

THE FRISCO EMPLOYEES' MAGAZINE




JAN.
1927

VOL. IV
NO. IV

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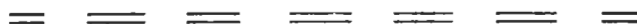
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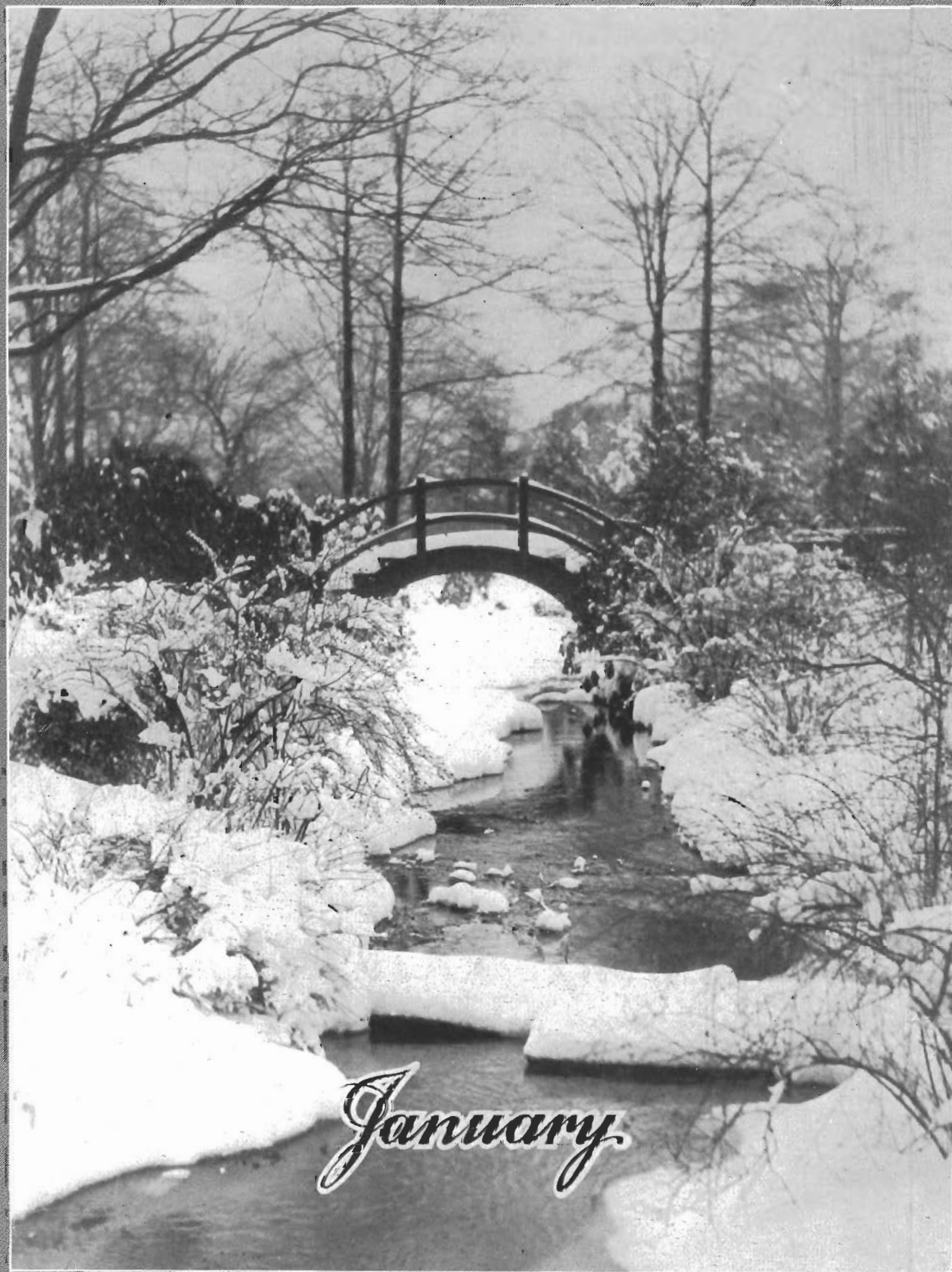
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THE FRISCO EMPLOYEES' MAGAZINE

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VOL. IV

JANUARY, 1927

No. 4

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THE FRISCO EMPLOYEES' MAGAZINE

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

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

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

She Has Served Frisco Employees for Nineteen Years in Harvey House at Springfield

Miss Jessie MacDonald Knew All the Old-Timers—She Says Railroad Workers Have Excellent Table Manners

THE Sunday morning of December 12 was biting cold when the writer of these lines hurried into the Fred Harvey dining room at Springfield, Mo., shed an all-too-thin overcoat and made his way to that part of the spacious black marble counter presided over by a famous Frisco waitress.

He didn't know she was so famous then, or he might have ordered his matutinal ham and eggs with more aplomb. The last splashes of the delicious grapefruit had just sprinkled his vest, when R. W. Lochrie, manager of the Harvey House at Springfield, seated himself in the next chair and passed a morning greeting.

"I see you're getting the best service we can offer," he said. "Jessie always gives that kind."

"Jessie who?" we inquired.

"Why, Jessie MacDonald, the most famous waitress on the Frisco Railroad," Lochrie returned. "If you don't know her it's high time you're getting acquainted. She knows more about Frisco officials for the last two decades than she'll ever tell—that's one of Jessie's virtues. She knows what to tell and what to keep to herself!"

A few moments later the introductions were made, while Miss Jessie arranged the "ham and" on the shining counter.

Nineteen years ago, in 1907 to be exact, and in the spring of that year to be more exact, Miss Jessie MacDonald first donned the black and white uniform of the Fred Harvey System, in the Harvey House at Springfield, Mo. Now she is the oldest waitress (in point of service) on our railroad. There weren't the conveniences in that historic place that the new station provides, with its separate cooling rooms, its spick and span kitchen, its perfectly appointed bakeshop and attractive dining room. But the Fred Harvey standard of service was the same then as it is now.

"We served as good food then as we do now," Miss Jessie said, "and as I look back on it, I often wonder how we did it on the prices we charged. Fifty cents would buy a wonderful dinner in 1907, and the five cent cup of coffee would take care of several 're-fills' which these railroad workers always wanted."

Until 1915 Miss Jessie did the "day trick" at the Harvey House in Springfield, and then the wanderlust bit pretty deeply and she went to San Diego, Calif., where for three months she "hopped" the counter for the Santa Fe Harvey house there. But Springfield was home and the Ozarks had enough sunshine to suit Miss Jessie, so she returned. Since then she has been with the Harvey House at Springfield, and she intends staying there.

"I've been happy on this job," she said, "and I'm not



"Have a pineapple," says Miss Jessie MacDonald to Manager R. W. Lochrie

going to leave it for some occupation I mightn't like. When you've worked under twenty different managers and superintendents like I have, and find that all of them are gentlemen of the highest order and at the same time receive the best of treatment from everyone connected with the system, you don't want to leave, believe me!"

"But how about the job of serving all these railroad fellows that come pestering around, Miss Jessie? Don't you get fed up on them now and then?" we asked.

Miss Jessie's eyes flashed warning signals.

"Listen, you," she said. "Don't be a sill! There aren't any better men in the world than the boys that make up the railroads of America. And I think the Frisco men are the finest of the whole lot of them. I can look back on 19 years' service and not find an unpleasant memory of any one Frisco employe or officer. They're all courteous and jolly—and only the young ones get fresh, and they don't mean anything by it. Now you take Mr. ———, the claim agent. He isn't young, but he is fresh! And he and I sass each other back and forth like a couple of strange parrots. I always look forward to his coming in for breakfast. He's sort of like an appetizer.

(Now turn to Page 28, please)

Death Calls Major E. E. Dix, Retired General Agent at Fort Scott, Kansas

Widely Known Frisco Veteran Was Nearing Pension and Had 45 Years Service With His Company

ANOTHER of the Frisco's grand old veterans answered the call of the Grim Reaper on December 15, when Major E. E. Dix, for forty years general agent of Frisco Lines at Fort Scott, Kans., passed away in Mercy Hospital at Fort Scott. Major Dix had been in ill health for six months, the latter portion of that time in the hospital. He was retired only a short time ago, and would have been placed on the pension roll at the December meeting of the Board of Pensions had he survived.

The death of this splendid man, who gave more than 45 years of his life to the service of the Frisco Lines, will come as a distinct shock to hundreds of Frisco officers and employes who were privileged to know him. He had seen service at many points of this railroad in many capacities, and although most of his service was at Fort Scott, he was widely known and admired among his fellow workers from one end to the other of the Frisco.

Edward Everett Dix was born in Lawrence, Kansas, on March 21, 1860, and received his education in his native city. When he was a small boy he experienced the terror of the famous Lawrence massacre, when Quantrell's raiders swooped down upon the town and massacred many of her citizens. Major Dix's father was among the victims, and while the son took refuge in an old building and hid from the shot and shell, his father was taken from his home, marched down the street and shot in company with other Lawrence citizens.

At the age of 16 years, Major Dix had already made up his mind to follow a railroad career, and entered the service of the old St. Louis, Lawrence and Western Railway, as an operator at Carbondale, Kansas. In six months he was made agent, a position he held for two years. Many of the Major's contemporary workers of that day will remember the road on which their deceased friend had his first railroad experience. It was built by Judge Rea, who was Secretary of the Interior in President Lincoln's cabinet, and J. P. Usher. Usher was at that time General Attorney for the old Kansas Pacific Railway Company, which is now the Kansas City to Denver line of the Union Pacific. The St. Louis, Lawrence and Western ran between Car-

bondale, Kansas and Pleasant Hill, Mo., and at that time was one of the foremost roads of the Middle West. Having no line of its own into Kansas City at that time, the Santa Fe interchanged business with the road at Carbondale, and a part of the old St. L., Lawrence & W. is now the main line of the Santa Fe between De Soto Junction and Lawrence, Kansas.

On January 8, 1878, Major Dix began his service with what is now the Frisco Lines, when he became an operator at Olathe, Kansas, for the old Missouri River, Fort Scott and Gulf Railroad. He served as special agent at several stations along the line from May 1, 1879, until April 22, 1882, including Gardner, Cherokee and Chanute, Kansas. On the latter date he received his appointment as agent at Scott Junction, for the Missouri, Kansas & Texas Railway, and the Missouri River, Fort Scott & Gulf. Shortly thereafter he was appointed general agent at Fort Scott, the position he had just relinquished at the time of his death.

On October 20, 1900, Mr. Dix and Miss Sarah Miller were united in marriage. Miss Miller was a sister of Mr. R. V. Miller, superintendent of the northern, southwestern and western divisions, and now general manager of the Miami Mineral Belt Railroad Company.

Major Dix (the title "Major" has been his for many decades), came to the Frisco when G. H. Nettleton was president of the old Gulf road. Major B. S. Henning was superintendent, H. S. Mitchell was chief clerk to the superintendent, I. N. Watlins was general freight agent, and J. E. Lockwood was general superintendent.

"He was one of the individual institutions of this city," writes George Marble, editor of the Fort Scott Tribune-Monitor and lifelong friend of Major Dix, in a letter to the editor of the *Frisco Magazine*, "was vice-president of the People's State Bank, and always identified with all the civic interest of the community, as well as being the representative railroad man of the town.

"He was a man of natural intellectual endowments
(Now turn to Page 13, please)



E. E. DIX

Interesting Trip Thru England and Ocean Voyage Concludes Tour of Frisco Girls Abroad

Last Stop of Good Will Tourists at Jefferson's Home in Virginia— "We're Glad to Be Back," Diary Ends

By MISSES ANNA WILLIGAN and AGNES KING

PART IV—(Conclusion)

AUGUST 28-29: We left Brussels at night to cross the English Channel. We dreaded the thought of being seasick, for we had heard of the Channel's roughness. We all responded to the call for 5:00 a. m., well and happy. After landing, we had to show our passports for the eighth time, but it was only a few moments thereafter, until we had passed the Customs House and were on our train for the final journey to London. We arrived in London at 8:00 a. m., and our ride to the Hyde Park Hotel was both pleasant and interesting. Our morning was spent in visiting Buckingham Palace, where dwells King George, and our attention was called to the guards on duty around the Palace. They wore bright scarlet jackets, deep blue colored trousers and an immense fur headpiece or "shako". No one is permitted to stop and gaze at them for long, and so we moved on. We were also shown St. James, the Palace of the Prince of Wales. Just a year ago, who would have thought that we would ever have been in Parliament, but here we are in the House of Lords! The royal thrones, as well as that of the young Prince, were pointed out to us, and we heard a vivid description of the great pomp and splendor accompanying the visit of the King and his royal party. Then we proceeded to the House of Commons, which seats over 600, and Lady Astor's place was pointed out to us. Our greatest interest centered around Westminster Abbey, a magnificent Gothic structure. Inside we saw the graves of Kings and Queens, statesmen, poets, novelists and other noted characters, and at last our gaze turned to the grave of the unknown soldier,

which is always buried in flowers. The tomb of Sir Walter Raleigh is inside St. Paul's Church. "The Tower", which to many is the most interesting place in London, contained a fine collection of arms, armor and Crown Jewels, consisting of diamond studded

crowns from the days of former Kings and Queens. We also passed over the London Bridge, which did not have the appearance of "falling down". We crossed Tower Bridge, which opens to allow the big ships to pass through. We saw the Albert Memorial, the American Embassy, the Bank of London and passed by the church where William Penn was baptized, also the church in which the sixth president of the United States was married. The British Museum contains the largest collection of manuscripts, books, etc., under one roof in the world. After an entire day of sight-seeing, the party returned to the hotel for dinner. The manager of the Hoover Sweepers, whom we met on the steamship *Coronia*, with twenty-four salesmen returning to England, as we were coming over, entertained the Jefferson Party at his home, together with the American managers who had just finished a convention in England. In a charming garden, with lovely, brilliant flowers and velvety lawn, tea was served, and it was a pleasant change from hotel life to English hospitality. Thus ended the second day of our stay in England.

August 30: Our next visit was to Oxford, with its famous colleges. Private cars conveyed us there, and we enjoyed the three-hour ride, with luncheon at the "Mitre" hotel, an old-fashioned lodging place, dating back to the Sixteenth Century. With a good guide,

It isn't often that fairies appear in real life (though it's becoming far too frequent in reel life), gently lift "poor working girls" from their desks and transport them through the delights of a two-months' tour abroad with expenses paid—yes, even to chewing gum and mascara! Fairies don't act that way in these enlightened and realistic days. But it's nice to dream about them on summer afternoons, while the flies drone through the file room and the heat beats down in those terrific waves that seem so far away these January days of nipped and running noses and chapped and numbed hands.

Last summer the two Frisco girls whose names appear at the top of this page might have had dreams of Nice, Venice and Genoa, and their wondrous old world beauties. They might have yearned for the lazy luxury of the steamer deck chair with a box of bonbons at an indolent elbow. They probably did wonder if dreams of foreign travel, with all its intriguing fascinations would ever come true for them.

Then the Thomas Jefferson Memorial Contest came to the Frisco, and 30,000 employees of the two young ladies voted with dimes and dollars to elect them delegates of Frisco Lines.

The trip is over and this is the final installment of the "Round the World" diary of Misses King and Willigan. They kept faithful record of their experiences in order that you who voted for them might see, through their eyes, the wonders of the Old Country. If Frisco employees care to tell these girls of their appreciation of this interesting diary, a letter to them in care of the Magazine will be promptly forwarded.

—W. L. H., Jr.

we were shown twenty-one colleges and eighteen chapels, also the room occupied by the Prince of Wales while he was a student there. The art gallery, with paintings of presidents, was interesting, and the beautiful grounds that surrounded the colleges caught our eye. It took us all afternoon to go over the entire network of buildings and grounds.

August 31: We are on our way to Shakespeare's country. The ruins of Kenilworth Castle was our first stop. Silver and golden holly trees meet our view as we wend our way up to the castle. This old castle dates back to 1120, and was immortalized by Scott, who visited there and wrote of Elizabeth's visit of nineteen days to Earl Leichester in

1575. We gazed in wonder at the gorgeous banquet hall, the old dungeons, and the towers received a good share of our attention. At twelve

o'clock we were received by Ambassador Houghton at Sulgrave Manor, ancestral home of George Washington, in the Rose Garden, a most picturesque spot. Accompanying the Ambassador was Lord Leigh, one of the Board of Governors of the Manor. Every courtesy was extended the delegates

and we were taken through the ancestral home of George Washington, where his fifth grandfather, Laurence Washington, first lived. Outside were the two flags, the American at one end, and the British at the other. It was interesting to see the thatched roof, composed of braided hay and straw, and to enjoy dinner at the Manor House across the street. We then passed over the Avon River, into Stratford, the home of Shakespeare. The room in which the poet was born is without change. We saw small collections of his early works and his famous garden. We then went to Ann Hathaway's home, with its thatched roof and quaint flower garden. From 1470 until a few years ago, the house had been occupied by her descendants. We were told that an average of 1,000 people a day visit these homes of Shakespeare and his wife. We then drove by the church where the famous poet was buried. Our next stop was at Warwick Castle, which has not been changed by time. Its history, its rooms of armor and weapons used long ago, and the rare paintings on exhibition, thrilled us. Our last look was at the spacious grounds, so magnificent.

September 1: Next morning we drove through Banbury and stopped to purchase some of the famous

Banbury cakes. We saw droves of sheep and we know that mutton must be the favorite meat in England. We go by rail to Southampton, where we will board the steamship Rijndam, a Dutch ship.

September 2: We boarded the Dutch ship for our homeward journey. We were delayed one day longer at sea than scheduled, due to encountering a severe storm. All but three or four of our party were terribly sea-sick, and those of us who could get around, acted as nurses. But we were not all sick, all the time. There was a lovely bridge party given in our honor in the dining salon, and before we landed we were given a farewell dinner, with favors along the "Dutch line".

The tables were decorated with windmills and Dutch dolls. Huge cakes were beautifully decorated and presented to us by the chief steward.

Favors of tiny wooden shoes were at each plate. Our first stop was at Halifax, Can., where a large number of immigrants disembarked.

Sunday, September 11: We were up at 5:00 a. m., anxiously waiting to disembark. Revenue officers and doctors boarded the ship to make a physical examination and inspect our passports. At



"Glad you're back! We're glad you're back, Anna,"—that's the way Miss Anna Willigan was received back to the general offices at Springfield after her tour abroad with the American Birthday party. She is shown here with an impromptu welcoming committee of girls from the offices. Miss Willigan is in the center, next to the top row, waving greetings to you!

8:00 a. m. we passed the Statue of Liberty (and this time we saw it) and docked shortly afterwards at Hoboken, N. J. We spent three and one-half hours in the Customs House, and afterwards were met by Mr. Kupper, a member of the Jeffersonian Board, who took us to the Roosevelt Hotel in New York City.

September 12-13: We spent two days in New York City, sight-seeing, and left New York for Philadelphia at the end of the second day, where we saw the Sesqui-centennial. We visited Independence Hall and saw the most beloved relic of America, the Liberty Bell. We left Philadelphia for Washington, D. C., where we spent several hours in sight-seeing before we left for Charlottesville, Va., where the Secretary of the Chamber of Commerce met the party and took us to the Monticello Hotel. Charlottesville, Va., is only three miles from Monticello, the home of Thomas Jefferson. It seemed fitting that we should visit this home at the last of the trip, instead of at the first. We have such a beautiful idea of this lovely old place and its historical surroundings. At Monticello, during the lifetime of Jefferson, were to be found some of the rarest art treasures of that day. The Thomas Jefferson Memo-

(Now turn to Page 31, please)

Three Hundred Ninety-three Men on Pension Roll Have 11,279 Years of Service

*Sixty-three Employees Retired During 1926 at Average of \$50 per Man—
William M. Box, 91, Is Oldest Pensioner*

By W. D. BASSETT, Secretary, Board of Pensions

IT may be true that only accountants, statisticians, and other clever and mathematical-minded people love figures, and on the merest hint that this article will deal with figures, you may be tempted to pass it by.

But if you have read thus far and hence learn that the operations of the Pension Department are to be discussed, you will probably read every word, because, as a loyal Frisco employe, you have a personal interest in that department.

Every employe who has accumulated enough years of continuous service to come within the pension rules will no doubt with each passing year feel the additional one per cent gained thereby a cause for gratitude to the management for its liberal policy.

The statement is frequently made, no doubt in blissful ignorance, that the pension roll does not grow because "they die off as fast as they are retired." As a matter of fact but 39% of the total number of employes pensioned have died. During the thirteen and one-half years the Pension Plan has been in existence 643 employes have been pensioned of whom 393 are on the rolls at the present time.

These 393 men served an aggregate of 11,279 years or an average of 28 years and 10 months each. Because of the fact that there are no payroll records available for the Frisco Lines prior to 1872 and for the Memphis Lines prior to 1878 those years were definitely fixed as the beginning points of service, and while undoubtedly there are many of these men who served fifty years or more, unfortunately they cannot be given the full credit under the rules. Therefore while there is but one living pensioner with a credit of 50 years to his service, the majority had more than 30 years service as proven by the payrolls.

These 393 pensioners have been paid a total of \$724,687.80 averaging \$1,843.99 per man. Their average pension allowance is \$38.88 per month. The youngest pensioner was 38 years of age when retired



Mr. W. D. Bassett, above, has been secretary of the Board of Pensions since the Pension Plan was inaugurated on Frisco Lines in 1913. Prior to that time he was assistant chief clerk in the general manager's office at Springfield, Mo. He is universally known and respected by the men who have been placed on the Frisco's Roll of Honor, as well as by those who are nearing the age of retirement.

and had 20 years service as a clerk in the Accounting Department. His name is Parnell Quick and he was retired being disabled through tuberculosis. He resides in Webster Groves.

The oldest living pensioner is William Marion Box who was born in Jefferson County, Tenn., on January 11th, 1836, and who is therefore nearly 91 years of age. At the time of his retirement, June 30, 1913, he was a Machinist in the South Shops at Springfield where he had been employed 28 years. He is one of the seven living pensioners out of the original 44 on the first pension roll for July, 1913, the combined ages at this time of those seven being 603 years and their service totalling 218 years. The names of the other six are Calvin Davis, Machinist, Springfield, born at Vicksburg, Miss., June 1, 1840, who had served 41 years and 6 months before retirement; William Lotan Holt, Machinist, Springfield, born at Rockenham, N. C., December 14, 1841, with 23 years service credited when retired; Nels Andrew Tandvig, Truckman, Kansas City, born at Trondgen, Norway, December 8, 1841, and with a record of 35 years of service.

Stephen Clayburne Hughes, Lathe Operator, Springfield, born in Osage County, Mo., April 2, 1841, having 24 years record of service; John Clark, Crossing Flagman, Kansas City, born in Caxton, Cambridgeshire, England, June 18, 1842, and with a service record of 41 years and 6 months; Henry Miller, Wiper, Springfield, born June 22, 1842, and serving 24 years.

Space does not permit a detailed enumeration of all the classes of employment in which these men were engaged, but a condensed summary shows there were 85 engineers, 6 firemen, 34 conductors, 15 brakemen, 6 roadmasters, 27 section foremen, 23 agents, 2 superintendents and 1 assistant superintendent, 8 dispatchers and operators, 17 clerks, 86 shop and roundhouse

(Now turn to Page 47, please)

Comptroller Bunnell Answers Question "Where Did Frisco Dollar Go in 1926?"

Labor Takes 43.41 Cents While Transportation of Freight Brings 74.17 of Each Earned Dollar

WHEN you tally up the stubs at the end of the month and find that you check correctly with the bank's statement, did you ever run agitated fingers through your hair and mutter: "Whew-w-w-w,—where did those dollars go?" So have we!

That job, important enough to most of us, fades to insignificance before the job confronting Mr. E. H. Bunnell, comptroller of Frisco Lines, who has the job of keeping the "stubs" of Frisco expenditures as well as the records of earnings.

The total of the amount is so staggering it is useless to deal with it here. But percentages tell an even more graphic story. Mr. Bunnell has compiled a chart of the Frisco expenditures and earnings for 1926, that tells a clear and concise story of "where the Frisco dollar came from and where it went."

The chart appears above. It will be noted that a very substantial part of the dollar expended during the year 1926 was for labor, fuel, material and taxes. Labor took 43.41 cents of that dollar; fuel took 8.10 cents; material took 15.64 cents; casualties took 1.50; and taxes claimed 5.23 cents—a total of 73.88 cents.

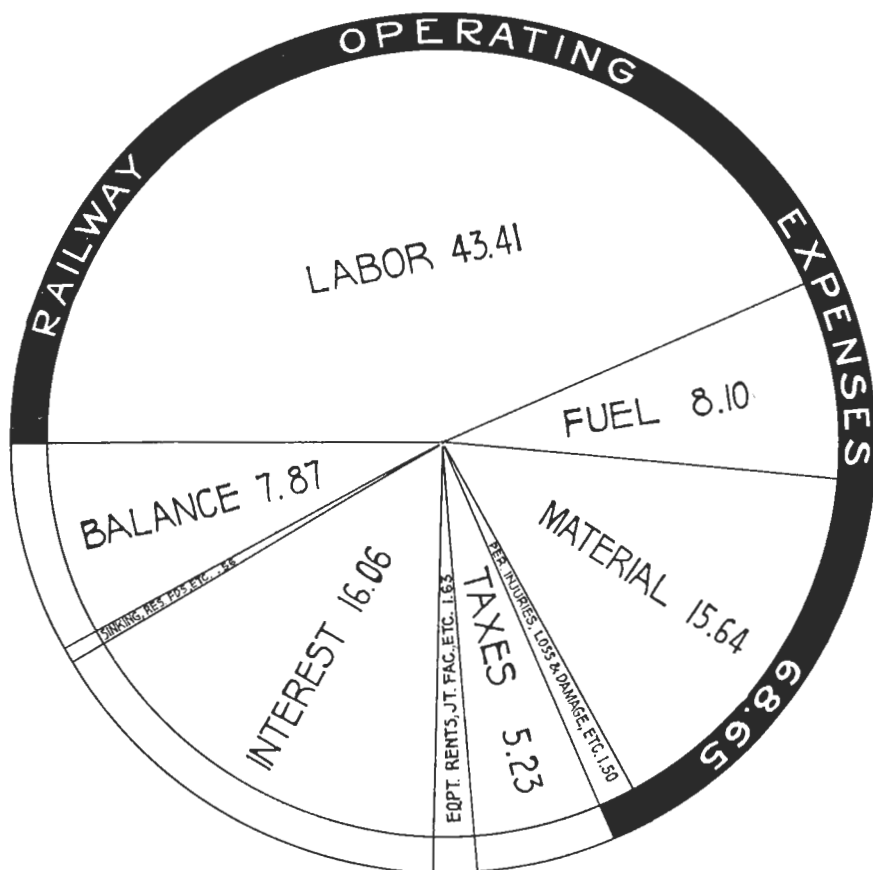
In other words, approximately 74 cents of each \$1.00 expended for operation went back into labor of the products of labor. Only 7.87 cents of each \$1.00 was left for improvements to the property and dividends.

Of the earned dollar, the transportation of freight, passengers, mail and express, brought a grand total of 94.79 cents of each dollar.

Switching service brought the Frisco 1.47 cents of each dollar it earned, rents of equipment, road, buildings, joint facilities and miscellaneous income items brought 1.64 cents, and the rest is divided among transportation of men and material in construction work, excess baggage, parlor and chair car, milk and storage of baggage and other items.

INSURANCE PAYMENTS

A total of \$10,297.15 was paid by the Metropolitan Life Insurance Company to insured officers and employees under the group plan, during November, G. L. Ball, superintendent of insurance, announces. The total was divided among supervisory group, \$4,185.04; shop, \$5,854.19; and clerks, \$257.15, and was for death claims and disability.



WHERE THE DOLLAR CAME FROM

	Cents
Transportation of freight.....	74.17
Transportation of passengers....	16.56
Transportation of mail.....	1.71
Transportation of express.....	2.35
Sources related to freight service, such as demurrage, storage and special service.....	0.36
Switching service.....	1.47
Sources related to passenger service, such as excess baggage, parlor and chair car, milk and storage of baggage....	0.78
Station and train privileges, parcel room and miscellaneous....	0.11
Rents of equipment, road, buildings, joint facilities and miscellaneous income items.....	1.64
Transportation of men and material in construction work....	0.60
Income from corporate investments	0.25
	100.00

WHERE THE DOLLAR WENT

	Cents
Labor	43.41
Fuel	8.10
Road service	6.07
Yard service	1.08
Other .....	.95
Material	15.64
Casualties	1.50
Personal injuries .....	.69
Loss and damage .....	.54
Damage to property, live stock killed, etc. ....	.27
Taxes	5.23
Equipment, rents, joint facility rents, etc.	1.63
Interest	16.06
Sinking and Reserve funds, miscellaneous .....	.56
Balance	7.87
	100.00

Four Members of the Leek Family Are Telegraphers for Frisco Lines

*Father and Three Sons All Employed on Eastern Division—
Wm. Leek Has 33 Years Service*

A FAMILY of Frisco employees has grown up on the eastern division in the last three decades whose members need no introduction to workers on the eastern division. They know each member of the family personally. But there are thousands of other readers of this *Magazine* who are working for the same company, to whom the "Leek family" is not known.

Since 1893, when William Leek, the father, took his first job as train caller at Newburg, the Leeks have been a part and parcel of Frisco work.

Today both the father and his three sons, Doral, W. K., and Claude, are telegraph operators on the eastern division. Only one has ever worked on any other Frisco operating division and they are so thoroughly interested in their own department that none of them has ever applied for transfer to another branch of the service.

Occasionally, their work brings them together, as it did in 1919, when the three sons worked at Newburg, Mo., handling the three tricks at that point. But they all learned telegraphy at the side of the same gentleman—their father, now a telegraph operator at Dixon, Mo.

Wm. Leek, the father of this family, was born near Dixon, Mo., in 1868. He first served as a train caller in July, 1893, at Newburg, Mo., but he had a leaning toward telegraphy and while he was serving in that capacity he studied telegraphy in the dispatcher's office. It appealed to him and he learned to receive and send messages in six or eight months, and was sent out on extra work, all the time retaining the job as caller. In 1901, after working as extra telegrapher at numerous points he was assigned the position of operator and served at points from Springfield to St. Louis. He has been at Dixon, Mo., since 1918.

"I like railroad work exceedingly well," he said. "I wouldn't know how to do anything else since my folks have all railroaded. My father worked in the roundhouse at Newburg for the Frisco for eleven years as a hostler helper.

"I can't say just how all the boys decided to take up telegraphy. They used to play around the office and of course at times they were interested in watching me receive and send messages. They just picked it up, and I'm glad they did.

"Claude, who is now at Springfield,

was the most interesting in learning. He didn't even want to play with the other boys and at the age of twelve he was using the key as well as he can now. He used to listen and write down everything that came in over the wire. I remember we had a foreman, W. P. Scott, who was loading ties at Jerome one day. He brought

sion of his father.

"When I took my first job on the second trick at Jerome, Mo., I just weighed 85 pounds, and I had to put two cushions in the chair to reach the key," he said.

Claude Leek is the only one in the family who has worked on another division besides the eastern. At one time he worked at Memphis and a second time at Ft. Scott. Now he handles the 8:00 a. m. to 4:00 p. m. trick at the Springfield Relay office. He, too, has worked at most of the points on the eastern division, including Tower Grove.

"The relay office where I am now, relays messages to the different points on the system. For instance a message comes from Sherman, Tex., for St. Louis. It will be received first by the office at Springfield and then relayed to the St. Louis office," he explained. "We used to write all our messages with pen and ink, but that was long ago. Now we have something like 350 messages a day passing through the Springfield office besides red ball reports, and we use machines instead of writing by hand. Long ago there were only twelve operators in the Springfield office—now there are twenty-two."

He spoke also of the days at Dixon when he was learning the art of telegraphy under his father's direction. He told of one instance, when he and a sister went for a visit to relatives in Newburg. When he got there, the first thing he did was to go to the telegraph office and ask the operator if he might use the key. He telegraphed his father that they had arrived safely. This was when he was thirteen years of age.

D. H. Leek is the next son who became an operator. He is now located at Crocker, Mo., where he works the second trick, from 4:00 p. m. until midnight. He was born at Newburg on June 9, 1898, and entered Frisco service on November 3, 1916, at Jerome, Mo. He came to Crocker on June 24, 1919, and has remained there since.

"It just came natural for me to want to be a telegrapher. I started to work when I was eighteen years of age. O. G. Cox was the chief dispatcher at Springfield at that time. He used me on extra work for about eleven months and then gave me my first regular job on the third trick at Pacific, Mo.," was his comment.

"I don't believe I would care to

It is indeed a tribute to the congenial surroundings and duties incident to service, that a father will devote his life to one company and bring up his sons to follow in his footsteps. Incidents of this kind occur frequently on the Frisco Railroad, although it is only occasionally that it becomes possible to present to the readers of the Frisco Magazine a complete story of the family.

The story of the five Carrigan brothers, all Frisco employees, appeared in an issue of this publication a few months ago, and another story of the Harley family of father and sons, who are all in Frisco service, was published more recently.

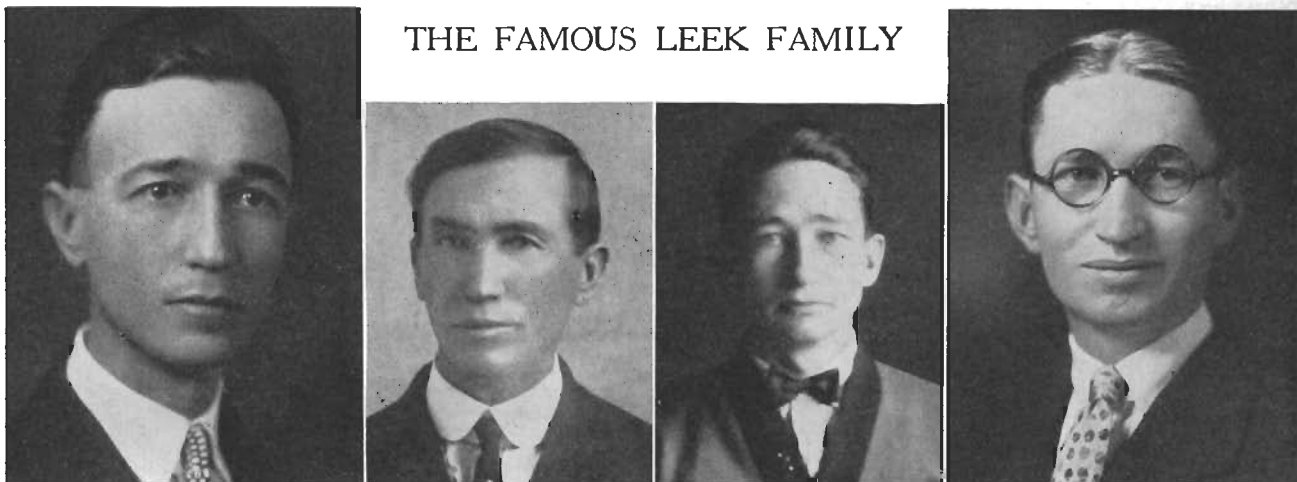
The story of the famous Leek family appears in this issue. Employees of the eastern division are well acquainted with them all, father and three sons together, and we are glad to introduce this family to 30,000 of their co-workers on Frisco rails.

—W. L. H., Jr.

in a list of car numbers, time loaded, and to whom billed, and at that moment Claude was sitting before the key. Mr. Scott threw the paper containing the information down in front of Claude and said, "There, send that for me." Claude was delighted, and while the foreman looked on in amazement, Claude sent the information correctly on into Springfield. When Mr. O'Hara, then superintendent, came to Dixon one day and found that Claude had such a thorough knowledge of telegraphy, he told me to send in his application papers when he became sixteen years of age. I did, and he's been on the job ever since."

Claude M. Leek is the eldest son and was born at Arlington, Mo., on April 4, 1893. As his father stated, he sent in his application for a position as telegrapher at the age of sixteen years, after a thorough training in the art under the patient supervi-

THE FAMOUS LEEK FAMILY



The Frisco-members of the Leek family of telegraphers are shown above. From left to right are: Claude M. Leek, operator at Springfield; W. M. Leek, the father, operator at Dixon, Mo.; Doral H. Leek, operator at Crocker, Mo.; and W. K. Leek, operator at Lebanon, Mo. The boys followed their father into the business, and have worked with the Frisco a total of sixty-eight years.

work for any other railroad. Its officials are fine and the short time I have been with the Frisco I have seen some wonderful improvements. The big oil burning engines are marvels, and most of the side tracks on this division have been extended to accommodate the long trains."

The third and youngest son, W. K. Leek, is the operator at Lebanon, Mo. He was born at Newburg on September 5, 1901, and began his service with the Frisco on June 19, 1918, at the age of sixteen years, as an extra operator at Franks, Mo. He has worked at every station between Lebanon and St. Louis, however, he has been permanently stationed at Lebanon since March, 1926.

He was asked if he remembered any unusual happenings during his service.

"Everything has always run along smoothly," he replied. "I can't remember anything unusual, except the time I helped to catch a counterfeiter. That was in 1919. I was the operator on duty. Ralph Carpenter, the Western Union operator, was in the office talking to me at the time.

A man came in the office and passed the time of day with us and sat there talking, presumably waiting for a train, for he asked about the time and arrival of them all. While he was sitting there, there came over the wire a message from Monett, Mo., giving a description of him, also advising us that he was cleverly making \$10 bills out of two dollar ones. He had the figures '\$10' on some paper, which he pasted on over the figure '\$2.' The deception was good, too. The message from Monett said that he had cashed one of these \$10 bills and had left shortly thereafter via the 'side door pullman route.' Of course he could not read the message and both the Western Union operator and I sized him up, and knew that we had the man. Ralph very cleverly slipped to a phone and notified the sheriff to come and get him, while I carried on a lengthy conversation with him. We kept him interested until the sheriff arrived. They found all the stamps and materials which he used to make the counterfeit money in his pocket—we had the right man, all right."

Besides the four boys, Wm. Leek, the father, has four girls. The oldest is the wife of C. F. Bryant, Frisco telegraph operator of Bourbon, Mo. Three girls are at home attending high school, Freda 21, Marjorie 18 and Virginia 16.

Each of the Leek boys is married and has children. C. M. Leek has five children, Raymond, Ruth, Norman, Doral and Emily. D. H. Leek has one boy, two years of age. W. K. Leek has two children.

Some of the children, so the proud fathers state, are showing symptoms of a leaning toward the profession of a Frisco telegraph operator. Just now the little families are growing rapidly, with time and thought only for play.

The service of the father and sons amounts to sixty-eight years. Each of them can relate in a most interesting manner the changes which they have noted during these many years. While the father can tell of greater changes since his first service—the children can remember and recall many of them, due to their close association with their father.

MAJOR DIX DIES

(Continued from Page 7)

and wide observation, and everyone considered him the best company to be found in our city. This accounts to a great extent for his continued popularity not only in railroad circles, but in Ft. Scott generally. His family consists of his widow and a son, John Perry Dix, who is one of the finest young men ever turned out of Fort Scott. Though but 25 years of age he is principal of the junior high school at Cheryvale, Kansas, and is working out his master's degree at Columbia University summer school in New York City."

In closing, let it be said that the deserved praise and love which Major Dix enjoyed from countless friends was not won as the gates were about to close forever.

His widow sent the writer a faded clipping from the Fort Scott Tribune-Monitor of June 10, 1900. The story it presented dealt with a dinner given the colonel on the occasion of his thirtieth anniversary of his entrance into railroad service.

