

INDUSTRIAL RELATIONS
SECTION

DEC 13 1926

THE FRISCO EMPLOYEE MAGAZINE



DEC.
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VOL. IV
NO. III

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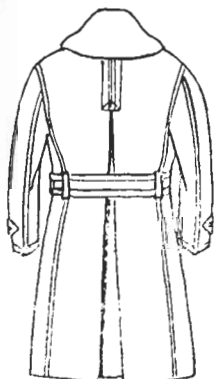
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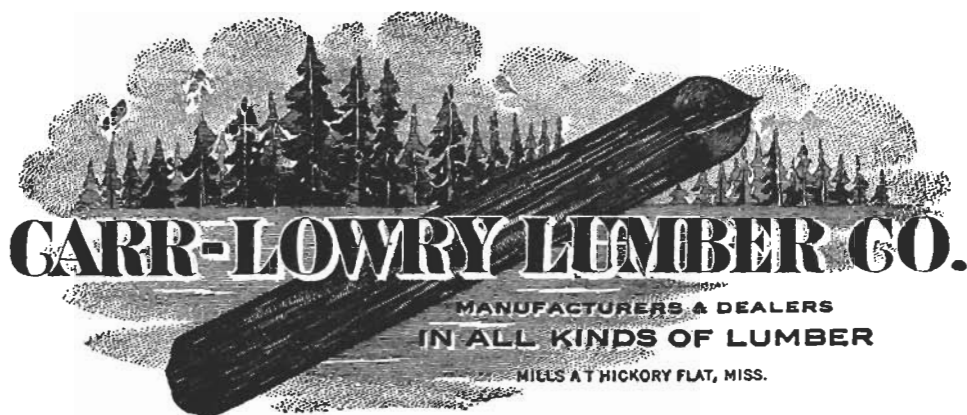
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JOAN GODSEY

THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

WM. L. HUGGINS, Jr., Editor

MARTHA C. MOORE, Associate Editor

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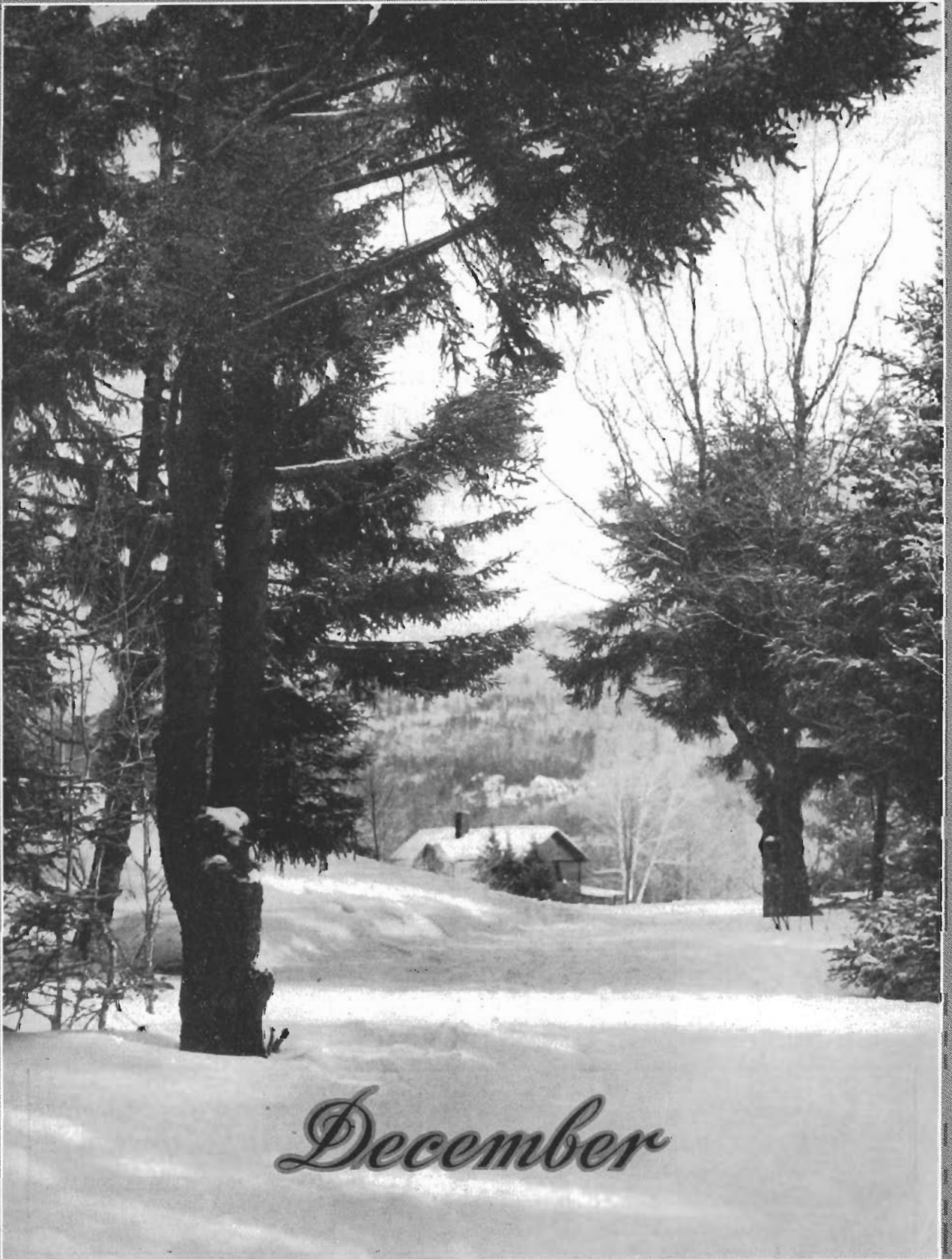
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THE FRISCO EMPLOYEES' MAGAZINE

