hats and be-ribboned crooks and wands; the boys appeared as court jesters and merry men of the greenwood.

A Tribute

A few years ago somebody suggested that, since the world is so much richer and better a place because of mothers, one day of the year should be celebrated as theirs, and the world approving of mothers in general and having a very tender regard for some mothers in particular, caught at the idea and adopted it. The second Sunday in May is Mothers' Day, and the carnation has been chosen as her flower.

We have neither skill nor space to eulogize the mothers of the world, but we cannot refrain from quoting the beautiful paragraph which Calvin Coolidge included in his proclamation on Lincoln's Day:

"No star, no sign foretold his coming. About his cradle all was poor and mean save only the source of all great men—the love of a wonderful woman. When she faded away in his tender years, from her death-bed in humble poverty she dowered her son with greatness. There can be no proper observation of the birthday which forgets the mother."

Pearls

Pearls are the oldest of jewels and yet the newest. Down through the ages they have been the favored ornaments of Cleopatra, Marie Antoinette, Isabella of Spain, Mary Queen of Scots and countless others. Yet none of these "resplendent women who gild history's pages" was more enchanted by the soft, shimmering luster of her priceless pearls than are the women of today by the exquisite, if less expensive ones, the dealers are displaying.

The vogue for pearls was never greater than at present and there are such endless varieties of style and setting that each woman can easily find those best suited to her type. There are necklaces of dog-collar style, close "chokers" of uniform pearls, long strands of graduated stones, pendants, hoops and strands of seed pearls, as well as those fascinating multiple - strand necklaces. Then, too, the pearls are shown in various colors—white, cream, rose-tinted and black with a seductive moon-mist luster.

Perhaps one reason why pearls are so generally beloved is that they are so universally becoming. Every woman can "wear" pearls to advantage.

Shoulder Straps

If you are still having trouble with shoulder straps, especially with

sleeveless frocks, why not try what the French dressmakers are doing? Sew the center of a tiny piece of tape to the shoulder seam of your dress, finish the ends of the tape with a snap fastener, then hold the shoulder straps together and snap the tape around them. This holds them securely and they cannot possibly slip out of place.

Washing Blankets

If the following simple rules are followed, blankets can be washed with perfect success and satisfaction:

1. Do not use either hot or cold water, but water of lukewarm temperature.
2. Use a good soap, soap flakes or chips. Any standard, tested and approved make will be satisfactory.
3. Do not keep your blankets too long in a dirty suds. Better put them through twice.
4. Do not put colored blankets in with white ones, even though the colors are supposed to be fast. White blankets should be washed by themselves.
5. Give blankets a thorough rinsing, through two waters at least, and preferably in the machine if you have one.
6. Do not wring blankets too dry. They will pack down, mat, and look creased if you do.
7. Hang them evenly on the line, pull the edges straight, and change the position at least once while drying.
8. Do not let them hang long in the sun after they are dry.

Appearance Counts

In preparing meals, the housewife should not overlook the value of the daintiness of her dishes. For women who work in cafeterias state that they are surprised to find how much appearance counts with both men and women. The attractive-looking dishes are the ones most called for.

Chocolate Cake

Half cup butter, one cup sugar, two eggs, half cup milk, one and a half cups flour, one teaspoon baking powder, a pinch of salt, vanilla, two squares of melted chocolate.

Icing for cake—Two squares melted chocolate, butter size of walnut, about one-half package powdered sugar, milk enough to make of consistency to spread.

Recipes For Clever Cooks

Savarin With Strawberry Sauce

Beat together two tablespoonsful of scalded and cooled milk, one yeast cake and one-fourth a cup of bread flour; set in a warm place twenty minutes, when this sponge will be light. Add three unbeaten eggs (one at a time), one-half a teaspoonful of salt, six tablespoonfuls of softened butter, and one cup and three-fourths of bread flour. Beat until smooth; pour into individual savarin moulds (the recipe requires twelve moulds); set aside to become light and then bake in a moderate oven. Serve covered with strawberry sauce, and filled with a few fresh berries, sprinkled with powdered sugar.

Stuffed Endive Salad

Strain and chop fine three cooked prunes; add one tablespoonful of cream, one teaspoonful of salt, one-fourth a teaspoonful of paprika, and one teaspoonful of lemon juice, and beat with one cream cheese; chill, and use this mixture to fill the hollows of endive stalks; with a sharp knife slice the stalks into half-inch lengths; decorate with a few heart leaves of endive, and Bar-le-duc currants.

Grapefruit and Apricot Salad

- 12 Canned apricot halves
- 2 Large grapefruit
- French dressing
- Lettuce

Drain the apricots and remove the pulp from the grapefruit. Marinate the fruits separately in French dressing made with lemon juice in place of vinegar. Use a larger proportion of acid with the apricots than with the grapefruit. Let the fruit stand for several hours in a cold place and then drain. Arrange the apricot halves on lettuce, using two for each serving, and pile the grapefruit pulp in the cavities.

Recipe makes six servings.

Ice Cream Cake

Cream one cup of butter; add one cup and one-half of sugar, gradually, one cup of eggs (one at a time), unbeaten, and beat each time until very light, then add one cup of milk, alternately, with four cups of flour, one-fourth a teaspoonful of nutmeg, one teaspoonful of soda, and three teaspoonfuls of cream of tartar, sifted together; add one teaspoonful of vanilla; beat thoroughly; bake in a large cake pan (thirteen by nine inches), about one hour in a moderate oven.

Strawberry Sauce

Put one cup of cold water and two cups of fresh strawberries in a glass fruit jar, cover and let stand on a

trivet, in a kettle of cold water, bringing the water, slowly, to the boiling point; strain, add one cup of sugar, and boil in a saucepan five minutes.

Frosting

Boil one cup and one-half of sugar and one-half a cup of water to 240 deg. Fah.; pour in a fine stream on the whites of three eggs, beaten dry, beating constantly meanwhile; add one teaspoonful of vanilla; return to the fire, over boiling water, and beat until the frosting thickens perceptibly. Spread on the ice cream cake; decorate with seeded raisins and halves of blanched almonds.

Molded Spinach With Asparagus Tips

- 2 Cups canned or cooked spinach
- 1½ Tablespoons lemon juice
- 1 Teaspoon salt
- ¼ Teaspoonful paprika
- Lettuce
- Asparagus tips
- Mayonnaise

Chop the spinach, add the lemon juice, salt and paprika, and pack into individual molds. Let stand in a cold place for several hours. Unmold on to lettuce and arrange several asparagus tips around each mold. Serve with mayonnaise.

Recipe makes six servings.

Osgood Pie

- 4 eggs
- 2 cups sugar
- 1 cup nuts
- 1 cup raisins
- 3 tablespoons vinegar
- 1 teaspoon cinnamon
- ½ teaspoon allspice
- 1 tablespoon butter

Separate eggs, beat yolks, add melted butter, vinegar, spices, nuts, and raisins. Beat whites of eggs and fold in the above. Bake in crust and serve with whipped cream.

—Pauline Smreker.

Lettuce Salad, Southern Style

Arrange one head of lettuce as you like and boil three eggs hard; take two of the eggs, mash them as fine as you can with a fork and mix with mashed eggs a scant teaspoon ground mustard, two tablespoons sweet cream, salt and black pepper to suit taste, one-half cup vinegar, tablespoon butter or salad oil; take the third egg, slice thin and arrange as a garnish. Just about five minutes before serving pour over it the dressing.

Salad a la Taft

Peel large tomato, scoop out center leaving a firm shell, and arrange on bed of watercress or crisp lettuce. Fill center of tomato with a mixture of

equal parts of celery, apple, and breast of boiled chicken all chopped into dice, seasoned with salt and pepper, and mixed with a little mayonnaise. Sprinkle top of salad with chopped walnut meats.

Cheese Salad

Dissolve 2 tablespoons of gelatine in cold water. Then add 2 cups of boiling water, season with salt and mustard. When cool, mix with 1 cup of grated cheese and 1 cup of pimentos chopped. Add ½ pint of cream whipped stiff. Chill and serve sliced on lettuce leaves with salad dressing. This recipe serves twelve.

Mrs. R. C. Blakeslee,
Nampa, Idaho.

Mother's Favorite Salad

Line a salad bowl with crisp lettuce leaves. Take four large green peppers, cut off top and remove seeds and place in cold water for one hour. Drain and fill them with Neufchatel cheese thinned to a right consistency with sweet cream, or fill with cottage cheese. Cut the filled peppers in slices crosswise and place in salad dish with alternate layers of sliced pineapple cut into quarters. Pour over French dressing made with lemon juice instead of vinegar; serve very cold.

Carrot Pudding

- 1 cup grated carrot
 - 1 cup grated potato
 - 1 cup flour
 - 1 level teaspoonful soda
 - 1 cup sugar
 - 1 cup raisins
 - 1 cup suet (ground)
- Pinch of salt, cinnamon, cloves, nutmeg to suit taste.
Steam three hours, serve with hard sauce.

Mrs. Emma Bohlscheid,
Pocatello, Idaho.

Pralines—Southern Maple Candy

Boil in a saucepan two cups sugar, one cup maple syrup and one-half cup sweet cream until a soft ball is formed when a little is tried in cold water. Take from the fire and beat three minutes, adding slowly two cups pecan nuts. Drop from the end of a tablespoon in round cakes on waxed paper to cool. Wrap in squares of waxed paper.

Chocolate Cream Pudding

Two cups milk, five tablespoons flour, half cup sugar, one-fourth teaspoon salt, one and a half squares melted chocolate, three tablespoons hot water, whites of two eggs, one teaspoon vanilla.

Mix flour, sugar and salt. Add cold milk gradually. Melt chocolate in hot water and add to the other mixture. Cook in double boiler ten minutes, stirring occasionally. Beat three minutes. Add stiffly beaten whites of eggs and vanilla. Serve with whipped cream.



Always Be Careful



By H. W. HUDGENS

During the five years, 1920, 1921, 1922, 1923 and 1924, we struck 1,596 automobiles on grade crossings on the Frisco Lines and in those 1,596 accidents, there were 119 persons killed, and 1,073 injured, some of whom were maimed and crippled for their remaining days. Others, not permanently injured, received scars that they will carry through life as reminders of their mistakes as auto drivers, or to the error of someone driving for them.

It is not true the driver of the car always suffers the most serious consequences of a collision with an engine or train, but the most unfortunate is often the driver's guest.

We have had intensive campaigns conducted in an effort to reduce accidents of this kind. There is, of course, no possible way to know how many crossing accidents have been prevented by the influence of these vigorous campaigns, but there is yet much to be done.

The number of automobiles in use is increasing rapidly from week to week and month to month and these dismal disasters will continue to increase until the users of automobiles (now nearly 100 per cent of the citizens of the 8 states through which we operate) exercise human intelligence and realize the danger and risk of driving over railroad tracks.

The locomotive, as every driver knows, is confined to the two rails—while the motorist can turn aside, and even more important, can stop within the length of his car. This factor makes a good portion of the responsibility rest on the shoulders of the driver of the car, and it is only through the complete co-operation of the two that accidents can be avoided, or the number reduced to the minimum.

Our own employees are co-operating in every way. Section men keep the weeds cut down, high grass and brush burned adjacent to crossings so that it in no way obstructs the view of the man approaching the crossing.

Crossings are leveled off, so that no obstruction will hinder the motion of the car and cause the motorist to kill his engine.

The "bumper," a ridge across the highway a few paces from the track, at the places it has been installed, has proven a very effective method of apprising the careless auto driver of the existence of a railroad thereabouts. This slows him down when flagmen, statutes and all else have failed, but it is hard on an "Elizabeth tin" and still more uncomfortable for its occupants if not properly negotiated. However, this drastic meas-

ure, or killing him outright, is apparently the only manner of convincing the foolhardy of the danger lurking at a railroad crossing.

The approach of a train in almost all localities can be heralded by the vigorous use of the whistle and in the places of few exceptions, by use of the bell, though the whistle is much more effective and should be used freely and vigorously. Rule of the Transportation Department, No. 31, Page 21, their book of rules, reads as follows:

"The engine bell must be rung on approaching every road or street, at the whistling posts, and kept ringing until such road or street is crossed, and the standard highway crossing whistle signal, consisting of two long and two short blasts, must be sounded at the whistling posts and additional blasts of the whistle sounded at short intervals until the engine has crossed such road or street."

Within the State of Kansas, the following rule will apply:

"The whistle of the engine must be sounded three times at the whistling post and at short intervals until the road or street, except in cities and villages, is crossed."

and if complied with to the letter, no sane and otherwise normal user of highways can be ignorant and unmindful of the approach of a train.

In a number of cases it has been found that automobiles struck by locomotives approach the track from the left, or fireman's side of the engine. Some of the roads have strung an additional whistle cord to the fireman's side of the cab, that he may use it when he sees one approaching the track from his side of the engine and cannot be seen by the engineer. The writer attended a Safety Meeting on another road that had adopted this rule. When it was first suggested, an engineer was present who interposed an objection, among other things, stating: "I spent 17 years shoveling coal for the privilege of pulling that whistle cord and I'll be damned if I now surrender this distinction to any fireman."

The fool who sees and hears an approaching locomotive and train and foolishly undertakes to cross the track ahead of it, and is not killed in the foolhardy effort, should be so dealt with that he will sin no more. It is for this kind of a thoughtless person that we have to take steps to protect, no so much to protect him, but those who may unfortunately ride with him, and enact and enforce a statute requiring all motor-driven vehicles to stop, look and listen near railroad tracks and know that it is safe to cross, before doing so. Two of our

eight states have in force such a law—and it is to be hoped that the day is not far distant when the remaining six will have this same law.

Improvements in Freight Service Given by railroads Almost Revolutionary—S. O. Dunn.

Editor of Railway Age Praises American Railroads for Betterment
and Urges Preparation
for Future

"Improvements that have been and are being made in the freight service given by the railways, are working something approaching a revolution in business and finance in the United States," Samuel O. Dunn, editor of Railway Age, declared in a Chicago address a few days ago.

The extent of the change occurring in freight service is indicated by the almost complete elimination of failure by railways to furnish cars promptly to those who ask for them, Mr. Dunn stated. Formerly local "car shortages" were common in various parts of the country, due to an imperfect system of distribution. In 1920 the shortage of cars averaged 81,600 a day, in 1921, 1,454 cars a day; in 1922, 47,881 a day, and in 1923 the shortage averaged 29,216 a day. The marked improvement in 1924 was shown in a car shortage average of only 1,047 cars a day, even though the railways handled a record breaking business during a part of the year.

"This great improvement has been brought about by a closer contact between the railways and shippers, through the medium of the Regional Shippers Advisory boards in every part of the country," Dunn stated, "and also through an improvement in railway equipment due to the large investments made by the roads in new locomotives and cars and other equipment."

Mr. Dunn stressed in his address, that the ability of the railways to continue this good service and even improve it, is dependent on their ability to earn net returns which will enable them to continue to invest large amounts of capital in improvements in and additions to their property.

Echo Answers

If a freight train at a crossing
Hits an auto fair and square
There's the freight train—where's
the auto?

Echo answers, "Where?"

—Boston Transcript.

The FRISCO EMPLOYEES' MAGAZINE

Published on the Fifteenth of Each Month

By the

St. Louis-San Francisco Railway

Edited by WM. L. HUGGINS, Jr.

827 Frisco Building

St. Louis, Missouri

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

Single copies, 15 cents each

Outside circulation, \$1.50 per year

Vol. 2

MAY, 1925

No. 8

**Serving the Public**

THE sympathy of the newspaper reading public was given Parry Hartin, Frisco conductor of Hugo, Oklahoma, when it read that Hartin was forced to leave on his train while his home was consumed by flames to the extent of \$4,500. There is no doubt but that Hartin deserved the sympathy. The incident was a tragic one.

But there is a more subtle meaning. It is doubtful if the public caught its portent.

In that happening is culminated all the service of a railroader to the public he serves. Back of that devastating fire at Hugo is the picture of the engineer in his plunging, lunging cab—the dispatcher at his key, the superintendent at his desk—and all the great army of efficient public servants who make possible the efficient, safe operation of the railroads—the greatest business in the world.

When duty calls they answer, it matters not if homes are burned, loved ones lost, or catastrophe descends.

Their's is a consecration of life to the service of the public.

It is worth more than a passing thought.

Encouraging

THE spirit of understanding and co-operation evidenced by the shipping public represents the most encouraging and helpful development during past years in the relations between the railroads and the public.

—American Railway Association.

The Lonely Man

TO pedestrians, and drivers of automobiles and other conveyances on country roads, this editorial from the *Memphis Commercial Appeal* is pointed.

It presents, graphically and truthfully, the anxiety which attends the engineer on night runs, and makes an emphatic plea for more consideration from those who travel the lonely lanes of the country-side, or the concrete inter-city highways:

He is a lonely man on a fast train. Maybe he and his fireman do not exchange words on a run of 50 miles. On some engines he does not see the fireman when he is in his seat.

During the night, when passengers are sleeping and when only head and tail lights are burning, when lights in villages and towns are low, when the countryside is silent, no one is farther away from touch with his fellow human beings than the engineer in his cab. Constantly he is plunging into space as one goes into another world. Every mile of track ahead of him is an adventure. How much better for his own peace of mind on these nights and long days would it be if the automobilists, the carriage and wagon drivers and the pedestrians would keep away from the crossing when the fast train, in charge of the anxious engineer, approaches.

We know of no class of men who are more loyal to their duties and who have greater responsibility day in and day out than the locomotive engineer. It is up to all of us, then, insofar as we are able, to keep his burden light and we can do this by stopping, looking and listening.

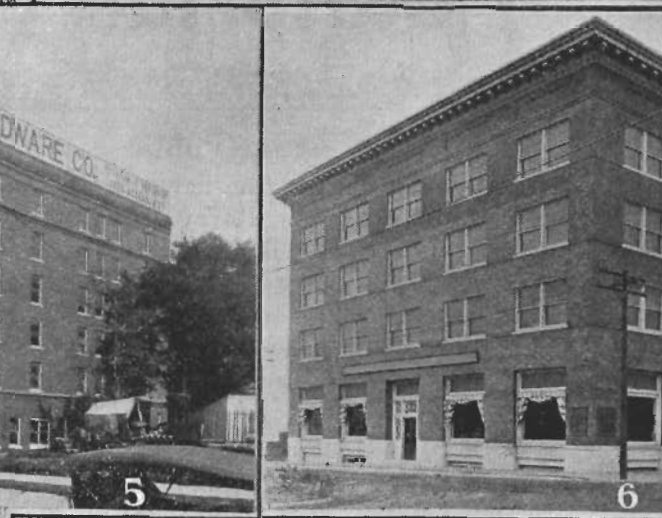
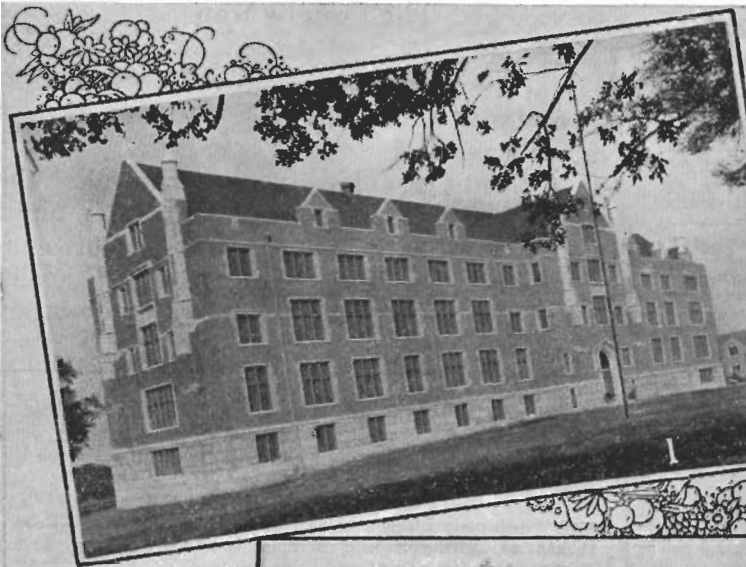
Thanks, Folks!

THE Editor wishes to acknowledge his grateful appreciation to all members of the Frisco Family for the co-operation they gave during the month past. Such willingness to help, we firmly believe, will mean much to the future betterment of this magazine. The fact that this is your magazine cannot be stressed too forcefully, and only through your assistance in sending in news of the happenings along the Frisco can the Employees' Magazine be brought to a state of perfection.

The editorial office invites your suggestions for material to be used. Our earnest desire is to give you what you want in your magazine.