The last paragraph is one of glowing tribute to a real man, a tribute such as come to few men. It reads:

"He (Major Dix) is one of the most conservative of the present genera-

tion of railway officials and if his affinity for Fort Scott had ever permitted him to divorce his relations with this city he would perhaps have been one of the executive heads at St. Louis, Kansas City or Chicago, for the Major is a railroad man of unlimited capacity and ability. But he remains here and the town has been better off for his having made this his place of abode. So in the clamor to top off his 30th anniversary with a blaze of glory, a Tribune reporter bespeaks the wish that when things mundane are over with, the Major will be accorded a seat where he can bask in the sunshine of eternal morning."

Three Year Record Held by Springfield Freight Station in "No-Error" Campaign

*Forty-two Workers Make Only 156 Errors in 332,960 Shipments
Record Shows—All Have Long Frisco Service*

By EMERY HAGUEWOOD

FROM the unsavory reputation of being "the worst place" on the Frisco System in freight handling, to the enviable position of "the most efficient" place, is the stride made by the Springfield, Mo., freight station.

For several years the men on the Springfield platform, aided and encouraged by W. C. Smith, general agent, and J. L. Boyd, platform foreman, have carried off the pennant for group No. 1, including the two St. Louis stations at Broadway and Seventh Street, Kansas City and Memphis, with great regularity. On the months they have not held the first position, they have been second, and never have dropped as low as third.

The pennant for Group No. 1, awarded to the station making the fewest errors in billing as compared with the number of shipments handled, has found an almost permanent lodging place at Springfield, in the opinion of the men employed there.

The average number of employes on the platform is 42, and 34 of these men have been in the service from five to twenty-five years and are entitled to merit transportation which is issued to employes with that length of service.

W. C. Smith, local agent, has been with Frisco Lines a few months more than 39 years, and W. J. Crawford, a platform worker, has 25 years to his credit. J. L. Boyd, platform foreman, is a 19-year service man, J. R. Williams has 17 years, S. M. Cox, assistant foreman, has 14 years, and W. Hay has 12. All in all, the workers have a combined service of more than 400 years, exclusive of Messrs. Smith and Boyd, and the newest man on the job has had three years and ten months service.

"I firmly believe that the reason we can so consistently take this pennant, month after month, is because of this long service among our men, combined with a remarkable spirit of co-operation and loyalty, and a veridical system that almost eliminates errors," Agent Smith said. "I've heard it said lots of times by various people, that a contented working force will do more than anything else to bring about results, and I believe it. Our men know each other socially as well as in business hours, and if there has been any argument or dis-



The Frisco champion freight station force is assembled above. The men are employed at the Frisco freight station in Springfield, Mo. They are, top row, left to right: Lee Howell, Otis Briggs, J. E. DePriest, Fred Cunningham, W. Pittman, M. Wingo, S. L. Stanfield, A. S. Compton, L. S. Prophet, J. A. Bockman. Center row, left to right: J. S. Haflinger, N. Quisenberry, C. H. Cammaday, A. L. Robards, S. M. Cox, Fred Snow, J. E. Foster, O. Stanfield, Roy Chrisman, Ed Brockman, Fred Sutter, John Herndon. Bottom row, left to right: W. C. Smith (agent), J. L. Boyd (platform foreman), C. E. Clark, P. W. McKinley, M. T. Kelley, E. F. Henderson, W. W. Mitchell, W. Hay, C. R. Helfrecht and L. P. Trask.

sension among them in recent months, I haven't heard of it."

It is indeed a remarkable record which this station has made.

During the first eleven months of this year a total of 322,023 shipments were handled, as compared with 332,960 for the entire year of 1925, and 300,696 for 1924. A record is sure to have been reached when the year's figures are finally compiled, since only approximately 10,000 shipments were needed in December to reach last year's goal, and twice 10,000 are expected.

But the total of shipments does not constitute the remarkable part of this story. Rather, the astounding lack of errors is the feature.

Out of the total of 300,696 ship-

ments in 1924 from the Springfield station, only 134 errors were registered against the platform clerks. The average number of shipments for each month that year was 2,244, and Springfield was awarded the pennant eight months out of twelve that year.

In 1925 Smith and Boyd and the loyal workers set out to beat their own record, which was already the best on the system, and succeeded in doing it. They won 10 of the 12 pennants that year, and made only 156 errors out of 332,960 shipments of freight. January was the largest month that year, with 26,616 shipments and only five errors.

So far in 1926, Springfield is holding up its end, although it will not

(Now turn to Page 47, please)

A "Happy New Year" of Thirty-four Years Ago



What time of the year is more appropriate for a reminiscence of the past, and all its happenings, than the New Year? The pen artist who drew the accompanying masterpiece, depicting names and scenes of the Accounting Department of St. Louis, Mo., in 1893, probably had no idea that it would be brought out and displayed in 1927—nearly a third of a century later. Instead of finding a goodly number of the seventy-one men, and six women, whose names appear on the pen sketch, now in service, only seven could be located now with the Frisco, three on the pension roll; and one not now with the company; and of the women, two are still in the service.

The names of John Starkey, F. C. Freiburg, J. W. Treymann, J. D. Nettleship, D. R. Davies, and E. S. Thomas appear on the Frisco payroll as still in the service in various offices in St. Louis, while W. B. Wells acts as general agent in the Chicago office. Messrs. W. P. Newton, T. J. Heath and Conrad Goehausen are on the pension roll, while G. W. Hutchinson is now associated with the Western Advertising Club of St. Louis. The Misses L. A. Robinson and S. Fish are still serving the Frisco in the offices of E. H. Bunnell and E. R. Belt of St. Louis, Mo.

The sketch is worthy of long study. First there are, dotted here and there and in two long sections, the "honor roll" of those who worked in 1893 for this department. One finds the old time bunch of flowers, the delight of pen artists. Neatly encircled are the names of the traveling auditors, and on the opposite side, with a typewriter for a symbol, the names of the stenographers, and a word or two of shorthand beneath.

Poetry, jokes, good wishes, jocular messages and fitting takeoffs are found, and we are told by one of those who worked then, that the "esprit de Frisco" was at fever heat in 1893, as it is now, and it would have been hard to have found a more enthusiastic, loyal and industrious railroad accounting force. They were filled with the same spirit that finds expression in the slogan, "One for all and all for one"—the Frisco.

More than one Frisco employee will glance at the scrolls and find the name of an employee whom he used to know or has heard about.

"BEGGARS ALL"

They beg to inquire and they beg to state;
They beg to advise and they beg to relate;
They beg to observe and they beg to mention;
They beg to call your kind attention;
They beg to remark and they beg to remind;
They beg to inform you will herein find;

They beg to announce and they beg to intrude;
They beg to explain and they beg to include;
They beg to acknowledge and they beg to reply;
They beg to apologize, beg to deny;
They reluctantly beg for a moment of time;
They beg to submit you an offer sublime;
Till I wish I could put the annoying array,

Of beggars on horseback and send them away.

—Chicago Bank Man.

Father was sitting in the armchair one evening, when his little son came in and showed him a new penknife which he said he found in the street. "Are you sure it was lost?" inquired the father.
"Of course, it was lost! I saw the man looking for it!"—Maine Central Magazine.

Work of Famous Pensacola Coal Tipple Viewed by President Kurn and Party Recently

Many Ships of All Nations Are Coaling at Frisco's Excellent Pier on Florida Gulf Coast

ON the morning of October 19, Mr. James M. Kurn, President of Frisco Lines; Mr. J. E. Hutchison, vice-president, and a representative group of citizens of the city of Pensacola, Fla., witnessed the operation of the Frisco coal tipple, when it filled the bunkers of the first steamship to coal at the tipple pier since the acquisition of the Muscle Shoals, Birmingham & Pensacola Railway by the Frisco Lines. The ship to have the honor was the "Megna," a British steamship which took eighteen cars of coal from the Birmingham fields. The tipple operated to the satisfaction of everyone concerned, coal pouring into the various hatchways of the ship at the rate of 600 tons an hour.

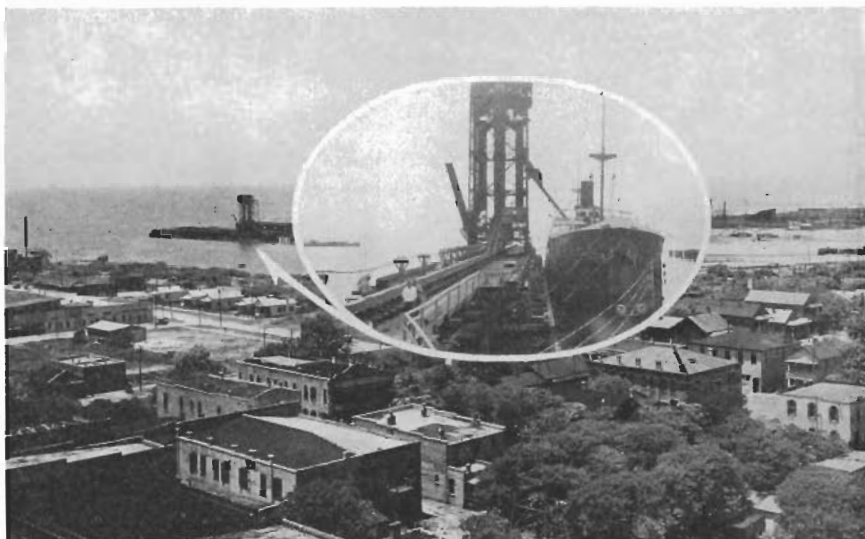
The pier has always been a popular one, and from October 19 until November 3, ten ships had taken coal. It is forty-eight hours nearer the Atlantic Ocean than the docks at any of the New Orleans ports, and one of its great advantages is that ships can pull up to the pier under their own power, without calling for a tug to assist them.

While the procedure of bunkering coal at this pier with the reconstructed coal tipple will soon become routine, just now it is a novelty, and it was with the utmost interest that the group watched the gondola cars approach the dumping hoppers on the two parallel spur tracks, stop above them to dump the coal and move forward to an electric transfer table, which took them, one at a time, to a third track for removal.

As the coal fell through the hoppers it was conveyed by a short iron link belt to the long, endless rubber belt which runs the entire length of the dock, and was picked up by the tipple proper, carried to the top in bucket conveyors, and dumped down a chute which hung over the bunker hatch of the ship.

This coal tipple is equipped with ten motors, varying in size from 100 H. P. to 2½ H. P. The tower of the tipple stands 100 feet above the water level and can be moved to any position in coaling a ship. Collie Malone, the chief operator, and his assistant, operate the coal tipple, one in the control room of the tower and one on the land end of the pier, by telephone communication.

One of the most interesting features of the tipple, is the long belt which carries the coal from the cars. It is 1,260 feet long and 42 inches wide and weighs nine tons. It was



The above picture taken from the roof of a Pensacola business building, gives an excellent view of the wharves and dock facilities at Pensacola, with the Frisco's giant coal tipple in the distance. In the insert, a close-up of the tipple at work coaling the bunkers of a steamer.

shipped to Pensacola in two pieces, and a factory representative who accompanied the shipment, spliced and vulcanized it after its arrival. In this process a special electric vulcanizer was used, which alone weighed 3,500 pounds.

The ships which have called for bunker coal so far have taken on an average of from 800 to 1,000 tons, but out of the ten ships coaled up to November 3, none of them had been able to take the full capacity of the tipple for any length of time, account of filling the bunkers faster than the coal could be cleared out of the way. For this reason it was necessary to stop and move to a new hatchway, after making a fifteen or twenty minute run.

While the "Megna" was the first ship to take coal at this pier, she flew the British colors. The first American ship to be coaled was the "Bantu" which pulled into the pier on October 21, and took on four cars of coal. Other ships arriving at the specified dates are as follows: "Mar Ferrena," Spanish ship, October 20, took 17 cars; "H. J. Lawrence," American ship, October 22, took 5 cars; "Anneberg," Danish ship, October 26, took 2 cars; "Southern Isles," British ship, October 27, took 8 cars; "Muneric," British ship, October 30, took 8 cars; "Craftsman," British ship, November

1, took 145 cars; "Barondrecth," November 3, Dutch ship, took 13 cars.

Many of the ships carried interesting cargoes: for instance, the "Muneric" flying under British colors was loaded with mahogany logs from Africa, and the cargo was valued at \$2,000,000. The Dutch ship, the "Barondrecth," was loaded with gasoline. On this ship were six "No Smoking Signs," in as many different languages. They were placed at different points on the ship and appeared as below:

Smoking Prohibited (English).
Verboten Te Rookten (Dutch).
Rauchen Verboten (German).
Defense De Fumer (French).
Prohibido Fumar (Spanish).
Rokning Stanctly Forbudt (Danish).

The crew that manned this ship was made up of men from many different nations, hence the variety of signs.

The ships which have taken coal at the Frisco's Pensacola pier have all been representative ocean vessels. Could the "Megna" be placed end on end, its length would equal the height of a ten-story building.

The coaling of these foreign ships, is the first direct contact with foreign lands by the Frisco Lines and its employees. It is most interesting, and it brings visions of foreign commerce with limitless possibilities.

Frisco Equipment Damage Continues to Reduce With Employee Aid

FOR the first time in eight months, the record of rough handling on Frisco Lines shows a decrease in the number of cars damaged in 1926, as compared to the same period in 1925, according to figures for the first eleven months of 1926 compiled in the office of the operating department statistician. Although each month's totaled reports for the year have shown a decrease in the amount of dollars and cents in equipment damage, the number of cars has been more for 1926 than for 1925.

This month marks the departure which the operating department hopes to keep permanent. In a letter to all superintendents under date of December 9, Mr. M. M. Sisson, assistant general manager, calls attention to the decrease in the number of cars damaged in the amount of 2.5

per cent, and urges all employees engaged in this work to a further effort for 1927.

"As a result of this performance it is clearly indicated that the improved condition of the equipment as well as the placing in service of more steel underframe equipment has resulted in less damage. We have not accomplished as much as we should in reducing rough handling, nor as much as I had hoped we would through the intensive campaign that has been waged in the last three years to bring this about. In the face of these reductions our claim payments have not shown a decrease as yet, and we have a long way to go before we will have accomplished what we set out to do in bringing about a decrease in the number of cars roughly handled."

In the statistical statement printed at the bottom of this page, it will be noticed that Springfield Terminals held first place for all three periods, Birmingham second, St. Louis third.

The central division successfully jumped to first place in 1926, while the eastern dropped from first place in 1924 and 1925 to second place this year. The southern and western divisions each jumped up from fourth and fifth place respectively, in 1924 and 1925 to third and fourth in 1926.

The slogan for last month's campaign was furnished by S. C. Cole of Sherman, Tex., and was "Rough Handling May Not Be Entirely Eliminated, But by the Co-operation of All We Can Make a Wonderful Improvement."

The statement for the first eleven months of 1926 follows:

DIVISION OR TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PER CENT DAMAGED TO TOTAL			STANDING			
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1924
TERMINALS																
Springfield	11	20	35	\$ 1,205.00	\$ 1,851.00	\$ 2,507.50	721,385	790,941	691,068	.0015	.0025	.0051	1	1	1	1
Birmingham ..	43	68	84	3,415.00	2,018.00	2,652.00	771,386	662,960	568,362	.0056	.0103	.0148	2	2	2	2
St. Louis	87	76	128	3,243.00	4,126.00	7,935.00	719,895	721,581	644,004	.0121	.0105	.0199	3	3	4	4
Tulsa	142	232	282	2,623.00	7,542.50	8,437.00	641,837	788,937	652,954	.0221	.0234	.0432	4	6	6	6
Memphis	240	189	219	9,681.35	8,233.44	8,862.00	1,073,200	1,135,765	1,170,701	.0224	.0166	.0187	5	4	3	3
Kansas City	203	172	241	4,712.90	6,527.00	4,256.00	653,134	659,381	626,928	.0311	.0261	.0384	6	5	5	5
Total	726	757	989	\$24,880.25	\$30,297.94	\$34,649.50	4,580,845	4,759,565	4,354,017	.0158	.0159	.0227	..	..	..	..
DIVISIONS																
Central	13	12	31	\$ 702.00	\$ 1,162.64	\$ 607.40	382,502	386,166	350,013	.0034	.0031	.0089	1	2	2	2
Eastern	34	22	47	800.28	1,230.00	2,313.26	827,532	829,514	696,188	.0041	.0027	.0068	2	1	1	1
Southern	66	79	134	3,105.50	7,204.10	3,905.82	905,740	868,599	813,148	.0073	.0091	.0165	3	4	4	4
Western	21	25	26	2,089.00	766.00	2,146.00	233,697	231,859	210,446	.0090	.0108	.0124	4	5	3	3
River	63	114	283	2,108.50	5,051.50	6,379.50	465,244	425,666	429,051	.0135	.0268	.0660	5	7	7	7
Northern	143	82	161	2,544.80	3,597.50	4,990.83	1,035,425	1,028,808	926,535	.0138	.0080	.0174	6	3	5	5
Southwestern	155	161	251	4,495.50	4,434.51	6,059.75	1,056,362	1,060,546	909,354	.0147	.0152	.0276	7	6	6	6
Total	495	495	933	\$15,845.58	\$23,446.25	\$26,402.56	4,906,502	4,831,158	4,334,735	.0101	.0102	.0215	..	..	..	..
Texas Lines	24	25	15	440.15	591.50	228.40	146,180	158,908	154,582	.0164	.0157	.0097	..	..	..	..
Total System	1245	1277	1937	\$41,165.98	\$54,335.69	\$61,280.46										

1926 compared with 1925—Per cent decrease in number cars damaged, 2.5%.
 Per cent decrease in amount of damage, 24.2%.
 Per cent increase in number cars handled per car damaged, 1.35%.
 Per cent decrease in amount of damage per car handled, 23.33%.

Frisco Beauty in Warwick, Okla.



It's wintertime in most Frisco towns along the way, but with a little effort of the imagination, one can fairly bring to life the flowers shown in the accompanying picture.

The picture is of the Frisco pump house at Warwick, Oklahoma, taken late this fall, while the rambler roses were still rambling, and the daisies were flopping their heads in the breeze.

Just a small plot of ground—a bit of landscape gardening—and a thing of beauty for all to behold.

AGENCY CHANGES FOR DECEMBER

C. O. McCain installed permanent agent Ft. Scott, Kansas, vice E. E. Dix, retired, effective December 1.

G. B. Homan installed temporary agent, Benton, Mo., December 3.

J. C. Wimberly installed permanent agent Netherlands, Mo., December 4.

W. V. McAdams installed temporary agent Grider, Arkansas, December 6.

D. Asher installed permanent agent Biggers, Arkansas, December 7.

E. B. Robinson installed permanent agent Ste. Genevieve, Mo., December 8.

M. Buttram, installed permanent agent Proctor, Okla., December 10.

E. J. Lemmons installed temporary agent Hallowell, Kansas, December 11.

Alfred Reynolds Was Personal Bodyguard to General Bonneville in Reconstruction Days

Retired Negro Sand-Drier Has Interesting History Antedating His Twenty-two Years Service

"ALFRED REYNOLDS (c) laborer, residence Eleventh Street."

The above identifying line is given by the city director of Fort Smith, Ark., for an aged negro.

It is unenlightening to say the least, and does not indicate that Alfred Reynolds is a former employe of the Frisco Lines at Ft. Smith, Ark., and has been on the pension roll of that company since September 1, 1925. Neither does it indicate that he was at one time the body servant of General B. L. E. Bonneville of the United States Army, romantic adventurer and soldier.

Alfred Reynolds does not remember all of his history. Since he can neither read nor write, he has kept no record of dates and data which might prove of interest to his grandchildren. Reynolds does not even know just how old he is.

However, he does remember some of his early experiences. He was born on a plantation near Russellville, Ark., the son of slaves. He, himself, was owned by Col. Thomas Howe, owner of a large plantation. His first work was in the cotton fields. When Civil War was declared, following the Emancipation Proclamation, Colonel Howe rushed all the slaves which he owned into Texas, with a view of holding them until the close of the war.

When peace was declared and Reynolds was free, he made his way back to the old plantation in Arkansas where his father was attempting to collect the scattered family of children who had been sold to different owners. When they had at last been brought together, the family moved to Fort Smith. This, as Reynolds remembers it, was in 1869 or 1870.

Soon after coming to Ft. Smith, he met General Bonneville, soldier and explorer, and one of that city's famous characters. If Reynolds' dates are correct, that was the year before General Bonneville, whose romantic adventures in the West inspired the pen of Washington Irving, was married in Ft. Smith to Miss Sue Neis. He was employed as the personal servant of the General, and coachman for the family.

In 1903 he entered the service of the Frisco as a sand drier at Ft. Smith, where he remained, serving the company in the same capacity for twenty-two years.



ALFRED REYNOLDS

Reynolds has a powerful physique. He is more than six feet in height and was at one time, one of the strongest men who ever lifted a shovelful of sand for the Frisco. But old age, though it did not weaken his powerful arms, slackened his pace, and he was retired from active service, but assured of a comfortable old age through being placed on the pension roll.

His real laboring days are over. Now he busies himself about his little home on Eleventh Street, which he owns. He talks sparingly of himself and his services with the Frisco, but a new expression comes into his face, when mention is made of the days when he served the General, and somehow, his railroad service fades into oblivion when he discusses the garrison festivities. One can imagine his six feet clothed in the grandeur of a coachman's livery, on the driver's seat of an elegant carriage of that period.

He talks at length of the brilliance of those times and recalls with eloquence the gayety of the old days, when he drove the General and his

Frisco Friends Visit Sunday Class of Retired Employe

W. H. Churchill Surprised With Large Attendance at Kansas City Bible Class

W. H. Churchill, veteran trainman, is retired from Frisco service, but he is still active in directing human travel. As the *Magazine* for March stated, he has the distinction of being captain of one of the divisions of the world's largest Bible class of the First Baptist Church of Kansas City, Mo.

On October 20, Mr. Churchill celebrated his seventy-third birthday, and on October 24, a group of fourteen men, headed by W. B. Berry, master mechanic of Kansas City, attended the services of the Bible class, en masse, to pay their respects to the Frisco veteran. The men included ten foremen, John Forster, inspector of mechanics, and Frank L. Gorman, a conductor of thirty years' service who traveled 200 miles to be present.

Mr. Churchill's division on that Sunday went over the top with an attendance of 259 men, and the total attendance of all the divisions was 1,786.

In greeting his many friends, Mr. Churchill was touched by their mark of devotion and in addressing them, he said: "I was 73 years old October 20, and this Sunday marks my 156th continuous attendance at this class as a member. If I could make the men of Kansas City understand what our class has done for me in the three years in which I have been a member of it, and what it means to me today, it would require all the Masonic temples in Kansas City to take care of the overflow from regular sessions of the class in Convention Hall."

One son has followed his father in a railroad career and is now yardmaster at Memphis, Tenn.

wife and their guests to brilliant social events at the homes of Ft. Smith's elite—"quality folks" as he calls them. The styles of the times, the manners of the southern ladies and gentlemen, their likes and dislikes have lived with him these many years, and he can relate stories of festivities which live long in one's memory.

One gathers, from talking to him—from his manner and his speech—that he must have been the perfect servant of the General, and the reason for his refusal to discuss his own life might be due to the remembrance of his slave days, and his lack of freedom of speech.

He is grateful for the compensation which he receives from the railway company which makes his old age an independent one, and if his mind goes constantly back to the times of the gay General and his coterie, rather than to the many hours in the twenty-two years that he served the railway company, shoveling sand—who can blame him?

Railway Facilities and Marked Development in the Mississippi Valley

Great Super-Soil Section Production Adequately Served by Frisco Lines Traversing It

By W. L. ENGLISH, Supervisor of Agriculture and Refrigeration

PIONEER builders of the great transportation system known as the St. Louis-San Francisco Railway, after making a survey of the Mississippi Valley, had a vision of a great Alluvial Empire, and adopted as a very appropriate name for the district served by its lines in Southeast Missouri and Northeast Arkansas, "America's Super-Soil".

The Frisco, with its two trunk lines out of Memphis, leading toward both St. Louis and Kansas City, penetrates the heart of the Mississippi Valley of Northeast Arkansas and Southeast Missouri. These two trunk lines, with tributary branches, form a perfect network of steel rails, affording this region splendid transportation facilities to the leading markets in all directions. This Alluvial Empire served by our rails, is a broad and level strip of delta land, embracing 1,920,000 acres in Missouri and 5,760,000 acres in Arkansas. It is the world's richest soil and the district is unsurpassed for diversity of crops. An elaborate drainage system, splendid highways, coupled with an ideal climate and a soil as rich as the "Valley of the Nile", insures the future prosperity of this section.

Here is a district that produces a heavy yield of high-grade, long-fibered cotton, and, at the same time grows successfully every crop produced in the northern half of the United States, between the Allegheny Mountains and the Rocky Mountains. High yields of corn, wheat, hay and various staple crops are produced because of the longer growing season and a heavier and better distributed rainfall.

Mississippi County, Arkansas, with a large amount of uncultivated land, today stands third on the list of heaviest cotton producing counties in the United States, two of these counties being located in the great cotton state of Mississippi, and if Bolivar and Sunflower Counties, Mississippi, do not look well to their laurels, they will soon be surpassed by this great cotton county in the Mississippi delta.

Because of its excellent transportation facilities and easy reach of all the great consuming markets in the southeastern states, this section should and will produce a larger volume of feed crops for her neighbors on the south. This is an ideal alfalfa territory, producing five to seven tons per acre and with an assured outlet,

a larger acreage of alfalfa will encourage a greater production of livestock and eventually this section is destined to also become one of the leading dairy districts of the country.

Nowhere can such an abundance of feed be produced per acre and no section of America is more favorably situated in close proximity to the leading consuming markets of the country. During the past several years, experiments in a commercial way have been carried on in connection with various kinds of truck farming and results so far have exceeded expectations.

Radishes and spinach are being shipped early in the spring in a car lot way to St. Louis, Kansas City, Chicago, Pittsburgh and eastern markets. Returns of two to three hundred dollars per acre have been realized. When the harvest is over, the soil is then prepared for staple crops and is in splendid condition. Three crops per year have been made from one acre of land, and while intensive farming has not progressed in this territory to the extent where every acre is made to produce its maximum, as is done in many leading farm districts, this determines the possibilities along this line for the future.

Irish and sweet potatoes produce an abundant crop, the Nancy Hall sweet potato being very popular, with a production of from two to three hundred bushels per acre. Many carloads of Farley June Bliss Triumph spuds have been shipped to the markets during the past several years and have established an enviable reputation for quality, creating a popular market demand.

Canning factories are now established throughout the district and tomatoes, beans and other truck crops are being utilized in this way. Hundreds of carloads of cantaloupes are shipped annually, as there is a keen demand for the high quality Rocky Fords produced in this district, and an assured service from the transportation lines. Cantaloupes loaded in this section have been delivered to the Chicago market on the second morning, demonstrating that the railroads are keeping apace with the diversified development. Cucumbers, cabbage, roasting ears, peppers—in fact all of the leading crops are now being grown in a commercial way and are creating much favor in the markets. As this industry continues to

SOUTHERN CONTRACT LET

The Frisco has placed under contract, the first fifty-seven miles of its proposed extension from Aberdeen, Mississippi, to Kimbrough, Alabama, which will extend for a total of 151 miles.

The contract was awarded to the Ross-Wogan Construction Company of Kansas City, Mo. W. A. Ross, president of the company, established headquarters at Columbus, Mississippi, and work was started on December 1. The cost of the work will be about \$800,000.

According to F. G. Jonah, chief engineer, invitations have been sent out to contractors to bid on the remaining sections of the work before January 15.

This new line will give a connection with the Muscle Shoals, Birmingham & Pensacola Railroad, recently purchased by the Frisco, at Kimbrough, Alabama.

thrive, it is sure to enhance land values.

The Frisco Railway, realizing the need for the most modern equipment for the handling of these perishable products, has arranged to have available at all times a sufficient supply of the most modern refrigerator equipment, built according to Government specifications. With an ample car supply and the very latest and most powerful oil-burning locomotives, we are in a position to give really dependable service.

The production of these various truck crops forces a closer co-operation among the producers as they soon realize that it is necessary to group together and form marketing associations for the purpose of standardizing on varieties of truck crops to be grown, proper methods of cultivation, harvesting, packing and selling, thus bringing the producers closer together, compelling a better understanding of their local needs and higher appreciation of the need of such fellowship. Local organizations of this kind will do more toward creating a neighborly spirit and a better understanding, and will insure better citizenship. As the country develops along this line, so will its people, who see the dawn of an awakening light and a realization of the great storehouse of riches, not only for their immediate needs, but for their future posterity.

Co-operation among the growers with the production of diversified crops brings them in closer contact with the transportation lines, and leads to a better understanding of their respective problems. The railroads need the support and respect of their patrons and the shippers or producers need efficient and sufficient transportation facilities.

Judge: "Are you trying to show contempt for the court?"

Prisoner: "No, I am trying to conceal it."—Ex.

For Meritorious Service

Through the thoughtfulness of General Manager Shaffer and his superintendents, the Frisco Magazine is able to publish for the first time this month, briefs of "Meritorious Service" performed by many Frisco employes in the discharge of their duties. Henceforth this information will appear each month in this publication.

—W. L. H., Jr.

J. P. BANKS, foreman, W. C. Ward, switchman, and E. A. Brashers, (title unknown), in charge of yard engine 958 in the yards at Springfield, Mo., were addressed under date of November 22 by O. W. Bruton, superintendent terminals, for service rendered in stopping extra north, engine 4139 on the morning of November 19, when they discovered a brake beam hanging on car ARL 13,101. These men crawled under the car and chained the brake beam up to a safe position for the train to proceed on into the terminal where the car was placed on the repair track. The record of each of the three men was credited with five merit marks.

W. H. Bevans, superintendent, Ft. Scott, Kan., wrote V. L. Stocker, operator of Cherokee, Kan., on November 22, commending him on stopping 1/138 which had brake beam down, dragging on rail, the night of November 12. The letter of commendation was placed on the personal record file of the operator.

W. I. Adams, conductor, of Francis, Okla., W. E. DeVault, brakeman, and J. A. Calhoun, brakeman, all of Francis, Okla., were addressed by C. T. Mason, superintendent of Sapulpa, Okla., on November 30, praising them for their services in straightening a load on car PMCKY 91,885 which had become badly shifted. Each of these men was credited with five merit marks on his personal record.

B. P. McCaslin, conductor, of Oklahoma City, was addressed on November 30, by C. T. Mason, superintendent of Sapulpa, for his service and consideration for passengers on train enroute from St. Louis to Oklahoma City on November 3. The passengers were: Mrs. E. F. Sparrow and Mrs. R. B. Kramer, one of whom was taken ill during the trip. E. E. Jones, porter on this train was also commended for his services, and a copy of the letter of praise was placed on the personal service record of these two employes.

J. N. Calhoun, brakeman of Sherman, Tex., was addressed by C. T. Mason, superintendent of Sapulpa, Okla., on December 3, for his splendid aid in finding a broken arch bar on COSX 2046 and having the car set out at Mill Creek. This broken arch bar was on train extra 4162, south, November 17. Mr. Calhoun's record was credited with ten merit marks.

On November 28, R. T. Parsons, conductor, and Wm. Frost, brakeman, both of Monett, Mo., were instrumental in giving to the special agent of that point, information which led to the arrest of two negroes, who unloaded coal from a car in their train. W. H. Bevans, superintendent at Ft. Scott, placed a copy of the letter of commendation on the personal record file of each of these men.

R. N. Tankersley, brakeman, of Sapulpa, Okla., found a broken arch bar on car MPCX 660 on November 21, while looking over his train, and had the car set out at Beggs, Okla. C. T. Mason, superintendent at Sapulpa, credited his record with ten merit marks.

S. J. Frazier, superintendent of Enid, Okla., has commended the following men on their meritorious service performed in the month of November at different points on the western division: W. F. Boone, engineer, for efficient work in handling disabled engine while in charge of special train on November 21; J. D. Fountain, conductor, O. C. Shelton and J. A. DeGorman, brakemen, for unloading a train of thirteen cars of stock when they found no one on hand to unload same, thus saving a delay in meeting another train which they had orders to meet; Roy Givens, engineer, and W. W. Epperson, fireman, for efficient work repairing an engine which had broken driving beam, besides taking care of regular work as crew on their switch engine; and J. M. Cummings, agent-operator, who put knuckle in car of coal which was in bad order, saving delay in delivering to connecting line and expenses of a car repairer going out on line to repair same.

While looking over train 542 at Sasakwa, Okla., November 20, J. F. Thrasher, brakeman, of Francis, Okla., found a broken arch bar on SF 11,787, which he had repaired. C. T. Mason, superintendent, of Sapulpa, Okla., credited his record with five merit marks.

C. T. Mason, superintendent at Sapulpa, Okla., addressed F. W. Lloyd, engineer of engine 1629 on train November 29, and also Fireman B. L. Mills, in appreciation of their aid in placing that engine in condition to move dead in train, after the engine had failed on line. The record of each of these two men was credited with ten merit marks.

Mr. Mason also placed ten merit marks to the credit of C. W. Coenig, brakeman at Sapulpa, Okla., for discovering a broken arch bar on SF 123035, train extra 4148, November 13.

W. H. Bevans, superintendent at Ft. Scott, Kans., credited the record of H. H. Waters, brakeman at that city, with ten merit marks, due to his

B. R. T. INSTALLS OFFICERS

The largest installation of officers ever held in its history was solemnized by the Brotherhood of Railway Trainmen Thursday night, December 16, at Alhambra Grotto, St. Louis, when Mr. W. G. Lee, president of the order, swore in the officers of nine lodges and six auxiliaries of the St. Louis district. Five hundred members of the B. R. T. and guests attended. A feature of the evening was the attendance of President Lee and President Clara Bradley of the Ladies' Auxiliary, President L. A. Downs of the Illinois Central, Vice-Presidents J. R. Koontz and J. E. Hutchison and Superintendent of Terminals P. W. Connelly, of the Frisco, Vice-President John Cannon, of the Missouri Pacific, and many other prominent railway officers. Mr. John Bannon, vice-president of the B. R. T., presided over the meeting, and was a very capable master of ceremonies. Following the installation of officers which President Lee conducted quickly by shortening the regular ceremonies to conserve time, the prominent guests were called upon for short talks. At the conclusion of the speaking program a moving picture showing the history of the B. R. T. since its organization in 1886 was shown. Promptly at 11 o'clock the ballroom was cleared for dancing.

The arrangements for the installation were sponsored by Frisco Lodge No. 106, and J. D. Trotter, Frisco switchman of Tower Grove, who resides at 3803 Blaine Avenue, St. Louis, acted as chairman of the committee on arrangements representing all the lodges of St. Louis and East St. Louis.

finding broken arch bar on SF 27975, in train 132, at Cherokee, Kansas, on December 12.

Thomas B. Hopper, engine foreman, Birmingham, Ala., was given merit marks by O. L. Young, superintendent of terminals at that city for finding a broken rail and reporting it to the section forces who repaired it immediately, thereby avoiding an accident.

P. W. Conley, superintendent of terminals at St. Louis, sends two cases to the *Magazine*, where merit marks were given for meritorious service; the first on November 24, when Engineer Lynch reported a signal light out on automatic signal on inbound main line at Chouteau Avenue. Frank Waters, acting yardmaster climbed the pole, took the lamp down, lit and returned it. The second case was that of Jos. Dwyer and John Shannon, yard clerks at Ewing Avenue, who on November 21 observed a caboose on fire. They gave the fire alarm and also secured a fire extinguisher. Their prompt action in all probability prevented a bad fire, as the caboose was located near a train of oil. The record of each man was credited with ten merit marks.

G. E. HIRSHMAN HONORED

Retired Veteran Feted by His
Associates on 70th Birthday

By LOUISE SCHUTTE

THE text of this article may easily be summed up in the one word "service."



The above picture of Mr. and Mrs. Geo. E. Hirshman, their son, Harry, and his two children was taken recently.

In the year 1872, George E. Hirshman, now a retired engineer, began his railroad career as a call boy for the Wabash Railroad, which at that time was known as the North Missouri. He worked as call boy for about one year and a half and then was assigned to locomotive service as a fireman. In 1881 he was promoted to the position of engineer. He began his service with the Frisco railroad at St. Louis in 1895 as an engineer, and worked continuously in such capacity until December 7 of this year, when he attained the allotted three score years and ten. Fifty-four years of service!

A surprise party was given in his honor by his many friends, including yard and road men, at Swartzman's Hall, Maplewood, Mo., on December 7. P. W. Conley, superintendent St. Louis terminals, was spokesman. He read two letters addressed to Mr. Hirshman. One was from Mr. Hirshman's son Harry, treasurer of the National Tube Company, Pittsburg, Penn., and one from his son Albert, with the Hercules Powder Company, Uniontown, Penn. Both letters were beautifully worded tributes to Mr. Hirshman, congratulating him on attaining the enviable milestone of seventy years, and expressing appreciation of him as their father. Mr. Hirshman has two other sons, Paul

and Thomas, and one daughter, Mrs. David Woodlock. Mr. Conley spoke of his personal acquaintance with Mr. Hirshman and expressed his good opinion of him as an engineer and as a man.

"I have checked back Mr. Hirshman's personal record twenty-five years, and I cannot find a single scratch against him," Mr. Conley declared.

Among the other speakers were James G. Hynes, Jim Cook, Mrs. C. W. Schank, David Woodlock and Mr. McFarland.

Mr. Conley then presented Mr. Hirshman with a gold signet ring and Mrs. Hirshman with an attractive leather purse. Both gifts were from St. Louis yard engineers and firemen, and were received with true appreciation of their sentiment.

Miss Audrey Rahing gave a piano solo, after which the Misses Adelaide Porter and Adele Hynes danced the Charleston. Mr. and Mrs. Hirshman lead a group in one of the old-time square dances. Refreshments were served to the delightful gathering.

Mr. Hirshman recalls the time when he was paid one dollar a day as call boy. When he started to fire an engine he was paid one dollar and forty cents for switch engine work

Along The Frisco

By R. F. McGlothlan

THERE is something worth the viewing—on the Frisco,
There is something always doing—on the Frisco.
Business never on the wane,
At its head are men of brain,
They're the sanest of the sane—along the Frisco.

Transportation is a hobby—on the Frisco,
The trains are neat and nobby—on the Frisco,
And it's seldom they are late.
There is no annoying wait,
Service, greatest of the great—along the Frisco.

Nature's lavish in her giving—on the Frisco.
And life is worth the living—on the Frisco.
The weather's mostly fair,
Lots of ozone in the air,
Climate, rarest of the rare—along the Frisco.

Scenes of beauty rare, invite you—on the Frisco,
Rugged hills and vales delight you—on the Frisco.
Proudly stands the lofty pine,
Laden is the fruitful vine,
They're the finest of the fine—along the Frisco.

Fields of golden grain salute you—on the Frisco.
Orchards, vineyards, too, will suit you—on the Frisco.
In truth, no other road
Ships strawberries by trainload,
And they serve them a la mode—along the Frisco.

You can see some pretty "peaches"—on the Frisco.
They delight to stroll the beaches—on the Frisco.
Their bathing suits are there,
But you sometimes wonder where,
They're the barest of the bare—along the Frisco.

and on suburban runs, two dollars a day, that is, a mileage of one hundred and twenty miles (round trip) brought two dollars. This included cleaning the engine from one end to the other, the brass work, dome, sand box, running board, and so forth. Engineers were paid four and a quarter cents per mile or about five dollars a day.

Today, Mr. Hirshman is not only well thought of as an engineer, but he is also loved and respected by his children. He has surely set a good example which the younger men in the game might well emulate, understanding then the poet when he wrote, "Grow old along with me, the best is yet to be; the last of life for which the first was made"

The maid having failed to appear to take Bobby home from kindergarten, the teacher said to the little fellow: "Now, Bobby, you know God is always with you, and you must think you have hold of His hand."

Next morning she said: "Well, Bobby, you got home alright?"

"Yes, Miss Wilson, I got home alright, but I can tell you I made God run every step of the way."—Missouri Pacific Magazine.

Railroad Work Is Fascinating Profession With Splendid Opportunities for Advancement—F. H. Shaffer

*General Manager in Address Before Father and Son Dinner
at Thayer, Mo., December 9th*

FRED H. SHAFFER, general manager of Frisco Lines, was the guest of honor and speaker of the evening at the "Father and Son" banquet held at the Y. M. C. A. building in Thayer, Mo., December 9. C. W. Black, editor of the Thayer News, presided as toastmaster.

Mr. Shaffer's address, "The Path of Success", dealt with the opportunities and requirements in railroad work today for the young man who chooses this interesting profession for his lifework. While he refrained from advising any one of the youths present to enter railroad work, feeling that the boy himself would feel the urge to become a railroad worker if that was to be his life's ambition, Mr. Shaffer painted an interesting word picture of the railroad life and possibilities.

Many young men now in the employ of the Frisco, and others who will join its ranks in months and years to come, will be interested in the straightforward truths which the General Manager told that gathering.

His address follows:

"There is a certain amount of fascination about railroading, and once a person gets in the business it is difficult to get out. This fascination starts with childhood. We all know that the child when very small wants to see the "choo-choo" train, and when able to talk, one of his first desires is a toy train, then a toy steam engine. As he grows older, if he lives in a small town, he hangs around the railroad station. He is fascinated by the telegraph and the telephone, the tissue train orders, and the monster engines—he envies the engineers who operate them. Finally, the opportunity presents itself and he gets a job, and in nine cases out of ten he continues in railroad work the balance of his life.

"As far as opportunity for advancement in the present day, compared with the past, is concerned, in my opinion the opportunities now are greater. I can recall in the old days when it was rare that the rank and file would get a glimpse of the Superintendent, and the higher officers they would never see. Compare those days with the present, when the officers gladly mingle among the workers, getting first-hand information to improve the service and efficiency, and all employees are implored to make suggestions that will improve conditions.

"This changed condition gives the officers an opportunity to get ac-

quainted with all employees—to know them personally, to know the kind of employees they are, and to know the kind of work they do. This acquaintanceship is valuable to the railroad, it is valuable to the worker, and it is valuable to the officers. When a vacancy occurs, the railroad officer turns over in his mind the various employees in line for promotion, and, of course, selects the employee best suited to the position.

"Many people remark that promotions are purely and simply on account of a so-called pull. Others remark that promotions are simply luck. Promotions do not come on account of a pull or luck, but they come as a result of hard work.

"It is not essential that a boy entering railroad work today have even a high school education, much less a college education, but if at all possible, every boy should have a high school education and a college education. Education will materially assist him in his work, and a boy should have a college education if possible, regardless of the line of business he follows.

"On the other hand, I have personally known railroad officers who are in the highest positions and have been highly successful, who have had nothing more than a common school education, but don't think for a minute that when these men left school they quit studying. When they went to work, they kept on with their studies, and by the use of books and experience, successfully fought the battles of life and reached the peak in their line.

"The young man today who is successful in railroading is the one who applies himself and who takes an interest in his work, who does not watch the clock, and who is willing to give some thought to his work outside of his assigned working hours. It has been said that a person, when he quits work for the day, should forget the business. This is true in a sense, but the successful railroad man of today is the one who keeps thinking after working hours and ideas come to him which are of material benefit to the railroad and in many cases to the employee.

"It has often been said that the officers of the railroad are made from a certain class of employees. This is to some extent true. On the other hand, I have never known an employee in any branch of service who

LADIES' AUXILIARY MEETINGS

*Wives of Frisco Veterans Are
Perfecting Organization at
Various Points*

THE third meeting of the Ladies' Auxiliary to the Frisco Veteran Employees' Association was scheduled to be held at Ft. Scott, Kan., on January 7, under the direction of Mrs. W. G. Wolfe of Pittsburg, Kan. The arrangements for the program had not been completed and were not available for this issue. Mrs. Wolfe held a local meeting at Ft. Scott on December 14, when she appointed committees to draft a program of interest for the meeting early in January.

The second divisional meeting of the auxiliary to the Frisco Veteran Employees' Association was held in Springfield, Mo., at the Y. W. C. A. building, with a large number of interested women present. A most gratifying feature of the occasion was that almost every department of service was represented at this meeting, and the addition of about sixty new names to the charter membership, spoke well for the enthusiasm and interest in this particular district, which is composed of the eastern division and the Springfield Terminal.

Two vocal numbers by Miss Marjorie Risser, of the clerical department, preceded the splendid address of Mrs. Robert M. Whelan, of Oklahoma City, president of the organization. Mrs. Whelan paid an especially pleasing tribute to all railroad workers in general, and stressed the good to be done by the auxiliary. J. L. McCormack, secretary and treasurer of the Frisco Veterans' Association, explained the attitude of his organization toward this new venture, and to his help and encouragement much of the success of the Springfield meeting was due. A reading given by Dorcas Marcell, representing the shop department, was well received and two vocal solos by Esther Marshall, representing the road department, were appreciated. Talks by C. C. Mills, of the accident prevention department, and L. S. Thompson, chairman, O. R. C., were followed by short talks by Mrs. W. G. Wolfe, second vice-president, of Pittsburg, Kan., and Mrs. M. M. Sisson, of Springfield, Mo.

Mrs. W. R. Boyd, district chairman and first vice-president, had charge of the meeting and presented some of the many plans for the future activity of the eastern division unit and reported more than twenty personal visits made to veterans and pensioned members in their homes and in the Frisco section of St. John's Hospital at Springfield, since the beginning of the drive for members. Her plea for co-operation met with hearty response and much enthusiasm was evidenced. Ice cream and cake was served and the hour of neighborly sociability was a pleasant one.

(Now turn to Page 25, please)

CHARLES FORREST



THE above is a striking likeness of Charles Arthur Forrest, deceased executive general agent of the Frisco Lines at Birmingham, Alabama.

Mr. Forrest died on September 25, following an illness of over two years. He was born at Auburn, N. Y., in 1870, and after the completion of a high school education, went to Texas, and at the age of eighteen years, entered the service of the late James Aikin, superintendent of the Pacific Express Company at Dallas. After serving this company for some time, he entered the services of the T. & P. Railway in its general freight department.

He was connected in different capacities with the M-K-T Railway of Texas in both Dallas and Waco, and at one time served as secretary for that company. In 1902 he accepted the position of traveling freight agent for the Rock Island Lines in Atlanta. Upon the consolidation of the Rock Island and Frisco Lines he was promoted to the position of commercial agent and later as general agent for the Frisco in Atlanta, which position he held until 1918, when the government assumed control of the railroads.

He offered his services to the Government and was appointed assistant in the transportation bureau of agriculture at Atlanta, and after Government control he resumed his duties with the Frisco as general agent, and a little later was promoted to general western agent for the Frisco Lines for the Pacific Coast with headquarters in San Francisco. The posi-

IT'S ancient history now—this story of "Rastus". But up and down the line of the Frisco many men will read this story and suddenly remember the ebony-hued lad whose picture appears with it. He figured prominently in Frisco circles 15 years ago when he was the pet of the boys on the eastern, northern and central divisions.

It all came to light again when Agent A. T. Brown at Monett decided to clean house. Every drawer and every shelf in the office was cleaned of its accumulated papers in the clean-up. And in one disused drawer, Agent Brown found "Rastus" picture, dog and all, with the writing faded to illegibility on the back of the photo, but with the picture still clear.

For a couple of days Brown let the photo lie on his desk. Then trainmen began to notice it and one of the old-timers among them cast back to 1911 and remembered "Rastus" and his pathetic little story.

The little darkey's uncle lived at Pacific and was his nearest of kin. He provided "Rastus" with a place of sorts to curl up at night, but there was little food, no clothes and the little fellow didn't know the feel of money. One day he rolled out from under a freight train at Monett. From then on Monett was "home" to him. The Frisco boys chipped in to buy clothes and food, then they bought him school books and sent him to school at Monett. At night he'd sleep where he could hear the puffing of Frisco trains, and after school hours he was the general handy "man" for the agent and his force. No one seems to remember the name of his dog, but they remember that "Rastus" and the pup were inseparable, as the picture indicates.

Nor does anyone know what happened to the boy, how he came to leave Monett, or where he went.

His case isn't as frequent on American railroads as it used to be. But the care of this orphaned Negro lad is typical of the big-hearted, open-handed Frisco railroader. The Magazine department would be glad to hear from "Rastus" himself, or any one who knows more of his brief life as the "adopted son" of the Frisco Lines.

—W. L. H., Jr.

tion of executive general agent for the Frisco Lines at Birmingham, Ala., was next given him, which he held until he became ill and retired.

In 1906 he married Mrs. Annie Arnold Gammel, of Anderson, S. C. He leaves his wife and an 18-year-old son, Charles A. Forrest, Jr., of Atlanta; Fred L. Forrest, a brother, of Dallas, Texas, and Mrs. Carroll W. Clarke of Chebeague Island, Maine.

He Was the "Pet" at Monett



A CHRISTMAS GIFT

By ORVILLE COBLE

One story comes out of the thousands told of holiday cheer, when the whole world is filled with the spirit of giving so others may be happy—which will touch deep into the hearts of all who read it.

Thomas Crowe, of St. Louis, is a former Frisco engineer. He is now on the pension roll, but when he handled the throttle of a Frisco locomotive, General Manager F. H. Shaffer was his superintendent. Mr. Crowe admired him and liked his firm but kindly authority.

During the holidays Mr. Crowe learned that his friend Mr. Shaffer planned to visit his mother in Illinois. It occurred to Mr. Crowe that he might express his regard for his old "boss" in a way in which Mr. Shaffer would know that it was most sincere.

He remembered a gift which he had bought for his own mother, more than a quarter of a century ago, but whose early death prevented her from ever using. This gift was a beautiful silk shawl, lustrous, soft and exquisite, and one which any man would be proud to place about the shoulders of his mother. Time had enhanced, not lessened its value and charm.

Mr. Crowe placed in it a cedar treasure chest almost as resplendent as the shawl itself and gave it to Mr. Shaffer for his mother. The presentation was made during the holidays.

MAKE ANOTHER RECORD

Best Local Performance on Southwestern Division Made on November 30.

NOVEMBER 30 was a gala day on the southwestern division, and particularly on the Chickasha-subdivision, according to Mr. J. A. Hutchison, assistant superintendent, since on that day the best local freight performance ever made on the southwestern division was chalked up as a permanent record for the division—if not for the entire system.

In a letter to the editor, Mr. Hutchison writes:

"Local east out of Quanah on the morning of November 30, with engine 1620, handled 23 loads and 3 empties, 1,090 tons. At Eldorado, Olustee, Altus and Headrick additional loads and empties were picked up. When the local went into Snyder it had a total handling of 105 loads, 16 empties, a total of 4,065 tons.

The potential rating of this class engine from Quanah to Snyder is 1,850 tons, or a total potential between these two points of 111,000 gross ton miles. On this particular trip this engine produced a handling of 118,292 gross ton miles or 7,292 gross ton miles over the potential rating of the engine.

Their train haul for the entire sixty miles was 1,972 tons per mile or 122 tons per mile over the engine potential rating for the entire trip. This crew made five hours, forty-five minutes overtime and had a performance of 8,603 gross tons per train hour.

On this trip they burned 1,558 gallons of oil, which produced a fuel performance of 157.08 pounds per thousand gross ton miles, which is 38 pounds per thousand gross ton miles under the standard set for this subdivision for the month of December.

The crew handling this train was: Conductor W. C. Bryant, Brakeman D. H. Jones, Brakeman J. F. Edwards, Brakeman R. S. Maloney, Engineer Henry Zimmerman and Fireman Harry Conley.

D'YOU KNOW CASEY JONES

Now comes the momentous question—Who was Casey Jones?

The *Magazine* would like to claim that Casey was an old Frisco engineer, but there is no data or facts to substantiate such a claim.

Wm. J. Wallace, pensioned engineer of Sapulpa, Oklahoma, writes the *Magazine* that a Louisville, Kentucky, paper (where he now resides) is trying to ascertain the origin of the song and who the original Casey Jones was, who inspired its composer. Mr. Wallace writes that the song was most popular at the time of Mr. Carl Gray's administration and was presented to railroad men for the first time at a banquet in St. Louis, Missouri, given Mr. Gray when he retired from Frisco service.

New 700-Gallon Well at Holly Springs, Miss.



EMPLOYEES of Holly Springs, Miss., are particularly proud of their new twenty inch well, three hundred and fifty-two feet deep, of gravel type construction, which, according to the Frisco chemist, produces the purest water to be found at any point on the Frisco system.

This well was dug by the Layne-Central Company of Memphis, Tenn., who also built and installed the Layne vertical type centrifugal deep well pump, propelled by a forty horse power gas engine. The tank is a Chicago Bridge & Iron Works 100,000 gallon steel one, and the station was installed under the direction of George Revis, water service foreman of the southern division, at a total cost of \$20,000.

The contract with the Layne-Central people called for delivery of two hundred fifty gallons of water a minute. When the complete installation was made, the well showed, by official test, a production of five hundred gallons a minute over an eight hour period. Since that date an unofficial test has been made which showed that it produced seven hundred gallons a minute.

The top view shows the pumphouse and tank just after the erection had been completed: the lefthand picture shows the inside of the pumphouse, with the vertical centrifugal pump in the foreground, engine at the rear, and George Revis, water service foreman, at the extreme left. The center picture shows the pump in operation, handling seven hundred gallons of water a minute.

WHAT COUNTS

(By Marshall Wilson, Roff, Okla.)

It isn't the job we intend to do,
Or the labor we've just begun,
That puts us right on the ledger sheet;
It's the work we have really done.
Our credit is built on the things we do,
Our debit on things we shirk,
The man who totals the biggest plus
Is the man who completes his work.

"Can any of the readers of this *Magazine* give any information as to who Casey Jones was, where and when he was killed and where, when, and by whom the song was written," Mr. Wallace asks in his communication.

"The Times, in Louisville, is trying to compile a group of popular old and new railroad songs," he continues, "and I thought maybe our Frisco boys might know about this one."

Anyone with any authentic information about "Casey" will kindly communicate with Mr. Wallace at 3517 W. Madison St., Louisville, Ky.

GREETINGS FROM FLORIDA

B. S. Shirk, Former Assistant
Superintendent Tells Frisco
Folk "Hello"

B. S. SHIRK, formerly assistant superintendent at Amory, Mississippi, sends a greeting to all his Frisco friends, via the *Frisco Magazine*, from Winter Haven, Florida. Mr. Shirk has been on the pension roll for two years, having been retired from active service due to physical disability.

"The *Magazine* is certainly a welcome visitor in my home," he writes, "and the only sure way I can keep in touch with the happenings on the greatest railroad in the world. Even



though I am down and out I read the columns and try not to miss a thing.

"I am enclosing a picture taken at Venice, Florida, of Mrs. Shirk, myself and Mrs. G. A. Gladson, wife of G. A. Gladson, carman of Tulsa, Oklahoma, who spent a few months with us.

"Tell the boys I am getting along as well as could be expected—enjoying this beautiful sunshine which we have every day. Kindly remember me to Messrs. Kurn, Martin, Hilton, Huftchison, Allender, Bassett, Wightman, Young and all of the rest.

"I think of all the bunch every day and Mrs. Shirk says, when I get into deep study, 'What are you doing now—railroading?'"

Mr. Shirk sends to all his friends the best of wishes for the New Year, with a sincere wish that when there is an opportune time, that they drop him a letter at Box 1135, Winter Haven, Florida.

A wise old owl lived in an oak; the more he saw, the less he spoke; the less he spoke, the more he heard. Why can't we be more like that old bird?

RAILROAD WORK IS FASCINATING PROFESSION

(Continued from Page 22)

is a hard worker, has the right kind of personality and the average amount of brains, who in the final outcome is not recognized and promoted as the opportunities present themselves.

"I have in mind a freight conductor on a certain railroad where I worked as a train dispatcher. This freight conductor was rapid in the checking of his train, and when his train was checked, he would hustle to the office for his orders. He always had at his tongue's end the number of loads, empties and tons in his train, the engine number, and the engineer, and as soon as he was given his orders, he would move rapidly to the engine, deliver his orders and get out of town. He was always good at giving information on the road about the movement of his train. In fact, he was what we call an A-1 conductor.

"Today this man is a Superintendent, and he has not yet stopped. I look for him some day to be a General Manager or a Vice-President. I have known boys who started on their life journey as track laborer, and who, in turn, were promoted to section foreman, roadmaster, superintendent and finally general superintendent. I have known boys who started to work as machinist apprentice, who have, in turn, been promoted to gang foreman, roundhouse foreman, master mechanic, superintendent, and to general superintendent.

"These are not isolated cases. In fact, they are common, and go to show that regardless of the department, ability is recognized. To be successful, it is necessary that all men be dealt with fairly and squarely. This begins with the day of first entering the service and continues during the service, regardless of position. To illustrate what I mean, a worker in any department should be considerate of the other workers and should not take undue advantage of them—should treat them as he would like to be treated. A worker should not shift the load to his fellow-employee, but should share equally the burden, and if a fellow employee is in trouble, we should be considerate of him and assist him.

"Going further up the line, it is the policy and desire of railroad officers that everyone be given a square deal, and to treat the employees as they should like to be treated were they in the employee's place. In other words, to give them every consideration, and to be a successful railroad officer in this day it is very essential that this be done.

"Going back to the subject of whether or not the opportunities of today are as great as they were in the olden days, I will say that the opportunities are greater, for one reason alone, and that is that the railroads of today are handling many times the amount of business that they were years ago, and as time goes

MANY SPECIAL MOVEMENTS

Many special movements were handled via Frisco rails during the month of December, many of them due to extra holiday travel.

On December 16 the Mordkin Ballet was handled Kansas City to Joplin, thence Tulsa, thence Oklahoma City, thence Dallas, Texas, arriving on December 19. This ballet comprised 50 people.

A special party of twenty-five men in the private car "Sinco" was handled on train No. 9, St. Louis to Tulsa on December 6, and from Tulsa to St. Louis, trains 112-2 on Dec. 9.

One of the largest movements of the month was that of the American Petroleum Institute delegates to Tulsa, Oklahoma, for the annual meeting on December 5 and 6. About seventy-five sleepers were handled via Frisco Lines, two special trains from Texas, one from Los Angeles, Calif., two sections of No. 9 handled on December 5, and two sections of No. 9 on December 6, which trains handled nine cars from Chicago, one from New York, one from Cleveland, and nineteen from St. Louis.

Extra equipment was placed on all trains out of St. Louis, incident to Christmas and New Years holidays, and in some instances steam trains were substituted for motor car runs, where several extra coaches were added. An extra section of train No. 10, Sapulpa to Monett was added December 18 to 24, inclusive.

The Feodore Chalopin Company of approximately 70 people was handled, Memphis to Birmingham, train 105, December 11.

The Publix Theatre Corporation had a movement of a cast of twenty-five people via the Frisco Lines from Memphis to Birmingham, train 105, December 5. This same corporation had a special movement of twenty-five people, Memphis to Birmingham, train 105, December 12.

ESTES, ESTES & ESTES

Operator D. L. Estes forwarded to the *Magazine* office from the south yard, Oklahoma City, a "31" order which he says, "—you will likely not see again."

This train order was for trains 9 and 111, but the unusual part was that the meeting point was "Estes", signed for by Conductor "Estes" and Operator "Estes".

Operator Estes says: "I have been at this office three years and Conductor Estes has been running out of here all the time, but have never handled an order like this before. We are not related. The meeting point was named after Conductor Estes."

on and the country is more intensely cultivated, resulting in increased business, the business of the railroads will increase, and the increasing of business calls for greater opportunities for all railroad workers."

THE QUEEN LIKED THEM

Ozark Apples Made a Hit With Rumania's Popular Ruler

IN a recent edition of the Springfield (Mo.) Leader a letter from Emery Haguewood, *Frisco Magazine*, reporter was printed in the People's Column, in which he bemoaned the fact that Queen Marie of Rumania had missed visiting the "Land of the Big Red Apple"—the Ozarks.

In his letter Mr. Haguewood writes: "—she missed seeing the strawberry center of the world, Springfield, Mo., also the greatest poultry growing center of the world, as well as the land of the big red apple, and the home of the Concord grapes, also the



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Photo—MacEwan-Harris, St. Louis, Mo.

most important dairy country in the Southwest. She should have come down where nature at this time of the year is in all her glory, down where tourists come by the million to see the beautiful scenery, and drink the purest water on earth. She would also have had the pleasure of riding over one of the best railroads in the country—the Frisco. When one thinks of all this, we are bound to acknowledge that the author who originated 'Pity the Poor Queens' was right."

While it was not possible to visit every beautiful spot in America in so brief a tour, we are advised that William Findley, secretary of the St. Louis Chamber of Commerce decided that she should not leave the state until she had tasted one of its greatest products—the apple. Accordingly, to her suite at the Coronado Hotel, he sent a basket of Stark's Delicious apples. He asked her Majesty if she would mind being photographed with them. She gladly took an apple, but

A RECORD TO BEAT

The editor received the following letter from A. Terry, division roadmaster at Chaffee, Mo., for the river division:

"I have noted with interest the new rail laying records which appeared in the October issue of the *Frisco Magazine*, according honors to the southern and northern divisions. Will say that when you beat 100 feet to the man you are doing good work, but you are far from carrying the banner and will have to whip up if you even compete with what has been done.

"In January and February of 1915 Charles McCain made the following record on the southern division just south of Winfield, Alabama: Laid 428 lengths of rail of 33 feet each, or 14,124 lineal feet, 7,104 tie plates, 17,120 track spikes and 17,120 tie plugs. McCain worked 100 men on this job—an average of 141.28 feet to the man. Vice-president Hutchison was then general superintendent and J. A. Rollan roadmaster. Mr. Carr was superintendent and E. H. Barry, now assistant to the chief engineer at St. Louis, was division engineer.

"There was another great record made on the eastern division in April and May of the same year, under General Superintendent J. A. Frates and Superintendent J. F. Sims and Division Engineer J. M. Sills. J. H. Weed was maintenance inspector then—he is now roadmaster on the High Line between Springfield and Kansas City, and F. A. Denton, now retired, was roadmaster. I had charge of that eastern division job, and laid 528 lengths of rail, all of it 33-foot stuff, a total of 17,424 lineal feet and 9,504 tie plates, 21,120 track spikes, 21,120 tie plugs and 2,112 track bolts, with 120 men. We laid one and seven-tenths of a mile of track on both sides, or an average of 145.50 feet or rail per man.

"The boys may beat this, but they'll have to whip up to do so. I hope they can."

said she would prefer not to be photographed.

The basket was passed around the room and presently members of the entourage were busy at what is supposed to be America's daily method of keeping the doctor away. Queen Marie followed suit. One bite, and a royal smile revealed the fact that the apple had made a hit.

"You may bring your camera," she said.

The accompanying picture tells the story.

So, after all, the Queen was given a taste of one of the outstanding varieties of apples grown in the Ozarks, and it may well be supposed that with the apple went a few remarks about the Ozarks, from whence this particular brand came, for it was learned that Mr. Findley is a native of the Ozarks.

MEET IN TWO CITIES

Winfield and Custer City, Kansas, Have Better Service Sessions

SUPERINTENDENT S. J. Frazier and his staff, together with employees and citizens of the cities of Custer City and Winfield, Kan., held two interesting meetings on Sunday, November 28, to discuss accident prevention and better service topics.

The meeting at Custer City was held in the Masonic Hall, where T. F. Jones, roadmaster, acted as chairman. In explaining the purpose of the gatherings, Mr. Frazier said the men were assembled to discuss the important matter of how employees could better serve the public; also to air and exchange ideas beneficial not only to the employees of the railroad, but also to the traveling public.

A splendid program followed, in which Mr. Jones discussed problems of the track department with the section foreman present; A. L. Fisher, division engineer of Enid, made a strong plea in the interest of accident prevention, as did O. C. Mills, general agent, of Oklahoma City. R. C. Canady, assistant superintendent, expressed the thanks of the Frisco railroad for the co-operation of Custer City people, and N. P. Chandler, superintendent of schools of that city, responded. Mr. Stone of the Custer City Commercial Club, concluded the program with an invitation to the Frisco men to meet again in Custer City. J. C. Hopkins, proprietor of the Broadway Hotel, served the visitors with a chicken dinner. The meeting at Winfield, Kan., was held in a passenger car at the local station, later in the day. Practically the same program was followed, with a change in speakers, as Winfield produced some fine talent.

Officials attending the two meetings were as follows: S. J. Frazier, superintendent; W. J. Foley, master mechanic; Harry Harrison, accident prevention agent; H. F. Sinclair, claim agent; C. U. Allen, division accountant; Charles Byrd and Frank Hinkle, roadmasters; A. L. Fisher, division engineer; R. C. Canady, assistant superintendent, and T. F. Jones, roadmaster. It is estimated that 100 attended both the meetings on this date.

A shingle, a cigaret and knickers make a lot of difference, but they don't fool a mouse.—New Haven Register.

While waiting at the railroad station Brown put his six-year-old daughter on the slot scales. "Only forty pounds?" he said. "You ought to weigh more than that."

"Well, Daddy!" exclaimed the little girl, "isn't it enough for a penny?"

Frisco Men Hold Better Service Meeting at Pawnee, Oklahoma, December 12th

By D. S. THORNTON

AS the result of considerable discussion among railway officials at Enid as to the best place on the Perry and Avard sub-divisions for a better service and accident prevention meeting, Pawnee was visited December 12 by fifty Frisco men, who arrived on the morning trains and congregated in a passenger car at the local station. Prominent among the officials present were S. J. Frazier, superintendent; A. L. Fisher, division engineer; F. C. Gow, assistant superintendent; Charles Byrd and Stewart Payson, roadmasters; and John M. Walker, division storekeeper, all of Enid; Harry Harrison, accident prevention agent, St. Louis, Mo.; and W. C. Brown, motor car maintainer, Springfield, Mo.

Opening the meeting immediately on the arrival of train 609, Mr. Byrd acted as chairman in the absence of Frank Hinkle, roadmaster of this sub-division, who was prevented from attending by illness.

"The betterment of Frisco service, efficient co-operation among ourselves for our mutual benefit, and Safety First," said Mr. Byrd, "are among the subjects upon which every one here present will be given an opportunity to speak. Knowing, as I do, that all of you come fully prepared to air your ideas and your troubles, I propose to call on each man, beginning at one end of the car and ending at the other."

Mr. Byrd called on a number of the section foremen, the first being Jim Sims of Goltry, who made an interesting and instructive talk on the prevention of accidents and how it is practised on his section. W. E. Davis, for 20 years section foreman at Carrier, spoke entertainingly in comparing past and present practices. "How I keep my switch lamps burning," was the subject chosen by Earl Shackelford of Enid. Other trackmen spoke regarding roadway and track maintenance and accident prevention. In connection with these subjects it was usually the case that one foreman's problems were answered by another foreman, indicating the mutual benefit derived by the airing and exchanging of ideas.

At noon the men went in procession to the American Hotel, where a delicious chicken dinner was served by Mrs. Earl Nail, the proprietor.

The afternoon meeting was addressed by Superintendent Frazier who gave the principal talk of the day. The speaker expressed his desire for the establishment of a better understanding among all concerned, and told of the progress being made in this direction by the several meetings held at Pawnee. He also exhorted the men to do everything possible

to promote safety first ideas. Addressing himself to the trackmen, Mr. Frazier advocated a prearranged labor schedule wherever possible. "Decide on the day's work in the morning, and inform your men of the proposed lineup for the day," he suggested to the section foremen. "Don't deviate from your programme unless it be to execute some emergency work." Mr. Frazier then invited the men who were going east to accompany him in his private car, "where we can see the track," he said, "and discuss the matter of how it can be improved. We want the Perry sub to be in such riding condition that its superiority will be the talk of all who travel over it and the further envy of our competitors." The remainder of Mr. Frazier's address was devoted to the importance of keeping clean tool houses, keeping clean right-of-way, flagging curves, and the observance of speed restrictions.

According to Division Engineer A. L. Fisher, it is not true that "you can't teach an old dog new tricks." His experience teaches him that much has been, and can be, accomplished by the observation of the methods of others.

"Many an old dog has learned a new trick in this manner," he said. "In the execution of some project, just ask yourself whether your methods can be improved on: see how the other fellow does it."

Mr. Fisher then impressed the maintenance of waymen with the fact that the thing of prime importance with them is to keep their track riding right, all other maintenance matters being of secondary consideration. After giving a lot of "pointers" relative to track improvements, Mr. Fisher branched out in another direction.

"A railroad corporation," he said, "differs from other corporations—the local hardware store, for instance, in that a railroad is a public service corporation. We should therefore bear in mind that in serving the railroad we are serving the public. On the quality of this service depends the success or failure of a railroad in the matter of paying dividends. Looking at the subject in this light you will see that your own success depends upon your service to the company, since the company succeeds only according as you make it succeed. With this thought in mind let us therefore give this great railway of ours the maximum amount of our personal efforts. Let us not fall down on the job, but let us keep the Frisco where it is, and further outdistance our competitors."

Assistant Superintendent F. C. Gow voiced his suspicions that the men had more in their minds than they

ENLARGE MONETT PLANT

The development of the fruit industry by the Frisco horticultural department in the section of the country around Monett, Mo., has made it necessary for the Railways Ice Company of that city to enlarge its plant. The present capacity of this plant has been seventy tons of ice a day. This will be increased to one hundred and fifty tons.

According to those in charge of this plant, many new features are to be incorporated in the list of new improvements, which it is estimated will cost \$150,000. New machinery will have to be installed, including one "Vilter" double-acting, electric-driven ammonia compressor, one large ice tank, containing over 800 cans, a cooling tower thirty feet high and over 100 feet in length, besides a large number of minor improvements. One interesting feature is that there will not be a threaded joint in the entire line. The joints will all be welded, which will insure against leakage.

The old distilled water system will be abandoned, and a modern water treating system installed which will make only clear ice. New conveyors will bring the ice to the re-icing dock in record time, making an unbroken stream of ice, and there will be no limit to the number of cars that can be handled. The present speed is one car a minute.

It is estimated that during the coming season, double the number of cars will be handled than last year, and the past record has been as high as two hundred cars a day with a total amount of 630 tons of ice used. The Frisco alone expects to use better than 20,000 tons the coming season, as this icing plant is one of the most important on the system.

were expressing, and urged them to throw off the mantle of shyness and to feel free to unload themselves. In the interest of safety first he requested the section men to watch all trains as they pass. "You may detect a dragging brake beam or observe some other unsafe condition, and by the necessary action prevent an accident," he said. He then spoke about the importance of proper attention to switch lights. "Nothing looks better to any crew at night," he said, "than a bright green switch light."

Harry Harrison of St. Louis, Mo., gave a profitable thirty-minute address growing out of his long experiences. He emphasized the importance of living up to the company's rules, and showed conclusively how many accidents could have been avoided if the rules had been observed.

Division Storekeeper J. M. Walker and Shop Accountant D. S. Thornton spoke briefly on material accounting. J. B. Wood, local agent, expressed his appreciation of the meeting.

Frisco officials say the meeting was so profitable they expect to call another one at Pawnee at some future date.

Tracing Department in Transportation Office Important Cog in Wheel of Frisco Service

Accurate Check Kept on Cars Traveling via Frisco—200 Shippers Inquire Daily for Information

ONE of the most important factors in the solicitation of freight business for the Frisco, is the fact that the solicitor can guarantee to give information as to the movement of each car. This includes receipt and forwarding from point of origin; its location and arrival at destination or delivery to connecting line, when destined to points beyond Frisco Lines.

In the office of J. H. Doggrell, superintendent of transportation, Springfield, Mo., there has been established what is known as the tracing department, or bureau of information. Records are concentrated from all points on the Frisco System and our patrons, traffic officers, agents and others are constantly and closely informed as to the movement of carload and less than carload freight. This department works 24 hours daily to give service and information of this nature.

Freight moving over Frisco rails is classified for movement as livestock, perishable merchandise, red ball and dead freight, and is given movement in the order named. A record is maintained of all commodities classified as merchandise and red ball in order that all may know that same is moving as it should and in order to answer inquiries with respect to location and to expedite the movement.

To accomplish the above, there is used a series of reports rendered from designated stations, including heavy interchange points, where freight is received from foreign lines, also from our larger manufacturing and producing centers, and at other points where freight is assembled from nearby territory; these reports also include advice showing forwarding, the passing at various terminals or division points, or if cars are set out at intermediate points for any reason, and arrival at destination.

200 Inquiries Per Day

This information, which is all recorded, gives a complete transcript of the movement of freight while enroute to destination and as the reports are forwarded by wire to office of superintendent of transportation, they are available for distribution and general use within a very short time after cars have moved.

These reports are called "Red Ball Reports" and constitute the backbone of the ability of the Frisco to readily keep those interested fully advised as to the location and movement of cars in which they may be interested.

And there seems to be some interest displayed, as records show approximately two hundred inquiries received daily. This does not include telephone inquiries. Almost hourly the records are "run over" and the moves of the cars recorded on the files.

Between the hours of five and eight each morning, wire reports are sent to the traffic officials in Texas, Louisiana, Arkansas, Tennessee, Alabama, Georgia and Florida, placing in their hands by eight in the morning, information on the movement of freight in which they are interested. About noon each day, a similar report is made to traffic officials in Colorado and California.

At five in the afternoon, daily, a report known as the "Manifest Report" is mailed to each of the traffic officials at all points. This report includes the forwarding from symbol stations and arrival at destination of all symbolized loads reported during the previous twenty-four hours and is complete, up to 3:30 p. m. each day.

The furnishing of quick and accurate information on the movement of cars is one of importance, and with this end in view, reports and methods of securing information is being changed from time to time and improved.

The "23 Consist Report" which shows the symbol under which the car is moving, number and initial, contents, point of origin, consignee, destination and routings, formerly copied in the record books now reaches the office of the superintendent of transportation in duplicate; the original is pasted in the record book and the duplicate used for other purposes. The combined wire mailgram and letter, saves the time of the dictator and the stenographer. The "99 Report", which is used to gather information on dead freight, has been revised until several cars can be checked at one time.

These improvements are mentioned to bring out the fact that the Frisco is ever striving to give "service to the shipper and receiver of freight". That the proper results from the system may function, is dependent on those who furnish the reports, and that is why accuracy and prompt rendering of all Red Ball reports is necessary.

Added to this is the service rendered by the telegraph department in handling the reports by wire, and for which accurate service they are due a great deal of credit.

WILD TURKEYS IN TEXAS



When R. L. Truitt, superintendent of freight loss and damage claims of Ft. Worth, Texas, and his party went on a wild turkey hunt—they were among the chosen who returned with the spoils.

OUR FAMOUS FRISCO WAITRESS

(Continued from Page 6)

"And Mr. Shaffer, the general manager. I can't understand how the women have let him stay single—the old bachelor! He's got one of the sunniest dispositions of any man that ever straddled a stool in this Harvey House. We see a lot of him. He's sort of 'on the town', you know, like all bachelors! Some of the officers we don't see much of because they're married and eat at home. But we always like to have them come in."

"You ought to have some pretty interesting reminiscences about some of the old-timers who have left the road, Miss Jessie, if you care to dish 'em up", we suggested hopefully.

"Well, I have. But I'm not going to give 'em to you to print in that *Magazine*, I don't think! I remember Mr. Carl Gray, and Mr. Ed Levy and W. T. Tyler, and Mr. Frates and H. H. Brown and "Andy" O'hara, and a lot of the famous men on this railroad. But the only thing I'm going to tell you about them is that they all had good appetites and good table manners."

"The fact that most all railroad employes have good table manners has always puzzled me," she continued. "Now you take these car knockers that come in here to get a cup of coffee and a sandwich. They don't leave their spoon in the cup, and they don't take half a sandwich at a bite. They eat like gentlemen should. I've seen a lot of stylish looking men drop off trains and come in for a bite, who had table manners that would come a long ways from being good manners in a caboose!"

AN OLD-TIME FOREMAN

J. T. White, Age 73, Commanded a Frisco Section in 1877

E. T. WHITE, Frisco fireman, brought his 73-year-old father, J. T. White, of Lebanon, Mo., to the general offices in St. Louis recently for a chat with some of his friends. J. T. White entered the service of the Frisco in March, 1877. His service was broken several times, but



J. T. WHITE

at the time he was pensioned in July, 1916, he was one of the oldest section foremen in point of service on the Frisco Lines.

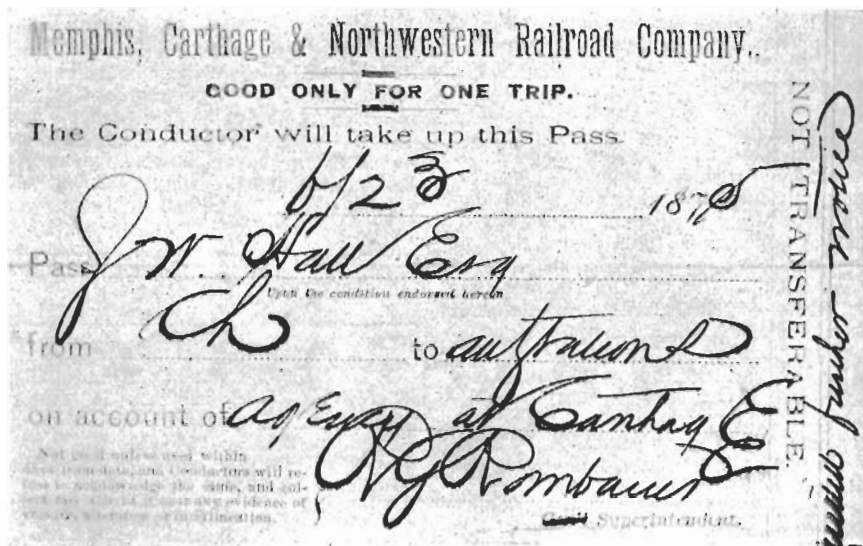
He was born April 7, 1853, in Laclede County, Mo., and his first service with the Frisco was as a section laborer at Lebanon, Mo. He also served as section foreman at Brush Creek, Mo., later working the yards at Newburg and then at Conway, Mo. He returned to Brush Creek, however, and remained there until his retirement.

"I wonder if any of the section foremen now on the Frisco would remember some of the old roadmasters," he said as he recalled numerous names. "There was Mike Willigan, Jerre McCarty, Barney Thrall, Bob Arron and Fred Denton. Fine fellows, every one of them. I've also worked under the administration of six presidents, D. B. Robinson, B. F. Yokum, H. J. Davidson, B. L. Winchell, W. C. Nixon and J. M. Kurn."

"Do you find a great difference in railroading of today and that of many years ago?" he was asked.

"Railroading today," was his reply, "isn't anything like it was when I worked. It is as different as night and day. We used to think that it was a big train to see an engine pulling sixteen or twenty cars. Now look at them! One hundred is considered a good train. I was the oldest foreman

Oldest Pass Holder Thanks Vets for Flowers



J. W. Hall, one of the Frisco's oldest pensioners, has this 1875 pass in his possession. He claims it is the oldest pass via Frisco lines in existence.

JOSEPH W. HALL, pensioned agent, of Blackwell, Oklahoma, wishes, through the columns of the *Magazine*, to thank the Frisco Veterans' Association for the beautiful bouquet of flowers sent to him recently. Mr. Hall, who is 80 years old, is confined to the hospital at St. Louis, and he was most grateful for the remembrance.

He began his service with the Frisco in April, 1872, as an engineer between Carthage and Pierce City. In 1873 he was appointed agent at Carthage, Missouri, where he remained until 1881, then serving as agent at Springfield, Missouri, until 1888. A slight break in his service shows that he left the employ of the Frisco and became cashier of the Bank of Springfield on the north side, after which he did an abstract and insurance business for four years.