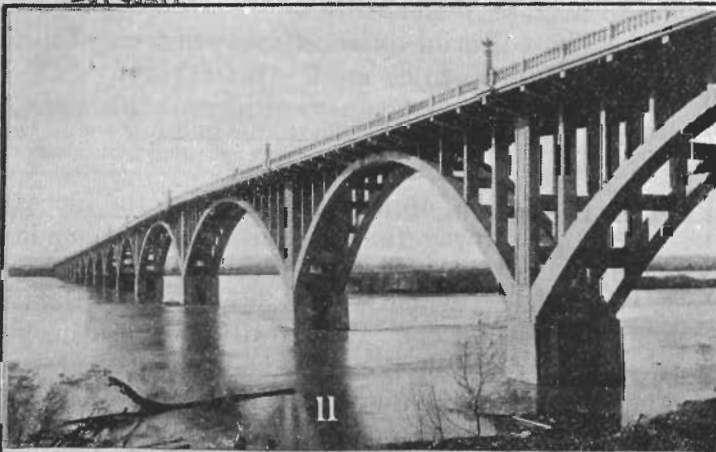
Taxes

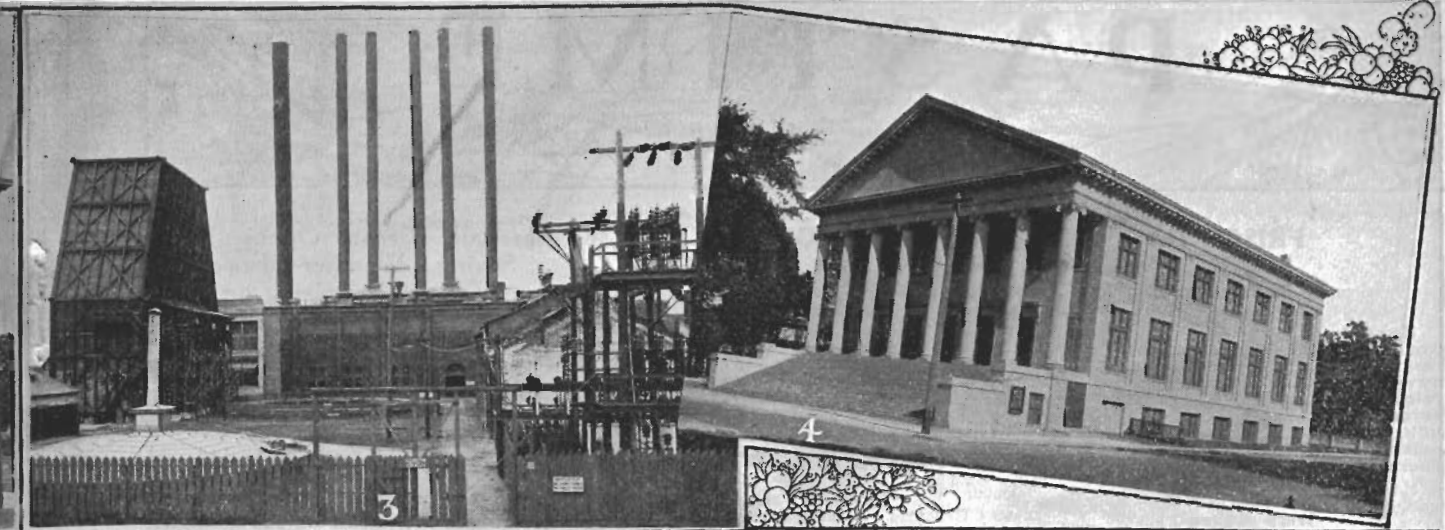
NOTHING, apparently, can stop the increase of railway taxes. Railway taxes made a new high record in September. They were \$33,586,622, which was \$4,381,000 more than in September, 1923. While railway operating expenses have been reduced almost 25 per cent within the last four years, taxes have been increased over 35 per cent.—*Railway Age*.



PROMINENT BUILDINGS AND BE

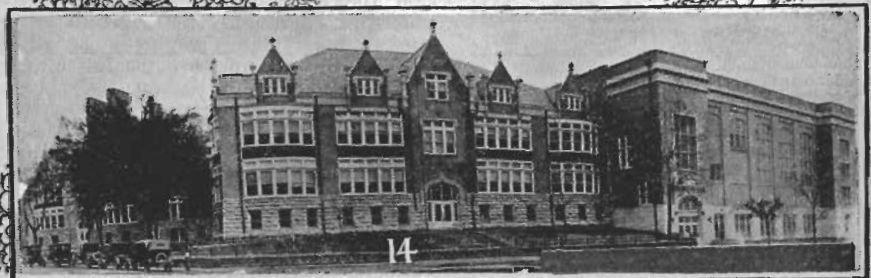
1.—St. Scholasticas Convent. 2.—Goldman Hotel. 3.—Methodist Church. 5.—Speer Hardware Company. 6.—A typical Fort Smith home. 8.—Reynolds-Davis Wholesale. Echols & Company, another of the eighty-eight wholes. historic Garrison Avenue, connecting Oklahoma and A residences. 13.—The Frisco and Kansas City Southern





BEAUTIFUL HOMES IN FORT SMITH

—Power Plant, which supplies light and power. 4.—First National Bank. 5.—Atkinson Williams Wholesale Hardware Company. 7.—Filtration Plant. 8.—W. J. Sale plants. 9.—Million Dollar Free Bridge, at the foot of Arkansas. 12.—Another of the many beautiful Fort Smith homes. 14.—The new high school building.





FRISCO RAILWAY BOWLING LEAGUE

Season of 1924-1925

Team Standing and Averages, Including Games

March 20, 1925

| Names | Games | Won | Lost | Pct. | High Single | High Three |
|-----------------|-------|-----|------|------|-------------|------------|
| Interline | 75 | 46 | 29 | 613 | 971 | 2,723 |
| Engineering | 75 | 44 | 31 | 587 | 938 | 2,647 |
| Tower Grove | 75 | 42 | 33 | 560 | 917 | 2,657 |
| Freight Traffic | 75 | 41 | 34 | 547 | 934 | 2,569 |
| Passenger | 75 | 39 | 36 | 520 | 913 | 2,591 |
| Auditing | 75 | 34 | 41 | 453 | 916 | 2,550 |
| Revising | 75 | 34 | 41 | 453 | 886 | 2,531 |
| General Freight | 75 | 20 | 55 | 266 | 858 | 2,493 |

TEAM RECORD

High Three

| | |
|-----------------|-------|
| Interline | 2,723 |
| Tower Grove | 2,657 |
| Engineering | 2,647 |
| Passenger | 2,591 |
| Freight Traffic | 2,564 |

High Single

| | |
|-----------------|-----|
| Interline | 960 |
| Freight Traffic | 934 |
| Tower Grove | 917 |
| Auditing | 916 |
| Passenger | 910 |

INDIVIDUAL RECORD

High Three

| | |
|----------|-----|
| Conley | 643 |
| Wilson | 627 |
| Bacon | 626 |
| Braun | 621 |
| Spielman | 620 |

High Single

| | |
|----------|-----|
| Bacon | 269 |
| Buchheit | 253 |
| Duffy | 237 |
| Conley | 237 |
| Spielman | 237 |

INDIVIDUAL AVERAGES

| Names | Games | Averages |
|------------|-------|----------|
| Conley | 69 | 178 |
| Spielman | 72 | 176 |
| Gauvin | 72 | 172 |
| Schaffnit | 69 | 171 |
| Bacon | 72 | 171 |
| Duffy | 75 | 168 |
| Shad | 68 | 168 |
| Rose | 75 | 167 |
| Burgdorf | 75 | 166 |
| Houlihan | 69 | 166 |
| Wilson | 42 | 166 |
| Norden | 36 | 165 |
| McAuliffe | 72 | 164 |
| Sullivan | 54 | 164 |
| Zeis | 35 | 164 |
| Reinheimer | 69 | 162 |
| Petera | 69 | 162 |
| Jochum | 63 | 161 |
| Rohlfing | 69 | 160 |
| Buchheit | 66 | 160 |

HIGH SINGLE—INDIVIDUAL

March 20, 1925

| | |
|------|-----|
| Shad | 233 |
|------|-----|

INDIVIDUAL AVERAGES

| Games | Averages |
|---------------|----------|
| 72 McAuliffe | 164 |
| 69 Reinheimer | 162 |
| 63 Kinworthy | 159 |
| 57 Durfield | 159 |
| 45 McDermott | 151 |
| 12 Bird | 147 |
| 54 Bullerdiek | 145 |
| 72 Gauvin | 172 |
| 42 Wilson | 166 |
| 72 Kranefuss | 155 |
| 66 McBride | 151 |
| 72 Schopfer | 145 |
| 12 Jungling | 138 |
| 75 Rose | 167 |
| 36 Norden | 165 |
| 54 Sullivan | 164 |
| 63 Jochum | 161 |
| 43 Spinner | 157 |
| 68 Bauer | 145 |
| 30 Curran | 141 |

General Freight

| | |
|-------------|-----|
| 63 Braun | 149 |
| 60 Wolfert | 146 |
| 75 Stemmler | 147 |
| 36 Fritz | 139 |
| 21 Bardgett | 138 |
| 39 Bather | 136 |
| 30 Heckel | 133 |

Interline

| | |
|---------------|-----|
| 24 Tschampers | 185 |
| 66 Bacon | 171 |
| 75 Duffy | 168 |
| 75 Burgdorf | 166 |
| 69 Petera | 162 |
| 15 Sugrue | 159 |
| 36 Voss | 137 |

Passenger

| | |
|--------------|-----|
| 69 Schaffnit | 171 |
| 69 Houlihan | 166 |
| 66 Tremayne | 157 |
| 69 Eichnauer | 156 |
| 63 Stoessel | 149 |
| 48 Hallman | 146 |

Revising

| | |
|-------------|-----|
| 69 Rohlfing | 160 |
| 57 Grob | 160 |
| 66 Buchheit | 160 |
| 54 McLean | 157 |
| 52 Berkeley | 147 |
| 51 Egen | 144 |

Tower Grove

| | |
|--------------|-----|
| 69 Conley | 178 |
| 72 Spielman | 176 |
| 68 Shad | 168 |
| 35 Zeis | 164 |
| 12 Lyons | 159 |
| 71 Weisheyer | 157 |

F. W. ROSE, Secretary.

Frisco Base Ballsters Will Open Season Soon

St. Louis Squad Will be Called Shortly, H. R. Conley States

The first Frisco baseball practice of the season in St. Louis will be called within the next few days by H. R. Conley, agent at Cheltenham Station, Chouteau Avenue, St. Louis. An attempt is being made to have a 100 per cent Frisco team.

"In the past it has been necessary for us to draft an outside player or two to make up our team," Mr. Conley said today. "But this year we are searching thoroughly for baseball talent among Frisco employees of St. Louis in an attempt to get a full nine of Frisco men."

FRISCO ENTERS FORT SMITH LEAGUE

Another semi-pro baseball team has entered the Fort Smith ranks in the form of the Frisco railroaders, who declare they will be back in the 1925 field of competition on the diamond.

Baseball Season Opens With Spring Weather—Frisco Teams Organizing on System

A Plea for Baseball News of Frisco Players, Box Scores and Squad Pictures—Send Them In

With the opening of the spring, old "Joe" at the town ball park, is beginning his rambling, preliminary work of rolling out the turf on the diamond. From under the grandstand he's dragging out the flour sacks for the bases, and nailing up the triangle boards which will constitute home plate.

Along about five o'clock in the evening the "big boys" are drifting onto the lot with their equipment, and running the kids off. Why not—the kids have had it all afternoon!

Throughout the Frisco System, ball teams of Frisco employees are being organized. In the office and shops, discussions and arguments are being waged in heated manner about who's to pitch and catch, and who is most eligible for the infield and outfield positions.

There are captains and managers to be elected, and a little financing to be done to purchase balls and bats. In some of the bigger towns along the system, uniforms for the regulars are being purchased.

It is for reports of baseball and other sports that this Pastime Page is maintained.

The Editor wants all the baseball news he can get about Frisco teams—their personnel, their victories and their defeats (if any!).

The best baseball pitcher the Editor ever knew was a red-headed, rangy, hairy-chested machinists' apprentice from the Santa Fe shops back in the "Ol' Home Town". We've seen him pitch several shut-out games in one season.

Now it is impossible for us to get in touch personally with each ball player on the Frisco Lines. We finally persuaded H. R. Conley, of Cheltenham Station, St. Louis, to give us a short story about the St. Louis team he is organizing. It appears elsewhere on this page. But we want more baseball news.

Send in pictures of your squad, reports of your games, and if an important contest is played, send us a box score.

Let's make the baseball season of 1925 an important one in Frisco baseball history, and let's broadcast our success to brother employees through the Pastime Page of this publication.

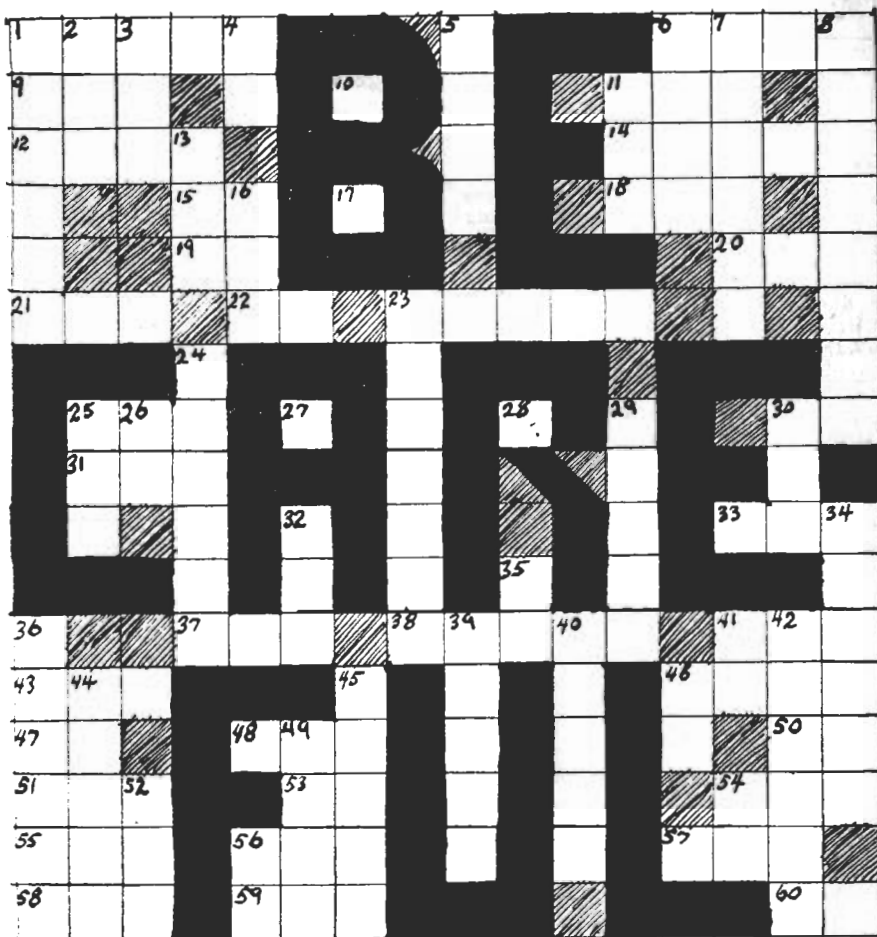
HORIZONTAL

- 1—Something for all motorists to watch at railroad crossings
- 6—The Safety blue ensign
- 9—Practical joke or folly
- 10—19th letter of the alphabet
- 11—Observe
- 12—A person or thing loved to excess
- 14—Edge of a roof
- 15—An exclamation of wonder
- 17—17th letter of alphabet
- 18—Part of the verb "to be"
- 19—Seventh note of musical scale
- 20—Religion (abbr.)
- 21—Thou
- 22—Noting motion toward
- 23—Part of any vehicle
- 25—A playing card
- 27—Same as 10 Horizontal
- 28—6th letter of alphabet (now look at 10, 17, 27, 28 Horizontal)
- 30—To exist
- 31—Meadow
- 33—Automobile
- 37—Not cold
- 38—Run away
- 41—Portion
- 43—Inquire
- 46—Automobile (abbr.)
- 47—In (backwards)
- 48—Conjunction
- 50—Initials of a President of the United States
- 51—To obtain
- 53—Knock out (abbr.)
- 54—Past participle of meet
- 55—The first woman
- 56—Mistress (abbr.)
- 57—Prefix meaning through
- 58—Portuguese and Brazilian money of account
- 59—Lord Advocate of Scotland (abbr.)
- 60—In a like manner

VERTICAL

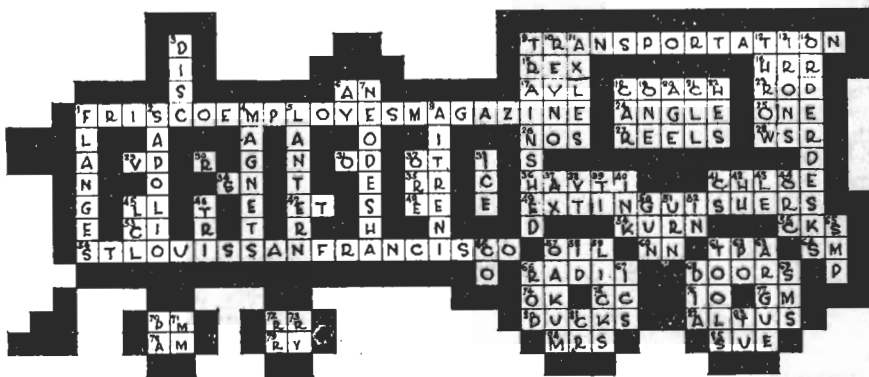
- 1—Cunning
- 2—To set free
- 3—Gone
- 4—Negative
- 5—Free from danger
- 6—Dread
- 7—Bar turning on a support for moving weights
- 8—A liquid; the cause of many accidents
- 11—Expanse of salt water
- 13—Angelos, California
- 16—To strike
- 23—Listen for this when crossing a railroad track
- 24—Moral purity
- 25—The whole
- 26—Civil Engineer (abbr.)
- 29—One of the pedals on an automobile
- 30—Cry of a sheep
- 32—Not within
- 34—To return as an argument
- 35—To depart
- 36—Peril
- 39—To lessen or bring down
- 40—Guide
- 41—This one is "lu"
- 42—A mammal of the weasel family; feeding on fish
- 44—Strainer
- 45—Do this carefully at railroad tracks
- 46—Like
- 49—A vegetable

Here's Puzzle for This Month



This month's cross-word puzzle is drawn by Jimmie Honaker, of Sherman, Texas, another of the Frisco buddies. He invites you all to try your hand. Answers printed next month.

- 52—A short piece of connective pipe 56—Master of Laws (abbr.)
 54—Methodist Episcopal (abbr.)



The "engine puzzle" drawn by A. N. Laret, and printed in the April magazine, attracted more attention, apparently, than any other puzzle ever published for Frisco folks. Many readers wrote in concerning it—but it remained for E. L. Pratt, Frisco employee of Memphis, to send in the only solution. Mr. Pratt made only one mistake—on Horizontal 79 he wrote "R. R." as an abbreviation for "Railway". "RY" was the correct answer.

We warn you the puzzle for this month is no "pie and cake" proposition. A solid groundwork in "terminology" is necessary to work it out, according to advance information from Jimmie Honaker, the author. Send in your answers. Next month we'll print a list of those who succeeded in working the "Be Careful Puzzle".

Commendations From Here and There on Frisco Service

You put forth much more effort, if occasionally the boss comes around and says, "That's good work!!". It's the spark that keeps the fire going. Everybody likes praise when they feel that their efforts are worthy, and worthy praise is what we are going to give, on this page.

Every letter that comes to the Magazine office is treasured and when a department head of the Frisco receives a letter commending the particular work of his department, his appreciation is deep and he often sends the letter to the magazine.

This page is made up of a number of letters received from over the system, accumulated by this office, and printed in an effort to show that service is appreciated, voicing the sentiment of the public as to the fine service the Frisco is rendering.

Here are some of them:

"Editor:

Next to getting a letter from home, the most pleasant anticipation I have is the arrival each month of the Frisco Employees' Magazine. Having spent some twelve or more years in the Transportation and Operating Departments, with seven years on the Red River end of the Southwestern Division of the Frisco, my heart is always with you and there will always be a kindly feeling in my heart for the old Frisco and its employees.