In August, 1898, the Kansas City station was opened on the "High Line" and Mr. Hall was made chief clerk and cashier until March, 1899, when he was transferred to Pittsburg, Kansas, as agent. It was while

he was agent at this point that he made the acquaintance of Harold Bell Wright, a preacher, who was writing his first book, and their acquaintance grew into a close friendship.

Mr. Hall served as agent at Pittsburg, Kansas, until June, 1901, when consolidation was made between the Frisco and the Gulf Lines, and on June 14, 1901, after being superseded in seniority at that station, he was transferred to Blackwell, Oklahoma, as agent, where he remained until he was retired on pension, or until October 1, 1919.

There is one fact of which he is most proud—and that is that A. Douglas, formerly general auditor at St. Louis, W. P. McNair, formerly agent at Fayetteville, Arkansas, and himself were given their pensions on the same day.

Mr. Hall claims to have in his possession the oldest pass issued to any veteran. This pass was issued over the Memphis, Carthage & Northwestern Railroad Company, in 1875, good for one trip only, and is marked good "until further notice."

on the road at the time I retired, and do you know, if a fellow just hadn't lived to see these changes, he couldn't believe them.

"In the old days we didn't have ballast for the track—we just used dirt. We didn't have any air—and many of the new devices that have come in of late have made railroading so different it can hardly be compared with methods in the old days."

Mr. White keeps up with the Frisco and its activities through the eyes of his son, who fires out of St. Louis on a passenger run to Newburg.

"I certainly do read the *Magazine*. It's the best in the country, and I

want to receive it regularly as long as I live. Besides having the best *Magazine* in railroad circles today, the Frisco has the best officials and the best railroad," he continued. "I've been treated splendidly, and I couldn't hope for more consideration. My life is wrapped up in my boy now, and I am watching him go on with the railroad game where I left off."

E. T. White resides in St. Louis and has been with the Frisco for twenty years. He was promoted to the position of engineer in 1920, making his first trip out of Ft. Smith, Ark., but now fires on a passenger run from St. Louis to Newburg, Mo.

Engineer Compton Reads Fuel Paper at Enid

THE following paper, entitled "Notes on Combustion," prepared by Engineer C. E. Compton, and read at the fuel conservation meeting held at Enid, Okla., October 27, 1926:

"The number of square feet of heating surface of a boiler should be around 500 times the piston displacement in cubic feet, counting only one piston. Many of the old engines with narrow fireboxes have less than 75 per cent of the required heating surface with the result that combustion on these engines must be crowded somewhat.

The process of combining a fuel with oxygen of the air to produce light and heat. Heat is what is wanted, but light is important evidence in the amount of heat given off by fuel. As anyone knows who has noted the difference between the steaming powers of a fire that is pure white and one that is a dull red color. Rapid and perfect combustion produces the bright color, incomplete combustion will show the red color only.

Oxygen is one of the principal parts of the air, forming about one-fifth of it and the other four-fifths is nitrogen. Nitrogen is an inert gas, that is, it has nothing to do with sustaining life nor does it support combustion in any way, but rather destroys it.

Coal is a compound, the principal elements are carbon and hydrogen. Hydrogen is the lightest gas known and its heating power when burned is the greatest of any part of the coal. With fixed carbon, are usually other substances which form ash. Poor coal has a large per cent of ash. These ashes are a dead loss as they give out no heat.

The temperature at which the hydrocarbons separate into their original elements of carbon and hydrogen which is about 1,750 degrees, or very close to the ignition point. These two elements must be split up or separated before oxygen will combine with them. Oxygen will not unite with compounds—only with the elements direct. Oxygen and hydrogen produce more heat when chemically combined than oxygen and carbon.

The proper air supply to the fire is one of the most important matters connected with the economical firing. It takes about 160 cubic feet of air to supply oxygen for the complete burning of one pound of ordinary soft coal. But it is not enough to only take in enough just to do the work, as every particle of carbon or hydrogen must be embraced by a liberal supply of oxygen to get good results and 250 cubic feet of air has been found to be about the right amount for a pound of coal, or from 3,500 cubic feet to 5,000 cubic feet of air for a scoop of coal. A box car, 36 feet long and 8 feet wide by 8 feet high, contains 2,300 cubic feet, which will give some idea of the vast amount of air that must pass through the fire

box for one scoop of coal.

Carbon and hydrogen and oxygen combine in one proportion and produce intense heat, while another proportion will produce not quite one-third as much heat. One pound of hydrogen uniting with oxygen gives off 62,000 units of heat and one pound of hydrocarbons will produce 23,000 heat units, while the fixed carbon gives 14,500 heat units.

MORE FUEL RECORDS

EASTERN DIVISION

ENGINEER H. SNYDER and FIREMAN V. CROSS on train 36, engine 13, November 15, from Springfield to Newburg, handled 335,580 G. T. M., burned 14 tons of coal, performance 86 pounds per 1,000 G. T. M.

ENGINEER RICE and FIREMAN DILLON on train first 32, engine 25, December 3, from Springfield to Monett, handled 275,842 G. T. M., burned 14 tons of coal, performance 110 pounds per 1,000 G. T. M.

ENGINEER MILLER and FIREMAN TURNER on train extra west, engine 53, November 30, from Springfield to Monett, handled 92,312 G. T. M., burned 6 tons of coal, performance 110 pounds per 1,000 G. T. M.

RIVER DIVISION

ENGINEER HELTEBRAND and FIREMAN MOORE on train extra, engine 731, November 23, from Chaffee to St. Marys, handled 117,300 G. T. M., burned 5 tons of coal, performance 85 pounds per 1,000 G. T. M.

ENGINEER EDWARDS and FIREMAN FINLEY on train 832, engine 1300, November 24, from Chaffee to St. Marys, handled 179,400 G. T. M., burned 8 tons of coal, performance 88 pounds per 1,000 G. T. M.

WESTERN DIVISION

ENGINEER A. C. HARLEY and FIREMAN P. SUTTON on train second 634, engine 1622, November 23, from Enid to West Tulsa, handled 213,120 G. T. M., burned 11 tons of coal, performance 103 pounds per 1,000 G. T. M.

ENGINEER BLADES and FIREMAN WILSON on train 637, engine 1617, November 26, from West Tulsa to Pawnee, handled 91,368 G. T. M., burned 7 tons of coal, performance 153 pounds per 1,000 G. T. M.

NORTHERN DIVISION

ENGINEER HOFFHAUS and FIREMAN McCCLAIN on train second 131, engine 1342, November 3, from Kansas City to Ft. Scott, handled 165,033 G. T. M., performance 97 pounds per 1,000 G. T. M.

ENGINEER LARSON and FIREMAN KINNEY on train first 131, engine 1324, November 18, from Kansas City to Paola, handled 64,661 G. T. M., burned 3 tons of coal, performance 92 pounds per 1,000 G. T. M.

ENGINEER M. MULLANE and FIREMAN D. ROY on train first 131,

engine 1313, November 4, from Kansas City to Ft. Scott, handled 159,687 G. T. M., burned 7 tons of coal, performance 87½ pounds per 1,000 G. T. M.

ENGINEER McENTYRE and FIREMAN G. KELL on train first 162, engine 1313, November 5, from Ft. Scott to Kansas City, handled 272,646 G. T. M., burned 11 tons of coal, performance 87 pounds per 1,000 G. T. M.

ENGINEER COOPER and FIREMAN INMAN on train second 162, engine 1318, November 10, from Ft. Scott to Kansas City, handled 251,460 G. T. M., burned 12 tons of coal, performance 12 tons per 1,000 G. T. M.

ENGINEER BRANSTETTER and FIREMAN FLYNN on train second 131, engine 1325, November 10, from Paola to Ft. Scott, handled 166,518 G. T. M., burned 8 tons of coal, performance 90 pounds per 1,000 G. T. M.

CENTRAL DIVISION

ENGINEER BRYSON and FIREMAN SPARKS on train 734, engine 714, November 20, from Paris to Ft. Smith, handled 170,976 G. T. M., burned 9 tons of coal, performance 105 pounds per 1,000 G. T. M.

ENGINEER STIERWALT and FIREMAN WATSON on train 737 engine 1253, November 20, from Hope to Hugo, handled 206,722 G. T. M., burned 10 tons of coal, performance 97 pounds per 1,000 G. T. M.

ENGINEER HUGHES and FIREMAN BAIRD on train extra 148, east, November 23, from Hugo to Hope, handled 241,527 G. T. M., burned 8 tons of coal, performance 66 pounds per 1,000 G. T. M.

ENGINEER LIDDELL and FIREMAN DRAPER on train 734, engine 1409, November 24, from Paris to Ft. Smith, handled 164,546 G. T. M., burned 9 tons of coal, performance 109 pounds per 1,000 G. T. M.

ENGINEER RESENBAUM and FIREMAN DOUP on train extra 1257, November 30, from Madill to Hugo, handled 120,274 G. T. M., burned 6 tons of coal, performance 99 pounds per 1,000 G. T. M.

ENGINEER KEESEE and FIREMAN BUSH on train 736, engine 1254, November 30, from Madill to Hugo, handled 122,430 G. T. M., burned 6 tons of coal, performance 98 pounds per 1,000 G. T. M.

ENGINEER STIERWALT and FIREMAN WATSON on train 737, engine 1254, December 1, from Hope to Hugo, handled 235,771 G. T. M., burned 10 tons of coal, performance 84 pounds per 1,000 G. T. M.

SOUTHERN DIVISION

ENGINEER MOTZ and FIREMAN ALBRIGHT on train 135, engine 4139, November 8, from Springfield to Thayer, handled 261,008 G. T. M., burned 16 tons of coal, performance 122 pounds per 1,000 G. T. M.

ENGINEER FROST and FIREMAN SLATER on train 135, engine 4136, November 2, from Springfield to Thayer, handled 236,932 G. T. M., burned 15 tons of coal, performance 126 pounds per 1,000 G. T. M.

Frisco Engineer Pleads Cause of Fuel Economy

D. B. REED, fuel inspector in the Alabama district, received an interesting letter from D. H. Badgley, engineer on the Birmingham subdivision.

All employees are cordially invited to attend the division fuel economy meetings, held on each division each month, and when it is impossible for them to attend personally, a contribution in the form of a letter, giving their views on the subjects to be discussed, is always appreciated and interesting to those who are able to attend.

Mr. Badgley's letter follows:

"Referring to your request of a short time ago in regard to writing up something along the lines of fuel economy, I scarcely know where to begin. There are so many ways to save fuel: stationary plants, coal chutes, even to the stations along the line of road, that just a few shovels of coal saved each day would make several tons, as it only takes an average of 130 shovels of coal to make a ton. So we can see that if every man who handles coal on the Frisco would only save a shovelful each day, what an enormous amount it would make, as there are several thousand men handling coal daily.

"If every engineer and fireman would save one shovelful each mile for one year they would save thousands of dollars and one could not see over the pile of coal if it were piled up along the track. Being an engineer, I notice the saving most on the engines. Some engine crews burn more coal than others on the same engines where engines are chain ganged and some engines burn more coal than others and there is a reason for it. Some crews are careless about their work and some engines are not in the best of condition caused by valves out, valves, rings and cylinder packing blowing, front ends getting air, not enough ash pan draft and no brick arch in firebox and some not superheated, air leaks in train line and around the different couplings in and around the cab. Although they are small ones, altogether they make large ones and keep the pump running faster than necessary. Leaks in the steam heat line use an excessive amount of steam as well as obstructing the view of trains crews and passengers. Not giving engines enough oil, especially valve oil, works upon the coal as much as any other one cause, because it retards the power of the engine even so far as to cause engine to stall on a hard pull when almost over the hill, causing a double, which can scarcely be made with less than an additional ton of coal. A bad working stoker wastes coal. There is one simple thing that I have noticed of late that causes waste of steam, which, of course, means coal, and that is birds' nests in tank spouts. This litter gets into the tank when taking water, causing the injectors to

work badly and while trying to get them to work safety valves raise and waste steam, and coal, of course, so we are now flushing the tank spouts before turning the water into the tender, thereby saving coal.

"Of late we have been getting some coal at the Carbon Hill chute with very large lumps in it, some will hardly go through the opening at the bottom of the coal gate and the fireman has to beat and hammer it to get it broken up, causing same to go back in steam. If this coal was crushed at the mines when loaded, it would save coal.

"I am unable to use technical terms and figures as some men do, but if what I have mentioned is carefully checked over and corrected, I am sure that a much better showing can be made on the southern division in the future than was made in the past, and what we all desire to do is the best we can at all times and thereby help to better the service on the Frisco Railroad and its fuel performance.

F—uel consumption is too high;

R—un it down as much as possible.

I—t can be done.

S—ave a shovel of coal each mile.

C—all attention to saving coal to all employees.

O—verloading of cars and tenders causes waste.

S—ave coal and oil;

Y—ou can do it.

S—ure we can, if we try.

T—oday, tomorrow and

E—veryday, saving coal

M—eans money saved and that means better conditions on the

FRISCO SYSTEM"

ENGLAND CONCLUDES TOUR OF FRISCO GIRLS

(Continued from Page 9)

rial Foundation is making every effort to have returned to Monticello some of the original art treasures which were removed while the house was in private ownership. Two large mirrors in the ladies' lounge or sun parlor, are originals, having been placed by Jefferson. The entrance hall of Monticello is the height of the house, and in the time of its ingenious master was embellished with busts of Jefferson, Hamilton, Voltaire and others. Trophies of the hunt, together with specimens of aboriginal art, war clubs, spears, bows and quivers were arranged on the left side of the hall. Here will also be found the unique clock built for Jefferson by Swiss clockmakers, which not only told the occupants of the mansion the time of day, but also was so arranged as to show the days of the week. Probably no room in any house in the new world should be held quite so dear as the one in which Jefferson drafted the Declaration of American Independence. Jefferson

was wont to sit at his desk, while his secretary used a desk on the left side of the room. It was from this room that Jefferson started on the memorable trip to Philadelphia with the draft of the Declaration of Independence. The room opens out onto the broad lawn that surrounds the house, and from its windows a view of the country for miles around is had. Still standing in excellent condition is the law office where Jefferson was accustomed to see his clients and to spend many hours in legal research. It is said that Jefferson was consulted by persons from the county of Albemarle and many adjoining counties, because of his recognized ability as a distinguished lawyer of his day. One of the unique features of Jefferson's construction of Monticello was that with no architects available it was necessary for him to employ his own ingenuity and ability in planning and erecting this masterpiece. We gloated over the many beautiful things at Monticello—we thought that there could be no more fitting end to a trip, than to bring us back again to visit the home of this dearly beloved figure of history. After our trip to Monticello, we returned to Charlottesville and then to St. Louis and Springfield!

We are more than grateful to all our good friends who gave their time and money to co-operate in raising funds for the Thomas Jefferson Foundation, by which means we were permitted to take this marvelous trip to Europe, meeting and seeing so many people and wonderful collections of treasures of the old world.

We are home again! What a trip! What a vast knowledge of art and literature of the old world we have stored in our minds!

We loved America before our trip—and now we have a greater, better understanding of why it is called "The Land of the Free, and the Home of the Brave".

THE END.

THE CREED OF THE METEOR

By Paul A. Derington

A flash of light;
A sound of steel,
And through the night
A bell does peal.
Big Frisco Nine,
With all her speed,
Roars down the line,
And bears a creed:
ON SCHEDULE TODAY,
If rain or shine,
Or come what may.
This worthy steed
No drone of life;
Fulfills its deed.
Through rush and strife,
And all the night,
With might and mien,
Is on its flight,
And leaves no stain.
"A world must know
I take each there,
ON TIME AND SAFE,
The creed I bear."

The Pension Roll

WILLIS SHELDON EPLEY, section foreman, northern division, age 67 years, was retired from active service on February 28, 1926, due to permanent disability. He was born at Allentown, Pennsylvania, December 25, 1859, and educated in the public schools of Tiffin, Ohio. He worked as a farm laborer in Ohio and until he came to Kansas, where he entered Frisco service as a section laborer at Ft. Scott, in 1886. He also served as extra gang laborer for the KCFS&M Railway, but left the service to return to his home in Ohio. Later he returned to Kansas and re-entered the service as section laborer at Beulah, and was promoted to section foreman, in 1909, and stationed at Afton, Oklahoma. On December 9, 1896, he married Lucy J. Asbill and to them was born one child, Eva M. Epley on September 12, 1897. Mr. and Mrs. Epley reside in Beulah, Kansas. Continuous service of twenty-nine years and two months entitles him to a pension allowance of \$28.20 a month.

M. J. DUNWORTH

MARK JOSEPH DUNWORTH, pumper, Morrison, Oklahoma, age 67 years, was retired from active service on August 14, 1926, due to total and permanent disability. He was born near Columbus, Ohio. February 29, 1860, and was educated in the schools of Illinois and Kansas. His father was a farmer. At the age of 20 he began service with the Frisco as a section laborer

M. J. DUNWORTH

at Leon, Kansas. He also served as section foreman at Medora, Kansas, and Belton, Missouri. He served at Enid, Oklahoma, in the bridge and building, water service, and track department, and also at points on the central division until August, 1926. On March 18, 1887, he married Rilda Hildreth of Eldorado, Kansas, who died November 2, 1909. On April 20, 1916, he married Rhoda L. Long. Mr. and Mrs. Dunworth reside at Morrison, Oklahoma. Continuous service of twenty-four years and two months entitles him to a pension allowance of \$20.00 a month, effective August 14, 1926.

Three veterans, with a total of seventy-five years, seven months, were pensioned at the meeting of the Board of Pensions, held November 23, 1926, in the offices at St. Louis, Mo.

JOHN DOUGHERTY WEST

JOHN DOUGHERTY WEST, train dispatcher, Neodesha, Kansas, age 66 years, was retired from active service



J. D. WEST

on March 3, 1926, due to permanent disability. He was born at Holly Springs, Mississippi, February 17, 1861. His father was a carpenter. He attended the schools near his home. At the age of 12 he began work as a messenger boy for the Western Union Telegraph Company. He worked for various railroads in Mississippi, Texas and Illinois, coming to the Frisco on November 1, 1903, as a train dispatcher at Neodesha, Kansas. He worked as trick train dispatcher from November 1, 1903, to March 4, 1926, at Neodesha, Kansas, and Joplin, Mo. On April 16, 1891, he married Grace E. Spiller of Anna, Illinois, and to them were born three children. Mr. and Mrs. West reside at 536 South 5th Street, Neodesha, Kansas. Continuous service of twenty-two years and three months entitles him to a pension allowance of \$48.20 a month, effective from March 3, 1926.

In Memoriam

JOHN VINCENT MAGGI

JOHN VINCENT MAGGI, pensioned blasting foreman, died in the Frisco Hospital, December 3, 1926. His home was in Rogers, Ark. Mr. Maggi was born in the town of Bruzella, Cantone, Tecino, Switzerland, on May 21, 1849, and was retired due to reaching the age limit of 70 years on May 31, 1919. He entered the service of the Frisco as a concrete foreman at Chouteau avenue, St. Louis, in July, 1902, and served in that capacity, and later as blasting foreman on the central and southwestern divisions until the time of his retirement. He leaves a widow, Lizzie

F. Maggi. His pension allowance was \$20.00 a month, and up to the time of his death he had received a total of \$1,800.00.

CHARLES FRANKLIN JEWELL

CHARLES FRANKLIN JEWELL, born at Ellsworth, Kans., on July 10, 1874, died at his home in Neodesha, Kans., on November 30, 1926. Mr. Jewell was pensioned in April, 1926, and was granted a pension allowance of \$68.20 a month. At the time of his death he had been paid a total of \$545.60.

HENRY PORTER FISHER

HENRY PORTER FISHER, pensioned engineer, died at his daughter's home in Kansas City, Mo., on November 28. He was born in Boston, Mass., on May 1, 1848, and entered the service of the Memphis Line in April, 1879, as an engineer and remained with them and with the Clinton Line until the latter road was separated from the present stem in August, 1901. He remained with the Clinton Line until it, in turn, was taken over by the Frisco in November, 1924, when he was retired on account of having reached the age limit. He was a widower, leaving one married daughter, Mrs. Lyle Stalzfus. His pension allowance was \$57.50 per month, and at the time of his death he had received a total of \$1,322.50.

HE WORKED OVERTIME

It does not always fall to the lot of the ticket agent at the window in a railway station to sell tickets. John Roberts, section foreman of Arcadia, Missouri, while off duty a short while ago interested a man in purchasing a ticket through the Arcadia office for Miami, Florida.

When Mr. Roberts was commended for his service and interest in securing this bit of revenue for the Frisco, by M. M. Sisson, assistant general manager, he replied:

"I am grateful to you for this letter. It makes one feel that they have done something good and the management of this great Frisco Railroad are men enough to tell you of their appreciation. If I remain in service until the 14th day of next May, 1927, I will have been in service 29 years for this road. I have and will, as long as I remain in service, try to help to move the great business the Frisco Railroad is enjoying."

REVUE of 1926

THE FRISCO AND ROCK ISLAND
"CASE"

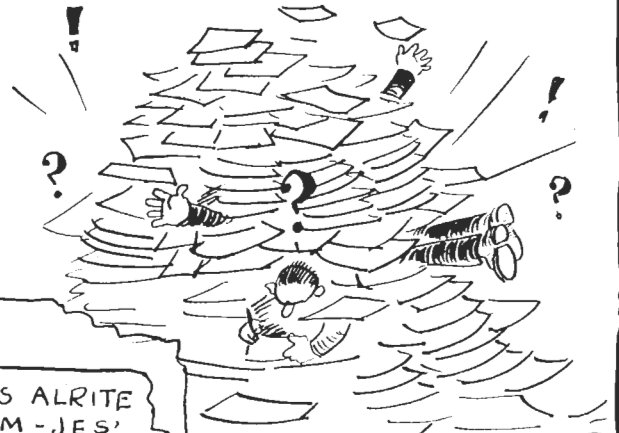


MRS. FRISCO

HE'S ALRITE
MOM-JES'
NEEDS SOME
FEEDIN' AN
'EN HE'LL
GROW

"BRINGING
HOME THE
PUP" -!

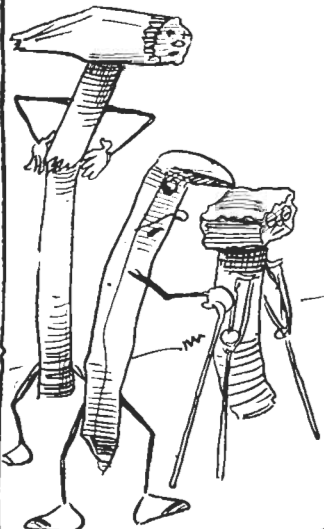
THE PENSACOLA



CARS HANDLED
BROKE ALL RECORDS-
AND THE STATISTICIANS
ARE HAVING THE TIME
OF THEIR LIVES.

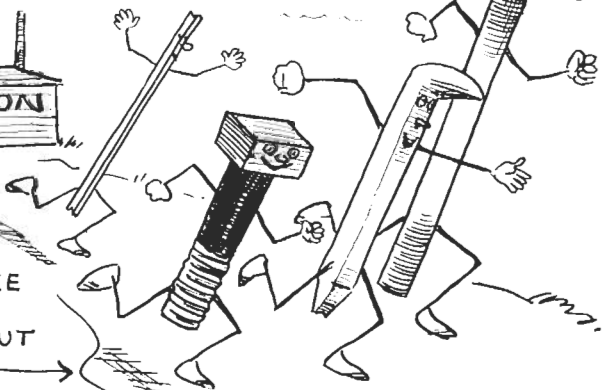


MR SHAFFER
MAKES HIS
BOW ON THE
STAGE AS
GENERAL
MANAGER



THEY GO IN LIKE
THIS
AND COME OUT
LIKE THIS

1926 WAS A
RECORD YEAR



JOHN GODSEY



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Use More Fruits in Daily Diet

MANY of us who have taken to dining scientifically, if not always palatably, cannot but wonder how under heaven our forefathers ever attained the ripe old ages their tombstones indicate in view of the fact that they never stopped to count their calories, gave no thought to balanced menus and had not even a suspicion of the existence of the various vitamins. Yet live they did, withal, and the world went on apace.

However, we may feel about certain exaggerated features of the "Food and Health" craze, there is no doubt that all of us would profit by including fruits more liberally in our diet. This season of the year features the orange and the lemon and the dietary value and manifold uses of the latter are admirably set forth in the following excerpts from an article, "What Is the Most Useful Fruit?" by Richard S. Bond.

"All chefs use lemon juice instead of vinegar in French dressing. The rind of the lemon is essential for what is so universally known as 'epicurean flavoring'. Dozens of excellent deserts owe their flavor to the few drops of lemon that have been used in their preparation. Mayonnaise may be made particularly well with lemon juice; spinach may be garnished until it looks like a real dish rather than a mass of green silage—with lemon slices.

"Nothing will clean soiled, grimy hands, nails or face so quickly and so aromatically as a piece of lemon. Rub it over them and rinse off with water. Even ink and the stains of other fruit may be removed in this way from the skin. A peculiar property of the juice of this fruit is that it does not stain the hands as other fruits do, but rather, helps to remove the stains that these others have produced.

"The juice of a lemon or two in a basin of water twice a day will aid the complexion, and some of the juice in either a hot or cold bath renders the water soft and pleasant to the touch, while its action is to remove all greasy secretions from the pores of the skin. Queen Wilhelmina became noted for her lemon bath, a custom adopted from the Dutch East Indies.

"In the kitchen? Yes, this little fruit is needed there also. A teaspoon of lemon juice added to the water in which a piece of tough meat is being boiled, will work wonders. If you are suspicious of your drinking water and have no time to boil and cool it, use the juice of a lemon to a glass. The strong germicidal action of this juice should purify the water. In addition, you will get the salts, minerals and vitamins that you may not get otherwise in your food for that particular day."

The luscious orange calls for no champion. Its food value is recognized. It is a universal favorite and offers unlimited possibilities from a decorative point of view.

Halved oranges are an old standby and constitute an ever-welcome and wholesome addition to any breakfast. The uncertain appetite of an invalid may be tempted by serving the orange whole with the skin split and turned back petal-wise, and the sections of the orange partially separated. Beginning at the stem end, mark off the orange skin in six or eight sections; loosen these to about the center of the orange and then turn back the skin segments like petals. This may be varied by rolling the skin segments in, instead of turning them out.

Every culinary expert appreciates the fact that the garnishes may make or mar an otherwise tasty dish. Nothing offers a wider field for the creation of unique and individual garnishes than oranges and lemons.

A WORD OF CHEER

"A word of cheer
To herald in another year.
May all its days be free of blame—
A little nobler than your aim;
May all its labors be confest
A little better than your best;
And all the joys within its scope
A little brighter than your hope;
And may each year be found, when past,
A little dearer than the last."



"Mike" Murphy, the Irish Brown hoist engineer at Kansas City is shown poised on his hoist, pointing downward and telling the photographer that these fine girls are products of Kansas City and the brains of the master mechanic's office. They are, from left to right: Misses Eleanor Forster, Agnes Lynch, Dorothy Johnson, Pauline Hoffman, Kate Waideck, and H. F. Shivers, Magazine reporter, of the master mechanic's office.

WHAT'S IT ALL ABOUT?

By J. P. McEvoy

Rushin' to th' office, rushin' out to eat,
Rushin' back, an' rushin' home,
Down th' rushin' street.
Rushin' up an' rushin' down, rushin'
in an' out,
Say, what's all th' rushin' fer?
What's it all about?

Rushin' after money, rushin' after
fame,
Climbin', pushin', shovin',
It's a dizzy game.
Steppin' on each other's heels, "Let
me by—look out!"
Say, what's all th' rushin' fer?
What's it all about?

What's the use of rushin'? Let us
loaf awhile,
Watch 'em push an' run an' grab,
We'll just sit and smile.
As they scramble down th' road, gaily
we will shout;
Say, what's all the rushin' fer?
What's it all about?

Mid Season Styles for Miss Frisco



A NEW spring afternoon dress, at right, which brings to mind the recent visit of Queen Marie. The dress is of blue crepe, with black velvet bodice and border. The embroidery work on the small dots and bunches of flowers, stands out in vivid colors. The dress is modeled by Lillian E. Barnes of the office of the general freight agent, St. Louis, Mo. The shoes are black satin with cut steel buckles.

A silk hat of grey and tan combination above, put together with straw braid. The crown is high, and the hat dips becomingly on both sides, with a slightly rolled brim in front. The shoulder flower has become as necessary to milady's attire as her dainty handkerchief. Miss Lillian Boehm of the office of the general freight agent, St. Louis, Mo., posed for the picture.

An advance spring model in shoes is shown below, in black patent leather with imported paisley kid trimming, in cutwork design. The model is appropriate for afternoon and street wear.



Fashions through courtesy of
B. Nugent and Bros. Dry Goods
Company, St. Louis, Mo.



The
TWILIGHT HOUR
A Page Just for Children



LETTERS
TO THE TWILIGHT
LADY

320 Wright Avenue
Chaffee, Missouri.

Dear Twilight Lady:

I am in the fifth grade at school and I love to go to school. Our subjects are, arithmetic, language, history, English, hygiene, geography and spelling. I love them all.

I have a little curly-headed brother I am going to send you his picture in some of my letters.

I have three brothers and one sister and my daddy has worked for the Frisco several years. Dear Twilight Lady, I enjoy reading your Twilight story page, so please write a sleepy-time story.

As this is my first letter, I will say
goodbye.

Sincerely yours,
Gladys M. Greene.

Springfield, Missouri.

Hello Twilight Lady:

I will say I would like the western story on the Twilight Page best of the three. I am a lover of the boy scouts and animals, but I love western stories.

I am going to write stories when I get a little older. I am going to school every schoolday, and on Sunday I go to Sunday school and just love to go, and I love my teachers.

I visited my grandmother at Dixon and spent a few days in the country. Boys like outings in the country. Santa did not miss me just because I went to grandmother's, and I hope each and every one of the little folks had a Merry Christmas and that they all have a Happy New Year. I enjoy reading the Twilight Page.

Your little reader,

Millard Morrow,
1215 N. Main St.

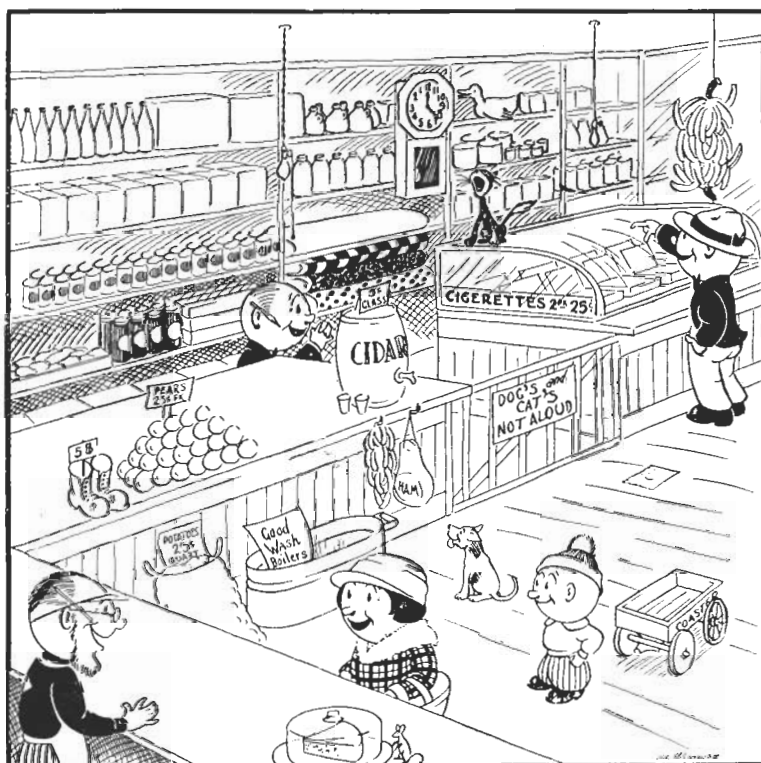
The Twilight Lady answers every letter that is sent her and she is sure that by this time, Gladys and Millard and the others have their replies.

So you want sleepy-time stories and a western story on the Twilight Page!

You shall have them, so just be real patient and give the Twilight Lady time to think up a real plot!

Your own
Twilight Lady

A Puzzle for Frisco Kiddies



Now that the holidays are over—Santa has come and gone until another year—mother is cleaning up the Christmas tree muss (and there always is one, isn't there?), and because it's snowing or raining or too cold to go outside and play, let's work puzzles!

The Twilight Lady has one here which she wants you to work out for her. Look at this picture: the inside of a store. At first glance it looks lovely, but, whoa!

I just wish you'd look at that bunch of bananas! Whoever heard of bananas growing up and down, all on one stalk! And—how in the world does that little boy pull his wagon around without a tongue on it, or a string or sumpin'?

Now—I've given you two really good hints: There are sixteen things in the picture which are wrong, and the sixteen include the two I told you about.

Let's have some answers on this puzzle and see who can find misspelled words (I almost gave you another hint) and a lot of things which are pictured incorrectly.

Who can find them all?

Address your answers to The Twilight Lady, care *Frisco Magazine*, Frisco Building, St. Louis, Mo., and she'll announce the winners next month.

A Chinese named Ting Ling
Fell off a street car
Bing Bing!
The Con turned his head,
To the passengers said:
"The car's lost a washer,
Ding Ding!"

(Exchange.)

Mother: "Jessie, the next time you hurt that kitty I'm going to do the same thing to you. If you slap it, I'll slap you. If you pull its ears, I'll pull yours. If you pinch it, I'll pinch you." Jessie (after a moment's thought); "Mamma, I'll pull its tail."

(Exchange.)



1



2



3



4



5



6



7



8



9



10

FRISCO BABIES

1—Gladys May, Birmingham, Ala.
 2—Lola M. Parks, Wichita, Kan.
 3—Robert J. Jarboe, Ft. Scott, Kan.
 4—Charlotte Berry, Kansas City, Mo.
 5—Clifford Cannon, St. Louis.
 6—Kathryn May and Myldred Louise Mills, Monett, Mo.
 7—David Lloyd Campbell, Atlanta, Ga.
 8—Virginia Lee Mills, Monett, Mo.
 9—May Virginia, Jack Ryan, Jr., St. Louis.
 10—Levi Emery Mercer, Enid, Okla.
 11—Ralph Blanke, Jr., Kansas City, Mo.
 12—Jimmie Sandifer, Newburg, Mo.
 13—Billie Ray Neal, Monett, Mo.
 14—Eva and Stephens Provense, Neodesha, Kan.
 15—Pauline, Vevia and Virginia Wilkinson, Wichita, Kan.
 16—Roland and Mateline Ezell, Monett.



11



12



13



14



15



16

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

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 30,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

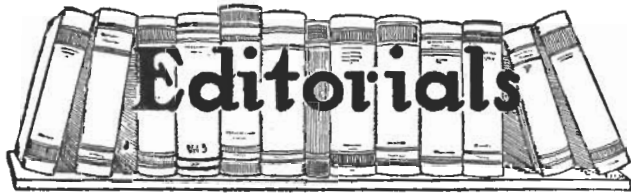
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Vol. 4

JANUARY, 1927

No. 4

**A NEW YEAR'S RESOLUTION**

BY the time this editorial is read the New Year will be several days old, and in all probabilities 99 per cent of the New Year resolutions will have been broken by the 30,000 Frisco employees who made them. We haven't any quarrel with that. Our experience has been that most New Year resolves don't last until January 7.

But we want to suggest a resolution that every employe should and will greet with enthusiasm, and that is:

RESOLVED: THAT I AM THANKFUL I AM RAILROADING WITH FRISCO LINES AND IN THE MOST EFFICIENT ERA EVER KNOWN IN RAILROAD HISTORY.

It may be hard for some of us younger generation railroad workers to put the proper amount of fervency in that resolution, but never fear, the oldsters who grace the Veterans' Association membership lists will almost shout it!

They can remember the old tempestuous days when passenger engines and coaches only were equipped with airbrakes, and when the diminutive oil head lamps would, on clear nights, allow the engineer to see a bare fifty feet in front of him. They can remember those old time cast-iron drawbars that had an eerie way of sticking their rusty necks from the car ends like a sleepy turtle. The old time engineers will put an extra hearty shout into that resolution when they think of the wheezy old diamond stack locomotives that were "hand-me-downs"

from Eastern railroads, and the firemen will smile broadly when they compare their present jobs with the old one which covered them with a smudge of grease and soot that fairly soaked into their hides and defied all manner of soaps and scrubblings.

It wasn't necessary for trainmen to wear railway brotherhood emblems to tell observers their branch of the service in the old days, and they will give the resolution hearty approbation. Passenger brakemen were recognized by being short a digit on one hand which was lost when they failed to attain proper speed in the removal of their hands from between the two drawheads; brakemen on freight trains were usually minus two fingers, conductors three, and switchmen anywhere from three to five.

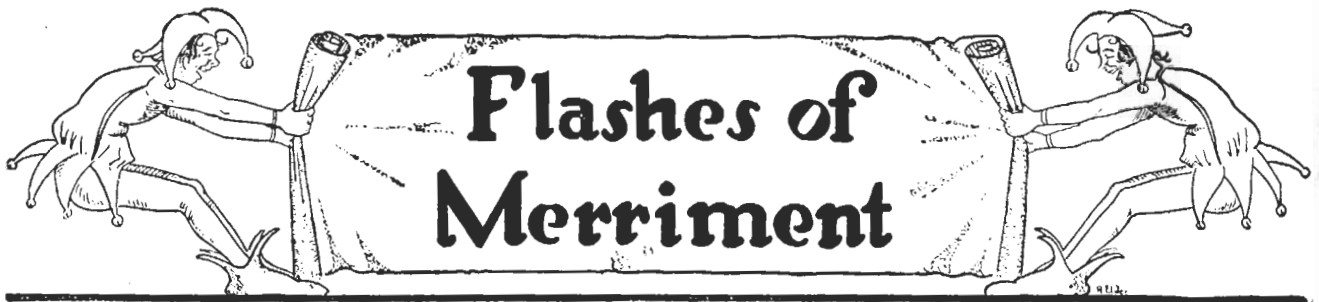
Out on the section the grizzled Frisco section foremen will take the resolution gladly when they remember the sixty-pound steel that was used—and used again. And the telegraph operators—well. Some of the old time "brass-pounders" will tell you, (if you promise to keep still about it), how they used to awaken from a nap on the third trick and run out in front of the little depot and look at the weeds between the rails. If those weeds were bent down they noted carefully which way they lay, and then concluded which way that train had gone by while they were in the arms of Morpheus. There were no Semaphore signals and operators were equipped with lanterns and flags, and the lanterns swung in the breeze before the station at night and got their shades so thoroughly blackened that the "hog head" had to bring his train to a lightning stop many a time and polish the shade with a piece of waste to see what color light burned within.

And now look at us! Equipment on a par with any other railroad in America, physical condition of the property better than ever before, earning money and paying dividends, 30,000 contented employes on the payroll, on time freight and passenger trains and a road-bed that rides like velvet; and the old days sketched briefly above are just a fading memory among some of the oldest of the old-timers.

Once again now: **"RESOLVED: THAT I AM THANKFUL I AM RAILROADING WITH FRISCO LINES AND IN THE MOST EFFICIENT ERA EVER KNOWN IN RAILROAD HISTORY."**

A happy New Year to everyone!

—W. L. H., Jr.



He Looked It

When the donkey saw the zebra,
He began to switch his tail.
"Well, I never!" was his comment,
"There's a mule that's been in jail."
—Exchange.

Eliminated

"Are you the groom?" asked the bewildered old gentleman at a very elaborate wedding.

"No, sir," was the reply of the young man. "I was eliminated in the preliminary try-outs."

One of Them

"Say, do you know," remarked the enthusiastic clarinet player, "two thousand wouldn't buy this clarinet."

"I'm one of the two thousand," answered the agitated bystander.

Triplets are twins, with a spare.

A husband is something no respectable family should be without.

We call our dog "Sandwich", because he's only half-bred.

Increased Pay

"How much do you get for playing that violin," asked a stage wit to the orchestra leader.

"Two hundred a week," was the reply.

"How much do you get for playing that big bass violin," he asked of the bass viol.

"One hundred a week," was his reply.

"Well, listen, brother, take it from me, you'd better put it under your chin and earn more money."

A Hard Time

Said the small boy: "My maw and paw had a terrible time getting married. Maw wouldn't marry paw when he was drunk, and paw wouldn't marry maw when he was sober."

Oh!

He: "Do I need a shave?"

She: "No, but you needn't rub it in."

A New One

"I'm going out in the orchard to pick some eggs."

"Wotinnell are you going to pick them from?"

"Why, a poultry, of course."

Speed

"Why is a trap drummer the fastest man in the world?"

"I don't know, why?"

"Because time flies, and he beats time."

Mistaken Identity

Husband, coming in on wife unexpectedly, slaps her on the back:

"Hello, Babe."

Wife: "Fifty pounds, and don't drop it in."

It wasn't the cough that carried her off, it was the coffin they carried her off-in.

What is so rare as a bride with a broom.

"Santa Claus certainly was good to that girl."

"Howzat?"

"See what he put in her stockings."

A Comeback

A small boy was sitting close to a rather fussy woman in a crowded car, and he kept sniffing in a most annoying way. Finally she asked, "Boy, have you a handkerchief?"

The small boy looked at her for a few seconds and then in a dignified manner replied: "Yes, I have, but I don't lend it to strangers."

Eat, drink and be merry, for tomorrow your bootlegger may get shot.

If Plato could Charleston, could Aristotle?

Never kid the Judge. The day of the court jester is past.

It takes a clever man to get out of what is known as an "understanding".

Suspense!

Motorman: "Alright, back there?"

Conductor: "No, hold on a minute. Wait 'till this woman gets her clothes on."

The entire carful of passengers turned and craned their necks expectantly as a colored mammy came in to the car with a basket of laundry.

A Cat Tale

"Dickey," said his mother, "you mustn't pull the cat's tail."

"I'm only holding it, the cat's pulling."

Practice

"I see you have a sign in your store, 'We aim to Please,'" remarked the irritated customer.

"Certainly," replied the proprietor "that is our motto."

"Well," retorted the I. C. "You ought to take a little time off for target practice."
—Exchange.

A shingle, a cigarette and knickers make a lot of difference, but they don't fool a mouse.

Early to bed,

Early to rise,

And your girl goes out

With other guys.

Least Resistance

"When I was twenty I made up my mind to get rich."

"But you never became rich."

"No, I decided it was easier to change my mind."
—Boston Transcript.

American skippers can't marry passengers. One by one they eliminate the hazards of ocean travel.—Detroit News.

The man who toots his own horn soon has everybody dodging when he approaches.—Boston Transcript.

The difference between learning golf and motoring is that in golf at first you hit nothing and in motoring you hit everything.—Boston Transcript.

Absent-Minded!

Absent-minded Prof. P. D. Smith had left his berth in the sleeper to find a drink of ice water and was hopelessly lost in the middle of the aisle. It was about midnight, and the train was speeding through the country.

"Don't you remember the number of your berth?" asked the conductor.

"I'm—er—afraid not," was the reply.

"Well, haven't you any idea where it was?"

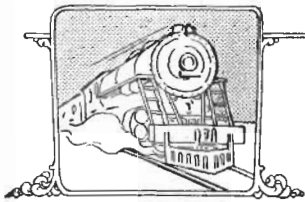
"Why, uh-oh, yes, to be sure!"

The professor brightened up perceptibly. "I did notice at one time this afternoon that the windows looked out upon a little lake!"—Judge.

Moving

Judge: "Rastus, take the witness stand."

Rastus: "Yes, sir, where to?"



The FRISCO MECHANIC

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



WHAT IS EFFICIENCY?

It is doing things—not wishing you could do them—dreaming about them or wondering if you can do them.

It is the power to learn how to do things by doing them, as learning to walk by walking, or learning to sell goods by selling them.

It is knowing how to apply theory to practice.

It is the trick of turning defeat into experience and using it to achieve success.

It is the ability to mass one's personality at any given time or place; it is skill in quick mobilization of one's resources.

It is making everything that is past, minister to the future.

It is the elimination of the three microbes of weakness—regret, work and fear.

It is self-reliance, clothed with modesty.

It is persistence plus politeness.

It is the hand of steel in the velvet glove.

It is alertness, presence of mind, readiness to adjust one's self to the unexpected.

It is sacrificing personal feelings to the will to win.

It is impinging the ego against the combination of events—luck, fate, custom and prejudice—until they give way.

It is massing the me against the universe.

It is the sum of the three quantities—purpose, practice and patience.

It is the measure of a man, the real size of his soul.

It is the ability to use one's passions, likes, dislikes, habits, experience, education, mind, body and heart—and not to be used by these things.

It is self-mastery, concentration, vision and common sense.

It is the sum total of all that's in a man. —Selected.

Smith: "I understand some of your hens have stopped laying?"

Jones: "Two of them have, anyway."

"What's the cause?"

"A motor car." —Tit-Bits.

The man who tried his hand at something and failed might try using his head for a change.—Buffalo Post.

This above all: to thine own self be true,

And it must follow, as the night the day,

Thou canst not then be false to any man. —Shakespeare.

New Editors of Frisco Mechanic



HOWARD PICKENS



WILLIAM C. BUSH

WITH this issue of the *Frisco Magazine*, the Frisco Mechanic section of it which has been published in the interests of the Frisco Association of Metal Crafts and Car Department Employees, takes a new lease on life. So great an interest has been manifest by the 8,000 members of this association in their part of the *Frisco Magazine*, that the editor has agreed to increase the number of pages in the Frisco Mechanic, to care for the interesting news of the association's activities.

In order that the Frisco Mechanic may be truly a publication by of and for the association members, two acting editors have been appointed to care for it. Mr. Howard Pickens, secretary to General Chairman Frank Junkins at Springfield, is the new editor, and Mr. William C. Bush, president of Local No. 1 at Springfield, will become managing editor. Their work in this connection will not interfere with their present duties. All material for the Frisco Mechanic should be forwarded to Editor Pickens at the Springfield general offices.

Editor Pickens has been with the Frisco since 1920 when he began work as a timekeeper and distribution clerk at the West Shops. In January of 1923, he became secretary to the general chairman of the Frisco Association, the position he holds today. He was the editor of the ill-fated "Frisco Mechanic" in 1924, which was published only five months as a separate publication. When that publication was discontinued and its matter absorbed in the *Frisco Magazine*, Pickens served for a short while as editor. He is widely acquainted with the membership of the various locals throughout the system, and asks for the support of each local in making the Frisco Mechanic a live organ of the association.

Managing Editor Bush has been with the Frisco since October 3, 1922, when he took employment as a cabinet maker in the North Shops. Prior to that time he operated a book store and later a weekly newspaper at Poplar Bluff, Mo. He became active in the Frisco Association shortly after its origin and served as a committeeman and later as chairman of the shop committee from the car department. On October 25, 1925, Mr. Bush was chosen president of Local No. 1 at Springfield and was recently re-elected, almost unanimously, to succeed himself. The local has grown under his administration and now has a membership of more than 2,000.

We cordially welcome these two workers to the staff of the *Frisco Employees' Magazine*. We believe they will help make the Frisco Mechanic a better and more representative publication.

—W. L. HUGGINS, Jr., Editor, The Frisco Employees' Magazine.

Local No. 1 of Frisco Association Holds Christmas Party in Springfield December 17

*Club Rooms Beautifully Decorated for First Annual Party—
Christmas Tree and Athletic Program are Features*

THE first annual Christmas entertainment of Local No. 1 of the Frisco Association of Metal Crafts and Car Department employees was held at 7:30 o'clock Friday night, December 17, at the Frisco Hall, 214 East Commercial Street, Springfield, Mo.

The Springfield local organization has approximately 2,500 members and because of the lack of space to take care of the huge crowd which came in the hope of enjoying the splendid program, many hundreds were turned away. It was the largest and most elaborate affair ever staged by the local organization of shopmen.

The supervisors' association presented the local with a large Christmas tree and \$25 to furnish illumination and decorations for the tree. Not only did the supervisors purchase the various decorations, but they met in a body at the hall of the shopmen and set everything in readiness for the occasion. It was indeed a most generous act and the craftsmen are highly elated over the splendid spirit shown by their leaders in this very kind gift.

A committee comprised of Mrs. H. G. Crawford, chairman of the committee in charge of arrangements, Mrs. T. G. Ladd, Mrs. A. W. Skelton, Mrs. W. C. Bush and Mrs. Joe Brandon, was very instrumental in bringing about the wonderful success of the Christmas program. Christmas packages of candies, nuts and fruits were distributed by Santa Claus who had charge of taking the things off the huge tree.

In addition to the Christmas program for the evening, three fast boxing bouts were staged, featuring local ring stars and a battle royal between eight colored boys. First bout: Chester Ferguson, age 20, weight 135 pounds, fought "Doc" Landrum of the same weight and age, four rounds to a draw. Both these boys are employed in the North Car Department. In the second bout, Hugh Ricketts, red-haired boilermaker from the West Shops, won a decision over Earl Newman. Newman was knocked to the mat twice, each time arising a bit groggy before the count of ten. Roy Maggard, local boxing instructor with several years' experience, refereed the two bouts. Otto Henderson, director of the Association Athletic Club, had charge of the athletic program of the evening. Aside from the boxing contests, two wrestling matches were put on: Dix Skelton, local



Frisco kiddies with their dads and mothers enjoy Association Christmas Tree at Local No. 1 party December 17

professional wrestler, and Everett Bash, machinist apprentice at the West Shops, wrestled two best out of three, Skelton winning the first fall in seven minutes and likewise the second fall in two minutes. It was hard grappling throughout; Skelton winning because of his superior science. However, Bash outweighed his opponent by twenty pounds. Second match: Frank Palmer of the West Shops, weight 175 pounds, and his opponent Jack Groff of the same size, wrestled to a draw of fifteen minutes. It is believed that the Springfield shops possess some very promising talent for the ring as well as the mat and inasmuch as the local is fortunate in having access to such wonderful talent, Athletic Director Henderson, will no doubt avail himself of the opportunity of arranging and presenting to the local shopmen in the future many interesting features in connection with athletic shows.

The Pete Pate Vaudeville Company, probably better known in Springfield as "Pete Pate and His Radio Stars," came to the hall at 10 o'clock and presented some comedy acts as one of the closing features of the program. The Frisco Paramount Four

lived up to their well established reputation as being one of the best quartets in this section of the country.

The Frisco Orchestra shares a very deserving place in keeping alive the hearts of all with the variety of melodious music which was indeed a very rare treat. The orchestra is composed of all Frisco shopmen and is under the direction of George B. Hasler, link gang foreman at the West Shops. Mr. Hasler has perfected an organization of musicians well above the ordinary run.

Red Barnes and Jones Garner, rendered several duet selections before the Ladies' Auxiliary during their program and were well received. These gentlemen are two of the many live wires employed in the North Car Department.

The success of the entire affair was due to the splendid help and co-operation of numerous members in the local organization, both ladies and gentlemen. In conclusion the occasion was a grand and glorious affair, one to be remembered by all who were fortunate enough to attend. It is the plan of the shop crafts here in Springfield to make this an annual affair which no doubt will be much bigger and better in the year 1927.

"Happy New Year to You" Say Employees of West



Many pictures have been printed in the *Magazine* of individual employes at the Springfield, Missouri, west shops, but never before has the *Magazine* reproduced such an inspiring group photograph as the one featured above.

Local No. 8 in Accident Prevention Rally at Enid

THE members of Local No. 8 and their families at Enid, Okla., held an enthusiastic accident prevention rally at the Chamber of Commerce building, Monday evening, November 22. Approximately two hundred Frisco employes attended, where they enjoyed a program made up of Frisco talent.

J. F. Ferguson, division car foreman, acted as chairman of the meeting and in his usual good form, called the meeting to order at 8:00 p. m., and introduced the numbers on the interesting program.

W. J. Foley, master mechanic, delivered the address of welcome, which was followed by a dialogue, entitled, "Accident Prevention", by Dorris Shepherd and Violet Devine. Elizabeth Sinclair, daughter of the claim agent, sang a solo, followed by an address by Harry Harrison of the accident prevention department. Wayne Shelton, son of a Frisco engineer, sang a solo, and obliged with an encore. H. F. Sinclair, claim agent, next addressed the meeting, and he was followed by Z. B. Claypool, of the accident prevention department. Margaret Giddens, daughter of the shop foreman, gave a reading entitled "Daddy Is Coming," and Alice Campbell of the office of the assistant superintendent, entertained the audience with a piano solo. Two readings were next on the program, one by Jack

Clark and a second by Mrs. Wm. Phillips, wife of the general foreman. Both were well received. A first aid demonstration proved of interest. This was conducted by Major R. C. Baker, assisted by members of the 189th Field Artillery. Frank Junkins, president of the shop crafts association, concluded the program with an address. Refreshments were then served, after which the floor was cleared and those present danced until a late hour.

NIGHT, ETERNAL NIGHT

Comes Not to Those Who Wear Goggles

Another eye saved by the proper use of goggles.

Byrl Miller, a freight car painter at Springfield, Mo., on November 25 saved the sight of his eye when he wore goggles while operating a sand blasting machine, which blew the hose off the sand nozzle. The nozzle thus released, struck the operator across the head, fracturing the right lens of the goggles which he wore. Although the glass was cracked and broken, there was no laceration of the eye and no injury around it.

Owing to the thoughtfulness of this employe, his earning capacity remains unimpaired.

FLOWERS ARE HIS HOBBY

Don Fellows, of Springfield, Has Magnificent Garden

DON FELLOWS, acting mechanical accountant in the Frisco offices at Springfield, has a hobby that is attracting attention from different parts of the country.

On his little three-acre farm, south-east of Springfield he specializes in raising dahlias of many colors.

"I have secured seeds from London, England, California, Denver, Louisville and Philadelphia, besides many which I purchased here in Springfield," he said. "At first it was just an experiment, until I found that they were doing so well and of such huge dimensions that I began to get interested. I now have over 1,000 plants."

Besides dahlias he has 10,000 gladiolas, over 100 beds of elephant ears, a plot of 250 feet long of tube roses, 400 peonia bushes, six varieties of lillies, and numerous rose bushes.

The office in which he works has been supplied with a gorgeous bouquet from his garden each morning during the summer months, and now that fall has come, dahlias adorn many of the desks for he is generous and wants his friends to enjoy their extreme beauty and size.

His fame as a gardener has spread and his Frisco friends along the line have written him many letters.

Shops Locomotive Department at Springfield, Mo.



It is a condensed picture of the supervisors and employes of the locomotive shop grouped together, just as they work together, with only the interest of the Frisco at heart. They are all happy, loyal, and interested in their various duties. If you don't believe it, count the smiles and the real, sure-nuff grins! There are approximately 981 men employed in this locomotive shop, many of whom do not appear in this picture.

450 ATTEND MEETINGS

15 Accident Prevention Sessions Held in 30-Day Period

LATE reports of the accident prevention meetings held from November 5 to December 6, inclusive, shows that a total of 450 attended the fifteen reported in that period.

Three of the largest were held at Pittsburg, Kansas, on November 12, with fifty-eight in attendance; at Monett, Missouri, on November 19, with seventy-five present and a joint meeting of maintenance of way employes of the eastern, central and northern divisions at Monett, Missouri, on November 21, with eighty-nine men present.

On November 5, J. L. Harvey, master mechanic, of the eastern division, called a meeting of the mechanical department employes at Newburg, Missouri, in the interest of accident prevention. Ten men were in attendance.

The southwestern division employes held a meeting at Sapulpa, Oklahoma, on November 9, where R. B. Spencer, master mechanic, acted as chairman and fourteen men responded to roll call.

The mechanical department of the Texas Lines met at Sherman, Texas, on November 10, with twenty men in attendance. A short noonday meet-

ing was also held with the shop men, where forty-seven were present.

J. D. Heyburn, master mechanic, of Ft. Smith, Arkansas, held an accident prevention meeting at Hugo, Oklahoma, on November 12. Thirteen employes were present. Reports of committees were read and many worth while subjects discussed.

The mechanical department employes of Chaffee, Missouri, held a meeting at that point on November 22, at which meeting H. E. Hubbard acted as chairman. Fifteen men were present.

W. J. Foley, master mechanic, of Enid, Oklahoma, held a meeting with his employes at that point on November 22. Sixteen men responded to roll call. Z. B. Claypool, assistant director, accident prevention department, St. Louis, addressed the men.

Thirty-one men were present at an accident prevention meeting held at Thayer, Missouri, on November 23. C. C. Mills, accident prevention agent, of the St. Louis department, assisted with the meeting, while H. R. Wade, assistant superintendent, acted as chairman.

B. G. Gamble, master mechanic, of Memphis, Tennessee, called a meeting of the mechanical department employes on November 23, in the interest of accident prevention. A gratifying report of unsafe practices and conditions as reported and corrected, was made.

F. C. Gow, assistant superintendent,

of the western division, acted as chairman at an accident prevention meeting held at Enid on November 26. Fifteen men were present. C. C. Mills, accident prevention agent, of St. Louis, assisted with the program.

S. J. Frazier, superintendent, of the western division, acted as chairman at a meeting of the employes of Enid in the interest of better service and accident prevention on November 26. Fifteen men were in attendance.

Two meetings were held in Springfield, Missouri, on December 6, one at the west freight car shop, mechanical department, F. M. Darden, general foreman, chairman, and a second meeting at the west shops, with F. A. Beyer, superintendent, chairman of the meeting. Approximately forty men attended both meetings.

Through an error in this office, the high school band of Enid, Okla., was credited with a concert to Frisco shopmen in a picture and story appearing on page 43 of the December *Frisco Magazine*. The high school band of Fort Scott, Kansas, should have had the credit. The shopmen of that city were entertained, not Enid. We thank Superintendent Bevans of the northern division for calling our attention to this error.

—W. L. H., Jr.

The Frisco Mechanic

*Published each month as a part of
the Frisco Employees' Magazine.*

Howard Pickens, Editor
Wm. C. Bush, Managing Editor

A REAL PRIZE WINNER

18-year-old Frisco Son Holds Six Athletic Medals

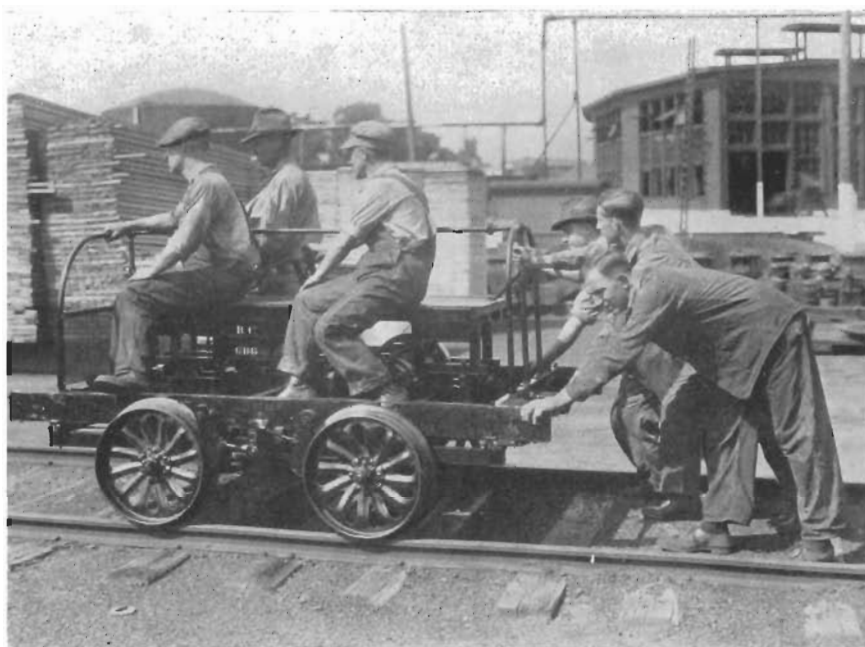
ARL FLEEMAN, the sturdy 18-year-old chap pictured above, is the son of E. W. Fleeman, coach carpenter in the south coach shops, Springfield, Mo. A closer glance will show a number of medals pinned on his gym outfit, which he has won on the athletic field.



ARL FLEEMAN

He is now in his senior year in the Stockton High School where he will complete his high school course. The six medals which he prizes so highly were won as follows: gold medal in the pole vault contest at the Southwest Missouri High School Meet at Eldorado Springs in 1925; gold medal for running high jump; bronze medal for running broad jump; one medal for 120-yard high hurdle, one for pole vault and one for the high jump, won at a Springfield, Mo., meet. As a member of the Stockton High School basketball and football teams, he has always given an excellent account of himself at all the match games.

Start Motor Cars Correctly and Save Injuries



The men in the illustration, depicting the safe way to start a motor car are: M. H. Fitzpatrick, Virgil Johnson, Thomas Reynolds, R. E. Mitchell, E. L. Vaughn, and H. M. Evans, of the south reclamation plant, Springfield, Mo.

THE most frequent cause of personal injuries sustained in the operation of section, or bridge and building motor cars, is from the unsafe practice of pushing motor car from the side in starting it.

The illustration shows the safe way to push off a motor car from the rear, then in case of stumbling, no part of the body can be run over by the car. It is obvious why a motor car should not be started on a bridge.

Save that mashed foot or crippled hand by living up to the following instructions:

Park your motor cars entirely clear of passing trains.

Load tools so they do not fall off and derail car when in motion.

Distribute men on car for balanced load and have some facing rear.

Maintain speed not to exceed twenty miles per hour.

Use white light on front and red light on rear at night.

Get lineup of trains from dispatcher and flag around bad curves if you think you have the right-of-way all to yourself.

Start and stop motor cars away from bridges.

Push off and get on from the rear always.

FRIENDSHIP

By WILLIAM C. BUSH

When we take count of our blessings, let us not be as the unwise, to estimate the greatest the least.

At the bottom of all things counted blessed is friendship. We seek, as our nature demands, that living sympathy, that reliance for help, in our friends. We have reason for self pride, argument to be happy and be on even terms with our fellows when we have earned a friend.

It is that within you that is good that appeals to your friend, those virtues that are as sparkling jewels that catch the eye and heart. To possess the good opinion of good men is proof you own a character, and your friend will keep the fires of virtue ever burning. It is said of Alexander that he

cared more for Aristotle's good opinion than for conquest. Caesar and Napoleon, at least, both were unhappy until they had written a book, knowing it better to win men's hearts than to subdue their spirit.

Such is friendship, sought by the great and wise as the best of gifts.

To carry on the task, to smile and to laugh, to love and be guided rightly along the way. Our friends around us when shadows come or when the day is done. Man, is this not enough, for after due thought, we live by mental pleasures rather than physical and to be friendless is to be miserable and forlorn. The knowledge that one is forsaken of respect from his fellows keeps him out of harmony and touch with all. Despised by men or loved by all, choose you.

Blacksmith An Ancient Trade, Foreman Says]

THE art of blacksmithing was one of the first recognized trades in the world, and has continued to hold its own throughout the ages, according to Mr. I. N. Fretz, blacksmith foreman at the North Shops in Springfield, who addressed the regular meeting of Local No. 1 of the Frisco Association in Springfield recently.

"Blacksmithing was one of the first trades in the world—Tubal Cain being the first smith spoken of," Mr. Fretz said.

"At the building of King Solomon's temple the blacksmith was acknowledged by King Solomon as the master trade. The overseer in charge of the construction of the temple at its completion took King Solomon around and showed him the wonderful building with which the King was much impressed. He asked that the craftsmen be called together that he might express his appreciation of their wonderful workmanship.

"The carpenters and stone masons were called together and after he had congratulated them on their efficient workmanship, he asked the carpenters who made the tools with which their work had been accomplished. They told him the blacksmith. Then he asked the stone masons the same question, to which the same reply was given. King Solomon then asked where was this craftsman? He was not at the gathering and the overseer was ordered to bring him before the King. He found him in a little smoke shed and he was called forth and presented to the King who took him by the hand and said, 'This is the master of all craftsmen because he has made all the tools by which the temple was built.'

"I am proud of being a blacksmith despite the fact that I think it is the most aggravating trade in the world. I have followed this work for 34 years and I am learning something new every day. It is an educational trade, and a blacksmith must advance in order to keep posted in the many different changes that are made from day to day.

"In the old days iron was used in making all forgings for locomotives. The only steel used was for tools and a blacksmith that could weld two pieces was considered a mechanic. The welding of steel was always done behind closed and locked doors to guard the secret. It was the last thing that a blacksmith apprentice was taught. At the present time this is about the first thing taught them as everything is now made of soft steel, with the exception of eccentric links, blocks and pins which are all case-hardened and steel is not suitable for this purpose resulting in these parts being too brittle. Case-hardening is a method by which iron is made very hard in order to resist wear. Thirty years ago case-hardening was done with bones, leather and charcoal packed in a steel box, sealed

air-tight, placed in a furnace and burned for 24 hours, with a hickory wood fire, keeping the box at about a cherry red heat that length of time and when the forgings were taken out and cooled in water, if a penetration of 1-32 inch was obtained it was considered a first-class job. At the present time a compound is used which in eight hours will penetrate to a depth of from 1-16 inch to 1-8 inch. When working on the Santa Fe railroad in 1897, in Colorado, I have gone out on the plains with others from the blacksmith shop and gathered bones which we crushed under the steam hammer. We would then get old shoes and pieces of belting, cut them in small pieces to pack a box of case-hardening.

"It is a fact that the blacksmiths of the present day have almost lost the art of working wrought iron. It is a noticeable fact that in the past few years locomotives have doubled in size. It is a customary remark in the forge shop that everything is getting larger but the blacksmith! They remain the same physically, but not mentally. Things come up every day in the forge shop that they must in some manner overcome.

"Prior to 1922 it was a boast among blacksmiths, machinists and boiler-makers that a mechanic could not be taught the trade in a railroad shop under 10 or 12 years. I am proud to say at this time that I have several working in my shop that broke into the game and have made good. At the present time I have a force of sixty men and there is more work turned out than before 1922 when my force was much larger.

"A foreman's position is not a bed of roses by any means. There are many things the men under a foreman know nothing about, and I want to say this to you, a foreman to get results must have the good will and respect of his men; a foreman should not refrain from giving a man a word of praise when he is deserving of it, or tell him when he is in the wrong. A foreman who has the interest of his company at heart will always be ready and glad to give a blacksmith advice and suggestions that will facilitate and expedite the work in order to bring about greater production.

"The heat treatment of steel is a subject too large to take up at this time, but I will just say that annealing prolongs the life of this metal, taking the crystallization and strains from it. It is also beneficial for iron because the constant strain and wear causes crystallization which will be removed by being heated to the proper temperature and cooling slowly, putting it back to the original condition when first forged.

"Having taken so much of your time, I will now close after relating a story illustrating the status of the blacksmith. Two men were strolling along a road one day, one a boiler-maker and the other a machinist.

LOCAL No. 25 ENTERTAINS

Frisco Families Guests of the Sherman Craftsmen on November 18

THE members of Local No. 25 of Sherman, Texas, entertained the Frisco employes and their families at the Elks' Hall on the night of November 18.

The program, which was interesting and varied, brought to light some talent in the shops and offices of the Frisco Lines at Sherman, which rivaled vaudeville acts on the best circuits.

H. L. McDuffie proved to be efficient as chairman of the program committee and he secured, as a starter, the Poole Manufacturing Company's orchestra to furnish music during the evening.

Among the most enjoyable numbers presented were: a banjo solo by Frank Hanna of the car department; piano solo by Ruth Walker, daughter of B. B. Walker, airman; W. A. Morgan, general car foreman, amused the group with a reading; little Miss Doris Chase, daughter of Bill Chase, and Eddie Tunks, son of Curtis Tunks, gave two Charleston dances, with a ukulele accompaniment by Miss Ellen Tunks; Mrs. W. C. Points, wife of machinist, gave a reading, and Miss Marie Miller entertained with a piano solo. The last number on the program was a group of Irish and Scotch songs, given by H. L. McDuffie. He was accompanied by Mrs. McDuffie at the piano.

Frank Junkins, general chairman of the Association, was present and made an address, and Harry Harrison, of the accident prevention department related a safety first lesson of interest and worth.

After refreshments had been served, those in attendance enjoyed a dance, to music furnished by the Washington Theatre Orchestra. Another delightful evening is being planned at an early date.

They chanced upon a small boy playing in the road by a small mudhole (possibly the son of an old blacksmith) where he was busy forming the image of two men. They asked him what he was doing. He replied, 'I am making a boiler-maker and a machinist.' They asked him why he did not make a blacksmith and he replied, 'Hell, there ain't near mud enough.'

Trainmaster's Wife (paying unexpected visit to his office): "You told me, Henry, that your stenographer was an old maid."

Trainmaster (flustered): "That's right, my dear, she's away ill today and sent her granddaughter instead."
—Judge.

"Where's there's a will there's a way," said the speeder. Unfortunately he didn't make the will first.

Official Roster of Frisco System Committee

(Association members are urged to clip this list and file)

Name	Division	Address
Claud C. Bond.....	Chairman Western.....	611 West Walnut St., Enid
J. L. Eudy.....	Chairman Central.....	4500 Grand Ave., Ft. Smith
S. F. Cooper.....	Springfield, North Car	
	Department.....	1429 Kings Highway, Springfield
A. A. Jones.....	Chairman Eastern.....	6914 Arthur Ave., St. Louis
J. E. Rucks.....	Chairman Southern.....	No. 37 Southerland Drive, R.F.D. No. 8, Birmingham
L. J. Lyons.....	Chairman West Shops.....	1013 E. Portland St., Springfield
J. M. Sheeley.....	Chairman River.....	203 Grey Ave., Chaffee
W. A. Neal.....	Chairman South- western.....	520 South Maple St., Sapulpa
G. T. Youell.....	Chairman Southern.....	2509 Princeton St., Memphis
J. L. Way.....	Chairman Texas.....	1004 East Lamar St., Sherman
Virgil Johnson.....	Chairman South Shops	804 South Main St., Springfield

The Job We Have

By FRANK JUNKINS, Gen'l Chairman

WHATEVER difference there may be in opinions as to the solution of helping the railroads, all of us agree that we must aid them in every way to render the very best service that is possible. Each of us can assist in helping to make the Frisco a better railroad no matter what our duties are, and those of us who are actually on the job can help the most. Theories, arguments and legislation may help the railroads, but applied facts through human efforts will do more to reduce costs than all the efficiency experts combined.

The railroads have only one thing to sell—transportation. The selling price is fixed. Therefore, the only method of control at our disposal for helping to make the road we work for a paying business is the doing of those things which will promote economical, efficient operation for the furnishing of transportation.

To exist, the railroads, like any other business, must produce at less cost than it sells; and while we, as employees, have nothing to say as to what the railroads can or cannot charge per mile on either passenger or freight traffic these rates being fixed by the Interstate Commerce Commission, based on low operating costs, yet we, individually and collectively, constitute the predominating factor in the cost of producing that which our employers have for sale—transportation. Costs are regulated and go up or down accordingly as we are efficient on inefficient. If the railroads must produce at a minimum cost, they can do so only by honest and efficient methods and with the co-operation of you and me. The railroads, through their officials, are doing everything possible to get your help, and are justly entitled to it. Then, of what does our help consist?

First, we must give our employers the best we have. Work hard; it's the best investment we can make

and pays real dividends in health and dollars. No man ever won promotion without hard work. "Pull" may get some men recognition, but it takes hard work to make any man success, and success is the goal we all are driving forward to.

Second, save. Be economical with both your employer's time and material and your own. Waste costs the railroads millions of dollars each year. You and I can stop it. Be exact. Slipshod methods bring only slipshod results. If a job is not done right you have wasted both time and material. Study your work; learn something new each day. Knowledge enables you to work more intelligently, increases your earning capacity and places you in line for promotion. Pick out a live wire—a man who is considered a success in your particular line of work—study his methods and then try to improve on them. The real pleasure in work is the mastering of it. Don't say it can't be done, because when it is finally settled that a thing is impossible, some energetic fellow will come along and do it. If you don't know, find out. Ask. There is always someone ready to teach you. Ask your boss or foreman—he knows. Do your work the best you can. There is always a job higher up for the man who is a success. The world is at your feet if you are a success, and will pass you up if you are a failure.

Third, keep "Merit" as your slogan. Never forget that there is but one straight road to success, and that road is indicated by the word "Merit". The man who is successful is the man who is useful. Capacity never lacks opportunity. It cannot remain undiscovered, because it is being sought by too many who are anxious to use it. Be democratic. Make your fellowman your friend. Cultivate personality. Make your presence desirable. Unless you feel right toward your fellowman, in my opinion, you

IS ATHLETIC DIRECTOR

Otto Henderson Named Program Chairman of Local No. 1

OTTO HENDERSON, member of Local No. 1 at Springfield, was elected director of athletics of that body at a recent meeting. He will be responsible for the athletic programs which have done a great deal to bring out a good attendance at the local meetings in Springfield.

Henderson is an athlete himself, and is a clever boxer and wrestler.



OTTO HENDERSON

At one time he was a professional wrestler and has also been in several squared ring encounters. Since coming to Springfield from Wright County where he was born and reared, he has been closely associated with promoters of boxing and wrestling and at the present is the right-hand man for Otto Lippman, boxing promoter of Springfield. Henderson and Lippman staged a series of athletic shows in the Convention Hall at Springfield recently, under the auspices of the Springfield Athletic Club.

First Aimless Shopper (to second ditto): "Well, dear, if you're not going to buy anything, we might just as well look at something more expensive.—The Humorist (London).

will never be a successful leader of men. Be loyal. Loyalty in a man is what perfume is to a flower. It is the mirror of a man's character. Keep the interests of the company you work for paramount in your mind, and when your day's work is done you will feel that you did your best, be at peace with yourself, have a clear conscience, throw out your chest and smile!

393 MEN ON PENSION ROLL

(Continued from Page 10)

employees, 11 minor officers in various departments, 32 crossing watchmen and pumpers, the remainder being transportation department employees.

A glance at the additions to the pension roll for the year 1926 may be interesting. Sixty-three employees were added, having a combined service record of 1,807 years or an average of 28 years and 8 months per man and an average pension allowance of \$49.27 per man. The classes into which these men divide are: 1 superintendent, 1 district attorney, 1 general agent, 16 engineers, 8 conductors, 1 brakeman, 1 porter, 6 dispatchers and operators, 6 section foremen, 4 agents, 1 roadmaster, 3 clerks, 3 crossing watchmen, 2 pumpers, 1 traveling claim agent, 2 section laborers, 1 bridge and building carpenter, 1 roundhouse foreman, 1 hostler, 1 wrecking foreman, 1 tool room man and 1 trucker.

Since the establishment of the department, July 1, 1913, the Company has paid out in pensions to its retired employees \$1,062,032.27. As stated above, the first pension payroll had 44 names and its total was \$1,216, while the present roll has 393 pensioners who receive \$15,259 a year.

Perhaps a summary of the pension rules should be given as there are still many employees who do not understand just what is required. There are two classes of employees to whom pensions may be granted. First, all who reach the age of seventy years must be retired and those with fifteen years of continuous service as shown by payroll records may be pensioned. Second, those employees of any age who are totally and permanently disabled from performing any service for the Company and who have had at the time of their disablement twenty years unbroken service as shown by the payrolls may be pensioned. In addition certain specified employees in hazardous service, such as conductors, engineers, section foremen, etc., may, if totally and permanently disabled from performing any service for the Company, be pensioned at 65 years of age with fifteen years unbroken continuity as disclosed by the payrolls.

Pension allowances are based on two factors, length of service and average salary per month for the ten years next preceding retirement, eliminating in the final result fractional parts of months and counting six months or more a full year. For example, an employee having 29 years and eight months unbroken service and having an average monthly wage of \$200 would receive 30% of \$200 or \$60 per month. Leave of absence, properly granted, for a period not exceeding one year, or discharge followed by re-instatement within one year, does not constitute a break in the service.

Pensioned employees may not again re-enter the service, but may engage

Those enlightened souls who reveled in the witticisms of "The Private Life of Helen of Troy," (and there are many of them on Frisco Lines), will delight in John Erskine's latest book, "Galahad," published by Babb's-Merrill Co. Regardless of the opinion expressed by many critics that in "Galahad" Erskine slipped badly from the brilliancy of his former novel, the book furnishes a delightful hour and a half of reading.

If only for its accurate character delineations the book stands almost alone. In *Guinevere* the author has drawn a queenly person, temperamentally feminine, but with the iron stuff from which Joan d'Arc's are sometimes fashioned, a dreamer yet a doer, and withal an unsatisfied and sometimes selfish lover. The snow-white mantle of god-like qualities with which Lancelot has been fabled in story and song emerges somewhat blackened under Erskine's sharp pointed pen, for though he draws Lancelot as a valiant and invincible warrior he leaves him only a vestige of his sometime qualities of honor, for he betrays his bosom friend King Arthur by making *Guinevere* his mistress. There is a pang of sympathy for Elaine, that maiden so smitten with love for the mighty Lancelot that she sacrificed everything held so dear to maidens of those dear, departed days! And in *Galahad*, born out of wedlock to Lancelot and Elaine, Erskine has perhaps etched his most finely drawn character. There is a deal of priggishness in this boy who comes to court at the age of 17, and it is dissipated not one whit by the idealistic coaching of *Guinevere*.

In no wise can the book be considered a novel in the strict sense of the word, since it consists almost entirely of dialogue. But what might be a monotonous thing is livened into beauty by the author's subtlety of wit. The conversation is clever indeed with a brittle dryness and occasionally a touch of the sardonic. Well worth the reading.

Miss Edna Ferber, who astonished the writing profession a few years ago by receipts of more than \$300,000 in royalties from the sale of her famous book, "So Big", has written another big seller in "Show-Boat", published by Doubleday-Page. It is a story of the famous old river days on the Mississippi from St. Louis to New Orleans and into the hinterlands via the tributaries of the Big Muddy, and concerns the lives and loves of the troupe of wandering min-

With the New Books

strels who played the river towns in their floating theatre. The rise of Magnolia Hawkes, daughter of the lovable captain of the "Show Boat", Andy Hawkes, and later of Magnolia's daughter, "KIM", so named because she was born on the Mississippi within sight of the three states from which the letters of her name were chosen, forms an interesting drama of success and failure. Miss Ferber evidently knows the "river town folks", for her description of them as they crowd the auditorium of the show boat on play nights is keen and clear and she has not attempted to gloss over and generalize in her descriptions. The story makes frequent mention of Cape Girardeau, Mo., a Frisco point, and later furnishes a vivid picture of the gambling 90's in Chicago, Ill., before "Civic Virtue" came to the aid of the "Windy City". "Show Boat" will pass away a wintry night with enjoyment.

—W. L. H., Jr.

Books mentioned on this page may be obtained at the Doubleday-Page Book Shop, Arcade Building, Eighth and Olive Streets, St. Louis, Mo.

THREE-YEAR RECORD HELD BY THE SPRINGFIELD FREIGHT HOUSE

(Continued from Page 14)

equal its 1925 record as far as pennant winning is concerned. A total of 135 errors were made in handling the 332,023 shipments during the first eleven months of this year, and six of the twelve pennants have been awarded Springfield station. At the time of going to press the January pennant had not yet been awarded.

In giving a great deal of credit to the new "veri-check" system, Mr. Smith explained it as follows: The number of the schedule car in which the freight is to be loaded is placed at the top of the check which is made out in duplicate. The check clerk's initial is placed under the number, then the number of pieces on the truck, and then the pro-number of the bill of lading is added, then the ticket is attached to the truck on which the freight is loaded. The load is wheeled to the car, and the stevedore then unloads it, counting the pieces again. He then puts his clock number on the check and signs the number of pieces received. The ticket is then put in a small box and is taken up and verified by a clerk who is assigned to that duty.