J. J. CHAPMAN,
Powell Butte, Ore."

Conductor Benjamin Complimented

You remember, of course, the last big ice and snow storm which demoralized traffic. Every crew on those trains should receive a medal of some sort—for there were the patrons in the warm Pullmans, dreaming of pleasant days, while the engineer was in the cab, leaning out the window, the sleet and snow blinding his vision, piercing the night, while car after car of travelers trusted their lives to this one man. Every man that had anything to do with these ice-bound trains deserves much more than this small mention. Below is a letter sent to President Kurn, commending the courteous service of Conductor S. H. Benjamin, of Monett, Missouri.

"Dear Sir:

It is so seldom that virtue gets its own reward in the every-day railroad life, that I feel it is my duty to call your attention to one case that certainly deserves commendation.

On Friday evening, December 18, I left St. Louis for my home in Oklahoma City, progressing at the rate of 10 miles per hour. It was one of the heaviest trains on your road as far as cars and loads go, which meant a lot of work.

I do not know the name of the conductor who was in charge from St. Louis to Springfield, but he certainly is an asset to your company.

For kindness, affability, courtesy and real human traits, I have not

seen his equal. His care of every person at Newburg, where we had dinner, as well as his attention during the trip will long remain a pleasant memory, and I take this method of acquainting you with one of the finest "ads" the Frisco Railroad ever had.

Yours very truly,
JAS. H. BERRY,
County Assessor of Oklahoma
County."

Jack Cooper Says a Word

The Magazine office enjoys getting whole-hearted, interesting letters, such as the one quoted below, evincing co-operation and loyalty on the part of the employees. This letter was sent to the Magazine by Jack Cooper, fireman on the Tupelo Sub-Division:

"Dear Editor:

I have been in the service of the good old Frisco about eight years and seven years of that time as a locomotive fireman on the Tupelo Subdivision. Have always been a constant reader of the Magazine and think its contents interesting and also get some valuable information and a fellow at my stage of the game needs all that he can get in that line.

Though this is my first attempt to write to the Magazine, I want to say that we are all "hitting the ball" on the Tupelo Sub—doing all we can toward saving the Frisco all the fuel we can and also we are trying out best to preserve the equipment; in other words, we are all trying to give the Frisco 100 per cent service. We have the best bunch of officials on any railroad and I believe we have the model division of the system.

To speak for our passenger service on this division, it's this way: We don't run these trains but one way—ALWAYS ON TIME. If you happen to be in Memphis, and headed toward Birmingham and the train leaves Memphis late—don't ask any questions, because we will put you down at the other end of the line right on the money and some fast freight service we have, too. An old timer once told me the Frisco had it down so fast that the engineer had to stop and back up to blow for the stations.

I am sending you a picture of my little daughter, Dora Lucille Cooper, age 3 months. She may sometime be a stenographer for the Frisco—but from her vocal talent displayed at present, I think it's a grand opera singer she will be.

With best wishes from the Tupelo Subdivision, I am,

Sincerely,
JACK COOPER."

And from our supply we have selected this one, from the Wright-Austin Company of Detroit, Mich., which was greatly appreciated:

"Gentlemen:

We are very much obliged for the action which you have taken in the case of an iron water column, shipped by us to Lloyd C. Bunch, Fredonia, Kans.

We particularly appreciate the prompt attention which both Mr. McCormack and Mr. Henderson have given to our claim and the thorough-going way in which you have rectified the delay which made a second shipment necessary. You may be

sure that service of this kind will be remembered.

Yours very truly,
WRIGHT-AUSTIN CO.,
Per E. M. Eliot."

The Pittsburg Elevator Company of Pittsburg, Kansas, writes in glowing terms of Frisco Service:

"Mr. Smith, Agent, Springfield, Mo.
Dear Mr. Smith:

We certainly appreciate the service and promptness in which you have handled the some twelve or fifteen cars of corn that we have shipped to Springfield for inspection and which were later diverted.

We want to congratulate you upon the co-operation of our office force in promoting a better feeling between the Frisco and its patrons. We are having good service in Pittsburg and at first we were complimenting ourselves for our personality which we thought was responsible for the good service, but we have been convinced that it is a Frisco policy to give good service to all of their patrons. We are certainly proud that our industry is located on the Frisco and served by its lines.

Thanking you again, we are,
Sincerely yours,
PITTSBURG ELEVATOR CO.,
Per W. F. Conner,
Vice-Pres. and Sales Manager."

From a courtesy standpoint, as well as from a standpoint of just commending Frisco Service, this letter is appreciated. It was the result of chief clerk to general agent at Seventh Street Station, St. Louis, holding a shipment for the National Candy Co., that had been delivered to us for forwarding to Tulsa:

"My Dear Mr. Miller:

In reference to our personal conversation this afternoon over the phone in regard to six containers of candy made by our A. J. Walter Factory to the Boston Confectionery Co., Tulsa, Okla., I am writing this letter in order to let you know how much I appreciate your kindness in having this shipment stopped and held, and I want you to feel, any time we can be of any service to you, you are at liberty to call upon me.

Our Walter Factory will call for shipment tomorrow morning without fail.

Yours very truly,
W. C. LINDSAY,
Traffic Manager,
National Candy Co."

Just a patron of our road, and he took the time to tell us of our courteous employees and a pleasant trip. This party writes from Hobart, Okla.:

"Mr. E. A. Miller, Frisco Agent,
Hobart, Okla.,
Dear Friend:

My trip over your line from Oklahoma City to Tulsa and from Tulsa to Snyder, Okla., was an agreeable surprise, as I had no idea the splendid service the Frisco was now giving. My reservation on the Pullman made through you was waiting for me in Oklahoma City, and from the time I boarded the "Governor," every courtesy a most critical traveler would desire was shown me.

On the return trip, I was shown the same attention by Frisco employees, and the system of calling stations just before arrival and announcing the next station just after leaving a town, is very informative to the traveling public.

All of the trains were unusually clean; trainmen attentive to the wants of the patrons. You can rest assured that I will recommend Frisco service to my friends.

Yours truly,
ROY BENEDICT."

Handsome Ticket Office at Fort Worth



This spacious ticket office at Ft. Worth, Texas, is the pride of the Texas Lines. The ticket case of Circassian walnut, originally purchased for the Frisco ticket office in New Orleans, is one of the most handsome in use throughout the system. M. D. Riggs is district passenger agent at Ft. Worth, and Ben T. Scott is the ticket agent. At the time this picture was taken Mr. Riggs was out of the office, soliciting passenger business. The Ft. Worth office is generally one of the busiest in the Union's largest state. The men in the picture, left to right: Talmadge Croft, seller; Ben T. Scott, city ticket agent; John B. Latimer, assistant.

John H. Davis, Frisco Engineer, Dies at End of Run

"Uncle Jack" Found Dead in Cab at
Jonesboro, Ark., After Trip
on Train No. 101

The body of John H. Davis, Sr., aged 58 years, reached Memphis March 13th from Jonesboro, Ark., from which point it was brought by relatives following Mr. Davis' sudden death on board Frisco train No. 101, on which he had been engineer for the past 12 years.

Engineer Davis, "Uncle Jack" as he was known to hundreds of people between Thayer and Memphis, had just brought Frisco train No. 101 to stop at Ravenden, Ark. He apparently was in good health, although his fireman, Proctor Lamb, had noted that when the engine had struck a horse before reaching Ravenden, that "Uncle Jack" became slightly unnerved.

When the train stopped at the Ravenden station, various members of the train crew went about their respective duties. Conductor Mike Lynch received orders and went forward to the engine to deliver a copy to the engineer. About the same time the fireman discovered Mr. Davis' body lying on the floor of the cab on the fireman's side. With Conductor Lynch, Fireman Lamb assisted the stricken engineer to the engineer's side of the cab.

A few minutes later he was removed to the baggage car and engineer Halstead, who was a passenger on the train, took Mr. Davis' place in the cab and brought the train to Memphis. Engineer Davis died before the train reached Black Rock, the next station, where a physician met the train.

Byron Callender Retires

(Continued from Page 24.)

which was then an Indian Reservation. It was a usual sight to see the native Indians, decorated in their gaudy blankets and gay feathers, grouped together in silent stupefaction at different points along the line, gazing interestedly at the swift and sure progress of the wonderful "iron horse". Beautiful and graceful deer roamed contentedly among their native haunts, and wild turkey were to be seen in abundance—a veritable and unimaginable paradise to the hunter of today.

Was Active in B. of L. E.

Mr. Callender has at all times evinced a personal interest and taken an active part in the affairs of the B. of L. E., and enjoyed the fullest confidence of the members of his lodge, having on several different occasions been appointed delegate to the national convention. He also held office as Secretary of Insurance for Division No. 507, for 16 years.

Mr. Callender, we regret to see you sever active connections with our railroad, but know you will ever be a loyal supporter of our organization. We are proud of the many years you have devoted to the further advancement and perfection of the splendid service rendered by the Frisco—proud of the manner in which you have always performed your duty as you saw it outlined before you—proud of the fact that this railroad company should be endowed with such qualities as would determine a man to spend the major portion of his life in its employ, and we join one and all in wishing you many years of health, happiness and contentment, in which to enjoy the benefits your long years of faithful service with the Frisco entitle you.

Greater Efficiency of Operation in 1924

The improvement of railroad operating conditions last year over those of the year preceding is seen in reports from 173 roads compiled by the Interstate Commerce Commission. Among these were the percentages of unserviceable equipment, averaged up for the twelve months. The average percentage of unserviceable locomotives in freight service in 1924 was only 18.8 compared with 21.6 per cent in 1923. These figures include both heavy and running repairs. The percentage of unserviceable freight cars in the same periods was 7.8 per cent last year compared with 8 per cent in 1923.

The number of freight cars per train increased from 39.9 cars in 1923 to 41.7 cars in 1924, an increase of almost two cars per train. This increase is of importance because increasing the freight train load is one of the vital factors in reducing operating expenses.

The average load per car is another important factor in train load. This showed a decrease from 27.9 tons in 1923 to 27 tons last year. This decrease is explained by the fact that the 1924 traffic was less than that of 1923, and the average load per car is less in periods of light traffic than in heavy traffic. In 1923 traffic was the heaviest on record.

The net tons per train, which is the actual weight of the loading, showed an increase from 713 tons in 1923 to 715 tons in 1924. The average speed of freight trains increased from 10.9 miles an hour to 11.5 miles an hour.

Coal consumption per 1,000 gross ton miles showed a substantial decrease. In 1923, 161 pounds of coal were used per 1,000 gross ton miles, while only 149 were used in 1924.

Passenger service improvements similar to those in freight service were recorded. The most important was the reduction of the pounds of coal used per passenger train car-mile from 18.1 pounds in 1923 to 17 pounds in 1924.

Letters From Old Time Railroad Men

All of These Men at One Time Worked for the Frisco

Into the office of the Magazine come letters from former railroad men—engineers, firemen, conductors, who formerly worked for the Frisco—who, receiving a copy of the Magazine and reading some of the veteran stories, live again in the good old days when all the light that pierced the darkness in front of the old-time engine was a coal oil one—and nobody thought that some day they'd have the big 1500 oil-burning men of war to replace the old-time two by fours.

And so these veteran employees—most of them pensioned, or at least having to their credit years of service with the Frisco—write and tell of their experiences.

W. L. Butler, formerly a conductor on the Kansas City District, and who now resides at Puente, Calif., writes, sending his best regards to his old friends on the Frisco.

E. R. Butler, father of W. L. Butler, has been in the service of the Pennsylvania Lines for 40 years as conductor; a brother, E. R. Butler, Jr., has been in the employe of the Pennsylvania 43 years as conductor and W. L. Butler has been in actual railroad service 54 years—30 of these with the Frisco. The record of his father, brother and himself totals 137 years.

Mr. Butler was pensioned in 1924 and is now residing in California. Many changes have taken place in railroad circles, he writes, since he has been in and out of the service—from the small engines that handled 8 and 10 cars of 10 and 12-ton capacity to the modern, standard type of 3,000 and 4,000 tons and handling 100 to 150 cars. He remembers having charge of the first vestibule train, years ago.

Mr. Butler would enjoy greatly hearing from his old friends along the Frisco.

An then comes a letter from W. R. Myers, of Roff, Oklahoma, and he says he thoroughly enjoys reading the Magazine.

Pensioned in 1921, Mr. Myers can boast of 21 years of service with the Frisco, beginning his career as a pumper. A bit of advice is contained in his letter to the Magazine:

"***** I am proud of the Frisco. My salary was not so much, but I always tried to do my duty and be loyal to the company. Dear readers, do your duty and be loyal. Don't quit because everything does not go just to suit you. If your job is worth doing at all, it is worth doing well."

The only time some men think they have no kick coming is when it comes time to kick in.

Frisco Carried Three Thousand Cars of Dairy and Poultry Products

Splendid Record for 1924 is Reported by A. J. McDowell, Dairy Agent at Springfield

Dairy and poultry products formed a goodly portion of the 1924 shipments over Frisco Lines, according to A. J. McDowell, dairy agent at Springfield, and brought about a considerable increase over 1923.

A total of 842,363 cans of cream, at 350 cans to the car, made a total of 2,407 cars of that commodity to travel over the Frisco, Mr. McDowell reported. The 1924 total was an increase of 272 carloads over 1923.

Four hundred and fifty cars of butter moved out of the Ozark territory alone over Frisco Lines last year, together with 1,261 cars of eggs, 848 cars of live poultry, 382 cars of dressed poultry, making a total of 2,941 carloads of these products. The 78

carloads of evaporated and condensed carried still farther over the system.

In 1924, 17,030,945 pounds of butter were churned in the Ozarks according to the dairy agent's statistics. His figures indicate that approximately half of that amount moved over the Frisco in carloads.

"If the same is true of poultry and eggs, and we believe it is, although we have no way of checking," Mr. McDowell writes, "this carload movement would represent about half of the production. If this ratio may be carried still farther over the entire system, then the total dairy products, including cream, butter, eggs, live and dressed poultry handled by the Frisco would be 12,567 cars."

This approximation conveys an increase over 1923 of 1,268 cars.

If the Ozark country ice cream production, which was 591,442 gallons, or 197 carloads, be added to the 12,567 cars of other dairy and poultry products, the total would be 12,764 cars.

Fadler Produce Co., Pittsburg, Kansas



The accompanying photograph of the magnificent plant of the Fadler Produce Company, at Pittsburg, Kansas, was crowded out of the March number of the magazine due to a superfluity of pictures and an over-abundance of "copy". As the Fadler Company is one of the most important business concerns in Pittsburg, it is our wish to correct this error.

The plant of the Fadler Produce Company at Pittsburg, is recognized as one of the best equipped plants west of the Mississippi River, and is modern in every detail. Its business is enormous, making the company one of the largest carload shippers in the city. Mr. L. F. Fadler, of Pittsburg, is president of the concern.

Modern Air Brake

(Continued from Page 20.)

This device is so designed that the amount of braking power desired by the person operating it, is at the will of the operator. That is, he may wish an application of the brakes to merely slow the speed, or to gradually bring the train to a stop. Perhaps there is danger ahead and he wishes to stop immediately. These are all possible with the modern air brake equipment.

The maintenance of this wonderful controlling device by the railroads, necessitates keeping skilled mechanics at all the different railroad terminals, so that the service to the American people may be uninterrupted. Stocks of repairing material costing

millions of dollars annually are maintained at convenient points so there may be no delay to the cars loaded with the necessities of life. These repair materials are so standardized that a car belonging to the New York Central Railroad may have its air brakes repaired or properly taken care of in any part of the United States without a serious delay to the car.

When you stand on the station platform, and see the monster locomotive drawing its train of human freight, controlled by the hand of the engineer in the cab, rush by and finally come to a stop as gracefully as a bird alighting from flight, pause and think kindly of those making transportation as it is today.

Maintenance of Refrigerator Cars

(Continued from Page 11.)
FORT SCOTT, KANSAS

200 coal cars, 100,000 capacity, series 73,000, 74,000, 76,000 and 77,000 being rebuilt; 85 coal cars 100,000 capacity being converted into flat cars.

SHERMAN, TEXAS

Giving general repairs to 200 SF stock cars, series 46,200 to 47,199.

Giving general repairs to all equipment built and rebuilt in the last three years, at all shops. Expect to get out at least 8,000 cars in the year of 1925.

At the West Coach Shops, Springfield, Mo., in addition to regular line of work, they are building three new baggage cars.

Steel underframing six express-refrigerator cars;

Steel underframing two SF cafe cars;

Equipping 38 cars with electric lights in place of gas;

Equipping 30 cars with Vapor Steam heat in place of Baker Heaters; Rebuilding five baggage cars, equipping with steel underframes, electric lights and steam heat;

Rebuilding 5 combination mail and baggage cars—equipping with electric lights and steam heat;

Rebuilding two combination mail and baggage cars for branch line service, equipping with electric lights and steam heat.

We are building at the American Car & Foundry Company's Shops at St. Charles, Mo., ten new all-steel baggage cars:

70' long
9' 10" wide
6 wheel trucks
Clasp brakes
Electric lights
Steam heat
Turtle back roofs.

Operating Income of Class One Railroads Increased \$14,454,-800 in January

Expenses on Operation Dropped More Than Million Over First Month in 1924

Gross operating revenue of Class One railroads, having a total mileage of 237,128 miles, amounted to \$484,773,600 in January, 1925, according to reports for the month compiled by the bureau of railway economics from returns filed by the carriers with the Interstate Commerce Commission. This was an increase of \$15,787,400 or 3.4 per cent over the same month last year.

Operating expenses totaled \$383,734,800, a reduction of \$1,357,200, or four-tenths of one per cent under those for January, 1924, while the net operating income was \$65,842,000 compared with \$51,387,200 in January last year—making an increase of \$14,454,800.

DID YOU EVER STOP TO THINK?

By E. R. WAITE, Secretary,
Shawnee (Okla.) Board of
Commerce

THAT the ST. LOUIS and SAN FRANCISCO is a great Railroad? It is famous the world over.

BECAUSE the FRISCO stands with its eyes to the sun, seeing the great future ahead of the country it serves.

BECAUSE where business goes, a better country grows. On account of the progressiveness of the officers and employees of the FRISCO, people are seeking new locations along its lines every day.

BECAUSE there is a great diversification of manufactured and agricultural products along its lines. They are shipped to all parts of the world.

BECAUSE it has the reputation of being a good Railroad, and lives up to that reputation.

BECAUSE its officers and employees have a forward vision. They have such a booster spirit that no one can escape its influence.

The officers and employees of the FRISCO are men of broad vision, initiative and energy, who are filled with a determination to give even greater service than they now give.

Frisco Pioneers

(Continued from Page 9.)

unsafe manner, or any unsafe conditions, they reported to the master mechanic or the superintendent on that division, in order that we might have the trouble corrected. We all know that it is the little things that cause accidents, and since we have put this plan in effect, there has been something over 300 reports filed and something like 200 of the conditions that have been reported, corrected. We, of course, will never know just how many accidents we have avoided by the reporting of these 300 unsafe conditions. We do know, however, that so far as our employees are concerned, we have had something over 50 less injuries during the months of January and February, as compared with the same period for 1924, and I am thoroughly convinced that as soon as we get all of our plans perfected and every employee understands what we are trying to do, we will reduce our injuries to employees at least 60 per cent for the coming year."

The Safety Department has received great numbers of letters from school superintendents, thanking the Frisco for sending Morrill and Harrison to their schools, and requesting that they return for another talk on safety measures.

Comparative figures for 1923 and 1924 show the progress made during the latter year in accident reduction.

Ten Safety Commandments

1. All railroad crossings are dangerous.
2. Don't stand too close to the track.
3. Always look in both directions before crossing tracks.
4. After train passes don't be in a hurry, there might be another one from the other way.
5. Never walk along railroad right-of-way.
6. Don't hop moving trains. Thousands of children are injured each year by this practice.
7. Play your games somewhere else than near a railroad track.
8. Moving trains are dangerous things. Wait until they make a complete stop before getting on or off.
9. Talk safety to your fellows. If you save one life, you have done invaluable good.
10. Always think of the engineer. He is thinking of you.

In 1924, 23 autoists were killed and 359 injured by grade crossing accidents on the Frisco Lines, while in 1923, 32 autoists were killed. Six more were injured, however, in 1924. But nine lives were saved in 1924 over 1923 among motorists only.

The table shows in total of employees, passengers, autoists, licensees and trespassers, a decrease of 58 killed and 1,122 injured in 1924 over 1923.

And that splendid record, Mr. Hudgens believes, is largely responsible to the intensive safety work being conducted on the Frisco.

Mr. Hudgens issues through this number of the Frisco Employees' Magazine, an urgent request.

"I want to stress this request," he states, "that any of the magazine readers who know of any defect existing on the Frisco, which might in any way contribute to injury, report such condition to this office, in order that it may be corrected."

Engineer Walter Smith's Record

On February 7th, Engineer Walter Smith, of Birmingham, Ala., was called at Amory, Miss., to go out on Extra 38 south with a through train of merchandise to Birmingham, Ala. This train only made two stops for water—at Crews and Cordova tanks. Train had 1,400 tons out of Amory to Birmingham and the run was made in 7 hours, 15 minutes.

This fine run was made, only through the co-operation of every man who had anything to do with it, and was one of the best runs made on water by engine 38.

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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

VOLUME I

MAY, 1925

No. 8

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employees' Magazine

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

Associate Editors

WM. UNDERWOOD Chairman
HOWARD PICKENS Secretary

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

VETERAN GONE

Ezekiel White, Former Station Agent, Dies

Beaumont Junction, Kansas, Employee
Served the Frisco 36 Years

Death has again entered the ranks of our pensioned employees and taken as its grim toll, Ezekiel White, age 72, former pensioned agent.

Mr. White was born in Marshfield, Ind., April 11th, 1853, and first entered the service of the Frisco in 1888, as agent at Beaumont Junction, Kans. It was while working at this point that Mr. White received injuries which left him crippled for life, but not so badly maimed that he was incapacitated for work.

Stationed as crossing watchman in Springfield, Mo., at the Boulevard crossing, he served for many years until he was transferred to the Broad Street crossing.

Remaining there until 1911 he was again transferred to Wishart, Mo., where he became station agent. This position he filled until March 24, 1914, when he was retired on pension.

June, 1920, proved to be a sad month for Mr. White, as he lost his faithful companion, Sarah M. White, to whom he had been married 44 years. From this time on, Mr. White's health began to fail, and in September of 1924, he became seriously ill, suffering from hardening of the arteries and high blood pressure.

It was necessary to remove him to the Frisco Hospital in St. Louis, and on January 24, 1925, he passed away.

A man of generous impulses and unimpeachable character, he leaves a host of friends who remember this kindly old man, who served the Frisco for thirty-six years, faithfully and well.

He is survived by five children, three sons and two daughters.

Section Men Perform Important Work For Those Who Travel Rails

Average Traveller Disregards Guardians of Track and Roadbed Who Labor Toward Safety and Comfort

The observation car is always crowded with folks who want to get a wider view of the country through which they are passing, and more than once a comment is made on the roadbed as it disappears into two thin lines of steel for mile after mile. But the average traveler, who gives a wave of the hand or a nod to the section men who step out of the way while the train passes by, does not realize just what relation these section men have to the fine roadbed over which he is passing.

The section man's work is largely confined to the track and roadbed, therefore it necessarily follows that his work is extremely important and at the same time he probably receives less pay than any other class of labor

to proper gauge; it must be properly lined; it must be properly surfaced, as well as properly tied, that is, the proper number of good ties be maintained at all times under each rail on the main line and each rail on the passing or other auxiliary track. The switches must be kept in good condition; the switch lights properly cleaned, and kept lighted at all times and burning so that they will give a clear view to the engineer.

Care of Lights Is Important

But more in detail as to his duties: the care of the switch and signal lamps is one of his most important. This means cleaning and lighting them. It means there must be no light failures and these lights, which the section men take care of are in-



Superintendent E. L. Magers of Eastern Division, section foreman and gang, at Brookline, Mo. Reading from left to right: E. L. Magers, superintendent; Claude Tuter; Earl House, foreman; Robert Staggs; Hubert Forster, and Doc Sumner.

employed on a railroad. If there is any imperfection in the track, that is, to any great degree, (and by track this also includes the switches, etc.), it is bound to be felt in the train operation and may be extremely hazardous.

This hazard the section man attempts to avoid under the supervision of his foreman. In order to make this track safe, certain standards must be followed and certain work performed. The track must be kept

stalled on switches, block signals, interlocker signals, railroad crossing signals, etc. They mean a very great thing that there is either danger or deal to the engineer, indicating to safety ahead and generally speaking, of course, red means danger and green means safety. These lights are the sign language for the engineer and more perfect than speech.

Another duty of the section men is applying ties. The section foreman and all concerned have instructions

and know that there must not be a broken tie in the track anywhere. The section men are the ones who get the instructions fast and who literally comply with these instructions.

They are also required to load and apply ballast. This may refer to rock, gravel, chatts, or cinder ballast, all of which are used on the Frisco and the application means as a general rule, retamping every tie where the ballast is applied, so that each individual tie will have a firm foundation and there will be no material letting down, or giving way, under the pressure of heavy engines and loads.

Quite important to the even riding of the cars, engines and trains, is a straight and level track. This requires lining and surfacing to do away with any rough spots, and prevent damage or derailment.

Proper drainage is said to be the life of track, therefore a great amount of time is spent by section men cleaning ditches along the side of the track, so the rain will flow away from the track and the roadbed, thus doing away with any possibility of soft spots, which if allowed to exist, will cause serious trouble and possible accidents.

Called Out in Emergency

In times of extreme heavy rainfall, cloudbursts, or storms bordering on cloudbursts, the section man is called upon to get out and patrol the track, to make sure that it is entirely safe for the operation of trains and if he finds it is not, he sees that proper flag protection is maintained in order to keep the trains from running into trouble, reporting the conditions just as soon as he can to the dispatcher.

Switches must be inspected every day. They require close attention. The points must always fit closely, all bolts must be tight and so applied that the nut will be uppermost, thus being visible and free to inspection. In addition to the nut being tight, a cotter key is inserted which prevents any possibility of the nut working off and the bolt being dislodged from its proper location.

There are, of course, a great many other duties which are required of these men, such as: grassing track, mowing and burning right of way, dressing ballast, cleaning station grounds and yard, laying rail, applying tie plates, tightening bolts, repairing right of way fence, repairing or putting in cattle guards, looking after public and private crossings, gauging track, coaling engines, cleaning snow and ice from switches and frogs or station platforms.

All of these duties are performed under the supervision of the section foreman.

As the track requires constant inspection, these men are required to live very near to their work, as they do not know at what hour of the night or day they may be called upon to perform any one of the above duties.

The accompanying picture, which was taken at Brookline, Mo., on the

Eastern Division, shows in the rear a section tool house, superintendent of the Eastern Division, E. L. Magers, section foreman and his section men on their section car ready to go to some point on their section.

The railroad could be likened to a huge wheel, with hundreds of spokes, each important to the rotation of the wheel, but one of the strongest and one of the most necessary spokes is the section men, who brave ice and snow, rain and wind, patrolling the track, mile after mile in dreary solitude, perhaps far into the night, to see that the track is safe for the burden of life which must pass over it.

Forty Year Badge to Engineers Morrill and Hufschmidt

B. F. Cooper, General Chairman of
B. of L. E., Presided Over
St. Louis Meeting

You have no doubt thought it a comparatively easy matter for a man to secure a position as fireman, after he had gone through the necessary work.

But have you ever given a thought to the time it takes for him to become an engineer?

Here are some statistics: Out of every 100 men who apply for a position as a fireman, 15 per cent fail to pass the physical examination. These same men can go into any army or navy enlistment office and pass a perfect physical examination, but their failure to pass the examination standards set by the railroad, is because they are so very rigid.

If they happen to pass, out of every 100 firemen, only 17 of them ever get to be engineers, and out of these 17, only 6 finally reach the position of passenger engineer.

These statistics were given by B. F. Cooper, general chairman of the Brotherhood of Locomotive Engineers, when the engineers met on the night of March 11th to present the Forty Year Honorary Badge to Brothers J. W. Morrill and Charles Hufschmidt.

It was a meeting of old friends, and comrades and many a story was recalled when the two honored members were "firing" long before they reached the coveted position of engineer. The presentation of the badges was made by Carl Rudolph, an organizer for the Brotherhood of Locomotive Engineers, and in his presentation, he brought out the four standards set by the Brotherhood: Sobriety, Truth, Justice and Morality.

Mr. Morrill, who is better known to the Frisco folk as "Uncle Billy," and Mr. Hufschmidt were deeply touched and their short speeches of response showed deep emotion.

H. W. Hudgens, of the Claim Department, represented the officials and expressed the respect and high regard the Frisco officials hold for these veterans.

E. T. White, local chairman of the Brotherhood, presented each of the

honored guests with a beautiful gold watch charm from the firemen. On one side was the monogram of the Brotherhood, and on the other the emblem of the Masonic Order.

The Ladies Auxiliary was represented by Mrs. Ella D. Turner, who extended the congratulations of that organization.

During the evening, Mr. Cooper called on the following for short talks: D. W. Gramling, chairman of the Missouri State Legislative Board; General Chairman of the Missouri Pacific System A. W. Machin, and General Chairman of the St. Louis Terminal Railway R. H. Wadlow.

John Weckerly of Division 428, who resides at Newburg, Mo., was introduced by the chairman as "The Daddy of Them All". Mr. Weckerly is the oldest of the veteran engineers on the Frisco Lines. Many of the present day veterans have fired for him.

Martha C. Moore, associate editor of the Frisco Employees' Magazine entertained the veterans with a musical monologue and a humorous selection entitled "The Railroad Crossing", which added to the merriment of the evening.

The musical part of the program was given by the following: Miss Davis, daughter of Engineer Harry Davis of the Chaffee District, a piano solo; Little Miss Hedges, six year old daughter of W. K. Hedges entertained with a number; Miss Donahue, daughter of W. J. Donahue, delivered an appropriate selection; Morrill Crowe, son of Thomas Crowe and P. Clancy sang selections which were enthusiastically received.

A buffet luncheon was served at the close of the meeting, and introductions were not necessary, as everybody was acquainted, and a half hour of good fellowship followed before the guests departed.

HUGO, OKLAHOMA

W. F. MOORE, Reporter

The first social meeting of the Hugo Chapter of Federated Shop and Car Employees was held Monday, March 2, 1925, in assembly room of passenger depot.

The first meeting was held mainly as a "get-together," "get-acquainted" meeting. Between 75 and 100 people were present and of the total number of employees that could come without laying off, only three families were not represented.

Due to the large crowd and small room afforded, no planned program was followed.

Speeches of the foremen and visiting members from Paris, Texas, and readings from the ladies constituted the program for the evening.

Music and cards were enjoyed by a number, and at the close of the meeting, refreshments were served.

The next social is to be held the first Monday of the month and is to be a real entertainment. Elaborate preparations are being made so that the crowd can be kept moving and fun abound in great quantities.

The Question Box

Conducted by A. H. OELKERS

The following questions and answers were submitted to the Question Box by J. A. Pullar, apprentice instructor. These were taken from Apprentice Lessons. Send all your questions to Mr. Oelkers, in care of the Magazine, and he will give you an answer:

Question: What is the object of locomotive boiler inspection?

Answer: It is to determine as to whether the boiler is in good condition for service, and the amount of steam pressure to which it can be safely subjected.

Question: How is the inspection made?

Answer: By making a careful examination of all parts of the boiler.

Question: What are the parts of the boiler that should be examined in detail?

Answer: The shell or barrel, the sheets of the firebox, the stay bolts, the braces and the tubes.

Question: How is the barrel to be examined?

Answer: For a complete examination of the shell of the boiler it is necessary that the tubes should be removed and the jacket and lagging removed from the outside. When this has been done, the metal of the shell should be carefully examined in every part for defects due to corrosion and leaks. The interior is to be examined by entering through the top of the dome, which is large enough to admit the body of a man.

Question: What are the usual forms of corrosion to be found in the shell of the boiler?

Answer: They are pitting and grooving.

Question: What is the appearance of pitting?

Answer: It appears as its name indicates in the form of pits in the surface of the metal. These pits may vary in size, from the size of the head of a small pin to large patches cut into the surface and presenting the appearance of a skin that has been pitted with smallpox. Usually, however, there is an area of smooth metal between the pits.

Question: What is the appearance of grooving and where does it occur?

Answer: Grooving, as its name also indicates, is the formation of a groove in the body of the metal, and it usually occurs close to a lap or seam in the shell.

Question: What is most important in firing an oil-burning locomotive?

Answer: Keeping the fire regulated to suit the draft of the engine. The amount of air drawn into the firebox is dependent on the amount of steam being used because the exhaust steam in passing through the stack sucks the air into the firebox. The fireman must at all times observe the working of the engine and feed the quantity of fuel oil to suit the draft created by the exhaust steam.

Question: What is meant by the flash point of oil?

Answer: It is a term used to indicate the physical property of any oil that will burn and has reference to the ease with which it may be ignited. When an oil is heated so that it gives off vapor the flash point is designated as the temperature at which it evaporates fast enough so that a flame brought to the surface of the oil will ignite the vapors with a flash and then go out again. When the temperature is brought high enough so that the vapor comes off fast enough to sustain the flames, the "fire point" is reached.

TRIBUTE TO ENGINEERS

Recognition is coming to the valient members of the engineering profession, as indicated by this splendid article from the Scientific American. It is justly so. Wherever the vanguard of civilization leads, wherever dangerous days and lonesome nights abound, wherever work of a constructive nature calls, though it be nerve-racking and soul-straining—there the world will find the engineer. We produce this article with pleasure:

From the Scientific American
If we were asked to name the body of men to whom more than any other civilization owes its marvelous facilities, we would name the engineers. Furthermore, if we were asked to pick from among the leading professions that one whose prominent names pass most readily, even though most unjustly, into partial or absolute oblivion, we would have to name again the profession of engineer.

During the prosecution of any great and difficult engineering construction, both the work and its author supply good copy for daily papers. But once the great work is completed in service, the politician and the banker begin to play the star parts in connection with the enterprise, and the man of genius, who had the imagination, skill, perseverance and the executive ability to put the work through, slips quietly into the background.

Fortunately, there are exceptions; though they are painfully few. To look at a locomotive is to remember Stevenson, and the river steamboat brings Fulton to mind. Charles Parsons, Bell, and Marconi, without any direct effort on their part, have stamped their names forever on the steam turbine, the telephone and wireless transmission. But for the few that, by the accident of things have been thus fortunate there are hundreds, nay thousands, of engineers both civil and mechanical, who as contributors to the upbuilding of our modern civilization are forgotten; whose names are not now and probably never will be associated in the public mind with their public works.

Parsons Built Gotham Subways

William Barclay Parsons designed and built the first New York subways. To judge from daily talk, a stranger might well believe that a certain John Hylan did it.

Our commerce thunders on steel rails across the wide span of the Mississippi, or moves safely by ship out through the bars and sandbanks at the mouth of that river; but who among us today

ever think of the credit due to that great engineer Eads, who, by his system of jetties opened up to commerce the entrances to the Mississippi and to an untold number of harbors and rivers throughout the world.

Give Them Credit

Ask yourselves, good friends, when you have solved your nightly crossword puzzle, who it was that built the first transcontinental railway or the great 125-mile aqueduct from the Catskill Mountains to New York City, or the vast irrigation dams of the West; or name the men who were responsible for the marvelous water turbines, generators, and vast tunnels and shafts which have made the power of Niagara available for industrial service. If you fail to answer these questions, perhaps you can call to mind the names of the men to whom we owe the present huge steel industry, upon which more than upon anything else the industrial development of the world depends. Who was it that rendered steel so cheap that it became available for almost any constructive work of architecture or engineering? Do you realize that the world has been very ungenerous to its engineers in the matter of memorials? We have shafts, effigies and "forget-me-nots" to kings, popes, bishops, soldiers, politicians and what-nots without end; but how many great memorials can you find to the engineers who, more than all of these, have made this boasted civilization of ours what it is?

"Hoots From Springfield's Night Owls"

South Roundhouse, Springfield, Mo.,
Night Force
EMERY HAGUEWOOD, Reporter

Claude White, S. M. W., has been absent several nights on account of the death of his mother. Your reporter, having recently experienced that same loss, offers you his sympathy, as does the entire night force.

We were very agreeably entertained several nights ago by the presence and talk of our genial general chairman, Wm. Underwood, and as a result, "Every employe is a member", of the Frisco Association of Metal Crafts and Car Department Employes.

Tommy Elkins informs us a fine big boy took up his abode at his home several days ago. Hope to have the little shiek's picture for the Baby Page soon.

Say, if the rest of you fellows hear someone go whizzing by, but can't see them, we'll just tip you off as to who it is. It's the boilermaker and his helper going from one hot one to another.

Otis Cook is our new electrician, taking the place of Charles Fletcher, transferred to Wichita, Kans.

The whole force is interested in the bill now in the State Legislature to legalize racing in Missouri. The chief cause of this interest is the proposed race between Evan Carr (blue borer) and a terrapin. The race will start in the roundhouse at the east end and extend to the south end where the contestants will do a square right-about and return over the same course to the starting point. The reason for doubling back is that neither one can claim a handicap by being on the outside track all the way.

Shop Methods of Counterbalancing Driving Wheels

Some few months ago, instructions were issued to those concerned, regarding the rules for counterbalancing of driving wheels.

This technical data, besides proving itself valuable, is unusually interesting to the shopmen, and in answer to numerous requests, and through the kindness of R. F. Peters, mechanical engineer, these complete instructions are given below:

1. Proportion of weights to be balanced.

All of the revolving weights and two-thirds of the reciprocating parts should be balanced.

2. Revolving parts—weights:

Weights of one-half of each side rod bearing on crank pin for each driver; for main crank pin add the back half of main rod.

Each wheel should be accurately balanced for all its revolving weights. See Figs. 4 and 5 for method of weighing rods.

3. Reciprocating parts—Weights:

Piston with rings, piston rod, keys, crosshead complete, crosshead pin, and the front end of the main rod with brasses. See Fig. 5 for method of weighing main rods.

Take two-thirds of the weight of reciprocating parts and distribute it equally among all wheels.

If the small diameter of the main wheel will not allow of sufficient counterbalance according to rule, then increase the balance in each of the other wheels to compensate, but in no instance must this excess be greater than 50 pounds per wheel.

4. To find the amount of lead required:

Place axle with its journal on the straight edges as shown on drawing, see Figs. 1 and 2, and level the straight edges by means of the adjusting screws. Turn the wheels until the center of one crank pin is above and exactly in a vertical line drawn through the center of the axle.

Hang the yoke on the opposite (horizontal) pin, see Fig. 3, then add weights until the sum of the weight of the yoke and added weights just balance the wheel, then deduct this weight (weight of yoke and test weights) from the combined weight of revolving and reciprocating weight on the crank pin and the remainder will give you the amount of lead to put in the counterbalance pockets.

5. Shop method of counterbalancing driving wheels:

Place the axle with its journals on straight edges as shown in Fig. 1, and level the straight edges by means of the adjusting screws.

Follow the method of leveling shown in Fig. 2, to get accurately the center of crank pin on horizontal center line through axle.

Hang the yoke on pin as shown in Fig. 3, then add weights until the sum of the weight of the yoke and weights

Complete Diagram Instructions

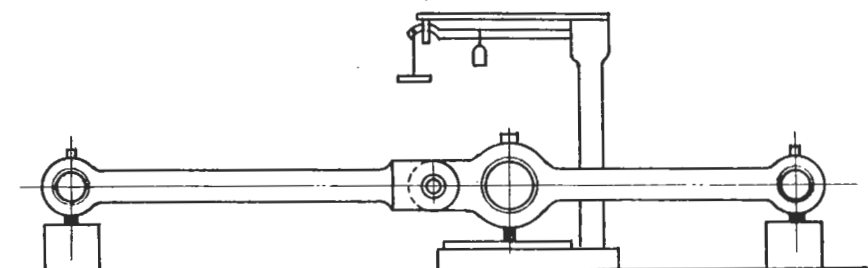
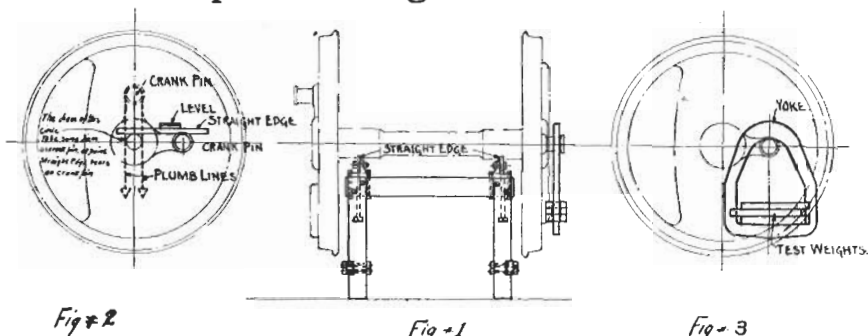


FIG. 4.

Side Rod Complete with Brasses.