"This system has worked so satisfactorily for us that I hope it will be adopted generally," Mr. Smith said. "I think it tells the story of our success in this work, in a large measure."

in any other employment not prejudicial to the interests of the Company. The maximum allowance per month is \$150 and the minimum is \$20.

LADIES' AUXILIARY LOCAL No. 1—SPRINGFIELD, MO.

MRS. WILLIAM C. BUSH, Reporter

The Ladies' Auxiliary of Local No. 1 held their regular weekly meeting on Friday evening, December 3rd, with large attendance of its members and several visitors were present.

After a short business meeting our president, Mrs. Tom G. Ladd, turned the Auxiliary meeting over to Mrs. Skelton, who was appointed entertainer for the evening.

Guessing contests were engaged in and as a result much laughter and a jolly good time was had by all. By indulging in the various contests and games it is the hope to create interest not only among our members but offer some incentive to induce our visitors to come back, and in this way our membership is bound to grow.

After the contests were concluded the ladies invited their husbands to a feast of pie and coffee served in the Auxiliary dining hall. We received a good many expressions of thanks from Local No. 1 members for the very rare treat.

NORTH SHOP—SPRINGFIELD, MO.

ALEX. WATTS, Reporter

B. H. Haga, our efficient time checker, has resigned his position with the Frisco to accept a position with the Exide Battery Company of this city. C. A. Swineford has taken over the work of Mr. Haga.

Elmer Harris and Jerry Roberts, mechanics in the blacksmith shop, are confined to their homes on account of sickness. We hope they will soon be back on the job again.

Oscar Needler, mechanic in the North Shop, decided to spend a few days vacationing down in the country with relatives.

Fred Shanks, pipe and sheet metal foreman, has just returned to his old job after being away one week hunting down in the wilds of Laclede County. Fred boasts of one of the best quail dogs in Springfield and will back up this statement at any time anyone would like to go out and see him work.

Long live our Frisco Mechanic, may it continue to grow in size and in a good variety of news. Let's help our Editor by giving him some good news, stories, pictures, etc., from month to month.

Felix Pursley and family spent the Christmas holidays with friends in Key West, Florida. Mr. Pursley is a blacksmith employed at the North Shops.

There seems to have been a longing among several of our North Shop mechanics to go south during the Christmas season. Most any of us prefers the warm sunshine to the bleak December weather and so Mr. and Mrs. Ambrose Owens decided that Florida would be the logical place to spend Christmas. They reported a lovely trip. Mr. Owens also is one of the blacksmith shop employees.

LOCAL No. 19—MEMPHIS, TENN.

D. P. HENLEY, Reporter

The way Yale is turning out new cars, there should be no car shortage on the Frisco. The cars completed for the year number 950, not counting rebuilt and repaired. It shows the boys at Yale are on the job and co-operating with supervisors. They have been given 600 new cars to begin with for the year 1927.

We are indeed proud of such a record.

Jake Hirsch, night roundhouse foreman, has been transferred to Pensacola.

Geo. Payne, night assistant roundhouse foreman, is back from St. Louis hospital from a tonsil operation. Mr.

Payne is also being transferred to Pensacola. Mr. Hirsch and Mr. Payne will be greatly missed at this point.

C. L. Holmes has been transferred from Amory here as night roundhouse foreman. Everyone gave him a hearty welcome.

H. Simonson, our tank truckman, lost his brother-in-law a few days past and he has the sympathy of all the boys.

We are glad to know Geo. Buckalew is with us again after a very serious operation.

W. H. Gimson's son has recovered from diphtheria, also machinist Kimzey's boy has just recovered from same illness.

SPORT NEWS—LOCAL No. 1 SPRINGFIELD, MO.

OTTO HENDERSON, Reporter

In addition to a very successful meeting of the Metal Crafts and Car Department employees of Local No. 1, of which William C. Bush is president, a very interesting program was put on by the athletic director and promoter.

The first event of the evening was an African battle royal wherein five husky negro boys were put in the ring with gloves and instructed by the manager to fight until the best man was left standing. This feature caused much merriment throughout the crowd. These boys fought courageously several minutes without either of them being completely knocked out. Battling "Tobey" was decided the best man as he had all opponents staggering.

The second event was a four round boxing contest between Chester Ferguson and Ivan Young from the North car department. These boys gave an excellent exhibition, neither gaining over the other.

The third bout was a comedy bout between the Manager, Otto Henderson, and "Big Bill" Sherman, known as the strong man. The crowd got a kick out of this, as Bill weighs 314 pounds and is noted for taking stiff blows with a smile. Henderson rushed "Big Bill" to the corner numerous times, cutting loose with terrific right and left blows to the stomach and head, but was unable to bring Bill off his feet and he managed to retain the usual smile.

The main event of the program was a six round fight between Roy Maggard and Pat McDaris, Springfield fighters. Both boys have fought good men and they demonstrated their ability as fighters in this bout. Maggard probably won on points but was unable to stop the Irishman as he was going good at the end of the sixth round. The promoters will arrange a fight in the near future, between McDaris and some fighter in the shops. We have several in the Frisco shops with ring experience. Soon after the holidays there will be a mixed program, with the assistance of the President and a few other live wires who are always willing to lend a helping hand. The program will consist of another battle royal. A wrestler and a boxer will be put in the ring, the boxer to hit the wrestler while both on their feet. The wrestler not to hit any time but to overpower the boxer and pin him to the mat. Aside from this, a wrestling match and four and six round boxing contests, respectively, choosing for this entertainment some of our best boys will be secured.

Members from other locals over the system who would like to visit Local No. 1, and who would enjoy a program of this kind are cordially invited to be with us at any time it is convenient for you to come. You may secure definite dates as to when our athletic programs will be staged by writing to our secretary. The athletic programs are a great asset to our local organization here in Springfield.

NOTES OF THE AUXILIARY

MRS. H. G. CRAWFORD, Reporter

We ladies of the Auxiliary of the Frisco Association, Local No. 1, as a body wish to thank the Editor of the Frisco Magazine for so kindly and liberally donating to us a few pages in your magazine, and we will endeavor to fill these pages with spicy news. We also extend an invitation to other Frisco local Auxiliaries to send any news you may have to our Editor of the Frisco Mechanic, Mr. Pickens, any articles, recipes, poems, etc. If there are no other Ladies' Auxiliaries, I beg of the men of the Frisco Association to kindly ask your wives, daughters and mothers to come out and organize at once.

Last Friday evening Local No. 1 Auxiliary met in our hall which, with the aid of the men in Local 1, has been furnished so nicely. We are thankful to the men for the generosity shown in donating to us a piano which we enjoy immensely every meeting night; also the nice baby bed and three new rockers, enabling the mothers to rest while the little ones sleep.

We have our kitchen and dining room well equipped with gas stove, nice dishes, cooking utensils, tables and a large cupboard. Last Friday evening, December 3rd, our Auxiliary served hot chili and crackers, including coffee and wafers.

Again let me ask that the wives of Frisco Shopmen get busy and organize an auxiliary, also send in news of various activities in your local to our Editor for publication.

The Yuletide will soon be over, may the New Year be filled with blessings and prosperity and that our Frisco Mechanic will grow bigger and better with news that our Association members will become more interested from month to month as time moves on. Let me wish you all a Happy and Prosperous New Year.

NORTH ROUNDHOUSE SPRINGFIELD, MO.

W. C. GATELEY, Reporter

Blain Law, special staybolt man of the North roundhouse, was sent to the South roundhouse, Springfield, to put in a dozen bolts. He must have worked very fast as he was back on his old job in three days.

J. E. McBride, of the North roundhouse, and wife were called to Oklahoma on account of a serious accident happening to their little nephew. He is recovering.

Herman Andrew went away on a deer hunt, making a stiff promise to his boss that he would stay away until he could bring home the bacon. Now his boss, Jim Knox, is stationed close to the clock cards to see that he fulfills his promise.

Top Smith, special tool inspector in the North roundhouse, puts in full nine hours on the job, though he is just as regular utilizing his time operating his radio during the evenings. That's fine, Top, we'd all do likewise if we had a radio.

Ray Powers has been off the job several days. We understand he took the measles from a two-year-old baby and that they are much more difficult to get rid of than they were to take.

Ike Alward went on a turkey hunt for several days and of course we have to believe at least a part of his story. He says that he had a bad supply of ammunition, as a result failed to capture any game.

Fred V. White, employed in the North roundhouse, and Miss Ruth J. Allen were married Saturday evening, December 4th; after a short honeymoon Fred returned to his old job and seems to be quite happy and contented. The boys wish Fred and his new bride much happiness.

George W. Alward, better known as "Ikey," is a great hunter. Ikey decided that he would like to go turkey hunting. So he wrote a letter to a farmer down in the country about 100 miles from Springfield, asking him if there were any turkeys down there. After a few days "Ikey" received a reply that there were eight roosting not far from his back door. "Ikey" became excited and of course, greatly encouraged, borrowed two "forty-fives," a rifle and takes his pump gun and leaves for the hills. Ikey was gone for over a week and one day later he came walking gently into the roundhouse but not a thing to say about turkey hunting. You know the old saying, "A bird's tail will follow him." Well this man's wife whom he had written to would not allow "Ikey" to shoot her turkeys, but offered to sell him one for four dollars and sixty cents.

WEST BOILER SHOP SPRINGFIELD, MO.

A. E. GODFREY, Reporter

Well folks, here I am for the first time. Have been asked to act as reporter for the West boiler shop, West shops. Have just learned that the Frisco Mechanic has taken on a new lease on life and from now on it is the expectation to make it a truly representative organ of our Association. With the appointment of Brother Howard Pickens as its Editor we should have no trouble in getting plenty of news for our section of the magazine. It is up to the boys to gather the news and turn it over to Brother Pickens who will do the rest. Boys, let us get behind this new move and make a success of it.

Mr. Elmer Schlegel, fanger in the boiler shop, has just completed his new home located on Sunshine Drive and just recently the family was moved into it.

Mr. and Mrs. Chrismen are the proud parents of a new daughter, born December 2nd.

Mrs. Frank Berg, wife of Frank P. Berg, boilermaker at the West shops, and their little son have recently returned from a trip to Germany, which was Mrs. Berg's first trip to the old country in eighteen years. Frank laid off several days in order to meet Mrs. Berg to accompany her home on the last lap of her long journey. Frank says that New York seemed pretty large after living in Springfield so long.

In describing her trip, Mrs. Berg informed the writer that the trip was a very pleasant one and that she found upon arrival that the old home town was not what it used to be.

Mr. Frank Junkins, our new System General Chairman, made a great hit with the boys at the West shops during his visit here recently. The boys seem to be more interested in the Association than ever before and another visit or two will create enough interest to the extent that every man in the shops will join the Association. Come again, Brother Junkins, we want the West shops to wake up and help make the Frisco Association a real live organization.

Everything seems to be moving along smoothly in the boiler shop. We are all looking forward to a "Merry Christmas" and a Happy and Prosperous New Year.

Local No. 1, Springfield, meets every Friday night at 7:30. Every shopman employed in Springfield should try to attend at least one meeting night in each month.

SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

"Depot Busters" is the name suggested for the new engines which are

being placed in service on the Northern Division. In this day of rapid changes, progress is measured by achievement rather than time. Only a dozen years ago the new Union Station was finished in Kansas City. It was then thought that it would take care of all needs for the next fifty years, so upon the maiden trip of these giants of the rails one of them almost wrecked the train shed before it was discovered that they were too large to pass under; fortunately, however, by lowering the air drums it is possible for them to enter the sheds with a 1 1/4 inch clearance.

James Edwards, hostler in the roundhouse, was also a victim of fire during the past month. His young son, Edgar, was severely burned when the gasoline in their automobile ignited at their farm home several miles north of town. The car, garage and other out-buildings were also destroyed, causing a loss of several hundred dollars. Edgar is still confined to the hospital but is recovering nicely.

Steve Smith, power house engineer, has returned to work after several days off on account of the "flu."

Clarence Franks, brown hoist switchman, is back at work again after being absent a month account of illness.

Earl Monteith, coach shop employee, and wife are also the proud parents of a baby girl who arrived November 20th. The young Miss has been named Sarah Joe. Congratulations.

L. D. Lane, new traveling supply man, called at the South Shops December 11th. His call was in the nature of a get-acquainted visit. Mr. Lane was formerly Chief Clerk at Sappulpa and succeeds George Schwartz, who has resigned and left the service.

James Pritchard, machinist roundhouse, is the proud owner of a brand-new Chevrolet touring car.

John White, sheet metal worker, roundhouse, is making quite a reputation as a real estate trader. His latest deal is to trade his home in town for a five-acre tract north of the city. Mr. White has moved to his new property.

John Dorrell, roundhouse boilermaker, is another one of our South Shops boys to heed the call to the country, having traded his property at 1517 West Walnut street for a five-acre tract, north of town, and has taken possession of it.

Clarence Reeves, sheetmetal worker, roundhouse, is again on the job after a month's absence account of tonsillitis. Mr. Reeves underwent an operation for tonsil removal while off.

Bill Jean, the 18 months' old son of J. A. King, reclamation plant, is recovering from a recent attack of measles and pneumonia. His condition for a time was very serious. Mr. King's entire family have been down with measles.

John G. Abercrombie, coach shop employee, is all smiles over the arrival of a young lady at his home, November 29th. The little Miss has been named Ruth Marie.

Charles D. Price, roundhouse night force, and Hazel Chapman of Norfolk, Va., were married December 3rd. This joyous occasion was the outcome of a courtship which started when the ship on which the groom was serving was stationed at Norfolk. Mr. Price has only recently been discharged from the Navy. Congratulations are in order.

Herbert Salsman, blacksmith, celebrated Christmas this year in his new home at 237 North Freemont street, which he has just completed.

Ira Jones, brass department reclamation plant, is at present absent on account of being a victim of influenza.

Betty, the 2-year-old daughter of V. V. Chapman, night locomotive inspector, has been seriously ill with pneumonia fever but we are glad to say she is recovering nicely.

William Nobles, our very efficient special officer, is proving himself a capable flower gardener, as the past summer he has put out a number of

nice flower beds and now the shop greenhouse is full of potted flowers, which have been donated by various members of our South Shop family.

During the month of November the reclamation plant did the largest business in its history, according to Walter Delo, yard foreman, who reports 500 cars of scrap handled in that period.

The year just closed brought about a notable decrease in personal injuries, not so much in numbers as the nature which is about 50 per cent less time lost as in previous years. This remarkable record was brought about by the hearty co-operation of everyone. Harry Harrison, accident prevention agent, complimented us for our good showing at the December monthly meeting.

J. H. Brown, coach carpenter in the South coach shop, spent Thanksgiving with his mother who lives one mile south of Birch Tree, Missouri, and about 3 o'clock in the morning they were all awakened by an unusual sound, when it was discovered that the house was afire, and while every effort available was put forth to extinguish the flames, we are sorry to report that house and all contents therein were destroyed. Jim lost a new overcoat, and Mrs. Brown a very valuable ring.

John G. Abercrombie, employed in the South coach shop, came to the shop the other day all smiles. Upon inquiry we learned that a young lady, Ruth Marie, made her arrival on November 29th. Just keep smiling, John, for such a wonderful gift is sufficient grounds for anyone to smile. At this writing mother and babe are getting along splendidly.


Mr. and Mrs. Earl Monteith, are the proud parents of a baby girl who arrived on November 20th. The young Miss will carry the name of Sara Joe. Congratulations.

Two boys came to the home of Mr. and Mrs. Lon Shelton on December 6th, Delmer, weight 11 pounds, Gene, 9 pounds. Mr. Shelton reports that he is more than glad to provide for them at least 21 years. We all agree that is fair enough and shows the proper spirit. The boys again are unanimous in expressing their congratulations to the proud parents.

George W. Barnett lost some time off work from November 21st to November 29th on account of the sickness and death of his mother. She resided at her home near Schofield, Mo., Polk County, was married to W. M. Barnett July 19th, 1874, died November 21, 1926. To this union 16 children were born, eight having preceded her in death. She professed faith in Christ at the age of 11 years, joined the Baptist church at Schofield and lived a devoted Christian life until the death angel called her home. She leaves to mourn her loss a companion, 8 children, 25 grandchildren, 9 great grand children and a host of friends. The family wishes to take this means of extending sincere thanks to the boys of the South coach shop for the beautiful floral offering; also wish to extend thanks to the following boys who so unselfishly gave their assistance and sympathy at the funeral: Virgil Johnson, Tom Reynolds, E. A. Stewart, E. A. Scott, Final Litterall and Fitz Patrick.

Mr. John Thompson, general foreman of the reclamation plant, South shops, will have to pep up if he expects to make a real hunter. Last season he brought in from the wilds (speaking of game) what the little boy shot at (nothing), but we're going to be fair and give Mr. Thompson credit for one thing and that is he is honestly doing better this year. He accompanied the same party this year and the result was two birds in the course of twelve hours.

Mr. Bill Woods is good when it comes to taking a pot shot and believe it or not, "He shot six times, the birds became frightened and flew away."



Frisco Family News

CENTRAL DIVISION



"Mother" and "Daddy" Furry stood at the side of their daughter, Alice, while a fourth party made this smiling picture. Mr. Furry is the Frisco agent at Bentonville, Arkansas, and the broad smile is due to the fact that Alice Furry has just returned for a brief furlough with her parents, after serving five years as a medical missionary in Korea.

Her many friends were given an opportunity to hear of the many interesting, as well as inspiring experiences she encountered in her work, when she spoke one evening recently at the First Methodist Church in Ft. Smith. She will resume her work in Korea after a brief visit with her parents.

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

On New Year's day, Agnes Hailey, of Cassville, Mo., and Dewey M. Windes, storehelper, Fort Smith store department, were married in Monett, Mo. There were no attendants. After a short honeymoon in Springfield, Mo., Mr. and Mrs. Windes will be at home at Fort Smith, where they have taken an apartment. Mrs. Windes is the sister of Mrs. R. P. Manley, wife of division storekeeper, and has visited her frequently in this city. The employees of the store department wish them much happiness and extend heartiest congratulations.

Earl Johnson and wife spent Christmas in Hugo, Okla., as the guests of their parents.

Mrs. O. W. Harrison and children, Bernice, Opal and Dwight, spent the holidays in Winslow, Ark.

The store department employees of the central division extend to all a happy and prosperous New Year.

ENGINEERING DEPARTMENT FT. SMITH, ARK.

GRAYCE HEYBURN, Reporter

Among recent changes in this office is the promotion of Perry Topping, assistant engineer, to the chief engineer's office in St. Louis; H. M. Booth, draftsman, is appointed in Mr. Topping's place, and H. F. Hemphill, instrument man, succeeds Mr. Booth. Also, Harold V. Yerby has been promoted to instrument man with headquarters at Enid.

Kathryn McMahon and Irene Woestman made a flying trip to Kansas City, December 4, to see the Miracle. They say that while they enjoyed the Miracle, they got a much bigger thrill out of having dinner at the Kansas City Athletic Club. Don't suppose it was so much the "cats" as the "company."

Work of filling bridge W567.1 near Sawyer, Okla., has been completed by Mr. Hays, and he has made a very fine job of this large project.

Mrs. C. L. Mahan has returned from a visit of several weeks in Enid and Oklahoma City. While in Enid Mrs. Mahan was the guest of Mrs. S. J. Frazier.

To Harold's new friends on the western division we would like to say that he also answers to the name of "Squibb," "Shorty," "Stub," and "Eureka." "NO, YOU WON'T." Mr. Hays will be glad to explain the "No, You Won't."

The engineering department will bet five to one that Santa Claus brought H. F. Hemphill a safety razor.

Flora Bollinger left December 23, for Washington, D. C., where she spent the holidays.

Happy New Year to everyone!

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

A happy and prosperous New Year is the wish of all to all!

Miss Dorothy Frazier, daughter of S. J. Frazier, Enid, Okla., visited friends in Ft. Smith recently.

J. E. Tippler, general chairman of dispatchers, and H. E. Sullivan, general chairman of B. of R. C., were Ft. Smith visitors last week.

Conductor and Mrs. A. Adams just returned from Philadelphia, where they visited their son, who is in the Navy. They also attended the Sesqui-centennial, which they enjoyed very much.

L. C. Beazley was called to Springfield this week on account of the death of his brother. We wish to extend to Mr. Beazley our sincere sympathy.

Dewey Bass, assistant timekeeper, is enjoying a few days' hunt. We hope he will not have the bad luck he had

recently when he went pecan hunting as he fell out of a tree, hurting his hip which caused him to be away from the office about two weeks. Now, who says Darwin is right?

A very interesting meeting of section foremen was held at Okmulgee, December 12. Quite a number being present also from the southwestern division. Messrs. Mills, Cantrell and Collette made very interesting and instructive talks in regard to "Accident Prevention." A. C. Steel, section foreman of Yeager, told of his record since he has been running the section, stating that he has never had an accident, which he attributes to the fact that he continually admonishes his men about handling tools, mounting cars, handling rail, etc., and in this way prevents personal injuries.

Tim Krone is very "spiffy" these days as he is riding in a new closed in job. In other words he has purchased a Chandler sedan.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

The well-known saying that "Success is nothing more than doing what you can well and doing well whatever you do without a thought of fame," we believe is clearly demonstrated on the central division in results accomplished in the year 1926 in accident prevention by roundhouse and car department employees. At our mechanical department employees' safety meeting here this month, we had but two non-reportable accidents for November, and there were but twenty-four man hours lost by employees on the division due to injuries; and, at the division fuel meeting, which was held in Hugo this month, records show that in November, 1925, the central division was in eighth place, or at the bottom of the list in fuel consumption in freight service, burning 225 pounds of coal to move a thousand tons of freight one mile, and in the same month this year we were in third place, consuming 186 pounds of fuel per thousand gross ton mile, or made a saving of 17.33 per cent over the previous year, the greatest by far of any other division on the railroad. In passenger service for the same month last year, we were also in eighth place, burning 18 pounds of fuel per car mile; this year we are in fifth place, burning 17.1 pounds per car mile. Yard service, we were in first place last year and are still in first place this year.

As this division has the lowest train haul of any division on the railroad, except one, and the only through passenger trains we have are Nos. 5 and 6 between Monett and Fort Smith, we believe that the records made in the past year in accident prevention and the saving of fuel are due to the close co-operation and good fellowship between the officers and employees with no thought of personal fame.

Announcement is made of the marriage of Miss Rowena Juniata Hoyt to L. W. Caviness of Fort Smith on November 23. Mrs. Caviness is a graduate of Van Buren High School and Central College, Conway, where she specialized in music. Mr. Caviness is employed as first class sheet metal

" T I M E "

No. 1—The Source
of "Time"



Airplane View of U. S. Naval Observatory and Grounds, Washington, D. C.

"Time, Please?"

By Capt. Edwin T. Pollock
Supt. U. S. Naval Observatory

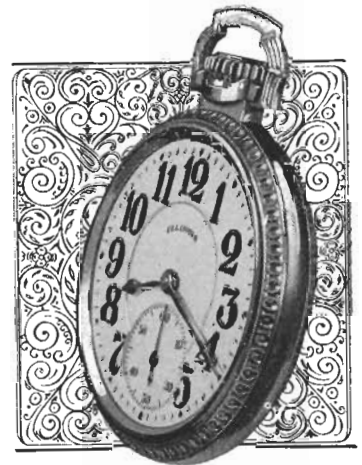


"Time, please?" That question in various forms is probably asked more often than any other by people in every profession and in every occupation.

How many know that the "time" of practically all of North America is determined by star (not sun) observations made every clear night, by the U. S. Naval Observatory, Washington, D. C., and that the Observatory transmits the "time" twice daily by radio and wire to thousands afloat and ashore? Also that it takes only about one-sixtieth of a second for them to get it by radio, while those on the West Coast who depend on the telegraph signal receive it one-half second later.

The actual error of the "time" seldom exceeds .03 sec., yet it is calculated for each signal to the thousandth of a second for the scientists who are not satisfied with the ordinary "time" which is accurate for commercial and navigational purposes.

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SPRINGFIELD, ILLINOIS

worker at this point. We extend to them our best wishes for a long and happy married life.

J. R. Edwards of Springfield is temporarily filling the position of time-keeper in the master mechanic's office at Fort Smith during the absence of E. T. McKenna, who has gone to St. Louis where he will undergo an operation for appendicitis in the Frisco Hospital.

Due to his son attending the University of Arkansas, J. F. Hill and family have moved to Fayetteville, Ark. No doubt Mr. Hill will be getting real collegiate looking living in a college town.

D. W. Stanley, wrecking foreman at Fort Smith, wishes to extend a card of thanks through the magazine to the shop employees at Fort Smith for the beautiful floral offering sent in honor of his father, C. W. Stanley, who died December 11 and whose funeral was held in Shreveport, La., Monday, December 13. This is the second death that has occurred in Mr. Stanley's family in the past six weeks and we wish to extend to him our sincere sympathy in his bereavements.

TEXAS LINES

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

Miss Wanita Thurston and Loys Cherry were united in marriage December 11th at 6:30 p. m. Rev. C. L. O'Brien officiated. Mrs. Cherry is the daughter of J. J. Thurston, car foreman. Mr. Cherry is employed in the machine shop. We take this opportunity to congratulate them, wishing them many years of happy married life.

We are indeed glad to have E. E. Glascock back with us after a long illness. He was a patient in the Sherman Hospital six weeks.

Z. E. Claypool was in Sherman, December 15th to attend the safety meeting. Mr. Harry Harrison was also here.

Mr. and Mrs. Jimmie Honaker and Mr. and Mrs. Carl Alexander motored to Dallas, December 14th, to see Santa Claus. They did not get to see him, but saw his reindeer and the Eskimo.

Mrs. Iva Sewell was unfortunate in the loss of her great-grandmother, Mrs. Mary Ann Hood, who passed away December 12th, at the age of 96 years.

C. V. Montgomery and John McKinstry have just returned from a trip on supply cars. They did not have a very pleasant trip as the weather was so cold and severe.

Dick Horn, messenger, is now the owner of a Ford coupe Jimmie Honaker, accountant, is also showing off a new Chevrolet sedan.

W. C. Wright, traveling storekeeper,

is spending a few days with us at present.

Mr. and Mrs. L. McMillan entertained some of their friends with an informal dance Saturday evening, December 11th. All reported an excellent time.

Mrs. Millie Stone, wife of colored laborer Ollie Stone of this department, was run down by an automobile November 30th and died shortly afterward. The employees of this department extend our sympathy to the bereaved family.

We will sign off, wishing everyone a "Very Happy New Year during 1927."

STORES AND MECHANICAL DEPT. FT. WORTH, TEX.

H. R. GLASCOCK, Reporter

It is with regret that we learned of the death of one of the pioneers of the Ft. Worth & Rio Grande Railway Co., Mr. J. W. Brown, who for years was connected with the B. and O. department. Died at Ft. Worth, Texas, November 20th, and was buried at Granbury, Texas, November 21st, 1926.

Among the nimrods at this point are A. T. Todd, storekeeper; Clarence Burrell, stock clerk, and A. C. Miller, supply man. They journeyed to the flats and returned with some squirrels and rabbits that they claimed were their game.

Business is good on this division and several specials were handled this month, among them a passenger special handling the John Tarleton College and Oil men's specials to Tulsa.

Engineer J. B. Lambert has been off the past few days account of illness.

Engineer G. A. Madden has had his watch inspected the usual amount this month, it being thirty times. It is said that this watch plays an important part in "Andy's social affairs."

Mark Hollibough, clerk to general foreman, is offering a reward to the one he finds building up the fire in this office.

Mr. and Mrs. Gordon White announce the birth of an eight-pound son, born December 13th, 1926. Gordon never has got out of the roundhouse with the cigars.

Don McKee, electrician, is off on the sick list.

We have not learned whether C. E. Blentlinger, car foreman, was trying to get a new car or not when he ran into the street car the other day.

C. A. Harper, car repairer, resigned to go on the farm. We hope he will be successful in his new venture.

George Steppick, car repairer, was called away account of serious illness of one of his relatives.

W. L. Plummer, car repairer, is sporting a new Chevrolet coach. He hasn't come down to the shops with it yet, to give us a lift.

T. J. Hyde, airbrake man, sure has a time with his flivver with all the swearing and pleadings he does to it, he just gets here in the nick of time.

The Shop Craft Association held a meeting here. Among the visitors were Frank Jenkins and John George. Several interesting talks were made by the supervisors, after which the men were served refreshments and cigars.

LOCAL FREIGHT OFFICE DALLAS, TEX.

ROBT. E. CRAWFORD, Reporter

George D. Buchanan, formerly assistant in revising bureau here, has resigned to accept the position as soliciting freight agent with the Frisco lines at Dallas. "Little Buck's" many friends congratulate him and feel sure that he will as always make good.

T. C. Carpenter, M. I. T. clerk, has returned from the Santa Fe Hospital at Temple, after fully recovering from a minor operation and is back on the job again.

Miss Jewel Powers has resigned the position of comptometer operator and the position is now being filled by Miss Jessie McKinney.

Edward Foley has been assigned to

the position as assistant rate clerk in the revising bureau.

Lester B. Buchanan has resigned the position as chief delivery clerk to accept the position as soliciting freight agent at Dallas, with the Mallory Steamship Lines. We regret to see "Big Buck" leave us and we sincerely wish him all the luck and success in his new field.

Col. L. P. Barton, auditor Frisco Lines in Texas, has returned to Fort Worth, after checking this station.

SOUTHWESTERN DIVISION

CITY TICKET OFFICE TULSA, OKLA.

D. M. HICKOX, Reporter

The City Ticket Office here was the busiest place on the Frisco December 7th to 9th, taking care of the A. P. I. Convention delegates. More than 2500 delegates were in attendance.

The Frisco handled 90 per cent of the business.

The Frisco handled a number of extra trains, both in and out of Tulsa besides extra Pullman cars on their regular trains, to accommodate the heavy travel.

STORES DEPARTMENT SAPULPA, OKLA.

OTIS RULE, Reporter

Earl Copeland has returned to West Tulsa as Steno Clerk, account Mr. Carley resigning to accept a position with the Oklahoma Gas & Electric Co. James Counts and wife visited in Afton, December 12th.

Mrs. D. L. Irby returned from the Oklahoma Hospital at Tulsa, December 12th, where she underwent an operation on November 22nd. We are wishing Mrs. Irby a speedy recovery.

Miss Janice Coffey, Steno-Clerk, visited relatives and friends in Oklahoma City November 25th.

We regret very much to report the death of the mother of Tom Mishler on November 23rd, at Gainesville, Missouri. Our deepest sympathy is extended to Mr. Mishler and family.

Benjamin G. Elliston is still off on leave account sickness but will be back to work about January 1st. We are wishing Ben a speedy recovery and will be glad to see him back on the job.

Glenn V. Stone, chief clerk, has traded his Ford for a Chevrolet and is now shivering right along.

Rogers Armstrong spent the week ending November 20th visiting in Little Rock, Arkansas.

Janice Coffey who formerly lived in

CAPE GIRARDEAU ADVERTISERS

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E. G. GRAMLING, Owner and Proprietor
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REAL ESTATE AND INSURANCE
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OLDEST AGENCY
LARGEST COMPANIES
"THE GOLDEN RULE"

CHAFFEE, MO.

Tulsa now has moved to Sapulpa and will now get two extra hours sleep.

Mrs. Dorothea Hyde, comptometer operator, visited friends in Pierce City, Mo., December 12th, and since returning has been very easy to get along with.

J. C. Kerr, E. M. Fitzgerald and C. E. Wright, Traveling Storekeepers, have visited in Sapulpa during the past month.

S. R. Gardner, Division Storekeeper, has moved his household goods from Ft. Smith, Arkansas, and is trying to get located before Christmas so that old Santa will have no trouble locating him.

Charlie Warren, storehelper, is unable to be at work account of sickness. We are wishing for Charlie's early recovery.

DEPOT TICKET OFFICE TULSA, OKLA.

E. W. SHANNAHAN, Reporter

W. P. Kent, depot ticket agent, has had a very busy week assisting in the handling of extra passenger trains in and out of Tulsa. A. L. West, night agent, reports they had 871 Pullman cars that came in mostly by special trains from Los Angeles, St. Louis, Chicago, Dallas, New York City.

L. B. Remey has returned from his trip to the west, and says California has nice climate but Oklahoma has also, but Tulsa for him always.

Dana McCool has bought a home instead of automobile. "Home comes first," says Dan.

Joe Frye is proud owner of new Oakland coach. Joe says they won't run without gasoline, as he tried it.

W. P. Kent bought his wife a new Pontiac coach for Christmas and he is sure enjoying the car.

D. L. King is looking over the new Ford sedans and thinks he will try another one.

E. W. Shannahan is a Ford owner, and is thinking about a new one when the old one wears out.

Pike Mailey has returned from Fort Smith, and reports that his brother is improving very well after his trip to Mayo's.

R. A. Heath is wishing for heavy snow so he can go rabbit hunting.

TULSA FREIGHT OFFICE TULSA, OKLA.

MINNIE J. KRUSE, Reporter

Mrs. Effie Smith visited her daughter at Okemah during the holidays. Miss Fannie Turley accompanied her.

The Misses Goldie Workman, Irene Doling, Nell White and Minnie June Kruse went to Oklahoma City to see "The Miracle" December 11th. Needless to say we had a very pleasant trip and enjoyed the show.

Miss Fannie Turley has been temporarily assigned to position of stenographer to superintendent terminals at West Tulsa, due to absence of Miss Christine Vandervord, who, account of sickness is not able to return to work. Miss Marguerite Hefren has been temporarily assigned position of expense clerk made vacant by Miss Turley.

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SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK,
Reporters.

After many long days of bachelorhood, fireman Sam E. Bailey, Sapulpa, has now entered the holy bonds of matrimony. Sam, we wish you all kinds of luck and a long, happy, married life.

Clerk Leroy Chapman who has been in roundhouse, Sapulpa, for quite a while, has desired a change of scenery and has bid in the file clerk's job in master mechanic's office.

From Oklahoma City came our file clerk, Arthur D. Minick, and to Oklahoma City he has returned as car clerk.

M. L. Guinney has left the division as chief clerk to master mechanic and has accepted the post as traveling inspector out of Mr. Worman's office at Springfield. We are all very sorry to lose Mr. Guinney but very glad to hear of his advancement as he has earned it by his faithful work on the southwestern division and he leaves a host of friends behind him.

R. W. Harper ex-reporter to Frisco magazine and also ex-timekeeper master mechanic's office, Sapulpa, who has been at Birmingham as chief clerk, has returned to Sapulpa as chief clerk to master mechanic, vice Mr. Guinney, promoted. We all regret losing Mr. Guinney as chief clerk, but are compensated by the return of Mr. Harper to his position.

Miss Hazel Morford, secretary to master mechanic, has been absent on her vacation, but as she is also joint reporter on this staff, will leave it to her to tell of her trip.

Harold Carter, night roundhouse caller, Sapulpa, has been absent visiting in Kansas City.

It was entirely up to Ray Bohon, roundhouse foreman Sapulpa, to set the peccan eating record at this point and while he is always cracking pecans he does not crack on quantity consumed.

Mernie Brown, 4 p. m. to 12 m. caller Sapulpa, is now night roundhouse clerk, vice Leroy Chapman, transferred to master mechanic's office.

General foreman B. W. Swain, Sapulpa, is the proud father of a baby girl.

Edgar P. Mathis, first-class machinist, Sapulpa, who is in charge of automatic train control room at this point, defies any other point to show a neater or cleaner train control test room on the railroad.

Fireman Ledbetter is away from duty in Sapulpa yards, ill.

Firemen Arthur Rorie, Wm. Boyne, and John Woolsey have been placed on engineer's extra board, Sapulpa, in anticipation of the annual Christmas rush.

Firemen Henry Herman Rose, Guy Dennis, Wm. Black, Oliver Boudinot and Poole have been called back to firemen's extra board, Sapulpa, also in anticipation of Christmas rush.

Engineer J. A. Counts is now again at Sapulpa in chain gang service in pool 14.

Engineer Diamond Dick, south end engineer, has deserted us in chain gang service out of Sapulpa and has bid in Henryetta switcher. Diamond, we miss your gab fests.

Engineer Al. Wortman was re-elected local chairman for B. of L. E. at Sapulpa.

Christopher Colgan, fireman, and John Holtzelaw, employees at Sapulpa, who have been off duty for some time, are reported as improving, though are not yet able to resume work.

J. W. Cullum, engineer of Oklahoma City, Andrew J. Hall, fireman at West Tulsa, and T. L. Colvin, fireman at Sapulpa, are away on thirty day leaves of absence.

Gene Sweet, colored laborer at West Tulsa, will lose thirty days account vacation, while Richard Factory, colored coach cleaner, will be away that

length of time account illness.

Tom A. Harris, car carpenter at Sapulpa, has been given a thirty day leave account vacation.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

AMELIA GARRETT, Reporter

Mrs. J. P. McNamara and children are spending the holidays with her parents at New Orleans, La.



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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.

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**Employees of this road will receive
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Glen P. Graf, machinist, is in the company hospital at St. Louis undergoing treatment.

Harvey James, round house clerk, announces the arrival of a seven-pound girl at his home, December 6. She has been named Alice Jean.

Arthur Minick is again with us, having been assigned to job as car clerk at this point.

Raymond E. Stewart was called to Council Bluffs, Iowa, on account of the death of his nephew.

Joe Schilling, former car clerk, has been transferred to Sapulpa.

J. L. Meador, stay bolt inspector, recently entered a Ford contest, winning thirteenth place. He made 31.8 miles with his Ford coupe on one gallon of gasoline. Jim was presented with an up-to-date horn for the accomplishment of this feat.

Mrs. R. E. Stewart is spending the holidays at Ringling, Oklahoma, with her parents.

R. G. Fountain, box packer, is the proud father of a new son.

J. G. Winston and family spent two weeks' vacation enjoying the Texas sunshine.

Mrs. L. E. Wham, wife of engineer, was called to Johnson City, Illinois, on account of the serious illness of her father.

J. W. Cullum, engineer, was married December 14, to Mrs. Show. They are spending an extensive honeymoon in San Francisco and Los Angeles, California. We wish Mr. Cullum and bride a long and happy married life.

Mrs. Anna Corley and Chris Seal, brakeman were married at Guthrie recently. They spent a two weeks' honeymoon in Minnesota.

OFFICE SUPT. TERMINALS WEST TULSA, OKLA.

EDNA A. WOODEN, Reporter

By the time this goes to press we will have entered upon the New Year, 1927. All Tulsa Terminal joins in wishing you all a Bright and Happy New Year.

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Standard for 30 Years
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Popular Priced Cafe in Connection
MONETT, MO.

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TIMES PUBLISHING CO.
PEARL PETERS, Editor
212 Fifth Street **MONETT, MO.**

Miss Fannie Turley, bill clerk, Tulsa freight house, has bid in temporary vacancy as stenographer to chief clerk to superintendent, taking place of Miss Christine Vanderford, who is on sick leave. We are glad to report Miss Vanderford as getting along nicely.

Earl Copeland has re-entered the service of the Frisco at West Tulsa, having accepted his former position as clerk in office of storekeeper. We are all mighty glad to have Earl back with us again and he seems equally as glad to be back with the Frisco, the one and only railroad.

George M. Jessee, round house foreman, received word that his mother was very ill at Birmingham, Alabama. Mr. Jessee left immediately for that point to be at her bedside.

Harold Benton Davis, apprentice boy, West Tulsa shops, expects to leave for Springfield the first of the year to finish his apprenticeship at that point.

R. W. Harper, new chief clerk to master mechanic, Sapulpa, visited West Tulsa offices recently. Mr. Harper succeeded M. L. Guinney, who has accepted position as traveling supply checker. We are sorry to lose Mr. Guinney, but glad to have Mr. Harper back with us again.