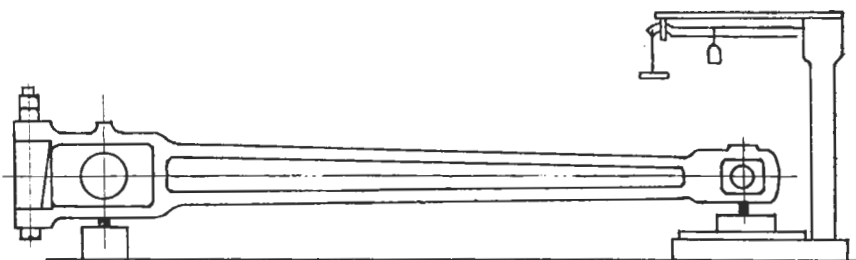


FIG. 5.

Main Rod Complete with Brasses.

equals the exact sum of weights of all detached revolving parts on this wheel, plus the proportion of the reciprocating parts as determined in paragraph No. 3. Increase or decrease the counterbalance opposite the crank pin until it exactly balances the weights hung on pin.

Example: Take engine 745:

| | Pounds |
|---|--------|
| One piston | 310 |
| One piston rod | 195 |
| One crosshead, alligator type, complete | 570 |
| One crosshead pin | 36 |
| One front end of main rod and brasses | 298 |

Total weight of reciprocating parts 1,409

Take two-thirds weight of reciprocating parts which is $1,409 \div 2/3 = 939$, and divide it equally among all drivers, $939 \div 3 \text{ drivers} = 313 \text{ lb}$ for each driver.


For method of getting weights of side and main rods on crank pin, see Figures 4 and 5.

| | Back | Main | Front |
|--|------|-------|-------|
| Reciprocating wts. to be balanced..... | 313 | 313 | 313 |
| Back end of main rod | | 413 | |
| Front end side rod... | | | 184 |
| Center of side rod.... | | 387 | |
| Back end of side rod...170 | | | |
| Wt. to be counterbalanced | 483 | 1,113 | 497 |
| Weight obtained | 417 | 1,133 | 447 |
| Over balanced..... | | 20 | |
| Under balanced | 46 | | 50 |

Weather Wise

Widow Waffles: "Yes, three times I've dreamed you and me was going 'and in 'and down the church path. I wonder wot it do mean?"

Widower William (a laggard in love): "A-ah now—I shouldn't wonder if it don't mean we be goin' to 'ave a drop o' rain."



FRISCO Family News

EASTERN DIVISION

MECHANICAL DEPARTMENT SPRINGFIELD, MO.

LOYD LAMB, Reporter

Mabelle Campbell, who has been bothered with insomnia for the past several months, unwittingly followed instructions given under "Health Suggestions" published in the "Bughouse Bugle", a burlesque magazine put out by the Columbia Lock Washer Nut Company of Bridgeport, Conn.

As we recall it, the suggestion advised to eat just before retiring at one a. m., a piece of cream pie a la mode, a half cup of black walnut kernels and drink a cup of tea.

Mabelle followed out these instructions and lay down for peaceful slumbers. However, she says the peace pact was only a scrap of paper, for had she not journeyed far into the Sahara Desert to compete with Pavo Nurmi in the Olympic contests?

While waiting for her entry she drops into a "movie" where Nazimova is being screened, and to her surprise she finds that Nazimova is no other than our own Coral Ooley, all dolled up in a beautiful one-piece bathing suit. This gives Mabelle a hunch; she will not compete with Nurmi, but will go in for some of the water stunts. With this thought in view she goes up to the screen and Coral immediately recognizes her and agrees to lend her the suit. However, Mabelle is somewhat dismayed on being told that, as there is no water in the Sahara Desert, the water stunts have all been eliminated, whereupon Roy Prater comes up with his trusty sprinkler. "I have got the stuff you need, Mabelle," says Roy. "You've got the stuff I need," says Jack Hopkinson. "I haven't had a drink of home brew since I left the states." As the thirsty Jack drains the last drop Mabelle is again in a quandary. It is then that Alta Northcutt, with an ancient history in her hand advises her to perform as the athletes of old, i. e., with the discus.

"Shucks," says Hazel Dwyer in disgust, "is this only the Olympic games? I thought it was a Shrine Ceremonial." The Olympic games are rudely interrupted when some cannibals carry away the judges, whereupon "Doc" Seabough arrives with the umpiring staff of the Western Association and the contests proceed as before.

Meantime Mabelle is wildly waving a plate she has borrowed from Fullbright's Cafeteria in lieu of a discus. In making a pivot she slips and falls off the wings of an airplane where she has been secretly in training. Realizing that she has about as much chance as a peanut in a monkey cage, yet knowing that a drowning man always grabs for a straw, she begins frantically clutching the air hoping against hope that she lights in the Kansas wheat belt. Suddenly her hand comes in contact with some metal object and she decides she is about to land on the buckle of the wheat belt. At any rate, she grabs it wildly, and the electric light instantly shines forth its radiant glow.

With a shiver Mabelle raises up,

glances at the clock and finds she has been asleep just eight minutes.

Millie Alcorn, author of that touching little ballad: "The File That I Wanted is Gone From the Pile Where I Put It", states there is no truth in the rumor that she is contemplating breaking up housekeeping with Bernice, so you folks who saw Bernice out riding in a Buick and also saw her crocheting guest towels, will have to get us more conclusive evidence.

To George McKenna, Mr. Worman's secretary, goes the honor of the first vacation of the year. George is a staunch supporter of that old slogan: "Shop Early and Avoid the Lawn-mower".

We hope sometime in the near future to contribute a whole mechanical group of Frisco babies to the Baby Page. We have the "makin's" of a first string kindergarten in this office, our most recent addition being Joe McKenna, who signed up in the "Dad" league for a new boy. A new razor strap fell out of Frank Baker's pocket the other day, hope Frank, Jr., hasn't outgrown the baby page.

"Ferd" Ferbrache, our affable insurance clerk, was breaking-in on the use of the dictaphone. He had chirped off a couple of paragraphs when he decided to check up his "steno". Accordingly, he reversed the machine and proceeded to listen-in. All of a sudden the erst-while serene expression that clothed his classical features changed to one of the utmost bewilderment—and the usual calm "Ferd" yelled excitedly back into the mouthpiece of the dictaphone, "WHAT'S THAT? WHAT'S THAT?"

FREIGHT OFFICE—SPRINGFIELD

OSWALD RAINEY, Reporter

Mr. Wilson, with the Western Demurrage Bureau, has been with us the past week.

Two additions are reported with the Frisco family, Mrs. Edwin Johnson, formerly reporter for the magazine, announces the birth of a girl, Frances Mowlena. Mr. and Mrs. Howard Dale announce the birth of a girl, Ora Estalata. Mr. Dale is the seal clerk at our outbound platform.

The boss came stepping out the other morning in a new sedan. Balloon tires and everything. Now there will be no excuse for all of us not going fishing this summer.

Mae Lundstrum had a tooth pulled the other day, and you had order seen her—she was a living ad for "Climax".

Mr. Bowles has bought himself a car. He reports 50 miles an hour out of it—30 up and down and 20 straight ahead.

Bruce Crowe starred recently in a home talent play, "All Aboard". Now they are asking him for dates.

Francis BeVier is planning to take a bunch of young folks on a tour of the Yellowstone Park this summer. He is to act as chaperone. Mrs. BeVier had better go along, though. Even the best of chaperones have gone wrong, you know.

A third addition to the family has just been announced. Mr. and Mrs. M. Kelly have a big boy at their house.

Earnest Lundstrum has taken to eating raw carrots. He claims it is doctor's orders, but we think that he has heard about them making you good to look upon.

ST. LOUIS TRAFFIC DEPARTMENT

ROSE RESNICK, Reporter

When the Frisco opened its Chicago office in March, 1920, and a little later, in October of the same year, it was fortunate enough to assemble for action in that important territory, some old time Frisco representatives who were, and are still, as has been shown, some of the best "business getters" on the payroll. The only member of the original group who failed to "carry on", due to ill health, was Roy E. Pierce, who served us in Chicago territory as traveling freight agent. It is a significant fact that each and every one of this original group have been rewarded for their services by a consequential promotion in position—W. S. Merchant, who opened the Chicago office as general agent, is now general eastern agent in charge of our New York territory; E. G. Baker, who was first city passenger agent and later district passenger agent in Chicago, has recently been appointed division passenger agent, with headquarters in St. Louis; C. A. Redden, chief clerk, Chicago, has for some time past been serving us as division freight agent, Wichita territory; F. A. Edmondson, who served temporarily as chief clerk in Chicago and later as commercial agent, is now general agent at New Orleans. But to make the list complete, we are glad to announce the appointment of Roy E. Pierce as traveling freight and passenger agent, Cleveland, Ohio, effective March 1st, 1925. Mr. Pierce has been spending the past nine or ten months in the south for his health and we are glad to hear of his recovery and want to congratulate him upon the recognition of his ability as a freight and passenger solicitor. Glad to see you line up with the rest of the crowd, Mr. Pierce.

There is further evidence of recognition of meritorious service in our ranks, as indicated by the following appointments:

T. W. Bennett promoted from traveling freight agent, Pittsburg, Pa., to general agent, Cleveland, Ohio, effective March 1st, 1925; Elmer A. Hell, former tariff compilation clerk, general offices, appointed traveling freight and passenger agent, New York, effective April 1st, 1925; George Hazzard, reconsigning clerk, office of division freight agent, St. Louis, promoted to chief clerk to general eastern agent, New York City, effective April 1st, 1925.

Our congratulations and best wishes for continued success are extended to each and every one of these deserving employees.

SPRINGFIELD GENERAL STORE

BERTHA V. REED, Reporter

One of our employees at the General Store went into the grocery store a few days ago and asked the clerk if he had anything in the shape of a wash board. The clerk replied, "Nothing, only spare ribs."

Understand Bill O'Brien, price clerk, is either losing his eyesight or has regained his appetite since he quit chewing tobacco. When the whistle blows at noon he generally grabs a coat and runs and is not always careful what coat he gets. He recently

got one of the stenographers' coats and didn't notice it until he started to hunt for his pipe and found a powder puff instead.

Henrietta had a wonderful time in Dallas, Texas, February 22nd. She had the pleasure of taking a trip in an airplane.

Clyde Fullerton was one of the principal players in a home talent play recently and when he was on the stage on bended knees he said, "Bread, bread, more bread!" and in a few moments the curtain came down with a roll.

Afraid to mention any names, however, one of the employees at the General Store was asked by his girl to get her something for her neck for her birthday. When this particular day arrived, the girl was presented with a bar of soap.

R. L. Hoffman, price clerk, was granted a thirty-day leave of absence recently.

Maude Bedell, stenographer, is the first one to take a vacation this year. We are expecting her back on the job next Monday.

Joe Drennan has purchased a new Ford coupe.

R. A. Watson (all the girls know Bob) sold his puddle jumper and purchased a swell "boat" about a week ago. A Dodge coupe—some class. He has issued an invitation to all the stenographers to be prepared to take a drive just any time as he can take ten or twelve girls at one time.

S. H. Gaston, platform foreman, bears the reputation of producing the earliest tomatoes each summer in his garden, but there are several in competition with him this spring and they were expecting to beat him on early delivery this year, but a late frost killed some of the plants and it is still in doubt who will be the first producer.

The rumor about Emmett Mayabb and Faye Whinrey being married was correct. They were united in the holy bonds of matrimony, Tuesday afternoon, February 17th. Emmett is an employee of the General Store and Faye is a stenographer for the Lipscomb Grain & Seed Company. The employees wish Mr. and Mrs. Mayabb joy and happiness. They were presented with a chest of silver from the Store Room. Sure have a sorry looking bunch of stock clerks and foremen around the place now. All just as grouchy as can be, as they are trying to figure out just who of their folks did not die last year as the ball season soon opens and they have forgotten just which ones died last year, mother-in-law or grandma.

OPERATING DEPT. STATISTICIAN SPRINGFIELD, MO.

MALLIE KING, Reporter

Florence Lyons is visiting her sister, Mrs. O. H. Cameron, at San Pedro, Calif. She was accompanied on the trip by her sister, Catherine, and Margaret Weiner of the Car Accountant Office.

Evelyn Manning is with us again after having been absent for some time account of sickness.

Reva Crane made a flying trip to Memphis recently.

Mary and Mildred Prophet seem to like St. Louis pretty well.

Herman Plumb stepped out to a hen party last Sunday; had chicken, dressing and everything.

Miss Ross and some friends took an extensive trip to Monett. No, I understand they didn't go on the Frisco, but that they had a rattling good drive just the same, but really, Nelle, did you get your money's worth? Hope you and Dorothy Leake didn't spend \$50 in getting to St. Louis.

Ruth Mitchell took a few days of her vacation, and upon her return to the office had lost her voice. Everybody wonders how she spent her time, but unfortunately she can't talk about it.

G. M. Ward has moved again, three doors this side of where he did live. It is said that six moves are equal to one fire. If so, George has already

had several burn-outs and will soon be hanging out a fire sale sign.

Since installing the Hollerith machines, Claude Jarratt has been assigned the official title of "shock absorber."

FOR SALE—Confetti for the June brides. Get your orders in early. The Machine Room is anxious to please.

When in need of advice, instead of writing to Beatrice Fairfax for "Advice to the Lovelorn," address such communications to R. K. Magers.

Mr. Todd is talking of grass and South Sea Isles. Must have spring fever.

The stenographers desire to thank J. R. Edwards for keeping them supplied with chewing gum.

Harry Martin recently attended a fuel meeting at Thayer. However, he had to have some excuse for going to Thayer.

Stenographers Broadcasting

Buzz for the office boy.

Peirba, bring me File 23-5.

No, I don't smell alcohol; I said, how do you spell it?

Get the call off of 75 G. J.

No, it wasn't your wife, it was a lady.



Where the trained man wins

WHETHER you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for you to decide.

If you really *want* a better job and are willing to devote a little of your spare time to getting ready, the *International Correspondence Schools* can help you. More than two hundred and fifty of the railroad systems of the United States and Canada have endorsed the *I. C. S.* method of instruction and recommended it to their employees.

You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked

the line of work you want to follow and mailed it to the *I. C. S.* for full particulars.

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| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Business Correspondent |
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| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electric Wiring |
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| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telephone Work |
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| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Architects' Blue Prints | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Poultry Raising |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> RADIO |

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Wipe that duplicator ink off your face, Marguerite, we don't care to duplicate such.

"What is good for chapped lips?"
"Two-lip salve."
My, Gosh! I've spent a dime already. Can you make out this initial, Mr. Martin; looks like H to me.
Remington Typewriter Company?
Say, make a rush call to Room 400, Frisco Building, I just knocked the L off my typewriter.
Sign off.

RELAY TELEGRAPH OFFICE SPRINGFIELD, MO.

C. H. McDONALD, Jr., Reporter
E. L. Kennedy was called to Henryetta, Okla., February 26th, account his father being seriously burned. Ralph Dickerson, extra operator, Eastern Division, filled in during Kennedy's absence.

W. I. Christopher and family motored to Hume, Missouri, Friday, March 6th. Mr. Christopher returned after spending the week-end, leaving Mrs. Christopher and daughter for a visit with her relatives.

C. M. Leek, former agent, Globe, Mo., who was assigned to vacancy in this office created by Wm. Fraser bidding in St. Louis, reported for duty Sunday night, February 22nd. Mr. Leek has worked in this office before, and everybody is pleased with his return.

Of course I wouldn't tell a secret, but, confidentially, Ben Schnelder has moved again.

Ed. Vinton, who has been a messenger in this office for the past eighteen months, has been transferred to position as clerk in Mr. Doggrell's office. Sorry to lose Ed. and he will be greatly missed by the entire force. However, glad to see him promoted and wish him best of luck with his new duties.

Don't think there's anyone here the least bit superstitious, but we are wondering why Andy Thorson layed off Friday the 13th.

Troy Hart, third trick messenger has been absent several days account illness. We hope to see Troy back on the job soon.

Mrs. G. A. Burd, who has been confined to her bed for several weeks, recently underwent an operation. We wish Mrs. Burd a speedy recovery.

C. B. Crump was absent from the office Monday, 16th, account illness.

W. V. Clayborne left us Sunday, February 22nd, for Dublin, Texas, where he has been assigned to second trick. Sorry to lose "M", and hope he will be well pleased with his new location.

SIGNAL DEPARTMENT

MATILDA C. HOFFMAN, Reporter
G. W. Cummings, draftsman in this department for a number of years, has resigned to accept a similar position with the N. C. & St. L. Railway at Nashville, Tenn. F. V. Hutchison, formerly maintainer at Winslow, Ark., has succeeded Mr. Cummings.

G. W. Cathcart, signal maintainer at Rogersville, who has been off duty for

sometime on account of an injured foot, has returned to work.

Signal Foreman S. L. Uhr seems unusually happy and is wearing the smile that won't come off since little Joe arrived to make his home with him and Mrs. Uhr.

Carl Thompson says if he could find a wife like those of some of the other members of our office force, he would take the fatal step. The home-made cakes and candies finding their way to the office from this source are delicious and greatly appreciated by all.

Messrs. Barron, Smith and Owen attended the recent exhibit of the National Safety Appliance Association and the annual meeting of the Signal Section of the American Railway Association in Chicago.

A. O. Drennan, signal maintainer at Cabool, and son Winton recently made a shopping visit to Springfield and paid us a visit while here.

Our new installation of automatic signals from Monett to Tulsa has been completed and all signals are now in service. It was a big job and the nice things said about it by representatives of other railroads who have come to make inspection, also by the officials of our own line, concerning cost, class of work, etc., makes us want to undertake another.

DIVISION ACCOUNTANT'S OFFICE

H. H. McGARVEY, Reporter

We have a cussing box in the office. Very time anyone loses his temper and lets out an outburst of profanity he is supposed to deposit one cent in the box. At present there is about sixty-five cents collected, but if Hickory Wilson would pay up what he owes, there would be enough to buy a box of cigars.

Walt Hudson has the Chevrolet bug now, and it won't be very long until he will graduate from the walking class. Boyd Orr is on his trail and when Shorty gets after them, they are "got."

We are going to take up a collection to buy several members of the superintendent's office some cigarettes and tobacco. That bunch sure has the "gimmies." The main trouble is that they are so particular; if you offer one a Camel, he wants a Chesterfield or some other brand. Who wants to contribute to this fund?

Hazel Clark's Chevrolet was stolen awhile back. It was found the next day minus a tank of gasoline and a spare tire.

We always knew we had some talent in this office. Mae Beaman and Hazel Clark are making picture frames out of some kind of clay. Mae has exhibited some of her work and it is real nifty. Hazel is just a bit bashful and won't show us just how good she is at this artistic stuff.

Our shop accountant, Errett Welch, is the proud papa of a future president who has been dubbed Patrick Errett, after his daddy and Pat Hays of the superintendent's office at Enid. The boy and his mother are both doing fine and Errett says he will match his

youngster against any kid in the country in a lung test.

M. W. Abernathy is going over the Osceola Sub at the present time. We'll hear all about Hummerville during the next three weeks.

TELEGRAPH DEPARTMENT

LILLIAN HULTSCH, Reporter

I was sitting at my desk wondering what news I would write up this month when I heard some startled exclamations from the back office. Naturally, being a reporter, I rushed to the scene of excitement. Selma Hoffman had arrived, and what do you think? She had her hair bobbed. It looks fine, Selma, but, goodness, what a shock you gave us!

Miss Deming has not said definitely when her curly locks will be cut, but—see our next edition.

Foreman E. E. Jaeger completed reconstruction work between Bolivar and Osceola week of March 21st, and will be transferred to Bourbon, Mo., on storm repair work.

The Western Union city office has become quite an attractive place for Arthur Erke recently. For further particulars watch Arthur most any evening after five o'clock.

Mildred LeBolt returned to the office March 23rd after an absence of three months. Glad to have you back again, Mildred.

We are glad to hear that Mrs. J. J. Stow, wife of chief lineman, is recovering. She has been seriously ill.

After a very enjoyable trip to West Palm Beach, Fla., Ollie Ousley returned to the office on March 23rd.

B. R. Davidson, who has been reporting for Bradley's gang, has not yet returned to work. However, he expects to be back soon.

Lillie Patton, telephone operator in the Springfield office, has also shorn her pretty tresses.

Francis Coffman was absent from the office on March 20th on account of illness.

Margaret Nolan, telephone operator at Tower Grove, Mo., is on a leave of absence and is sight-seeing in Florida.

TELEGRAPH GANG—DILLON, MO.

B. W. ELLIOTT, Reporter

We have moved to a good town—no entertainment of any kind except our own violinist, Roy Letsinger, who gives us a few selections from Kreutzer once in a while.

Foreman Pharris has become quite an expert at repairing gas lanterns when they have too much gasoline and air in them.

E. C. Daily has been promoted to the ranks of a lineman and transferred to a new gang on the high line.

The eagle eye of "Pa John" was too much for Smiles Worthy in Oliver's gang, so he has transferred to us. We surely are glad to have you with us, Smiles, but, we are telling you now, the snakes sure are bad around here in the spring of the year.

On leaving St. James, Frank Baugh led and Becky did, too.

The boys say that Clyde Miller is not much of a judge of thick ice, but Clyde says a zero morning is a poor time to test thin ice and have it break through and be three miles from a fire.

Our old faithful Ed. Gillmore is spending a few days with his brother over in Illinois.

Chas. Spratley has lost his voice. He says, in a whisper, that the sawdust ruined it.

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TRANSPORTATION DEPARTMENT
SPRINGFIELD, MO.

ALFRED BALL, Reporter

We welcome to our city, E. A. Teed of Memphis. Mr. Teed, until the 11th of March, was car service agent for the Southern Division with headquarters at Memphis, having held that position from October 15, 1923. On March 11th he was appointed general car service agent for the system with office in this department. F. C. Mansfield, formerly chief dispatcher of the old K. C. C. & S. Railway, succeeds Mr. Teed at Memphis.

H. C. Holmes, formerly of this office as chief of the merchandise bureau, has been appointed transportation and station inspector, reporting to the general manager. Effective with this change, L. R. Langsford who, before March 15, diverted the cars, was appointed chief merchandiser, and Robert L. Patrick now diverts 'em.

Telegraph Department's loss is our gain. Edward L. Vinton came to us last week as night clerk. Edward holds the distinction of being the only red-headed boy in the office. Things are looking brighter.

Harlan C. Boehm, son of the chief of police, City of Springfield, is appointed to relieve Edward L. each night at eleven, doing the night work from then till eight in the morning. Harlan hasn't a bicycle, and isn't taking lessons on a six-shooter. We're safe.

Charles H. Huss spent the last week in February in Detroit, inspecting various plants of the Ford Motor Co., and sight-seeing about the city. Wonderful place, Charley says.

Born to Mr. and Mrs. E. V. Dulin on March 18, Doris June. The Dulin Quartette: Louise, Lucille, the twins, Juanita and Doris June. Ellis is tracer of the cars in this office.

One bright, hot day, followed by several dull, cold days, caused Louise Boren and Pauline Griesmer to pack up and depart for Florida, where they are now vacationing. A card last week announced that they were having a wonderful time, wish you were here, etc. You know.

H. Everett Ervin, alias Alexander Seaphome, of musical comedy fame, rises at four, breakfasts at nine, and goes home at two by reason of a change of hours on his desk.

Elbert C. Hunt and Clarence K. Wilks transferred last week from the department of the freight car distributor to the tracing section, and William E. Gray and R. A. Bonham transferred from the department of tracing to the freight car distribution section.

F. L. & D. CLAIM DEPARTMENT

CHARLENE WILLARD, Reporter

Dog-gone the dog-gone dogs! Springfield has had in effect for a number of years an ordinance prohibiting dogs (regardless of their paid license) running at large on the streets, and just recently the Springfield police force has seen fit to enforce this ordinance, which has been the cause of a number of controversies and heated arguments, pro and con. One morning, before office hours, the Claim Department fairly teemed with condemnations against or eloquent praise in favor of the canine. One man vehemently uttered: "It's a city ordinance and for my part I'm heartily in accord with the enforcement of it. They should kill every last one of them! What good do they do, anyway? No one has any business having a dog in the city." Then up jumped a defender, who said: "Well, I am for the dogs, tooth and toe nail. There's something wrong with the soul of a man if he does not love dogs. What's a home without children? Yes, and what kind of children do we rear without a comforting playmate and bodyguard like 'Old Shep,' 'Tige' or Jack? Did you read the story of the dog, 'Balto'? Didn't it give you a thrill? What's wrong with our state government when we pay out thousands of dollars every year in taxes and yet murderers, thieves, bank robbers, including crooked bank presidents, bootleggers and other lawbreakers go unpunished, but they can pass and enforce a city ordinance and kill at sight a dog—the children's playmate!" Still another soap-box orator declared: "Kill 'em right and left. They are just as obnoxious as your next-door neighbor's chickens; they tear up your flower beds and make a bone yard out of your pretty lawn. Get rid of them." And so they debated, but we wonder who is really in the right and how the proposition could be settled equitably. That old bird, "Mr. Stork," left another little fisherman, weighing seven and three-quarters pounds, at the home of Ray Lodge, claim investigator, on March 7th. He has been named Paul James and we predict that in a few months he will be able to accompany his father on a fishing trip and substantiate some of the "fish stories" that dad can put out.

Won't somebody please inform Mary Lohmeyer that we have a brand new ice box in the hall—you know, the kind you have to be helped up on?

Everyone should hear William Parks "McFadden" McKinnell's famous lecture, entitled: "Vaccination and Its Evils." No matter how large or small the audience, the lecturer expounds his cause with the same untiring zeal. Authorities are quoted fluently. By

way of comment, it might be said that this subject is only one of many of which Mr. McKinnell is capable of handling in a meritorious manner. Subjects pertaining to health seem to be his favorite.

We are all wearing blinders since a certain young lady in the OS&D Department appeared at the office, not so long ago, flashing a white rock on her left hand, as big as a rabbit's eye. Tony Gilbert said.

Mrs. Lyda Lewis and husband have purchased a new home at 739 Missouri Ave., and are now the neighbors of Verne Tulloch, dictaphone operator.

Francis Adams, claim investigator, is again the proud father of a little baby girl, born March 13th and weighing 8½ pounds. If this bit of humanity turns out to be as pretty and dainty a little girl as her sister, Ann, we predict that it won't be long before Mr. Adams can truthfully say that he has two queens who rule his household.

Tubby Doss, paint house foreman! Mary Lohmeyer, interior decorator! Amateurs, but classy in their line.

Wonder when R. Lodge will start picking little yellow flowers for his famous "Jelly". The Jello Girl has a rival here. Don't know though, think he will join the "night shirt" brigade with his friend, "Sir Francis Adams".

Abe Martin's latest contributions to the realm of literature are destined to keep pace with the best sellers, provided the company buys enough copies for free distribution. Under the title of "Instructions Governing the Handling of Live Stock and Perishables" Mr. Martin has prepared a series of short and snappy stories, including among the best, the following:

"Why Cows Leave Home to Die."

"Why Pork is Higher Than Gasoline."

"Angora Aroma" or "Who Cried 'Baa'?"

"West of the Water Spout," or "Too Much Corn."

"The Mystery of the Missing Rope," or "Who Tied the Bull Loose."

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Official Notice—It is an established fact that this column is for the employees of the St. Louis Mechanical Department to promote, and is not in any way the reporter's column. The reporter simply writes the news up for you, and hopes (though in vain) that each of you will try to send in at least one item of news a month for your column.

The Brotherhood of Locomotive Engineers (Division 428) presented Brothers J. W. Morrill and Charles Hufschmidt with honorary badges, in appreciation of long and active membership and loyal service. A special program was arranged for this purpose at the Y. M. C. A. Building, St. Louis, in the evening of March 11th. Had the pleasure of attending and must say it was a delightful gathering.

Seems like the title "daddy" gets them all sooner or later. Or rather, we should say they all get the title "daddy." A daughter was born to Mr. and Mrs. C. B. Carlisle, Saturday, March 14th, and to say that Mr. Carlisle is proud of his daughter simply does not express it. He declares that she is the prettiest baby girl he ever saw (of course), that she has a thick head of black hair, which curls in lovely little ringlets above her forehead, and that she already wants a shingle bob. We extend congratulations to Mr. and Mrs. Carlisle.

Someone said the girl stenographers of the Frisco were going to organize a baseball team. Wonder if that's true?

The St. Louis Auto Show was held March 2nd to 7th, inclusive. The most beautiful cars were exhibited here and we had a perfectly awful time selecting one (in our minds). Bob Watson was in town during that time.

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BIRMINGHAM - - ALABAMA

Wonder if he selected a Rolls-Royce? We heard that he got married.

Messrs. Mollette, Rodwig and Curry have been looking over the switch engines during the past week so as to help improve the fuel performance in the St. Louis yards. We appreciate their assistance.

D. L. Forsythe was a welcome caller at St. Louis on St. Patrick's Day. We understand he left on the morning of the 18th for Chaffee. Come again, Mr. Forsythe.

R. L. Scott, former boiler foreman at this point, visited us recently.

Thomas Murray, night foreman, has been unable to be on the job for some time now, account of straining a ligament in his knee. We hope he will be able to come back soon.

Barney Google wants his picture published in the Magazine. Bring it in, Barney, and we'll see what we can do for you.

Up here in St. Louis we are wondering when the Shop Crafts and Car Department Employees Association is going to give another entertainment and dance. If they do, we hope it will be as much a success as the previous one. Mr. Hosang, what have you to say for yourself?

Carl Fromm, Lindenwood Store Department, was attracted by a pretty brunette who was selling subscriptions for a St. Louis weekly paper. Carl subscribed, but when he received his weekly subscription it was a negro weekly. Carl, what is that saying about love being blind?

W. J. Fischer, traveling car inspector, is in St. Louis.

J. S. Jowers, assistant car foreman, is enjoying a vacation.

Mr. and Mrs. Joe McCartney are visiting in Newport, Arkansas.

Charles A. Phillips, boiler inspector, recently returned from a trip to Thayer, Mo.

We are wondering when Wm. Spreitzer, labor foreman of the Store Department is ever going to drive that Dodge car he bought last May. It still has the paint on it, waiting for Willie to get someone to teach him. However, he got his 1925 license last month, so look out for Willie; he said that his brother is not going to have all the fun this year.

A. Medley of the Store Department at Lindenwood, Mo., spent three weeks in Sweetwater, Texas, recently.

Summer is coming! N. P. Duffy, Coy Barnett, his brother Cliff and Bob Robinson have shaved off their mustaches. We want to be cool, don't we?

Wonder why Coy Barnett makes such frequent trips to the general foreman's office, Lindenwood?

OFFICE OF GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter
Mr. Fraser is back from Indianapolis where he underwent an operation at the Methodist Hospital. We all wish him a complete recovery and continued good health.

H. C. Holmes has been transferred to the general manager's staff as inspector of transportation and stations. Holmes was formerly chief of merchandise bureau and reporter for this magazine in Mr. Doggrell's office. He says the latter job of reporter is the hardest he ever had with the Frisco! (How come?—Ed.)

Another new man, and one quite accurate in his aim is Paul Moffit, formerly secretary to Mr. Baltzell, now secretary to Assistant General Manager Shaffer. Paul's advent has doubled our U. S. Mail receipts.

We neglected, in a previous report, to mention Danley's pullets took first prize at the local poultry show. We hope it isn't too late to offer congratulations now.

Some of the boys feel the wind-blown maiden on last month's magazine should have worn rolled hose. Their attempts at re-dressing her, however, have not been wholly satisfactory.

Young man (to court clerk): "I—ah—er—um—"

Clerk (to assistant): "Henry, bring out one of those marriage-license blanks."—Brown Bull.

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For physicians say that in an enormous number of cases these symptoms are due merely to the lack of sufficient iron in the blood. And now that Science has perfected a new combination of iron, like the iron in the blood, it is, in many cases, easily possible for people to increase their strength, nerve force and endurance in only two weeks' time.

Any doctor will tell you that without sufficient organic iron, your blood loses its power to change food into firm, healthy flesh and tissue. So nothing you eat does you the proper amount of good. You become undernourished, weak, nervous, and lacking in physical force and endurance.

What you need, then, is organic iron—Nuxated Iron—to enrich your blood and give you strength. For Nuxated Iron is organic iron, like the iron in your own blood. Try it just two weeks and notice the astonishing improvement. Money back if not delighted. But be sure you get genuine Nuxated Iron, with the letters NI on every tablet. This is the only kind sold under this absolute money-back guarantee. At all good druggists.

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A new puncture-proof inner tube has been invented by a Mr. M. T. Milburn of Chicago. In actual test it was punctured 500 times without the 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. M. T. Milburn, 331 West 47th St., Chicago wants them introduced everywhere and is making a special offer to agents. Write him today.—Adv.

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OFFICE OF CAR ACCOUNTANT SPRINGFIELD, MO.

MARY HOWELL, Reporter

Virginia Moore, of the record department, was married Saturday evening, March 21st, to Alva Clingman. Miss Moore had been with the Frisco two years and in that time had made many friends. We all wish her much happiness.

Anna Mason says her tea towels are for her married sister, but it seems very strange that she would spend every noon hour sewing for someone else.

Minnie Bowers, of the per diem department, spent several days in Rogers, Ark., last week visiting her sister.

Mrs. Katherine Beegle, Billie Alderfer, and Mary Jones spent last Sunday in Kansas City.

Merrill Finley has been forced to spend several days away from work, due to getting two of his fingers too close to the sharp blade in the cutting machine.

Iva Miller has at last joined the ranks of the bobbed haired girls.

Mark Clark spent her two weeks' vacation in Florida recently, but seems quite satisfied with Missouri again.

The Car Accountant's Office extends its sincere sympathy to Amy and Mamie Bradley in their recent sorrow, the loss of their father.

ST. LOUIS, MISSOURI

Passenger Traffic Department

MOLLIE S. EDWARDS, Reporter

Great slump in ticket stock. A rumor has been confirmed—Eddie Bernard (Kelly the Pool Champ) is now ticket stock clerk and the bottom has dropped completely out of ticket stock.

Oh, hum! and what do you think, Ernie Ritchey lost 90 per cent of his hair since the newspapers have been printing cross-word puzzles. Go to it, Ernie, you'll sharpen your wits, even if you do get bald doing it.

Since Ethel Webb has been on the pay roll desk, we are all wondering if we will get an increase in salary. How about it, Ethel?

Something has happened—S-h-h-h! Katherine Riley spent Saturday and Sunday with friends at Hannibal, Mo. We all told her it would rain and sure 'nuf it did.

Ethel Johnson recently spent a few days visiting relatives at Kansas City, Mo., and while there called on the "beauty specialist". How about the "permanent", Ethel?

Herman Wolefert has returned to the office, having been laid up with a severe cold.

Charlie Hinkle didn't want Herman to get ahead of him, so he, too, spent several days at home with "old man cold".

One bright morning at Union Station, Eddie Grob felt as though he didn't have enough to eat for breakfast, so decided to open a five gallon can of cream and as the result his index finger on his left hand was mashed. From the amount of iodine placed on his hand, one would have thought he was in a serious accident.

Our very busy little rate steno, Evelyn Hummert, is quite a connoisseur of food. The other day she expressed a desire for some chocolate pie and Clarence W. Flint gentlemanly offered to buy her a slice. Evelyn was very disappointed when it turned out that neither Cantonis or Ibsen's had any.

True

"Girls, canoes, saxophones, horse-racing—a young man has many interests, so many things that have no place in the life of the middle-aged codger."

"Still, the latter is kept busy taking medicine."

ST. LOUIS ADVERTISERS

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SOUTHERN DIVISION

SOUTHERN DIVISION STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

A. N. Burnam, our Thayer correspondent, gives us the following news items from his point:

A most interesting fuel meeting was held in Thayer on March the 11th, in the Y. M. C. A. building, and among some of the men who were present are as follows: Messrs. H. E. Gabriel, B. G. Gamble, C. B. Callahan, W. L. Eaves, George Revis, J. E. Whalen, W. T. Tooley, D. B. Reed, C. O. Hegberg, Ed. McElveny, W. H. Gimson, C. P. Long, S. E. McCoy, Harry Martin. Edward Dolan and several others whose names we will not have space to mention.

Birmingham has a "red hot live wire" and our correspondent, Thomas L. Conner is doing his part towards getting all the news he can scrape up from that point.

The bunch at Birmingham is again smiling. We have had the pleasure of viewing something which the opportunity has not permitted for a long time and that is, we are now able to see the interior of the storeroom, which has recently been under repairs. The magician with the hammer and the saw, J. S. Harold, storeroom carpenter, has just installed some extra windows along one side of the storeroom, thereby allowing more light to enter.

We are also glad to learn that our reporter, Warren Puckett, of Memphis, is again able to be back on the job after a sojourn of a few days at his home with a severe attack of tonsillitis.

We were favored with one of those "get-together meetings" just the other day, that is what is known as "Freight Claim Prevention and Better Service Meetings". We had a number of out-of-town guests which you will notice am listing below: Messrs. J. L. McCormack, George B. Davis, C. H. Morrill, J. N. Cornatzar, H. W. Johnson, H. W. Hudgens, P. F. Spangler and a number of others which space will not allow us to mention. Many interesting subjects were discussed, among them FL&D Claims, accidents, detentions of cars, etc. Mr. McCormack made a most interesting talk on FL&D Claims and general public relation. Mr. Morrill followed with a talk on Freight Traffic. Mr. Davis also made a talk on Records. Mr. Hudgens followed with a splendid talk relative to accidents and their prevention. Other interesting speeches were made.

We have also had the pleasure of seeing in Birmingham this last month our division storekeeper, J. A. Blankinship of Memphis. We would like for him to come to see us more often and get a little better acquainted.

Charlie Wright has been with us for some time, looking after the remodeling of the storeroom, we sure like to have a good-natured fellow like Charlie around once in a while as it helps to drive the blues away.

It will soon be about time that "Fitz" will be popping up again as it is beginning to warm up a bit in Birmingham, and pretty soon we are going to need some ice. Come around, Mr. Fitzgerald, and let's get lined up for ice during the summer months.

B. T. Wood, purchasing agent, was a welcome visitor in Birmingham a few days ago.

FREIGHT TRAFFIC DEPARTMENT MEMPHIS, TENN.

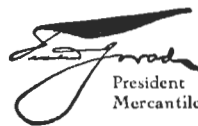
KATE MASSIE, Reporter

We noted in the Commercial Appeal recently that our General Manager had been very ill. We want Mr. Fraser to know we are sorry and hope he will soon be able to pay us a visit.

Freight Traffic Manager Butler paid us a day's visit this week.

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Mercantile Trust Company
St. Louis

Edward Patton, better known as Pat, has accepted position as assistant rate clerk in this office, coming from position as timekeeper in Superintendent Claiborne's office. Though young in years, Pat is a veteran Frisco employee and hope he will be happy in this department. Superintendent Claiborne has a mighty good-looking bunch of people in his office, I saw about fifteen of them at the John McCormack concert at the auditorium recently. We had a gallery party. Lots of fun.

We have often wondered why Division Freight Agent McDonough's office was so popular and since the last issue of our magazine, we know. It's not Mr. McD.

Local Agent Oliver has been very busy recently in connection with the Rotarian Convention to be held in Memphis next week. He is a prominent member of the Rotary Club.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Everybody seems to be so seriously considering the new Easter suit, bonnets, flashy ties, etc., they haven't been into mischief lately. We are anxiously awaiting the appearance of the office shiek Easter Sunday; just know he will be all dolled up.

We were delighted to receive a visit from our former chief clerk, John O. Gill, who is now general freight agent GM&N, Mobile, Ala.

During the month we also received visits from J. H. Fraser, general manager; J. H. Doggrell, superintendent transportation, and B. T. Wood, vice-president and chief purchasing officer, also C. H. Morrill, assistant freight traffic manager.

Robt. N. Nash was kept so busy in the I. C. C. hearing for several days, he didn't have much time to visit with us. Anyway, we are always glad to see Mr. Nash.

Smiling Dick Gentry, general agent passenger department, Atlanta, walked in on the gang the other day. He had with him A. P. Matthews, DPA, Memphis; J. W. Nourse, GPA, St. Louis; Henry James, advertising agent passenger department. Needless to say, we were glad to see them all.

We are glad to learn John Connolly, terminal trainmaster, is recovering from slight illness and will be on the job again in a couple of days.

B. W. Erwin, trainmaster, favors us with a call on his off days occasionally

We have been watching with much interest to see just how many teeth Pete will have extracted; however, so far no damage has been done and our handsome trainmaster looks perfectly natural.