E. W. Brown was transferred from Chaffee to West Tulsa effective November 16, as general foreman, vice O. H. Parker, who was transferred to Chaffee as machine shop foreman. Mr. Brown says he is beginning to feel at home in the Magic City.

Miss Aneita Ball of the Springfield offices visited offices at West Tulsa recently.

Mrs. W. G. Hall, wife of assistant master mechanic, Monett, visited us recently. Mr. Hall was formerly general foreman at West Tulsa.

W. E. Peteet, section foreman, has been rushing to completion this month, two AFE jobs for Producers & Refiners Corp., and the Mid-Continent Petroleum Corp., which goes to show that business is on the increase, necessitating more tracks to take care of more cars in some of our Frisco major industries.

E. W. Brown spent Christmas Day with his family at Houston, Texas.

Herbert A. Dellis, machinist, and family spent the Christmas holidays at Houston and Palestine.

S. B. Coiey and family spent the holidays at Fort Smith. Young S. Coiey and wife also spent the holidays at Fort Smith.

A very interesting accident prevention meeting was held in office of general foreman December 11. There was a good attendance and many interesting talks made, each offering suggestions for the safety of their fellow workmen. West Tulsa is, indeed, to be commended for the few injuries that are reported, and our slogan here is SAFETY ALWAYS.

OFFICE SUPERINTENDENT WEST TULSA, OKLA.

JENNIE F. AITCHISON, Reporter

Miss Marguerite Hughey, Feirba Jean Justice and Ella Thrasher took part in "The Magic Whirl," an operetta which was put on at Sapulpa under the auspices of the Philharmonic Club.

Our trainmaster at Oklahoma City, J. W. Cleary, brought home the prize when he attended a 500 party recently. Mr. Cleary is now wearing a pair of new Sox.

The Misses Blanche Hicks, maintenance timekeeper in superintendent's office, Juanita Chowning, stenographer in store department, and Miss Ila Williams, secretary to master mechanic at Enid, were visitors in Oklahoma City recently.

J. R. Montgomery, timekeeper in superintendent's office, was called to Greenville, Texas, on account of fatal injury to his nephew. On his return he visited Sulphur Springs.

J. A. McMillan, roadmaster's clerk, and Mrs. McMillan, ticket clerk, spent Christmas and New Year's at the home of Mrs. McMillan's father in Arkansas.

The southwestern division extend their best wishes for a Happy and Prosperous New Year to the entire Frisco system

and join them in making the Frisco a bigger and better railroad during 1927.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Gene Sweet, who makes himself generally useful around the West Tulsa car department, is now enjoying a vacation which he is spending in Dothan, Alabama. Arnett Walker, who is Gene's understudy, is working in his place.

It seems real natural to see Earl Copeland's smiling face in the office of the storekeeper again. Earl took a notion recently that he wished to see how things were done elsewhere in this world, and left us for a short while. However, he decided that after all, his future lay with the Frisco and thus we are pleased to announce his return.

George Gladson, car inspector at Tulsa, is a stern advocate of law and order, provided they do not carry it too far. George says that he don't know what this man's railroad is coming to, stating by way of explanation that police, inspectors, blue flags and passenger trains which block the crossing for more than five minutes will not mix well.

Richard Factory, coach cleaner, who has been off on sick leave, has now returned to work.

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THE OLDEST AND MOST
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TULSA, OKLA.

EXECUTIVE GENERAL AGENT'S OFFICE TULSA, OKLA.

W. B. BAXTER, Reporter

During the week of December 6 to 11 Tulsa was host to another national convention, the International Petroleum Institute. There were big oil men here from all over the United States and it was one of the best gatherings the Institute has held since it was founded. The oil industry was discussed from top to bottom and much good was accomplished. The delegates expressed themselves as highly pleased with Tulsa and the industry in this section as well as the treatment they received while here. They were especially grateful for the superior service rendered them by the Frisco, Executive general agent J. W. James, and passenger agent A. W. Arnett and his force, were highly complimented on their handling of this large delegation. There were several special trains operated for this occasion and the Frisco handled all of them without mishap.

Tulsa is all dressed up for the holidays. A Washington fir tree is placed at intervals of twenty feet on all the uptown streets and the poles and lamp posts are draped with smilax. Two carloads of Christmas trees were used and many of them are decorated with colored lights and Christmas decorations. Several of the big buildings are decorated with colored lights and the holiday spirit is universal. The Frisco made preparations for handling the usual heavy passenger traffic from this territory at this time of the year.

We have just experienced some extremely cold weather, which makes us all wonder what we did with our last summer's wages. Temperature reached four degrees above zero, which is cold enough for anybody. However, it has warmed up considerably and some fine weather is anticipated.

Miss Ernestine Stotts has resigned her position as secretary to J. W. James and has returned to St. Louis. She was succeeded by Miss Marjorie O'Brien of St. Louis.

Miss Gladys Price has resigned as stenographer and has been succeeded by Miss Letitia Maloney of St. Louis.

W. L. Pendleton, chief clerk, has entirely recovered from his recent operation for appendicitis. He was called to Shawnee last week on account of the serious illness of his father.



A corner of the office of the West Tulsa store department, with A. N. Beck, storekeeper, winding up the last of the 1926 inventory, while W. F. Carley, his clerk, assumes an easy pose for the photographer. Mr. Carley is one of the Frisco Magazine reporters from that point.

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EIGHTH AND LOCUST

-TO ST. CHARLES

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WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL
Reporters

C. U. Allen, division accountant, enjoyed a well deserved vacation during the latter part of December. He and Mrs. Allen spent some time in Wichita, Kansas, and Tulsa, Okla., making the trip early enough to afford them a good chance to complete their holiday shopping.

We are mighty glad to announce that Miss Mabel Cunningham, clerk in the division accountant's office, is back again on the job, greatly improved in health after a sixty day leave of absence. Mabel celebrated her return with a visit to her brother in Oklahoma City on Saturday and Sunday, December 18 and 19. She now knows on this trip it is necessary to change cars. How about it, Mabel?

John M. Walker, division storekeeper, accompanied the supply cars over the division in December, and he wishes everybody to know that the tool houses were cleaner and there was less surplus material on hand than at any time in history. He regrets mightily the impracticability of a visit to the tool houses on this division by the foremen of all the other divisions, admitting that it would be very beneficial.

Jack Gillis, of the accountant's office, spent a four-day vacation during the month of December riding around town and visiting the suburbs, taking his family along in the new Star, and becoming acquainted with this part of Oklahoma. By-the-way, it is appropriate just at this time to mention that Mr. Gillis is quite a violinist, and being an artist we feel he should be addressed properly, and not as "Jack."

Mr. and Mrs. Maurice Bougher spent Christmas with relatives in Springfield, Missouri.

Pat Hayes, our chief clerk, and Tom Jones, one of our trusty roadmasters, have proved that they have perfectly clear consciences. They were scheduled to be the principal speakers at a meeting held recently and had their alarm clocks all set so they could make an early start. Result: Alarm goes off;

alarm turned off; continued snores.

Dear readers, we wish you to turn to page 50 of the December issue of the Magazine, and under the Western Division news you will find the notice that "Two Frisco veterans, in the interest of 'The Small Town Advancement Society,' handed in a few slogans about the towns on the Avard Sub."

These "Two Frisco veterans" made a trip over the Enid-Hobart Sub, with the following results:

Friendliest burg you've ever seen,
Don't need umbrellas at O'Keene.

Broadminded citizens, none are narrow,
Five miles more and you're in Darrow.

"Grand and Glorious," that's how I feel
As Number 'Leven highballs through
Ideal.

Off at the next town, visiting gaily,
Southard belongs to Claude L. Bailey.

Four miles further down the rail
Carleton doesn't need a jail.

Next where flags are never furled,
Eagle City, tells the world.

Eat and be merry while you may,
Next thing you know we'll be in Fay.

City of sheiks and dolled up mammas
(That's about all that rhymes with
Thomas).

History tells us of bye gone days,
Custer City we'll gladly praise.

Down the line with a laugh we go,
Mile Post 90—Arapaho.

Will look for the rest of this about
the towns south of Arapaho, in time
for the next issue.

The western division takes this opportunity to wish all of you a Happy and Prosperous New Year.

THESE BUTTONS FIT ANY GARMENT



And they snap on. No sewing necessary. Detachable too. **Pilcher Bachelor Buttons** are great in an emergency. A strong button for constant use. If dealer can't supply, send his name and 25c for full assortment of 3 colors, 3 sizes.

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NORTHERN DIVISION

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

WALLER R. HECK, Reporter

John McPeters, night foreman, is off duty account of sickness.

As this is being written Christmas is one week off, and I know a secret, which will not be a secret when this appears. Joe Anderson has bought his wife a big sparkler to present her on Christmas Eve.

Robert Bradley, machinist, and one of our volley ball players, had the misfortune to break his arm while indulging in a game in the gymnasium at the Y. M. C. A. He jumped up to hit at a ball that was coming over his head and his feet slipped from under him and he fell, catching most of his weight on his right hand and broke two or three bones. He will be off about 30 days.

The three Frisco bowling teams that are in the league of town bowlers are not doing so well. In fact all three teams are holding down last place and seem determined not to let any other team shove them out. The boys are not discouraged, as we do not have experienced bowlers on any of the teams and probably next year they will be able to make a better showing.

John Bray, engineer, has moved into his new home on Andrick street, which was just recently built.

Emil Kerlin, boilermaker, has just returned from a two weeks' visit with relatives in Birmingham and Arkansas City.

Leslie Christel, our staybolt inspector, is back on the job after an enforced absence of about four months. This job was pulled off on May 1 and re-established on November 15.

W. J. Sampson spent Christmas in Dallas with his daughter. Mrs. Sampson is there now recovering from an operation which she underwent about two months ago.

Lee Braden who has been in California for past 60 days, has written asking for two more weeks. Lee wrote a letter to the reporter, stated he was having a dandy time and dreads very much to leave.

This reporter went to Kansas City one day this month on a shopping tour with his wife. That is, I let the missus do the shopping and I took in a couple of good shows. Such a crowd of shoppers I never saw. This was the day so many excursions were run into Kansas City and I think,

judging from the crowd, every one who wanted to go to Kansas City to buy a Christmas present must have been there that day. I did not go to see the Miracle as I had planned for the simple reason they did not know I was coming and did not reserve a seat for me.

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Cutting the red tape short, this office wishes to extend to all employees its heartiest wishes for a Happy and Prosperous New Year.

If you will remember a short time ago, Marie McGirr, our former star reporter and listing machine operator of this office, told you that she was about to take a thirty-day leave of absence and had us wondering or (gasping as the editor calls it) what was to take place during that time. If it had not been for the arduous efforts of W. A. Collins probably we never would have known until it was too late to have any fun, since Marie was such a bashful Queen that she wanted to keep it a secret from the gang. Her's was a case of love at first sight following her vacation to Detroit in September and after a whirlwind engagement was married to Michael O'Mara of that city, where she will make her home.

This office extends its sympathy to John Heisler and family over the recent loss of his sister.

Frank Welch is aspiring to be a card writer. He says it's easy if you know how. Ask Billy, she knows.

The car record desk was again remembered with a box of oranges from the P. F. E. Co. this Xmas. As usual?

George Wilson comes to work every morning singing, "Oh, How I Hate to Get Up in the Morning," so he can get in above the blue line.

OFFICE DIVISION ENGINEER FORT SCOTT, KANS.

C. B. CATCHING, Reporter

J. D. Collier, who has been working in this office for the last eighteen months, has been transferred to the southwestern division. He received a promotion by being transferred. Dan was a very likeable fellow and all the boys hated to see him leave but glad to see him get the promotion.

Robert N. Nash, Jr., who has been working in this office for the last several months as chairman, is leaving December 31 to return to school.

Ralph Richardson has been added to the force as chairman. He is filling the vacancy of Collier who was transferred. Ralph came to work just at the beginning of the real cold weather and he got a real good idea what cold weather means to an engineer.

The laying of the new 100-pound rail on the Kansas City Subdivision is progressing nicely and is expected to be completed by January 1, 1927.

The new scale track at Kansas City will be about 75 per cent completed by the first of the year.

A. J. Finn has been transferred from Chaffee, Mo., to the northern division

office as draftsman. Welcome to the office. Mr. Finn.

Mr. Gelwix's son had the misfortune to receive a broken arm, a dislocated shoulder and minor bruises while playing football some few weeks ago. Glad to learn that he is rapidly recovering.

The yard changes at Neodosha, Kan., have been completed and it is quite an aid to the movement of trains through that point.

Instrument-man Patterson reports good progress with the re-running of curves on the Kansas City Sub. He expects to complete by the last of December.

One of the boys in the office had a wrestling match on Main street a few nights ago. Anyone interested can get more details from one of the boys in the accounting department.

Pat Herd, roadmaster of the thirtieth track division, has been on the sick list.

The B. and B. department is engaged in raising the coal chute at Lockwood, Mo., in order to take care of the large class of engines which are operating on this division.

December 7 was quite a history-making day for the northern division, as that was the date that the 1500 and 4100 class engines begun operation on the Kansas City Sub. We now have them on the Kansas City Sub, Ashgrove Sub and the Afton Sub.

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Bill DeVeney, chief clerk and former gob, has now decided not to buy a car. Having rented his garage, he would have nowhere to put it.

Believe it or not, Rudolph Wiltshire, the man from the Great Free Bridge Country, Claycoma, shoveled snow eleven hours without a shovel.

John is quite cheery since he won a \$15.00 bowling prize. Says he wants to be called Mr. Sachen or nothing now. We call him nothing.

Understand Mel Anderson and Elmer Lindeman have provided themselves with checkers so that when they take their wives to slap the shoe leather they can sneak away in a corner and have a quiet game.

Geo. Kleinhoffer, the movable solicitor, says it keeps him broke bribing Pullman porters to give him enough blankets.

When remembering George Story, say it with shrubbery, not flowers.

OFFICE DIVISION PASS. AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

We used to think most anybody could learn how to operate a radio, but after listening to conversations in this office between Deacon Light, McCune and others on the "delicate art of tuning in" we are completely discouraged and have decided that radios, especially Atwater Kents, are far too complicated for us to enjoy in peace.

After drinking several glasses of water at one time without stopping, holding his breath for five minutes and trying other drastic measures to stop his hiccough, someone suggested to Mr. Newman to try eating a dish of ice cream. We think this a wonderful remedy, so are passing it on to you. Can you think of anything nicer?

We got a note from Dick Gentry the other day, stating the weather in Nebraska was below zero by some eight to twenty degrees. We agree with him Nebraska certainly is some winter resort for a Georgia cracker.

Who is that lovely little brunette seen in the front office frequently? We don't know, but we feel sure the tall blond gentleman up there can tell you. It is reported that the trusty little flivver takes them both safely home every evening and everything seems to be hotsy totsy.

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If they put a tax on cigarettes we won't know when pay day is approaching anymore. It used to be that when we saw Charlie coming in with a package of Bull Durham, we knew pay day was only a couple of days off.

The other day we came upon Bruce, making what we thought was the latest pattern in waste baskets, only to be informed it was a new idea in loud speakers.

RIVER DIVISION

OFFICE OF DIVISION
ACCOUNTANT—CHAFFEE, MO.

ILA COOK, Reporter

Happy New Year, Everybody.

It seems that Dan Cupid is not to be denied, because he has again invaded our Frisco family, leaving us with two new members.

On Thanksgiving Day, our shop accountant, T. J. Sweeney, took unto himself a wife and went for a short honeymoon in St. Louis and Kansas City. Mrs. Sweeney was formerly Mrs. Josephine Goette. She has lived in

Chaffee and Cape Girardeau for many years. Her father, William Donnelly, was dispatcher here for a number of years before his death. The entire office force wish them many years of happy wedded life.

W. R. McDonough, assistant bill and voucher clerk, Birmingham, came home to Morley on November 26, long enough to change the name of Miss Stella Kaiser to Mrs. McDonough. Mrs. McDonough has made her home in Cape Girardeau where she has been employed by the Himmelberger-Harrison Lumber Company. She will hold her position until Christmas when she will join her husband in Birmingham. Their many friends extend their best wishes to the happy couple.

Another of the Chaffee boys has deserted the Transportation Department and joined the ranks of accountants. Cleatus Price has been awarded the position of general clerk at Memphis.

Chris Roland from Senath, has accepted the second position of general clerk which has been added to the force at Memphis.

Mrs. H. H. McGarvey came down December 5, to inspect our little city. We hope she had a favorable impression because we are rather proud of Chaffee. This is the first year that we have ever had a Community Christmas tree. The Lion's Club has been kind enough to donate this wonderful Christmas spirit.

Harold Fariss, general clerk, spent Christmas in Adamsville, Tennessee.

Tom Kane, dispatcher, and sister, Miss Anna, are spending the holidays in Washington, Indiana.

J. L. Mumma, trainmaster, is in the hospital. We hope to see him back on the job real soon. Dean Underwood is relieving him.

William Bates, chairman, expects to eat Christmas dinner with home-folks at West Plains, Mo.

Mrs. Ranney McDonough was honor guest at the Triple F Club when they

were entertained on December 21, at the home of Ila Cook.

We are very proud of our stenographer, Esther Mary Ann Rigdon; she has been training her voice for some time and we expect to hear her charming voice over the radio real soon.

Norbert Spaulding, agent at Tenbrook, spent Thanksgiving with his sister, Mrs. G. H. Barbec.

Mr. and Mrs. A. W. Fay had as their guests during the holidays, Mr. and Mrs. Ernest McPartling and children from Topeka, Kansas. Mrs. McPartling is the daughter of Mr. Fay.

SUPERINTENDENT'S OFFICE
CHAFFEE, MO.

ANNA GOLDEN, Reporter

D. E. Gelwix was called home from Fort Scott on account of the condition of his son, Fred, who was injured in a football game Thanksgiving Day. We are glad to hear that Fred is improving, and will be able to leave the hospital soon.

Alonzo Finn has transferred to the engineering department at Fort Scott, Kansas, and has moved his family to that point.

Bob Allen entertained his parents for a few days last month.

Cletis Price, our file clerk, has accepted a position with the accounting department at Memphis, and is expected to leave real soon. Suppose Clet thinks it will be more pleasant "Down South" during the winter.

Kenneth Langford has been holding down the 691-clerk job for awhile; Ralph Stephens is helping out in the timekeeping department.

Mrs. Paul Krueger has been visiting with her sister in Joplin, Mo.

Mert McAllen spent his holidays at Pocahontas, Ark. There seems to be some special attraction at Pocahontas for Bert, and of course we are all wondering just what it is.

Conductor and Mrs. A. M. Townsend of Hoxie stopped over for a day in Chaffee on their way to Enid, Okla., where they will spend the holidays with E. O. Daugherty and family. E. O. Daugherty was formerly dispatcher at this point and is now trainmaster at Enid.

Mrs. R. L. Fisher of Poplar Bluff was the guest of Engineer and Mrs. Roy Abernathy for a few days last month.

Barrett Haley is working as steno in the roadmaster's office during some changes in the general office force.

Mary Dailey, assistant superintendent's clerk, spent the holidays at her home in Pierce City, Mo.

R. C. Giesike, timekeeper, who has been off for some time account sickness, is reported to be improving and while able to leave the hospital, will not be back at the office for some time.

Ray Fatchett has been so busy as head timekeeper for the past six weeks he was not able to play Santa Claus to the kiddies in his neighborhood this year.

James Morgan, car distributor, is back at his post of duty after having to spend several days in the hospital.

Inez Lail and David Hawkins of the Cape Girardeau force were visitors in the office a few Sundays ago.

Eva Wray had to be absent from her desk for a few days account of sickness. Seems as though our force is having a pretty hard time keeping well these winter days.

Elizabeth Grieshaber has now become a full-fledged citizen of Chaffee, having moved her mother here from Festus, Mo.

Ed Berry, who has been with the eastern division for some time, visited with the office for a short time one day last month.

OFFICE OF B. & B. AND MAIN-
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CHAFFEE, MO.

EVA WRAY, Reporter

Section foremen on the river division

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accept the challenge made by A. N. Nelson, foreman of Section 101, Immermere, Texas, which appeared in the December number of the Employees' Magazine, regarding personal injury records.

W. F. Eaker of section 72, Zeta, Mo., reports not having an injury in his gang for 76 months, the last injury occurring in August, 1920, and was very slight. Since then he has worked from two to eight men at a time, mostly inexperienced, has laid and assisted in laying four and one-half miles of rail, loaded and unloaded it, handled approximately 10,000 ties. He has had a motor car during the past eight years, and has not had a single accident.

R. Poindexter of Section 92, Datto, Ark., states he has not had the slightest injury in his gang since June, 1923, a period of three and one-half years. Has worked from two to fourteen men and the majority of them have been inexperienced. He, too, has done all kinds of work, including working around wrecks and washouts. Mr. Poindexter has had only one injury in the past five years.

Thomas Dunn, section laborer on Section 92, Datto, Ark., has a record of having been employed sixteen years steadily on Section 92 and has never been injured in any manner, or ever been the cause of an injury to anyone else.

These men desire it to be known they are not boasting or bragging but

are merely presenting their records so that others will know they, too, are right in step toward the goal.

It has been quite a while since we have heard much of "Night Riders," but we now have them on the river division. Messrs. W. H. Pryor, water service foreman, and W. H. Brooke, B. and B. foreman, are riding the fast night trains (instead of horses) in order to expedite the movement during the holiday season.

J. W. Ellis, roadmaster on the Hoxie Sub, has been receiving medical treatment in the Frisco Hospital. Glad to report, however, he is back on the "job" again.

Roy Smith, formerly section foreman at Brownwood, is now employed at Pochontas, account Mr. Arlie Anderson being promoted to extra gang foreman.

Our roadmasters, as well as foremen of equipment also rode trains during the holiday season to avoid delays.

MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES HALEY, Reporter

Lonzo S. Ferguson, carpenter, sustained a very painful injury recently. While working on top of a box car he lost his balance and fell to the ground, wrenching both ankles severely. He was taken to the Frisco Hospital in

St. Louis. His many friends wish for him a very early recovery.

Leo Sternberg, our "amiable locomotive inspector," has transferred to Memphis and is assistant foreman at that point. Leo made many friends at Chaffee during his residence here and he will always be welcomed back by his friends and he has the good wishes of all the shopmen in his new position.

Walter M. Hensel has been made student piecework checker in place of Andrew Bucher, who is now a car carpenter.

Much interest is being displayed in the community Christmas tree located on the corner of Main and Yoakum. It is lighted up at night in brilliant colors by electric lights and is the object of much comment, both from Chaffee citizens and visitors.

Charles Baronowsky, machinist, is receiving treatment in the Frisco Hospital at St. Louis, and reports are that he is on the road to complete recovery. His many friends will be glad to hear.

Miss Catherine Welsn, stenographer, has resigned and has gone back to Springfield. Catherine will be missed by all the office force as well as all her friends she has made in Chaffee during her stay here.

J. M. Lyle is the new machine shop foreman, taking the place of Oscar H. Parker and John Sheeley has been appointed acting boiler foreman, taking the place of M. L. Mitchell.

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SOUTHERN DIVISION

FREIGHT TRAFFIC DEPARTMENT
ATLANTA, GA.

ETHEL GERRY, Reporter

Failed to make a report last month on account of being in New York, on the last week of my vacation, which I enjoyed very much.

Mr. W. E. Post, our traveling passenger agent, has been transferred to Kansas City territory for the winter season. We miss the Posts very much.

Mr. A. G. Anderson, of Blytheville, Arkansas (Agricultural Department), and bride, passed through Atlanta on trip to Havana, Cuba. Mr. Springer showed them the city, including Stone Mountain.

Mr. Elmer Clotfelter, chief clerk, Passenger Department, made quite a hit as end man in Minstrel Show last week. Only wish I had a picture of him to submit.

BIRMINGHAM TERMINALS

MRS. NELLIE McGOWEN, Reporter

Birmingham is now experiencing the coldest weather of the season, the thermometer registering 28.

We are very sorry to learn of the illness of G. L. Dunston, extra yardmaster and foreman. Mr. Dunston has been confined to his home since November 2nd. We hope for him a speedy recovery.

Miss Hazel McGlothlin, daughter of yardmaster W. A. McGlothlin, and Robert Daniel were quietly married at the parsonage of the Woodlawn Methodist Church on Saturday night, November 27th. The announcement of this wedding came as a surprise to the many friends of the young couple. We extend to them our congratulations and good wishes.

Miss Laura Greenough, stenographer

C. G. Kershaw Contracting Co.
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BIRMINGHAM, ALABAMA.

in superintendent terminals' office, and Mrs. Nellie McGowen visited Mr. and Mrs. Jno. A. Armstrong at Tupelo, Miss., last week end.

Billy Morton, son of demurrage clerk J. A. Morton, will arrive on Friday from Auburn, where he is attending college, to spend the holidays with home folks.

C. J. Thompson, assistant to the superintendent terminals, has been confined to his home for several days with a very severe cold.

Charlie Welch, messenger, is spending a few days in Sweetwater, Tenn.

Mr. J. A. Morton, demurrage clerk, informs us that he is progressing rapidly in night school, stating that he learned the "first lesson" without any trouble.

Miss Laura Greenough, stenographer, leaves on December 23rd to spend the holidays with her parents in Montreal, Canada.

Agent E. L. McAlister at Ensley states that business conditions at his station are unusually good, in fact November broke the station's record as best month's business in its history, necessitating an additional clerk being put on, and December promises to be equally as good as November. He also states that the prospects for business in 1927 look better locally than any year since he has been at that station, which has been 19 years.

On December 7th the Birmingham Belt operated a special train over its line which was sponsored by the Birmingham Traffic and Transportation Club and approximately 150 business men were conducted through the plant of the U. S. Cast Iron Pipe Co., the works of the American Cast Iron Pipe Co., American Radiator Company plant, W. M. Cosby Flour & Grain Co., Birmingham Ice and Cold Storage Co., Birmingham Coca Cola Co., and the Birmingham Packing Company, where at the end of a most interesting tour, a delightful barbecue luncheon was served to those in the party. The trip proved most interesting and was enjoyed by all who took advantage of it.

Only a few more days to do our Christmas shopping. The stores are all crowded and Birmingham people seem to be very prosperous.

Here's wishing the entire Frisco Family a very Happy Christmas and Prosperous New Year.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

The following employees spent Thanksgiving Day at their respective homes: Miss Faye Barbee in Thayer; T. E. Bryant in Jonesboro; Gordon Robertson in Mountain Grove; Clarence Maupin and W. C. Hamilton in Hoxie; Frank Bauer in Thayer.

Jas. E. Carrigan spent the Thanksgiving week-end in Chattanooga, Tenn.

T. E. Hanson, formerly claim clerk, was retired on December first account disability, his eyesight having grown worse recently.

On the first of December we had several changes in the force, Wm. F. Corkery, cashier, promoted to chief clerk; Gordon Robertson, station ac-

countant, assigned position of cashier; Geo. R. Humphrey, uncollected clerk, assigned position of station accountant; B. S. Linville assigned position of assistant station accountant; John A. Ladd position of uncollected clerk.

Sorry to hear Mrs. John A. Ladd, wife of uncollected clerk, has been sick for several weeks with flu, almost going into pneumonia. Hope she will soon be well again.

B. C. Scruggs and family spent a few days recently visiting in the home of H. V. Cook, traveling freight agent, Blytheville.

Mrs. Daisylea DuPree resigned as stenographer in superintendent terminal's office on December 3. Mrs. Jeanne Butler has been assigned that position.

J. J. Spencer has been on the sick list, not being able to work for a couple of days.

Everett Hanover, McBee binding operator, has been assigned position as receiving clerk on outbound platform. Louis Alessio, formerly chief messenger, is now McBee operator.

Frank Bauer is a new member of the gang, receiving clerk on outbound platform, coming to us from Thayer.

T. E. Bagwell, formerly night chief clerk, has been given position of cashier at West Memphis, Ark.

W. O. Farris formerly cotton foreman, is now operating performance clerk in superintendent terminals' office. Clarence C. Wayland, who was cashier at West Memphis is on position of cotton foreman in this office.

DORA, ALABAMA

F. M. SCOTT, Reporter

Mrs. C. M. Hunt, wife of engineer, is visiting her daughter in Amarilla, Texas.

W. J. McMurron has gone to the Birmingham extra board, where he is getting quite a lot of running.

We take pleasure in announcing the birth of a girl to Mr. and Mrs. L. S. Shiflett.

Wm. R. Lillich and W. M. Houston are being initiated into the mysteries of masonry.

J. C. Steel and Chas. Wright of the second run, spent a pleasant day bird hunting and just killing time.

The foundation has been completed for the new Methodist church. The building committee says they want to have it completed by March.

T. D. Wages, operator from Carbon Hill, dropped in for a few minutes' visit recently.

G. L. Nerren was a recent visitor to hospital in Birmingham for examination.

M. C. Munn, wife and baby daughter, journeyed to Detroit for the holidays.

BIRMINGHAM FREIGHT HOUSE OFFICE

ETHEL COPELAND, Reporter

Our genial outbound rate clerk has been placed in the primer class, but from all appearances he will soon go to the adult class. Our prayers are with you, Mr. Flynn.

Miss Cammie Adkins is an ardent student of Cuban history. She is gradually becoming more proficient and by the time the holidays are over we are expecting some very interesting things from her. Success to you, Cammie!

Our new claim clerk, H. C. Allen, has been strutting his stuff since his appointment. We believe it pays to be on that position. Charley, don't forget your friends during the holidays. We like good things, too, you know.

Our cashier, Mr. Thomas, and our accountant, Mr. Steedman, are going to move to town after corn shucking is through and butchering done.

Our new inbound rate clerk, Mr. Jones, is trying to find out what constitutes a through rate, and unless he finds out soon we are going to have to put him in the primer class also.

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(The above written by our bill clerk.)

Miss Smith, our steno, seems to think that all of the office force have lived all their lives on the equator. We have on several occasions had to resort to drastic means to revive someone that was about to be overcome with heat, notwithstanding the fact that most of the force are really from Alaska. We have ordered another car of coal, Miss Smith.

When our collector, "Scotty," serves his apprenticeship, he says that he is going to get married. It is generally understood who the unfortunate one is, as they can be heard all over the office every evening about 4 P. M.

Chas. Smitherman has been assigned to OS&D clerk, succeeding H. C. Allen. We hope Mr. Smitherman will remain with us.

Miss Violet Goldsmith, dispatcher's office is wearing a beautiful sparkler on her left hand—yon know what that means! Soon we will be losing one of our charming fair sex—but such is life. Our office force join me in wishing you loads of happiness, Violet.

EASTERN DIVISION

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

Our latest! After handclaps had been exchanged by traveling representative and "Baldy" Lamb, chief clerk to F. A. Beyer, the representative remarked, "And what are you doing for your hair!"

Great glee and hilarity reigns—we, the "hired help," consisting of the various clerks, piecework checkers, chemists and obliging supervisors from the store, shop accounting and mechanical departments, numbering forty, had the finest spread ever written about. First, our Christmas box, for which we drew names and nothing was eligible unless coming from the most important store of the "city beautiful"—Woolworth's—and then to the eats. The table was arranged as any formal banquet "eat board" and all the trimmings were present.

T. E. Boal, timekeeper, with Mrs. Boal, are certainly the wisest of wise. The average person spends their precious time of vacation during the hot months and takes a long trip to hotter locations and come home with the loss of weight and temper—but not so with our timekeeper. He and Mrs. Boal are leaving for Kansas City the night of December 17, from K. C. on the C. R. I. & P. to Tucumcari, New Mexico, then via Southern Pacific Lines to Los Angeles, California; also on return they will take Santa Fe and stop off at Denver; transportation has been requested for the trip to the Grand Canyon. Mrs. Boal, however, is contemplating spending the remainder of the winter in sunny California. Mr. Boal must be back on the job the first of the year as approximately thirteen hundred men depend on the timekeeper at the West Shops.

Miss Virginia Grundburg, little blond daughter of our material supervisor, Ed, is spending the Christmas holi-

days with Mrs. O'Bryant, formerly Miss Beulah Shepherd of the store department.

We extend our deepest sympathy to Messrs. Claude Yates and Harry Yates in the recent death of their mother.

Wm. Richardson, blacksmith, was recently included in the newly married list. Good luck and happiness.

The six-year-old daughter of John L. Fowler died from diphtheria the past month. Mr. and Mrs. Fowler have our heartfelt sympathy.

G. W. James, store department, who has been off several weeks account of sickness, is reported to be improving.

Clarence Bonham, stock clerk, has a good lookin' new Chevrolet coach.

CHRISTMAS VACATIONS STORE DEPARTMENT

C. O. Bonham, stock clerk, Jonesboro, Ark.

Leo Buchanan, acting stock clerk, Jonesboro, Ark.

J. R. Rowden, store helper, Sleeper, Missouri.

Ona Scott, store trucker, Lebanon, Missouri.

A. L. Weaver, store trucker, Kansas City, Mo.

H. C. Wheeler, store trucker, St. Louis, Mo.

News comes from the Leslie West home, that a baby boy has arrived.

A. Grussmeyer, machinist, and family visited in Detroit recently.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Mr. and Mrs. Chas. Frizzell of Kansas City, Mo., visited their parents in Springfield during the holidays. Mrs. Frizzell before her marriage was Edith Weddell of the O. S. & D. department.

Bob Tisdale, formerly claim investigator in this office, but now northwestern representative of Cupples Company, with headquarters at Spokane, Wash., is home for the holidays and made us a visit the other day. It took him the better part of the day to "swap" fish stories with his old buddies.

By the time this goes to press, our curiosity will have been satisfied, but right now, we are wondering just who will display new diamond rings Christmas morn.

Miss Mary Engle of Los Angeles, Calif., is visiting her parents in Buffalo, Mo. Mary formerly worked as a dictaphone operator in this office prior to making Los Angeles her residence.

H. K. Hayes, claim department veterinarian, has perfected a new medi-

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cine for bad colds, guaranteed to kill or cure. Testimonials from those who have used the balm, declare it to be mightier than dynamite and powerful enough to open and clear up the worst head cold.

Mary Weddell, office girl, will visit her "Darlin'" in Oklahoma City over New Year's.

Nothing is being left undone to make this 1926 celebration the peer of all Christmas festivals. At no time in the history of the freight claim office have the decorations been so beautiful and in keeping with the holiday spirit. Garlands of red and green crepe ropes, arranged criss-cross fashion, decorate the walls, with Xmas bells suspended from each electric light and everything covered with strips of tinsel tape. Surely Santa received a cordial welcome in this office, and old Father Time will dread the day that he has to shuffle off this mortal coil.

Mrs. Hannah Dickerson of the O. S. & D. department, spent Christmas in Memphis, Tenn., with her son. Miss Clara Ermes and mother, spent the day in St. Louis. Miss Katharine Hurt enjoyed a happy Christmas at her home in Greenfield, Mo., while Thida McCroy visited her parents in Bolivar and Ruby Northcutt visited relatives in Mountain Grove, Mo.

On Saturday, December 11, G. T. Blankenship, H. L. Wilkes, Claude Harris and F. L. Pursley, four representatives of this department, went hunting down in Christian county. They were all quite confident that they would easily bag the limit of quail, wild turkey, etc. However, upon their return home, nothing was said about the game brought down, but the report is out that everything moved along lively until Harold Wilkes fell out of a banana tree onto a barbed-wire fence, which caused no little damage to his person and clothing. After being released by his comrades it was thought proper to hold a council of war, Pop Pursley presiding, whereby it was resolved that Harold should be jacked up and another pair of pants slipped on him.

When asked to state a few of the New Year's resolutions, the writer was presented with the following:

"Being beyond thirty-five years of age, my standing New Year's resolution is 'Stop making New Year's resolutions'."—C. E. Martin.

"Stop working so hard and lay off

Dr. Hayes' Hay Fever dope'."—W. N. Doss.

Think a good resolution for Pop Pursley, Ray Lodge and Earl Head, is "Quit being so rough on the rabbits when out quail hunting."—(Anonymous.)

My New Year's resolution is, "Pop Pursley and Tony Gilbert have won their last pinochle off me."—H. E. Walters.

"Be it resolved never to use heavy oil in a Ford in the winter time. Be it further resolved that hereafter when I catch cold I will call on Doc. Hayes."—R. D. Gilbert (Tony).

My New Year's resolution is, "Not to take any more dope from Doc. Hayes until it has been analyzed."—W. Shumate.

Here's another one by an anonymous contributor:

"I'm such a big galoot
I never New Year's resolute,
For like the Apostle Paul,
If I do—I'm sure to fall."

Earl Head stays on the fence and says, "Many more New Year's resolutions would be publicly announced were it not for bringing upon one's self the 'pinch' of public opinion for the manner of his past living, as well as subsequent criticism for his lack of will power in the fulfillment."

ROLLA, MO.

BESS LEA, Reporter

Miss Helen Fellows, operator at Newburg, was a St. Louis visitor recently.

Mr. Sherers, switchman at Newburg, and wife, and Mrs. John Moore were visiting in St. Louis the past week.

Conductor Pete Myers has been assigned the run on Texas Special, St. Louis to Springfield. We miss his cheery smile on No. 12.

"Stormy" Swanter, third trick Valley Park, has been on a leave, hunting quail in the Ozarks. He was relieved by "Kid" Evans of Leasburg.

Agents Zimmerman, Valley Park, and Peterson, St. Clair, who are guests of the Woodmen Home at Woodman, Colo., are reported as getting along fine and hope to see them both back on the job real soon.

Mr. Moore has been assigned third trick operator, Cuba, Mo.

Announcements have been received by friends of Mr. and Mrs. C. S. Prewett, operator at Richland, of the arrival of a fine son named Charles William, November 30th. And we are sure he will be a strong booster for the Frisco and extend congratulations to the happy parents.

Operator Essman of Bourbon, better known as "King Tut," has the position as operator for the steel gang. His office is a telegraph pole. Let us hope the flies do not bother King Tut these days.

J. Carrigan, passenger conductor, who has undergone an operation, has now been removed to his home and we hope he has a speedy recovery.

John Vincent Maggi, Rogers, Ark., died in Frisco hospital, December 3rd. Funeral was held in Rolla, December 4th under the direction of Rolla Lodge Masons. Mr. Maggi was born in Switzerland in 1848, and had been a Frisco employee 53 years. We extend our sincerest sympathy to the bereaved family.

R. E. Nichols, relief agent, is now relieving the agent at Steelville for a month.

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HINTON, Reporter

Mr. F. W. Reis, Eugene Horner and Reinhold Buder spent Saturday, Dec. 4, "big game hunting" in the wild-woods near Eureka, Mo. Mr. Reis and Mr. Horner reported no game bagged, while Buder reports five rab-

bits and one quail as his toll, which would have been nil also had it not been for his wonderful "hound dogs." Mr. Reis, when asked the reason for his empty game bag, replied: "Well, there were so many rabbits, I just could not decide which one to shoot at so missed them all." The tough luck encountered by our boys did not daunt their brave spirits, however, as they are planning another expedition soon.

Allan K. Balston met his "Waterloo" November 19, when he and Miss Patricia King slipped away to Waterloo, Illinois, and were married.

Margie Madden had the misfortune to fall as she was running for a car on her way to work, December 8, and sustained bruises about the head and face. She was able to be at her desk next day, and her bruises are healing nicely.

MONETT YARD—MONETT, MO.

FRANK L. KYLER, Reporter

Just a few days ago the weather was warm and the birds were singing around just like it was spring instead of late fall. Today it is different. The birds sing no more, they have winged their way southward in search of the elusive warmth of the tropical sun. The switchmen, much like the birds in many respects are going around with all the clothes on that their constitution will carry. The little tin automobiles that they drive (apologies to Buckley, McClanahan and others), freeze up and burst and the rare air is filled with the blue tinted words of the language in which they are so well versed. Yea, verily, it is winter. Old Crisp is here.