BIRMINGHAM, ALABAMA

WARREN PUCKETT, Reporter

Our correspondent, Thom L. Conner, at Birmingham, gives us the following news items from that point:

Well, it's all settled at last. Our office has just been given a general overhauling and everything is looking extremely good. Even Bill, you know Bill? He is what you call Clerk No. 2 at Birmingham. Bill's a sort of fellow that the women are all crazy about. We had an old-fashioned laugh just after getting our new floor put in. It's sort of ridiculous, but nevertheless Bill insisted, after transferring his desk from the old floored portion of the office to the newly floored portion, that his knees wouldn't go under the edge of his desk on account of the floor being too high. Guess Bill gave his knees a "trim-up" the next night, as I happened to notice that they fit pretty well now. We are all very well pleased to see Mr. Wright back on the job. Was afraid that he had undertaken to try to swim the Atlantic, as you know he has just returned a few days ago from Miami, where he spent his vacation. Mr. Wright reports a good time.

Bill isn't the only fellow around the storeroom that rustles up a good, hearty laugh now and then. Our recent "papa," E. T. Lewis, was trying out a scheme that had been injected into his bean as to emptying oil from drums into the storage tanks by air. E. T. made a brave attempt, but not being experienced along the lines of emptying oil in this manner, allowed too much air to enter the drum and unfortunately, but naturally, he first tried to empty some valve oil. Of course, you know just what happened, so now we call E. T. the "SV-I Valve Oil Kid."

Mr. Hobson, our good boss, made the assertion the other day that he was a "self-made" man, but fortunately his chest swelled out so much that he couldn't see the other fellows laughing at him. Mr. Harrold, the magician, when it comes to cabinet work, is playing "Home, Sweet Home" with his hand saw in the meantime, keeping time with the hammer.

MEMPHIS, TENN.

B. T. Wood, purchasing agent, and Dr. Woolsey, chief surgeon, Frisco Hospital, both of St. Louis, were welcome visitors to the Memphis Store recently.

H. L. Worman, superintendent of motive power and his assistant, Geo. Moore, were in Memphis recently.

Mr. J. M. Kurn, president, was a welcome visitor in Memphis, inspecting the new gondola coal cars which are being built at Yale, Tenn.

Inasmuch as Washington's birthday this year fell on Monday, Misses Eleanor Patten, stenographer, and Minnie Rhodes, comptometer operator, decided to spend this day in the wild city of Birmingham. They left Sunday night, arriving in Birmingham bright and early Monday morning. After being met by a host of friends and relatives, they were escorted to a very beautiful part of the city where they partook, in a very hearty way, of breakfast. After breakfast, they rode downtown with a gang of friends to see that famous "race track" which Birmingham boasts most heartily about. They also took in several movies and stopped at a famous chop suey place for dinner and here Minnie, along with some of her friends, enjoyed an honest-to-goodness dish of chow mein, mixed with rabbit, which she thought was chicken. They evidently saw the clay on her shoes as she walked into the cafe.

Minnie is a good scout and rather than make the proprietor mad, she ate the dish and said nothing. As they were eating, Minnie told Eleanor to look and see if she still had her pass back to Memphis, but Eleanor remarked that she was not uneasy, as she is the kind of a girl that puts things where they belong (especially the mail which she files at the office).

The writer is unable to find out what happened between dinner at the cafe and train time at the station. But when they were ready to return at 11:30 p. m., Eleanor could not find her pass anywhere. She immediately began to cry. After searching through both suit cases until train time, Eleanor decided rather than pay her way back to Memphis that she would wait until the next day and on the next day our good boss, Mr. Blankinship received the following pink wire from Mr. Carson at Birmingham:

Birmingham, Feb., 24, 1925.

2:40 p. m.

JAB—Memphis:

Miss Patton in Birmingham has lost pass. Wants pass Birmingham-Memphis, use on 104, date. Advise quick if OK, issue W-750.

GRC—2:46 p. m.

(Reply)

Mr. G. R. Carson, Birmingham:

W-750 OK issue or send first stock train B-138.

JAB—3:35 p. m.

So Eleanor showed up Wednesday morning and everything is running along as usual at the office.

Hymen Kappell, stock clerk, spent three days in New Orleans during the Mardi Gras and reported an enjoyable time during his entire stay.

Warren Puckett, material clerk and reporter, was confined to his home four days with a severe case of tonsillitis. Get ready, St. Louis, because you are fixing to have a patient at the General Hospital pretty soon if things don't get better.

J. A. Blankinship was in Amory on business recently.

Our correspondent, A. N. Burnam of Thayer, Mo., has the following to report from that point:

B. G. Gamble, master mechanic, and J. H. Brooking, division engineer of Memphis, were recent callers to our city.

Tom Gaines was in Thayer a short time ago, looking over the property in the interest of Safety First.

We are just wondering what the trouble could be with Amory. Wake up, Amory! Let's hear from you.

RIVER DIVISION

CHAFFEE

MACIE POWERS, Reporter

Messrs. Moran, Watts, McBroom and Cooper attended a business session of the Lions Club at Sikeston on the 4th. The superintendent of the Missouri Pacific and various officials of that line, as well as several citizens of Poplar Bluff, were present. Very interesting comments from those present.

Mr. McBroom drew a prize of \$50.00 in the recent cash drawing offered by merchants of Chaffee. He was captured by a bunch of the girls and had to set up the drinks. Asked him what he did with the fifty. Said someone tipped his wife off next morning and she made the same inquiry.

E. C. Heard has a new maintenance clerk at his house. Name is Richard.

691 clerk received an electric Monroe calculator, but sorry to say it had a 250-volt motor and we have only 210 volts. Very much to our disappointment, we had to return the machine and continue the hand power.

Doz Williams and Bob Langsdon are talking about a fishing trip. Bob made a trip to Poplar Bluff to see about tackle. As soon as the dogwood barks, they'll hie themselves away to some place on the Hunter Branch, snooze all day under a sycamore tree, and the office force will hear tales of the "whoppers that got away."

Mr. McBroom announces that as Chaffee has a new 5 and 10 cent store, he now expects the office girls to do most of their shopping there.

Most of the office girls celebrated the 23rd in St. Louis by shopping and seeing Ethel Barrymore.

Assistant Superintendent's Office

L. C. Beazley just returned from a full night's sleep in the hospital. Reported good progress of R. A. Seitz, Rufus Buckley and D. A. Carbaugh.

Bloomfield gravel pit is opening up. Furnishing gravel for the new road between Senath and Cardwell which will take care of about 500 cars of gravel. The pit expects to operate heavier than ever this summer.

Division Accountant's

R. W. Benson and H. B. Bird, traveling accountants from Springfield and St. Louis, have spent some time in Chaffee, making a complete review of joint facilities.

B. D. Harsha and Chas. Stausing, storekeeper, have been having an experience they call "Fun on a Motor Car." On a recent trip, they wore off one wheel, had to borrow one, and met with other hardships before reaching home. They bravely started out again on the 16th on another tour. Mr. Stausing objects to the songs Aelous sings around his ears on early frosty mornings.

Jerry Sweeney—a rare combination—a Pennsylvania Dutchman, a gardener and an accountant.

"Farina" has a new wave in her hair.

B. & B. and W. S. Department

W. H. Brooke and J. W. Ellis were on the Central Division looking over the railroad with the expectation of copying some of its work. They were met at Monett by Mr. Collett and Mr. Mahan and later joined by Mr. Sherry and accompanied to Antlers. They were shown every courtesy and found conditions very good from a maintenance standpoint. Roadmasters Reick and Lowry will make a trip on the Central Division soon.

Most of this bunch has been attending court at Benton, driving there in Mr. Brooke's car. W. H. B. drove in his usual way. Nuff sed, except that our Ft. Scott friend, F. D. Hohnsbeen, who accompanied them, has not been able to keep his hair smoothed down since.

TEXAS LINES

FORT WORTH, TEXAS

LOIS M. SHAPPARD, Reporter

Mattie Pitchford and Gladys Horton, comptometer operators, are still taking their little trips together. Recently they went to Oklahoma City (?). However, the next week, Mattie visited in Electra while Gladys motored over to Dallas. We are still at a loss to understand how they could have been separated so long.

Jas. A. Hart, rate clerk, has been compelled, because of a nervous breakdown, to take a leave of absence and try to regain his health. Walter B. Simpson is our new rate clerk.

Wm. G. Skeen, clerk, who has for sometime been confined to St. Joseph's Infirmary, is feeling some better—and looks better, too. Believe he expects to go west for awhile to recuperate. Skeen, old boy, we're mighty glad you're going, but we all, every one of us, hate to see you leave. Jos. S. Taylor is now doing the work formerly done by Mr. Skeen.

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Special Rates

6 North Main Cape Girardeau, Mo.

St. Charles Hotel

ONE BLOCK FROM DEPOT

E. G. GRAMLING, Owner and Proprietor

American Plan

CAPE GIRARDEAU, MISSOURI

M. E. LEMING
LUMBER COMPANY

(Incorporated)

HARDWOOD LUMBER

CAPE GIRARDEAU

E. W. BOYER, Local Agent

Farm and Home Saving and Loan Ass'n.
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CAPE GIRARDEAU

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The Fort Worth National Bank

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UNITED STATES DEPOSITARY

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(INVESTIGATE)

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Think of First National First

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Where the Frisco Banks

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CAPITAL, \$50,000.00

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*We Appreciate
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**COURTESY, FAIRNESS
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Farmers State Bank ROGERS, ARK.

**MAKE OUR BANK
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We seek business on a basis of
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We'd be glad to talk to you.

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The Merchants and Planters National Bank SHERMAN, TEXAS

Established 1872
Capital and Surplus \$1,200,000.00
Will Appreciate Your Account

Mrs. J. P. Lyles, wife of our fuel clerk, passed away Tuesday morning, March 10th. It was with sincere regret we learned of Mr. Lyles' bereavement. To him we extend our heartfelt sympathy.

STORES DEPARTMENT SHERMAN, TEX.

IVA SEWELL, Reporter

Everybody is busy this morning reading the Magazine. We always look forward to the morning of the 20th of each month and then everyone is too busy to talk for a few minutes.

March 12th was Safety First meeting day in Sherman and we had several distinguished visitors from Fort Worth and Brownwood that day.

We regret to report the death of C. V. Montgomery's mother, which occurred at Kauffman, Texas, on March 13th. We extend our heartfelt sympathy to Mr. Montgomery and family in their bereavement.

Hubert Glascock has returned from a trip down in the cactus on the supply cars. Reports a fine trip and an excellent time (?).

Jimmie Honaker is sporting a brand new Chevrolet touring car now and K. P. Guin is sporting a new Ford sedan.

Spring is here and as a result we had a spring house cleaning in our office. Jimmie Honaker has already changed his desk three times. He doesn't hardly know how to find him-

self now. C. V. Montgomery is still complaining because he has to look at the stenographer all the time. You have our sympathy, Monty.

Loyal McMillan had a very narrow escape recently when he was called home on account of his home being on fire. We don't mean with his life, but he nearly lost all of his clothes.

B. T. Wood paid us a short visit on March 14th.

STORES DEPARTMENT SHERMAN

IVA SEWELL, Reporter

Texas Lines can boast of a real hunter. The following note was received by C. V. Montgomery from A. T. Todd,

storekeeper at Fort Worth, which will prove to you what a real hunter is:

"You would have been pleased to have been with me last night. My neighbor and myself went rabbit hunting by spotlight. We drove up on a bunny sitting in the fence corner by the roadside. My neighbor flashed the spotlight and I fired once with my shot gun. The bunny blinked his eyes and worked his ears and moved up toward me about ten feet, sitting up on his haunches like a kangaroo. I fired again as soon as he got quiet and he repeated the performance as before even moving up closer than before. I fumbled in my pockets for more ammunition, fired again and missed. I changed ends with my gun and knocked the bunny cuckoo with the stock. After this I got a little better. We finally killed one more. Got lost on the country road and got in about ten o'clock." Some say he used to be a better shot than that, said he could hit a blind tiger any old time.

CENTRAL DIVISION

DIVISION ACCOUNTANT'S OFFICE

PAULINE SMREKER, Reporter

J. L. Kiburz was a visitor in our office last week.

C. E. Hickerson has sufficiently recovered from an attack of the "flu" to be back on his job in St. Louis. Mrs. Hickerson will probably join him there in a month or two where they will reside in the future.

The Misses Grayce Heyburn and Pauline Smreker celebrated Washington's birthday in St. Louis.

Since Miss Grayce Pew has gone to California, Ft. Smith has no attractions for Shirley Booth.

Mrs. Ed Crandall, formerly Eva De Witt, has been temporarily employed in this office, but she says keeping house is so much nicer than manipulating a comptometer.

We were sorry indeed to hear that Floyd Bell is no longer one of us, but wish him success in his new position.

C. H. Baltzell paid our office a visit this week. Everybody enjoys having Uncle Charlie around.

Messrs. E. L. Collette, H. M. Booth, and A. Scherrey attended the Engineers' Convention in Chicago.

Mr. and Mrs. R. E. Pipkin of Sapulpa, Oklahoma, spent the week-end with Mr. and Mrs. L. W. Pipkin.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

MARGARET A. KRIENER, Reporter

We have had several very interesting visitors in our office the last month; J. L. Kiburz of St. Louis; C. E. Hickerson, formerly of Ft. Smith, who was in Ft. Smith several days recuperating from the flu; C. H. Baltzell paid us a visit on his way home from the hospital where he had been several weeks. We always enjoy Mr. Baltzell's visits and were glad to see him feeling so good and looking so well after his long illness.

Robt. Beard of assistant superintendent's office, accepted a position on the Southwestern Division as secretary to Superintendent Baltzell. We wish Robert all kinds of luck.

JOHN J. COLLINS FUNERAL HOME

(Incorporated)

Phones Main 467-468 872 Poplar Ave.
MEMPHIS, TENN.

The timekeeper's job is a mighty profitable one for both E. E. Carlock and Johnson J. Ehing have purchased new cars. Johnson Ehing has a large sign across the back of his which reads, "Chicken, here's your coop!"

Mr. and Mrs. N. K. Waters are the proud parents of a baby girl, to whom they have given the name of Clarice Evon.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

We have had some weddings of late. Jasper Toon and Steve Honea took unto themselves wives. Jasper Toon was married to Mary Allen, attractive daughter of Mrs. Mellie Allen, on Valentine Day; and now, Steve Honea is Mr. Toon's step-father, as he was very quietly married to Mrs. Allen on the twenty-second of February. We join in wishing them happiness for all time to come.

C. U. Patrick was recently called to Parsons, Kans., due to the illness and death of his sister, Pearl Patrick. We extend to the loved ones our heartfelt sympathy in their hour of sorrow and sadness.

Glad to report that Frank Reed is able to resume his duties again. He was at home a few days with the flu.

The Car Department employees at Fort Smith are quite proud of their new wash room, showers and lockers, which have recently been installed.

Grace Harvey, former comptometer operator in our office, has accepted a position in the office of division accountant. If we can't have you in our office, Miss Harvey, glad to see you so near.

Thos. Hasler, pensioned engineer, spent the day in our city visiting old friends and acquaintances.

Storekeeper J. W. Walker, who recently went to the St. Louis hospital for a few days, has returned with his health greatly improved.

DIVISION ENGINEER'S OFFICE

By D. E. GELWIX, Division Engineer

Mr. Moran, Mr. Ramey and I recently made a trip over the Central Division. Found an extremely good-looking railroad and were treated royally by the different officials on the Central Division. Found a number of things we expect to copy and extend an invitation to the people of other divisions to come over and look at our railroad. We have some things that no one else has. Feel that by the time we get through rebuilding the railroad down here, River Division will compare very favorably with any other division on the system.

The Little River Drainage District contemplates the expenditure of approximately three million dollars within the next eighteen months in digging new ditches, cleaning out and enlarging old ditches. Where the main floodway ditch No. 1 crosses Caruthersville Branch, just east of Kirk, three new ditches will be dug. Track will have to be raised across ditch No. 1 approximately 6 feet. The levee will be raised so as to carry water about 8 feet above the natural surface.

The approved bridge program provides for the filling of all or part of 70 bridges at various points on the division during the present season. The filling of these bridges is made possible by the drainage work which has been done during the past several years. The ditches are taking care of water more rapidly and preventing overflow so as to make a good many bridges unnecessary since the drainage system has been perfected.

We are going to start work in April laying new 90-pound rail. Our program calls for the laying of approximately 34 miles which is just half the amount laid during 1924.

NORTHERN DIVISION

MONETT NEWS

JESSIE HALL, Reporter

A number of the freight employees were contemplating forming a company to raise about five acres of tomatoes to help get the acreage for the new canning factory at Monett, but some raised the objection that the worms were hard to fight. Mr. Trimble, the cashier, said that was an easy thing to overcome for he had had lots of experience raising tomatoes in his back yard and he had no trouble in that respect.

He says it is overcome in this way. Wait for a nice moonlight night, go out in your patch and be very still and you can hear the worms chewing. Get the location where they are doing the work, leave as quietly as possible so that the worms won't know you have been there—then the next morning just go out and capture them.

Now, that sounds easy, doesn't it? Will someone be so kind as to tell us what the attraction is in Springfield that takes our O. S. & D. clerk there almost every week-end?

Mr. and Mrs. W. K. Bierer are the happy parents of a son, born Monday, February 23, 1925, at Barnes Hospital in Saint Louis. The boy has been named W. K., Jr. Mr. Bierer is the day Frisco ticket agent at this place.

Mr. and Mrs. Richard Mills are the proud parents of a daughter, born Sunday, February 22, 1925. Mr. Mills is chief yard clerk at the East Yard office, Monett.

Claude Roderick, second trick telegraph operator at East Yard office, has been transferred to Pacific. Kermit Leek has taken his place.

Mr. and Mrs. Chas. E. Whitlatch returned home Wednesday night from a two-months' vacation with their children in California. They report a delightful trip.

Word was received of the death of Chas. B. Woodruff of Arlington, Calif., March 13, 1925. Mr. Woodruff was a conductor for a number of years on the Northern Division out of Monett. He went to California several years ago for the benefit of his health.

Anyone contemplating a western trip this summer would do well to get in touch with our cashier, Mr. Trimble. He went from Monett to Seattle, Wash., and took in Chinatown, San Francisco, and a trip up Mt. Rainier on the side. He started with \$100 and reached home with \$97.99. Some say he must have eaten dried apples and drank plenty of water; others say bologna would keep fresh and furnish a nice lunch.

Some of the "fair sex" are wondering what kind of rouge Treva Lea and Joe Short use—it looks so natural, especially so when Joe happens to see a girl looking at him and he blushes.

Russell Cole, night clerk and stockyards foreman, freight office, is trying to get in touch with someone who can recommend a good hair tonic. Some think his bald head was caused by a kick from a mule, while others think "worry" will cause the same result—but anyway I promised not to tell his best girl got married, but don't think that would cause it, do you?

Wm. G. Haynes, warehouse clerk, has been elected delegate and Carl Archdale, alternate, to the National Convention, Brotherhood of Railway Clerks, which will convene at Kansas City the first of May, 1925. Mr. Haynes will be remembered as the winner of the diamond ring in a subscription contest conducted by "Labor."

A very valuable gift consisting of forty-eight books, three colored lithographs of Scotch locomotives and a lithographed picture of the engine "General" was presented to the local Y. M. C. A. by Mr. C. P. Cass, president of the Westinghouse Pacific Coast Brake Company, Emeryville, Calif.

The engine "General" was at one time in service on the Nashville, Chattanooga & St. Louis Railway, and is historic in that it was captured by

the "Andrews Raiders" during the rebellion. The famous old locomotive was restored and is mounted in the Chattanooga passenger station.

Kenneth Handley, third trick ice clerk, is spending a short vacation with home folks at Belton, Missouri.

FT. SCOTT MECHANICAL DEPARTMENT

WALLER R. HECK, Reporter

The employees at Fort Scott have asked me to express their appreciation of the efforts of those who are editing and contributing to the Frisco Employees' Magazine. It is eagerly watched for and read by each and every employee in the mechanical department here. They also wish our new editor, William L. Huggins, the best of success and all feel sure that the magazine will continue to improve under his management.

Gertrude Hare spent Tuesday, March 17th, in Kansas City with a girl friend, purchasing furniture for a new home; that is the girl friend was purchasing the furniture, so Miss Hare states. P. J. Moore spent the same day in Kansas City attending a safety first meeting.

At last we are settled in our new office. We have so much space in this office that we sometimes get lost from one another, but we will eventually become accustomed to it. We have so much room that Mr. Moore has invited the coal chute foreman, Ace Estill, to move his desk from the sand house to the new office. Ace accepted the invitation as he is about crowded out of the sand house, anyway, since the installation of another sand stove.

L. C. Rensing states that the Frisco Magazine for April came out for the first time with a real up-to-date cover. A person would hardly expect such an utterance as this from an old married man like Mr. Rensing. I was rather surprised that he had even looked at the cover.