Several things happened during the month of December, the most disastrous being the discontinuing of the first trick, east lead engine. Ordinarily fifteen years' service is good for a day job here, but it isn't worth so much in pennies now. There are a

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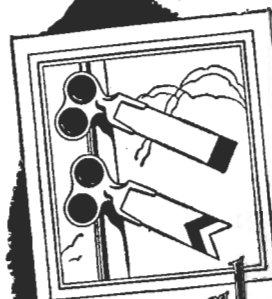
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lot of new faces on the afternoon crews. The meanest thing that our boss ever did was to put out a bulletin, advising that the engine was to go back on and then turn around and cancel the bulletin after nearly everybody had bid on it!

P. S. Pittman, second trick telegrapher, has been breaking in as relief dispatcher on the Central division. Congratulations, Sam'l, hope you have good luck. We know you will make good.

A certain car inspector was noticed on the road the other night, doing some repair work on the underneath side of his car. Two blue lights marked the head and rear end of the auto. A habit formed is hard to break.

Some passing sneak thief stole Bill Seviars' shot gun out of his parked automobile, in front of his residence a few nights ago. Bill posted a notice in the paper advising the party to make himself known and get some shells and a bird dog to go with the gun. Anyone who likes to hunt can appreciate the lowliness of a shrimp that would steal a man's shotgun. We would hate to trust that kind of a man with the collection plate at church, or to even let him pass in front of a corner blind man.

We are advised that the Tom McMilians are quarantined with scarlet fever.

Christmas may come, Christmas may go, but the bills go on forever.

A recent editorial in the Joplin Globe under title of "Little Acts Do Big Things" dwells upon the numerous things that an engineer and fireman did between two stations, a distance of 200 miles. Here they are:

"Operated steam throttle 928 times, the whistle 268 times, the brake valve 90 times, blower 1100 times, air fire door 945 times, bell ringer 200 times and thus, this and that to the total of 5123 different acts.

"Now if this had been on the Frisco there would have been some more acts that are very essential, i. e.: About 50 chews taken by the hog head. About 30 cigarettes smoked by the head brakeman, between naps. About 12 or 15 cussings given the brakie by the fireman for being in the way and useless as all firemen really think brakemen are. Then too, if the train pulls pretty heavy, the hogger is pretty liable to be thinking some real nasty things about the Con.—back there in the caboose. This railroad game is a funny one. The boys cuss the daylight out of each other, yet they would fight for one another at the drop of the hat, just as real brothers would."

A brother reporter in Kansas City states that he has enlisted the aid of

the sandhouse committee to gather news for his column. That is old stuff, brother. We have been using the cinder pit boss as a cub reporter for some time.

News is pretty scarce at this time. Everybody is too busy with the preparing for Christmas. We will close, wishing everyone a very happy New Year.

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

G. W. Brown, second trick Globe, was successful bidder on third trick NY office, Monett, and has resumed duties there.

We are glad to report Agent Musgrave, of Stratford, is feeling much better and has resumed work after being off several months account sickness.

Operator Wilson has returned from Central division. We are glad to have him back with us again.

Operator W. Stone worked one day on second trick at "NY" office, Monett.

Operator E. Trotter is working second trick, Franks, relieving Operator Pat Pausell, who is moving his family from St. John to Franks.

Operator Roam is working third trick, St. John, until operator Woody resumes duty, he being the oldest bidder on this position.

Operator Shelby Schreff, is working third trick at Globe for few days.

Operator C. E. Roderick, third trick Aurora Tower, was successful bidder on second trick, Globe, and has resumed duties there.

Operator Wilson relieved agent Pamplin, of Northview, several days. Mr. Pamplin had his new Willys-Knight stolen. (Tuff) luck (Pamp).

Mr. Scott, third trick dispatcher, has been missing from his post several weeks due to illness. We all wish him a speedy recovery and hope to see him back on the job again soon.

Operator Roderick, of Aurora, Roach, of Newburg, visited operators Willis and Gilbert of Billings one day for a big rabbit hunt. No one has stated what luck they had, but we presume the rabbits suffered.

Second trick operator Mahaney, of Stratford, has been off several weeks due to illness. We all wish him a speedy recovery and to see him back on the job again.

As we approach the beginning of the New Year, we all want to get together and boost the dear old Frisco and our magazine.

OFFICE OF SUPERINTENDENT OF TRANSPORTATION SPRINGFIELD, MO.

Eula Stratton, Reporter

Gosh! Ain't Life awful,

After the Christmas shuffle?

Good time over—no more fun,

Shopping's over—now the "duns."

Well, Santa made his usual rounds and treated all of us quite fair and added to our midst one more "radio bug"—that of Ellis Dulin. The discussion becomes even more heated now as to which of the "radio bugs" reach the farthest distance.

Christmas parties! My, how we did enjoy 'em! Louise Boren had quite the most peppy one at her home on December 21st when she entertained the Red Ball office force with its annual Christmas frolic, while Miss Angeline Danzero had as her guests the typing bureau of this department for their Christmas party.

We all know that June is the proper month for weddings, but sometimes we do not hear of June weddings until November; anyway we didn't hear of Ruth Smith's wedding to Mr. George Ruggles, which took place June 26th, until Thanksgiving day. Ruth surely can keep a secret. Mr. and Mrs. Ruggles are at home to their friends at 620 Eleventh Ave., Minneapolis, Minn.

Carmen Bowman is back from Sunny California and we are wondering if that "dreamy, far-away" look she has can really be caused from California sunshine.

Miss Angeline Danzero visited in Birmingham, Ala., recently and had almost as good a time as did Eula Stratton at the Army-Navy football game at Chicago, November 27th.

Miss Bertha Schumacher is back with us now after several months leave of absence account of illness. We welcome her back.

In last month's Magazine the transportation department greeted all of the readers with a "Merry Christmas" through a clever cartoon drawn by one from our own department; so this month we extend to you all through this column "Best wishes and Good Luck for the New Year."—Transportation Department Employees.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

In reading the family news from West Tulsa we could not resist the friendly "challenge" offered by Wm. F. Carley, reporter, with respect to their stores department.

Upon one "great question" we employees are all agreed, "That we are associated with the best railroad in the country," but each of us take personal pride in our home terminals and it has been made possible through our magazine to become better acquainted in all our activities.

It has been conceded by the traveling inspectors that the Monett stores department is one of the best arranged, most orderly and cleanest on the entire system (they don't even keep "Old Dutch Cleanser" on the shelf for there is absolutely no dirt to chase). T. F. Phillips, general store keeper, takes great pride in showing visitors through his department and Mr. Carley, if you will just come to Monett in the "show me" state, we will show you a "real stores department."

For fear you have never heard of Monett and just what an important station it is, we will give you some idea as to the importance of our stores. It is one of the largest on the Frisco, handling as high as 38 carloads in one month (including lumber). The stock is so arranged that the counter man can fill a requisition in the dark and at any time in the year inventory can be taken without any extra work in arranging stock. When can we expect you, Mr. Carley?

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FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

Supervisors of fuel economy held a meeting in office of fuel agent on December 6, attended by Messrs. J. E. Whalen, general fuel supervisor; F. X. Nachtmann, mining engineer; H. E. Martin, chief clerk; Lewis A. Blevins, statistical clerk, and supervisors of fuel economy J. H. Curry, C. J. Beshears, Geo. L. Schneider, W. A. Crawford, G. A. Allison.

Lewis Blevins has just returned from a few days' vacation, spent visiting relatives at Springfield, Mo.

Al. Lutz, fuel clerk, has been ill for several days and is now at St. John's Hospital. We are glad to hear that he is getting along nicely.

The family of M. H. Rodwig, fuel inspector, has moved to Henryetta, Okla., where Mr. Rodwig was transferred several weeks ago. We are sorry to have the Rodwigs leave St. Louis, but wish them much happiness and satisfaction in their new home.

Everyone in the fuel department wishes every member of the Frisco Family the season's greetings.

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

Since some of the girls from the way-bill filing room have been transferred to the twelfth floor, we find it hard to keep our "sheik," Raymond Schulte, away from the ledge in group ten. Here's hoping he don't fall too hard.

The Christmas Party of the B. A. R. E. was a big success, about one hundred eighty-five members being present, and Santa Claus in the person of Joe Cleary, formerly of our claim department, gave every one a present. Twelfth floor employees were very much in evidence and Santa treated them kindly. Freddie Knickmeyer as usual received the best present—an electric heater. Jack Ryan and Joe Manion were seen walking away with sixty pounds of earthenware under their arms. Jim Crawley wanted another electric percolator. However, he only received an electric grill—tough luck, Jim. Tom B. Brown will begin writing to himself, he won a box of stationery. Bob Tschampers was in high spirits; he won a set of sherberts which he, of course, will give the wife for Christmas. Mickey Trefz was again absent. He claims he overlooked the date. Eleven new members were initiated, among whom were Messrs. Lamont, Berkley, Stadler and Geekie from this office. Mr. Berkley, of the interline department, and Mr. Lamont of the miscellaneous bureau, furnished the chief attraction of the evening—they performed in fine style, and received a rousing welcome. Mr. Geekie was required to participate in a boxing bout. After "Longitude John" had recovered from sundry aches, sprains and abrasions, he states the term "Fraternal Brotherhood" is more a mystery than ever. We would appreciate advice as to why Arus McGill fails to join—he wants to be a member but something is holding him back. It can't be money—what can it be? Messrs.

Lallinger and Wentz of the claim department were on the committee in charge of the party and were elected to serve on the executive committee again for the coming year.

A. H. Tichenor of the recheck department was delayed one morning recently from reaching the office on time. After some quizzing he stated it was caused by the brakes on his auto being stuck. We hope he has better breaks next time.

We regret the departure of the abstractors, Misses Kenney, Witte, Wayman, Picard, Broer, Haley, Mellman, Cadle, Kraeger and Spencer, to the eleventh floor.

L. D. Mauthe of the claim department is back at his desk after a strenuous week in the wilds of the Ozarks. Louis was very much put out. He reports that after chasing what he thought was a rabbit for several miles he discovered he was chasing a young deer. Of course it got away.

Clarence Nelson, who handles the correspondence in the recheck department, is a great believer in brevity, and whenever his signature appears on a discrepancy, it is sure to be returned—adjusted? That boys knows his onions.

The stork brought another little daughter to the home of Forest Barfield, interline clerk. This is his third little girl.

The little black bow tie, hanging loose around Gus Weiss' collar, indicates his individuality. Lately the tie has been in its proper place. Wondering why, we noticed Gus smiling sweetly at one of the young ladies across the aisle. One surely can do more work wreathed in smiles.

For some time past, when Milton Miltzer of the glass house would take a day off occasionally on his vacation time, it would be rumored about the office that he was getting married, but like Mark Twain, Milton would return with the remark that the reports concerning him were "very much exaggerated." Thanksgiving Day to most of us was only a holiday, but it was "Milt's" wedding day, as we were agreeably surprised to learn the next day. His bride was Miss Gladys Blaine. From his co-workers of the Frisco Mr. Miltzer was the recipient of an electric coffee urn, and silver candle sticks as a wedding gift, the presentation being made by Robert Kunstel. Mr. Miltzer is now laid up with an infected foot and it is hoped he will soon recover.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTING DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

The A. A. department proper, deeply regretted the assignment of chief clerk G. E. Pipes to his new duties at 7th Street station, particularly for selfish reasons, as he was "sitting pretty" where he was. Mr. Pipes was presented with a handsome Parker desk set on the evening of his departure, which he appreciated beyond words. We all heartily wish Mr. Pipes every future success.

His successor is no stranger to us,

as A. J. Gerdel has been employed in this department for quite some time. We all wish Mr. Gerdel continued success in his new undertakings.

Mr. Gerdel was succeeded by C. P. Bell from the auditor's office, and we welcome him in our midst.

Marie Kleyer had a taste of hospital life this week when she had her tonsils removed. She recovered quickly, but thinks it was a terrible ordeal.

And Miss Goldstein, have you any more "brothers" like the one who meets you on Saturday with a box of candy under his arm? We agree with you those kind are few and far between.

We would like to use this column to express our sincere thanks to F. R. Griffith, who so kindly arranged to secure us nuts this year and who takes care of the cash end of our butter purchases the year round. Mr. Stoehr also deserves a good bit of credit in seeing that we don't go hungry.

And what do you think, A. P. Saugrain, general traveling auditor, has really been seen with a most stunning gray hat, which indeed makes him look like the "Sheik of Sheiks." As long as we know Mr. Saugrain he has never been seen with any other than a black hat.

Traveling auditor McMurray paid us a visit this month, but he still failed to produce that baby's picture for the magazine.

The entire department expresses its sincere sympathy to George Thiele in the death of his mother.

John Ruggaber, we thought you were a better protector than to allow Kathryn Nonn to fall in the snow. That was one time little Bill Duff was on the job.

Bill Grummell is working like a beaver on his new "64" duties, having been recently assigned to this work.

This is a little belated, but wish to report that Miss Hulda Uthoff spent a lovely vacation recently in Princeton, Ill., with relatives.

Harry Johnston, traveling auditor of switching, is back "in town" again, after having spent considerable time in Pensacola, Fla.

And last but not least, wish on behalf of the A. A. department to wish all our magazine associates, a very happy and prosperous New Year.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Anna Willigan could not figure out why Mike Connelly was wearing a fiery cross until she saw the red cross seals.

Z. M. Dunbar, our office weather man, says the Christmas blizzard is being delayed by a bridge out on the north end.

General chairmen Morey, Thompson, Bowler, and Embry have now discontinued stacking their hats on the flower bowl in the secretaries' room, for on a recent visit of the four, the bowl crashed to the floor.

That Danley's Rhode Island Reds have captured a few blue ribbons at the local poultry show is no longer news—it happened last year and the year before, too. But when they take well-nigh all the prizes, including the grand cash award and an Ozark Incu-

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Mace, J. H.Kansas City, Mo.
Russell, E. E.Altus, Okla.
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bator, and also carry away the prizes from the Joplin Poultry Show, we must give them honorable mention.

Our office was charmingly decorated for Christmas by Misses Jochum and McClernon and Messrs. Powell and Dunbar.

LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

W. P. James, night foreman, was unlucky last week. He had the misfortune to step on a rusty nail, which went through his foot. Presence of mind and a speedy visit to the hospital probably saved him from having lockjaw. However, after a few nights' rest, or rather unrest, he is back on the job, but still walks lame. We wish you a speedy recovery, Walter.

Cold weather and Fords don't seem to work very well together. Have noticed several roundhouse men doing their daily dozen with the crank. David was one of them.

Coy Barnet has given up dancing to study the "Planets." He already knows all about Venus, Jupiter and the Sun, but Mars and the Moon get his goat. Sidney is also an authority of the Heavens. If these two don't quit soon they will be entering the ever open door on Arsenal Street.

Little Bill went to Springfield, Missouri, for a short visit. Said he knows they have a station because he saw it. How come, Bill?

John Sanders has come back to the night gang, this time to stay, we hope. Sidney Williamson went to Memphis for the holidays. We hope he don't eat turkey like he does ice cream, or he may not return.

Ed. Carbery of the store department has resigned to accept a position with an insurance company. While we regret the loss of Mr. Carbery, we feel assured of his success in his new connection.

The brick mason from Springfield has made repairs to the Statz boilers, blacksmith and brass furnace and babbitt fire—all indications of a heavy run of work at this point.

Messrs. Ficke, E. R. and R. C. McNabb returned from a hunting trip in Marshfield, bringing with them thirty-two quail and thirty-eight rabbits, also fond recollections of wonderful food served at the home of Mr. Price. The office force was not forgotten, and the next morning "Quail on toast" appeared on the breakfast menu.

Wm. J. Henry has been called to St. James, on account of serious illness and resultant deaths in his family due to an epidemic of influenza, which has gripped this district. All of the employees extend their sincere sympathy to Mr. Henry in his bereavement.

Stationary engineer O. M. Evans has created a miniature Shaw's garden in the power plant. Potted flowers have replaced the cut flowers that decorated the plant last summer.

We were shocked to hear of the death of Mr. McNabb, father of Messrs. E. R. and R. C. McNabb. The Messrs. McNabb had returned from a visit with their father only a few days before, at which time he appeared to be in the best of health. Our sincere condolence is extended to the bereaved sons.

Casualties in the ranks of the benedicts for the month of December numbered two. Claude Nolen was the first to succumb to the deadly accuracy of cupid's dart, when on December 4 he

was joined in marriage to Miss Leona Taylor.

Wednesday, December 8, was the day of the happy union of Cliff Barnett and Irma Hamilton. We wish the Nolens and Barnetts every happiness.

Night locomotive inspector S. W. Williamson was called to Amory, Mississippi, account of the illness of his mother. We all hope for her speedy recovery.

MILL STREET PASSENGER STA. SPRINGFIELD, MO.

ROBERT E. HOLMAN, Reporter

Joybells! Joybells! Christmas has come and gone—But the "Frisco Lines" go on forever. St. Nicholas seemed to have been very liberal this year as everyone reports a happy Christmas. May the New Year be the most happiest and pleasant one to all than the past year.

Mail! Mail! Mail! It seemed that the holiday rush would never cease. From what our stationmaster, Joe Breece, tells us, he saw more mail handled at this station this year than in previous years, and is ready to take a rest. Presumably it is Joe's highest ambition to supervise the loading of mail, especially through the holiday rush.

Division passenger agents of the Frisco held a meeting here November 23 and 24, discussing matters pertaining to holiday travel. Those present were: J. N. Cornatzer, passenger traffic manager; J. W. Nourse, general passenger agent; E. G. Baker, St. Louis; M. A. Muratta, St. Louis; F. R. Newman, Kansas City; A. P. Matthews, Memphis; F. E. Clark, Joplin; L. W. Price, Oklahoma City; H. E. Morris, Wichita; C. O. Jackson, Ft. Worth; and A. W. Arnett, Tulsa.

O. S. Hull, first trick operator, SP Office, and wife, spent the holidays in New York City visiting their daughter. They report a pleasant trip.

We all regret indeed to hear of the death of Frank M. Crooks, 63 years old, conductor, southern division, who passed away December 1 at his home, 1010 West Walnut St. The deceased was one of the oldest conductors on the southern division, and ran between Springfield and Memphis on the Sunnyland ever since it had been inaugurated. We all extend our sincere sympathy to the bereaved family.

G. L. Arnold, ticket seller, wife and daughter, returned from California December 4, and Arnold resumed work. They enjoyed a pleasant trip, although Arnold informs us that three weeks in California was enough for him.

L. A. Fuller, C. P. A., spent the evening of November 19 in Newburg visiting his father and mother.

The last few mornings, Emor Chaudet, cashier, depot ticket office, has been complaining about being sleepy. After investigating, found that he had been staying up late, radioing. He claims he gets most of the air news and is a chartered member of the night-hawks. Chaudet, "Watch your step," loss of sleep will tell on you.

Clay Dillard, ticket seller, was away from the office, December 11, on a hunting trip around Buffalo, Mo. He reported lots of luck—another one of those fish stories.

Yardmaster Finkenbinder and J. A. Fuller, agent, are having quite a time with R. C. Stephens as to the torn up condition of the platform and tracks. It keeps them guessing every minute

what track they will work a train from.

A. G. Ball, assistant baggage master, is a proud possessor of an Essex coach. He complains about it using more gas than a Ford, though. You can't expect to drive a six cheaper than a Ford, Mr. Ball.

R. O. Stuart, claim agent, one of W. F. Baker's staff, recently was transferred to Tupelo, Miss. We all wish him success in his new position.

Brotherhood of Railway Clerks, Southwest Lodge No. 149, held an athletic carnival at the Convention Hall, December 17. Both ticket offices were well represented, those having attended were E. D. Chaudet, J. P. Hamel, C. C. Dillard, and G. L. Arnold. They reported a pleasant evening.

Walter Hunt, yard clerk, was absent from his position about ten days, recently, account sickness.

AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

Otis Burg, mail and baggage handler, is again on duty after a vacation on account of illness.

Our cashier again spent Christmas in Peirce City with his mother, making the 54th consecutive Christmas dinner he has enjoyed at his boyhood home.

Fashion has decreed "pony skin" coats are "the thing"—wonder if a "horse hide" could be used as a substitute—we know where one can be purchased very "reasonable."

Mr. and Mrs. A. T. Brown received a telegram from their son, Dr. Norman P. Brown, announcing the arrival of their second granddaughter, December 3. They have named the little miss, Norma Lorraine.

Burton Beasley, a former "Frisco buddy" at this station, has arrived for a holiday vacation. Burton has made quite a successful traveling salesman since leaving the railroad—he makes a "clean sweep" wherever he goes—naturally, he's selling brooms.

Thomas W. Phillips, who has been employed on the freight platform for the past eight years has transferred to the passenger station as mail and baggage handler.

M. L. Hudson has displaced check clerk Ralph Waltrip and Waltrip has exercised his seniority at east yard office, as train checker.

C. C. Mills, accident prevention agent, was one of the principal speakers at an A. H. T. A. meeting at Monett, December 2, when candidates were initiated into the order. He spoke on accident prevention and presented some startling statistics relative to human carelessness.

The Order of Railway Conductors and Auxiliary held their annual banquet November 30, at the Park Casino, which was pronounced one of the best affairs the joint lodges have ever held. A sumptuous meal, prepared by members of the Auxiliary, was served to about 100 members and guests. C. C. Miller was elected chief conductor to take the place of C. E. Whitlatch, who is retiring.

OFFICE OF GENERAL YARDMASTER MONETT, MO.

HELEN NORTHERN, Reporter

C. E. Whitlatch, switchman, celebrated his seventieth birthday, December 18. Mr. Whitlatch worked as engine foreman on the 6:30 a. m. Coach Engine, retiring from active service at 2:30 p. m. Mr. Whitlatch has been with the Frisco something like forty years, and will be greatly missed by his fellow workmen in Monett Yard. He and Mrs. Whitlatch left for California on Janu-

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OUR MOTTO

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ary 1, to visit with their children for several months.

E. O. Gillette, assistant yardmaster, wife and son, Buddy, spent a few days Christmas shopping in St. Louis during the month of December.

L. A. Manley, claim agent, and W. E. Smedley, mail clerk, returned Thursday, December 16, from Paris, Texas, where they attended the annual Possum supper. The following was served: 63 possum, 4 goats, 1 steer, 22 hens, 125 loaves of bread, 2 bushels of onions, 4 bushels of potatoes, 300 pickles, and 30 gallons of coffee. The meat was all barbecued and there were 30 gallons of hash made out of the various meats.

All the yard office force at Monett join in wishing every other member of the Frisco family a very HAPPY NEW YEAR!

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

One of the social events of the season was a surprise party given by Mrs. Lake E. Owen for her husband, November 30, in honor of his birthday, in which all members of the signal department, with exception of the writer, participated; it being a stag affair. The crowd assembled at John Kastler's, and from there went to the Owen home in a body. Mrs. Owen withdrew, leaving Lake to entertain his guests and from snatches of conversation heard they had one glorious time. Mr. Owen was presented with a handsome umbrella.

Another gleam of sunshine is brightening the home of F. C. Harper and wife of Paola. Little Bobbie William arrived on November 28—weight 7½ pounds. Mr. Harper is supervisor on the northern division.

Mrs. W. C. Claman, son William, and daughter Margaret, of Sullivan, spent

several days in Springfield the first of the month, visiting relatives and friends.

OFFICE OF CAR ACCOUNTANT— SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

A Happy, Healthy New Year to our shut-ins on leave of absence—Myrtle Vane at her home, Myrtle Lachmund at the Mt. Vernon Sanatorium, Myrtle Miller in the company hospital at St. Louis, and Eunice Letsch at her home.

C. Jarratt, chief clerk, is taking his vacation during the holidays, spending the time at home.

Mr. Walker is sight-seeing in the south, visiting Atlanta and Ashville, also visiting Washington, D. C.

If decorations help to create the Christmas spirit, we should certainly be imbued with that spirit in our office.

C. L. Pender was off duty a few days this month on account of a sprained ankle.

All of our notes to Santa Claus Are for a cat with great big paws, Or for the Pied Piper of Hamelin town—The one who gained so much renown In ridding that town of all its rats Without the aid of any cats.

We've rats like those in that story old, They're aged, whiskered, fat and bold. Those rats, we are told in that much famed fable, Even licked the food from off the cook's ladle.

Our rats take our lunch right under our eyes, It seems that never a one of them dies.

We've even sent to town for cheese Into the traps these rats to tease; But alack, alack, I'm sorry to say, Two girls who must have been hungry that day Took wee tiny nibbles from off the square— It seemed a delicate treat and rare.

Of course if those girls eat all the bait We'll simply have to sit and wait For some bright piper to come along And lure them off with a lilting song. We've tried all the means which every one knows.

But it seems their number daily grows. If for ridding of rats you've a remedy, We ask for it on bended knee!

PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Elmer Herries spent a pleasant vacation touring the east. Elmer says he can't blame the President for liking his home, which leaves us all wondering if he had a visit with the big chief, or if he is just trying to make us jealous of his late vacation.

Harry Taffe is back on the job after a week of his vacation, looking fit and fine for another year of work.

Robert McConnell is improving very nicely, and it is the wish of the department that we will see his sunny smile back soon.

Connie Fries is trying to make all of us jealous with his one and two days' vacation, but now that he has a new job he will be wanting more than the one or two days. Connie is the new milk agent, position formerly held by Robert Reed, who is now chief file clerk. It is the wish of all, that these two promising young men keep climbing the ladder to success.

Miss Mary Burrell, secretary to W. L. English, spent last week in this office working up data for Mr. English.

Some more climbing the ladder fast—Edward Bernard promoted to rate clerk; Eddie Grob, ticket stock clerk; Frank Zoellner, prepaid order clerk; Robert Reed, chief file clerk; Connie Fries, milk agent; Richard Knoll, assistant milk agent; Frank McEneny, assistant ticket stock clerk, and Bert Baumgartner, chief mail room clerk.

OFFICE SUPT. OF TERMINALS SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

Our Christmas holiday mail and passenger business increased, but we were prepared to handle a greater amount of this business than ever before. Work is nearing completion around the new passenger station, and we expect to be in the waiting room by January 1.

One of our former chief yard clerks, J. W. Hurlbut, of Los Angeles, California, came in to see us a few days ago. Mr. Hurlbut is in Springfield visiting his mother, who is seriously ill.

George Sisk, switchman, and family, spent the holidays with relatives in Ash Grove.

Chris Ellison, yard clerk, is visiting his brother in Los Angeles, California.

G. G. Dorris, switchman, and wife, are leaving shortly for Los Angeles to visit relatives.

George Laker, switchman, was injured several days ago account of a knuckle dropping on his foot.

The son of B. W. Gaffga, switchman, is ill at the present time with scarlet fever.

Roy Smith, general manager of the Ozark Feed Company, is a very busy man—busy feeding cars of live poultry moving through Springfield.

Harold Motz, caller, has returned to work after a three weeks' absence.

E. G. Wall, yardmaster, had one of his sons, who is attending school at Conception, injured, and unable to return home for the holidays. The other members of Mr. Wall's family were present.

J. P. Banks and A. Lamb enjoyed their visit in Henryetta, Okla., so much we are afraid they may go there to stay permanently.

D. K. Shackelford, switchman, has been transferred to Jonesboro, Ark.

J. Atterbury, extra switchman, is in Oklahoma, fencing his farm.

B. W. Gaffga, switchman, has been appointed Local Chairman of the B. or R. T.

So many switchmen have asked to be off for the holidays that it has the general yardmaster scratching his head trying to accommodate them all.

The switchmen in the Springfield terminal, who claim to be hunters, have had little success this year, excuses varying—windy weather, dry weather, wet weather, or a gun that doesn't shoot straight.

The walkways of the three subways under the tracks on the north side are about completed, which is considered quite an improvement by the citizens living north of the track.

Frank M. Crooks, 63 years old, died at his home, 1010 West Walnut street, December 1, following a brief illness. Mr. Crooks had been a conductor on the Frisco for a number of years, being one of the oldest on the road in point of service.

James H. Bailey, formerly of Springfield, died at his home in Picher, Okla., December 1. Mr. Bailey was an eastern division conductor, and was the father of Paul C. Bailey, switchman.

SPRINGFIELD GEN. STORE ROOM

BERTHA V. REED, Reporter

Gertrude Cros, stenographer in L. J. Leysant's office, entertained the store room girls' club at her home, 504 E. Grand avenue, Thursday night, November 18. We had as our guests May Baman, Hazel Clark, Velma Martin and Edna Murphy.

Pearl Fain, stenographer in general

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storekeeper's office, attended the football game at Columbia, Mo., recently. Geo. Platt, trucker, is absent from work account of an injury to his foot.

W. R. (Buck) Winn has accepted a position in the general office building. He was formerly employed in the store accountant's office, store room.

Henrietta Truman, secretary to general storekeeper, and Velma Martin, stenographer in lumber yard office, spent Sunday, November 14, in Kansas City, Mo.

Emmett Mayabb's wife, who has been ill at the Burge Hospital, was removed to her home last week, and it is reported that her condition is improving.

We are glad to see Alice Edmondson, price clerk, and Helen Aldrich, invoice clerk, back at their desks. Both Alice and Helen were on the sick list the latter part of November.

Clifford Kincaid, price clerk, and Emmett Mayabb, tracer clerk, were absent from work recently, account having the "flu."

Funeral services for Mrs. Zula Sperry, age 61 years, who died Monday morning, December 13, in a local hospital following a brief illness, were held at three o'clock Thursday afternoon at the Alma Lohmeyer funeral home. Rev. J. W. Pearson, pastor of St. Paul Methodist Church, and Dr. C. H. Briggs, former pastor, officiated. Interment was made in Maple Park Cemetery. Mrs. Sperry was the mother of E. G. Sperry, store accountant. The store room employees extend their sincere sympathy to the bereaved.

Tom Crabb has been employed as our new messenger boy in file room. Raymond Meddins, who was formerly messenger boy, has been assigned position as assistant to the agent.

Belton Hembree, has accepted a position in the upstairs office as punch clerk.

Mr. Perlman, land appraiser, store room, has purchased a new Ford coupe.

T. C. O'Kelley, chief clerk to division storekeeper, and R. W. Yates, stock man, attended a Masonic lodge meeting at Monett, Tuesday night, December 7. T. F. Phillips, storekeeper at Monett met the "gang," of which several other Frisco employees were included, and escorted them to the Masonic temple, where they were served with an "A" number one banquet, after which the degree was conferred by members of Springfield lodges.

Mrs. G. E. Uselton, mother of Ruth Uselton, stenographer in general storekeeper's office, who has been ill for two or three weeks, is reported improved. We wish for Mrs. Uselton a speedy recovery.

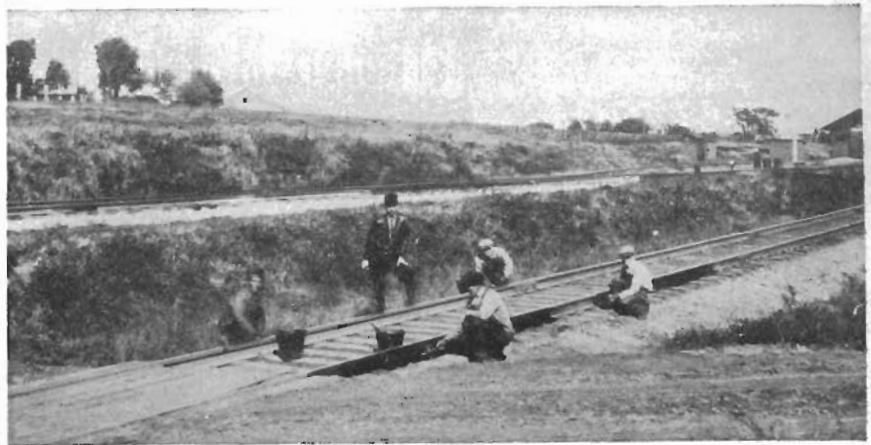
O. H. Beazley, land appraiser, received word from Mr. and Mrs. J. C. Lindsley, Fort Worth, Texas, announcing the birth of twin daughters. Mr. Lindsley was formerly located at Springfield, but at present is land appraiser for the Frisco at Fort Worth.

Funeral services were held at three o'clock Friday afternoon, December 17, at the home of Mr. and Mrs. C. W. Denham, 541 Poplar St. for Carl H. Stracke, 32 years old, who died Wednesday, December 15, at his home in Blytheville, Ark. Interment was made in Maple Park cemetery under the direction of the Herman H. Lohmeyer funeral home and United Lodge No. 5. Rev. John T. Bacon and Rev. Lewis M. Hale officiated at the services. Mr. Stracke is survived by the widow, who was formerly Miss Lucille Denham of this city, by one daughter and the parents Mr. and Mrs. A. H. Stracke. The deceased was the brother-in-law of A. G. Denham, chief clerk to general storekeeper. The store room employees extend their sincere sympathy to the bereaved.

A marriage license appeared in the Springfield Leader, December 17, of Noah Faris and Lillian Patton. Mr. Faris is counterman at the store room. Congratulations.

Ralph Yates, formerly trucker at store room is now employed at the west shop in the mechanical accounting department. We wish Ralph success.

The store employees regretted to learn of the death of Claude W. Wade. Claude was instantly killed Thanksgiving Day, when struck by lightning



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while hunting near the Caplinger mill, Cedar county. He was an employee of the Frisco west shops. Before starting his services with the Frisco he was employed as clerk at the Bartlett Drug Store. Sympathy is extended to the bereaved.

John Walker, stock man, is contemplating on making a trip to Pensacola to visit his son, Lowell, who is chief

clerk to O. O. Olsen, storekeeper, Pensacola Lines.

A few days ago our general foreman, S. H. Gaston, made a trip to the country to take a rabbit hunt, but he returned with a carload of fresh pork sausage, spare ribs, etc., which would indicate that he had a tip that his folks back home were butchering that week.

News and Views of the Supervisors

WM. B. SKINNER, Reporter

H. E. Bassett, general foreman at Pittsburg, Kansas, was retired on November 1, after serving thirty-six years and six months.

Harry F. Lacey, who has been relief foreman at Fort Scott, takes his place.

R. E. Moran, piecework checker, is now back on his old job at Springfield west freight shop, taking the place of W. O. Coy, who was transferred to other duties.

The position of gang foreman at Springfield north shop, held by George L. Whitlock, has been abolished.

At the south car yard in Springfield, John G. Hayes is now foreman of inspectors, in place of Arvel Kesterson. Mr. Hayes was on other work temporarily and returned to his regular job, bumping Kesterson back to inspector.

Frank L. Brown, piecework checker at Monett, was promoted to assistant car foreman.

Clarence D. Ward has been promoted to position of night roundhouse foreman in place of George H. Threlfall, who left the service, at Newburg, Mo.

Roy L. Painter was promoted to assistant roundhouse foreman at Newburg, in place of Mr. Ward who was promoted.

R. H. Lamm, promoted to rip track foreman, in place of A. A. Mayer, at Yale, Tenn.

Leo Sternberg, promoted to acting

machine and dead work foreman, in place of A. W. Brinkman, resigned.

Walter Constance, formerly blacksmith foreman at the reclamation plant, Springfield, and now supervisor of reclamation on the Chesapeake & Ohio at Richmond, Va., was a visitor at west shop recently.

At the regular monthly meeting of Local No. 1, December 14, the following officers were elected:

President—C. W. Carter
Vice-President—George Harris
Secretary—I. G. Holt
Treasurer—Harry C. Holden
Trustees—R. C. Heinze, W. C. McGlasson, Edward F. Esser.

Mr. and Mrs. John E. Northcutt announce the birth of a fine baby boy. Mr. Northcutt is electrical foreman under J. T. Fite at Springfield west coach shop.

Account position of general foreman at North Springfield locomotive shop being abolished, E. W. Brown was transferred as general foreman at West Tulsa.

The position of tinner foreman at north locomotive shop, Springfield, held by Fred Shanks, has been abolished.

Albert Schofield was transferred as shop inspector at west coach shop, his former position of truck and platform foreman having been assigned to Peter P. Peterson.

George D. Alford assigned as piecework checker at Kansas City.

R. J. Ringey appointed hostler foreman at Wichita.

George M. Beggs, made acting night roundhouse foreman at Amory in place of Claude L. Holmes, transferred to night roundhouse foreman at Memphis.

Jake R. Hirsch, night roundhouse foreman at Memphis, has been transferred to Pensacola.

O. H. Parker, appointed machine foreman in place of Leo Sternberg, who was acting foreman at Chaffee.

Everett W. Brown, general foreman in place of Oscar H. Parker, who was transferred to machine foreman at Chaffee.

W. O. Coy, appointed piecework checker at Fort Smith, in place of H. E. J. Barry, who is off account sickness.

It has been suggested that persons or parties attending the festivities at the Shrine Mosque do not park their buggies on McDaniel Ave., but if no other parking space available, be sure to lock tightly.

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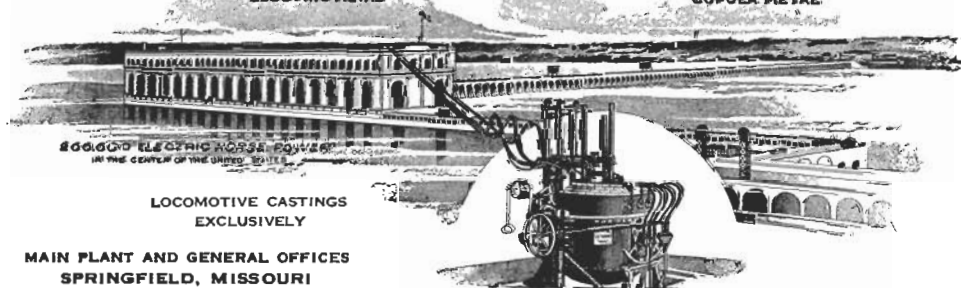
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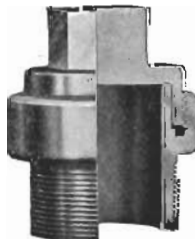


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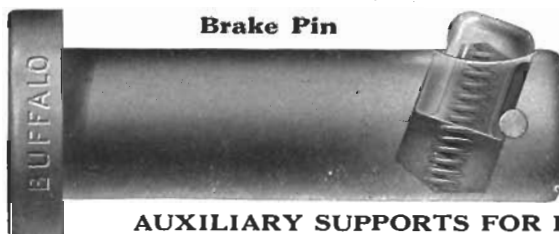
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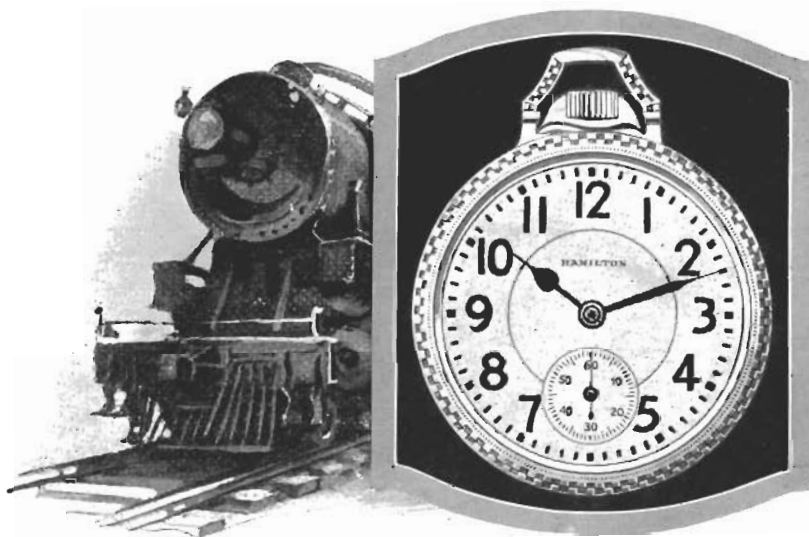
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