The beautiful springtime is here when a young man's fancy lightly turns to thoughts of love, gardening, fishing, etc., and being the end of the season for indoor sports, the roundhouse athletes are laying plans for some outdoor sports. Mr. Kassabaum, local secretary for the Y. M. C. A., was called upon for assistance and he has suggested that we set up an outdoor volley ball court near the roundhouse. Mr. Kassabaum will assist in getting the necessary equipment and myself and C. C. Martin will organize two teams to start with. After we get things organized, will probably start two more teams headed by Lem Robinson and Thomas Ransom. We hope to get some games with the clerks in Mr. Brown's office and the Missouri-Pacific employees.

Have some marriage announcements to make at this writing. Roy Rector, who presides over the lathes in the machine shop, took unto himself a bride on the 3rd day of March. The bride and groom took a short wedding trip to St. Louis and are now at home at 101 South Hill Street. The employees of the roundhouse gave them a kitchen shower on their return. Joe Anderson maliciously presented Mrs. Rector with a rolling pin at this shower.

Frank E. Murphy, local claim agent, was married recently, but do not recall the date, and neglected to make a note of it at the time. Mr. Murphy was called on the phone and asked the date and he did not remember it either and as Mrs. Murphy was out of town, will have to leave the date out.

Roy Haas, who assists Chas. Conner, roundhouse engineer, was married recently. Think it was Friday the 13th of March. Anyway, Roy says it was a lucky day for Mrs. Haas.

Elmer Jaquay, boiler foreman, is now taking a thirty-day vacation. Mr. Jaquay will spend his vacation at home and visiting his son, George, at Marshalltown, Iowa. His place is being filled by Leslie Christel.

A Foreman's Club was organized recently at Fort Scott. This club is made

up of foremen of the railroads and industrial plants of the city. The first meeting was held at the Y. M. C. A. and P. J. Moore was elected chairman. They will meet regularly once or twice a month and the foremen expect to exchange some helpful suggestions and ideas at these meetings.

Fireman A. T. Bowman and wife are grief-stricken over the loss recently of their daughter Mildred. She was taken suddenly ill with appendicitis and died a short while after being stricken. Mr. Bowman and wife have the sympathy of everyone in their loss. Mildred Bowman was a student in the Junior High School and a very bright young girl. She was 14 years of age at the time of her death.

John Conley was a visitor at Fort Scott March 19th.

Orbie Stoner, wife and daughter Eleanor, spent Sunday, March 14th, in Kansas City visiting relatives and attending shows.

Another local on the Ash Grove sub was put on recently and Engineer Vale and Hammond were assigned to same.

Engineer Brundidge took 117 and 118 in place of Engineer Chitty, who was pensioned. Engineer Humphrey, who was on Main Line passenger run took 111 and 112 vacated by Engineer Brundidge and Engineer Harry Hanes, who has been working on pusher job at Fort Scott for several years, took main line passenger job vacated by Engineer Humphrey.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Fuel figures available for the month of January show Engineer Harriman, with engine 1341, still holding top place, with a record of 124 pounds coal to one thousand GTM, and an average weight of train of 1,818 tons. For this excellent showing, Engineer Harriman is awarded a gold star.

We find, also, that Engineer Kirkpatrick is a close contender for first place with engine 1338. The figures show Kirkpatrick's average was 124 pounds per thousand GTM, and the average weight of train was 1,835 tons.

The figures for February show some few slight changes, although Harriman refuses to give up first place with a general average of 118 pounds per thousand GTM.

A remarkable showing was also made by Engineer Larson and Fireman Keeney, with engine 1334. Their average was 124 pounds per thousand GTM, which now places them in second place. Larson went from sixth place in January, to second place in February. Harriman had better watch his step or he will lose that gold star he has had so long. He thinks it belongs to him.

A. D. Partee, who for some time has been employed as car inspector at 19th Street yards, has been appointed inspector at Quapaw, Okla., vice H. E. Busse, resigned.

La Fredrick Cigars STANDARD for 30 YEARS MONETT, MO.

Monett Drug Co.

PAUL RUSSELL, Proprietor

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PERFECTION BREAD

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SHADEL & ASHBY

JEWELERS

FRISCO WATCH INSPECTORS

Phone 60 MONETT, MO.

John Forster, mechanical inspector has been assigned the task of supervising and inspecting the new locomotives we are buying from the American Locomotive Company, at Philadelphia. Mr. Forester will leave for the east some time in April, and contemplate spending a month or two in the American plant.

Eleanor Forester, personal record clerk, will attend the national convention of the Business and Professional Women's Clubs at Portland, Maine, in July. She expects to visit New York City, Boston, Providence, Buffalo and other points of interest while on her eastern tour.

The following request really ought to be run in the personal column, but as we have no such column, will have to put it in here:

WANTED—a good wife, one who knows how to sew, age no obstacle if possessing the above qualifications. For further particulars address Dan Tate, care this office.

G. W. Moore, accompanied by his Personal Secretary Jearnigan, paid us a visit recently.

H. L. Johnson, our timekeeper, says traffic conditions downtown are bad enough without introducing cross-wind stockings at street corners.

Here's one on R. E. Willer, our chief clerk. He went into a barber shop some time ago and the barber says, "Do you want a hair cut?" "No, I want them all cut," replied Willer. "Any particular way?" cooed the scissor surgeon. "Yes, off," was the reply he got.

L. J. Leigh, assistant general foreman car department, likes this phrase made famous by Christopher Columbus: "I don't know where I am going, but I am on my way."

John Conley, that man with the perpetual smile paid us an official visit recently.

Pauline Hoffman, comptometer operator, is so fond of bananas she says she wishes someone would invent an endless banana.

Leota Campbell, stenographer, can give the Coolidge administration some pointers on economy. Like grape nuts, there's a reason!

A wedding of unusual interest occurred some time ago when Waldo Simon, proprietor of the "Idle Hour Cafe", stole a march on his friends by marrying Evelyn Ward. Both Mr. and Mrs. Simon have a host of friends among the shop force who join in wishing them a life full of happiness and prosperity.

The regular monthly meeting of the Northern Division Safety First Committee was held at Kansas City the 17th of March with a splendid attendance from all points on the Northern Division. W. B. Berry presided in his usual able manner. These meetings are always very beneficial and productive of much good towards reducing personal injury and dangerous conditions about the shops as well as along the line. The old adage that a

careful man is the best safety device known, still holds true.

Paul Hendricks, clerk at north car yard, got tired of having to give his old "Hooten-Nanny" a shower bath with scalding water in order to get her to percolate, so he traded her in on a "runs like new" coupe of a well-known make.

Frank Loyer, mill shop foreman, has an acute attack of "fishitis" commonly known as the fishing fever.

Again we repeat, lest you forget:

If anyone has—got married, borrowed a stamp, made a speech, robbed a bank, bought a Ford, sold a dog, lost a wallet, gone fishing, broken her neck, committed suicide, shot a cat, been away, come back, taken a vacation, been in a fight, got licked, made a bet or broken a shoestring, send it to the reporter at once. It's news.

SOUTHWESTERN DIVISION

SAPULPA, OKLAHOMA ACCOUNTING DEPARTMENT

H. P. FOWLER, Reporter

C. R. Bratton, traveling accountant, has been with us for the past two weeks checking bills.

Fred Morgan, of the superintendent's office, and Shop Accountant L. B. Reed, are spending their spare time fishing. No unusual catch has been reported so far, but look out before the summer is over.

Tulsa is arranging to have a rose carnival. Some fine roses grow in this part of Oklahoma and it is expected the show will attract a large crowd.

Erwin Reimer and John Leahy, formerly of Mr. Perkin's office in St. Louis, have been assigned to positions in the Division Accountant's office. Leahy is a descendant of the "auld soil" and celebrated St. Pat's Day by wearing a green necktie three feet long and four inches wide.

N. M. Gamble, of the Engineering Department, certainly can tell some interesting war stories. He was stationed at various places in South America during the World War and made some important surveys for the United States Government for military purposes. He talks Spanish fluently and with this knowledge was able to report valuable information to the American authorities regarding the movements of the enemy's intelligence department which operated in that continent.

Mrs. E. W. Bartz has been assigned to the comptometer job in the Division Accountant's office. She was formerly secretary of the Y. W. C. A. at Sapulpa.

E. T. Aven has purchased an automobile. It has a top and everything. He says there will be no staying at home Sunday afternoons this summer.

Andy Anderson is beginning to look like his old self again. Andy claims he hasn't been warm all winter and the coming of the balmy days life holds a brighter outlook for him.

Paul Connelly has resigned as completion report clerk and is now connected with an oil company in Tulsa.

TULSA, OKLAHOMA

REA ARMSTRONG, Reporter

Pike Hailey, ticket clerk at the passenger station has purchased a new Ford, which makes the Frisco nearly 100 per cent "Ford" at Tulsa.

Sue Meek, cash checker clerk, in the freight office, was married Saturday night, March 14th, to A. O. Bettes, who is employed by the Carter Oil Co., of this city. Mr. and Mrs. Bettes are at home to their friends at 1128 S. Rockford.

On Friday evening, March 13th, the girls of the freight office surprised Sue Meek, whose marriage to A. O. Bettes was an event of March 14th, with a

miscellaneous shower at the home of her sister, Mrs. W. W. Hatcher, of 139 East Haskell Place. Many lovely and useful presents were presented the bride-to-be.

C. W. Miller, accountant in the freight office, has been promoted to the position of traveling auditor out of Mr. Freiburg's office and his position has been filled at Tulsa by R. E. Rust, who transferred here from the Southwestern Division.

Nell White has bid in the position vacated by Sue Meek, that of cash checker clerk in the local freight agent's office, and her position is being filled temporarily by Treasa Koontz from Sapulpa formerly with the Frisco at that point.

Mary Jane Shoemaker, stenographer to the superintendent's chief clerk, spent the week-end of March 14th and 15th with Mrs. Hugh Snyder, nee Leona Berryman, in St. Louis.

G. G. Harrison, chief clerk to the superintendent of terminals, spent Sunday, March 15th, with his uncle and family in Muskogee, making the trip by car.

The B&B department are renewing the decking on the east bound main line over the Arkansas River bridge at West Tulsa, and report the job nearly completed.

HOW ABOUT YOU?

When Abraham Lincoln was a young man he ran for the legislature of Illinois and was badly swamped. He next entered business—failed—and spent seventeen years of his life paying up the debts of a worthless partner.

He was in love with a beautiful woman to whom he became engaged—and then she died.

Entering politics again he ran for Congress and was badly defeated. He then tried for an appointment in the United States Land Office, but failed. After this he became a candidate for the United States Senate and was defeated.

In 1856 he became a candidate for the vice-presidency, but lost the race. In 1858 he was once more defeated. This time by Douglas. In the face of all this, he eventually became one of the country's greatest men, if not the greatest.

How would you stand in face of such setbacks? Think it over.

—West Virginia Utilities.

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 Specialties of All Kinds
 114-118 Elm St. ST. LOUIS, MO.

Manassa Timber Company
PILING
 OAK—CYPRESS—PINE
 Arcade Building St. Louis, Mo.

MEMPHIS LOCAL No. 19
 OTTO KETTMAN, Reporter

Just a few words and outline of what Memphis Local No. 19 is doing to make our division a 100 per cent and the banner division of the Frisco System.

Business meetings are attended by enthusiastic workers who appreciate what our supervisors are doing for us.

We were honored a short time ago by a visit from Wm. Underwood, our general chairman, who gave us a very interesting talk. He spoke on closer relations between the shopmen and the supervisors and how Mr. Workman wanted to be our leader instead of our boss, and that the Frisco had the best organization of all other roads.

We welcome as new members, W. H. Morney, J. H. Billings, C. T. Miller, W. C. Miller and Mr. Hankworker, who were initiated and we hope that they will help make our organization a bigger and better one.

Watch our floral and entertainment fund grow. Do not let your dues become delinquent.

The organization has lost one of its faithful workers—William Akins, who died in St. Louis hospital.

No one knew that Oscar Erikson was interested in radio until he displayed to us the smallest receiver known. Anyone who has not seen it, he will be glad to show it to you.

Let us all get a copy of the Constitution and By-Laws. Ask the president, Robert Kinkle, for a copy. In Article I, it says, "to promote friendly and cordial relations between the company and its employees"—so let us make it so.

Sapulpa, Okla., Local No. 18

VICTOR MOUNGER, Reporter
 Last meeting Sapulpa Local No. 14 had a musical treat by the M. V. Ladies' Society of Sapulpa and was



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Because DEARBORN TREATMENT is based on exact analysis of water supplies, a minimum of treating material is required and the cost is far below other methods.

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 C. S. Murray, Manager

certainly enjoyed by everyone present, and the boys would like very much to have them again.

We were also supposed to have with us the Local Hot-Shot Quartette, but for some unknown reason they did not show up.

Several shriners from the roundhouse went to Tulsa to see Akdar's first ceremonial in their new and beautiful temple.

C. H. Dingman, traveling locomotive inspector, paid us a visit last week.

Machinist Robert Bailey met with a little bad luck. Someone borrowed his new spring outfit while at work and has not returned it as yet.

NEWBURG, MISSOURI

J. F. KINLIK, Reporter

Newburg Local No. 32 held its regular meeting Friday night, February 13th. Twenty members were present and five new members were initiated. Sam Montgomery, our new assistant foreman, was present and gave us an interesting talk.

If you want to be in style at Newburg this summer, you will have to get you a Chevrolet as there are six new Chevrolet cars in town. Bud Short, George Wisbaum and Hugh Courser are the proud owners of three of them.

Jack Hill, boilermaker at this place, has been in St. Louis hospital since the first of February—operated on for appendicitis. We all hope Jack will soon be on the job again.

Charles Johnston has bought himself a home in Newburg and moved his family here from Conway, Mo., and now he thinks there is no place like Newburg.

"What can be done with the by-products of gasoline?" ask a contemporary. Usually, they are taken to the nearest hospital.—The Humorist.

HIDDEN WOUNDS

Now doesn't it seem both strange and queer,

That those whom we hold in life most dear

Wound us more often than we can tell,
 But they do it thoughtlessly—ah! well!

Sometimes it's the hand too lightly prest,

Sometimes silence when words are best,

Sometimes a forgotten good-night kiss,

Sometimes it's the good-bye word we miss.

Sometimes it's the laugh that comes in wrong,

Sometimes a frown when we need a song,

Sometimes a smile they forget to smile,

Sometimes a tear through a bitter trial.

No doubt we wound in the selfsame way,

And seem as thoughtless, well! who can say?

Life is so easy to misconstrue,
 And shirk the things that we ought to do.

But we go on loving them the more,
 And try to smile, though our hearts are sore,

Could they understand if we tried to tell

How they wound us thoughtlessly?
 Ah! well!

—Cecil Fanning.

"Bill's Mah Jongg game improved wonderfully about ten o'clock!"

"Yes, he got his second wind!"

—Wisconsin Octopus.

FORT SMITH ADVERTISERS

Third Veterans Reunion

(Continued from Page 12.)

Every official that has ever been with the Frisco Railroad in former days will be issued a special invitation to attend the reunion.

The tickets will \$2.50 each, which includes the barbecue and all entertainment features and the banquet. Tickets will be in charge of J. K. Gibson, secretary, Springfield, Mo., and every veteran must order his ticket through Mr. Gibson.

The Executive Committee consists of the following members: M. D. Welch, president; W. H. VanHorn, vice-president; J. K. Gibson, secretary and treasurer, and the following Committeemen: L. E. Martin, J. L. McCormack, B. W. Gaffga, A. E. Gustafson, W. E. Loehr and Harry Gabriel.

Some features of the program have not been definitely decided and Mr. Gibson states bulletins will be issued from time to time, notifying all as to the definite date of the reunion and any other important matters that may come up.

Mr. Gibson will be glad to receive any suggestions and any questions asked, if addressed to him, will receive prompt reply. Address him No. 300 Frisco Building, Springfield, Missouri.

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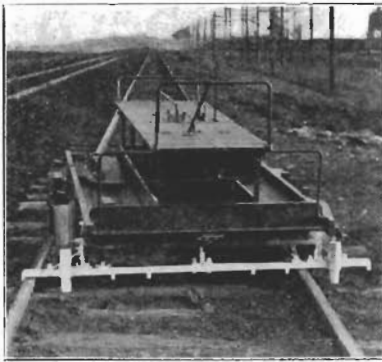
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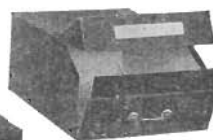
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*Railroad Cross
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**"WE HELP MAKE
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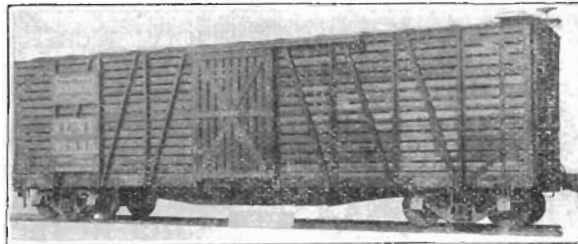
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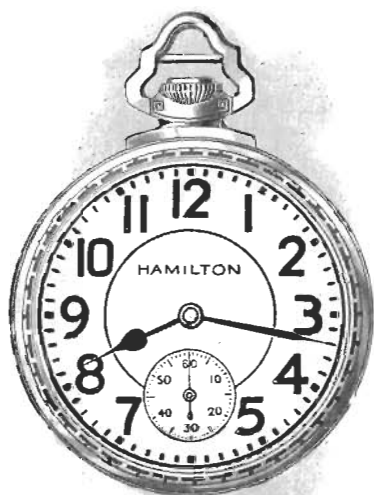
Lee Work Shirts are roll cut—especially popular with big men. Made from a special pattern, they are properly proportioned to give the fullest comfort and fit. Guaranteed, of course.

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Many years ago word of the Hamilton's remarkable accuracy and dependability spread from terminal to roundhouse and to signal tower. Today the most famous trains in America are timed by the Hamilton and it is the favorite watch of most railroad men. They know, just as Conductor Moore and Engineer Homard know, that the Hamilton can be depended upon for service where service counts most.

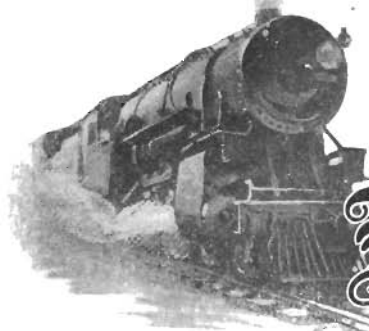
When you choose a Hamilton for your watch you have chosen a timepiece that has proved itself worthy. The Hamilton is really the most economical watch you can buy.

Ask your jeweler to show you the Hamilton 992 railroad model illustrated here. This new model combines the time tested accuracy and dependability of the Hamilton 992 in sturdily wrought 14K Gold Filled case. The pendant of this case has a crossbar screw that is adjustable and prevents pulling out. Special stem construction and packing make it as dust-proof as a watch case can be made.

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is now ready for
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Through Sleeping Cars

Beginning May 15th, daily through sleeping car service from Jacksonville, Fla., to Denver, Colo., will be re-established on the

Kansas City-Florida Special

— popular, year 'round, all-steel train

JACKSONVILLE TO KANSAS CITY

This train will also carry through sleeping car from Hot Springs, Ark., to Denver, via Memphis and Kansas City. Passengers in the Jacksonville-Denver sleeper and in the Hot Springs-Denver sleeper who wish to go to Colorado Springs may transfer to the Colorado Springs sleeper either at Kansas City or after leaving Kansas City.

SCHEDULE

| | | |
|---------------------------|------------------------|----------|
| Lv. Jacksonville..... | Southern Railway..... | 9:15 pm |
| Lv. Macon..... | " "..... | 5:00 am |
| Lv. Atlanta..... | " "..... | 7:00 am |
| Lv. Birmingham..... | Frisco Lines..... | 12:30 pm |
| Ar. Memphis..... | " "..... | 7:30 am |
| Lv. Hot Springs..... | Rock Island Lines..... | 1:30 pm |
| Lv. Little Rock..... | " " "..... | 3:25 pm |
| Ar. Memphis..... | " " "..... | 6:55 pm |
| Lv. Memphis..... | Frisco Lines..... | 7:50 am |
| Ar. Kansas City..... | " "..... | 9:00 am |
| Lv. Kansas City..... | Rock Island Lines..... | 11:00 am |
| Ar. Colorado Springs..... | " " "..... | 7:30 am |
| Ar. Denver..... | " " "..... | 7:40 am |

Observation Sleeping Car Jacksonville to Kansas City

DINING CAR SERVICE ALL THE WAY
FRED HARVEY MEALS ON THE FRISCO