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.



Christmas Greetings from President Kurn



IN sending to the 30,000 employes of Frisco Lines and their families, my best wishes for a Merry Christmas and a Happy New Year, I regret that it is not possible for me to give each one of you these seasonal wishes personally. When this issue of the *Frisco Magazine* reaches your homes, the holly wreaths will be in the windows, father will have arranged for the Christmas tree, mother will have the famous Christmas dinner planned and the Frisco's little folks will be on their usual before-Christmas good behavior.

I do want you all to know we're thinking of you here in St. Louis at this Yuletide. During the year just passing, you have done splendid work for your railroad and for that I wish to extend you my heartiest congratulations. Your railroad has kept pace with your efforts. The year 1926 will mark the completion of the largest property improvement program ever inaugurated on Frisco Lines. The 1926 budget of \$21,000,000 has gone into 175 miles of new 100-pound rail, new bridges, many miles of automatic train control, twenty-five new locomotives, four thousand new freight cars and 1,700 additional freight cars have been builded in our own shops at various points on the line.

We are entering 1927 with a well-warranted feeling of confidence in our employes and in the year to come.

Before it will be time for me to send you another Christmas greeting, the Frisco will have perfected its great gulf port at Pensacola, Florida. It will be engaged in building up another new empire—the great Southeast. In that effort you will play an important part. I know you will play it efficiently and loyally.

May this Christmas season bring you many joys, and may you find prosperity and happiness in the new year.



President Kurn Tells of Frisco's Ambitions for New Southeastern Empire in Kansas City Address

"Future of Great Southeast One of Bright Spots of America," Chief Executive Informs Kansas City Traffic Club Members

AN event of singular importance to Frisco Lines was held in Kansas City, Mo., October 26, when "Frisco Night" was observed by the Kansas City Traffic Club with a banquet and program of addresses in the Pompeian Room of the Baltimore Hotel.

The progress of the Frisco in recent years has been of vital consequence to Kansas City's own development, and the splendid achievements of Frisco Lines was eulogized by both Mr. Fred Sobotta, president of the club, and Toastmaster Charles D. Dooley, to the three hundred members and guests present.

A large representation of Frisco officers attended, and besides President Kurn who delivered the address of the evening, the following officers spoke: Vice-Presidents J. R. Koontz, J. E. Hutchison, and F. H. Hamilton; Mr. E. T. Miller, general solicitor; Mr. H. P. Wright, Kansas City, Frisco director; and Mr. S. S. Butler, freight traffic manager.

For the first time since the acquisition by the Frisco of the Muscle Shoals, Birmingham and Pensacola Railroad, the aims and ambitions of the parent line in the Southeast were set forth by President Kurn in the address he delivered on this occasion.

"Kansas City's Present and Future Relations with the Southeast" was the title of the president's address, and in it he told the members of the Kansas City Traffic Club some of the developments they might expect from the Frisco when its connection with Pensacola, Florida, "the best natural harbor on the Gulf", is completed.

"A very important part of our system—the Kansas City, Fort Scott and Memphis road, had its inception in Kansas City," Mr. Kurn said. "The energies of Kansas City's citizenship went into building and financing that famous southeastern line, and its prominence today as one of the most important and productive links of the present Frisco System is the direct result of the inspiration of your business men.

"I am very happy to be able to tell you tonight that the glories of the Fort Scott and Memphis line as one of the Middle West's finest rail properties, are to be still further enhanced.

"As a part of our system today, this road is very shortly to become a part of a railroad which will run from Kansas City on the northwest, straight through to the best natural harbor on the Gulf of Mexico, Pensacola, Florida. Within a very short time we will begin the construction of 150 miles of new railroad from Aberdeen, Mississippi, on our main line, to Kimbrough, Alabama, where the Pensacola road which

we recently purchased, ends on the north.

"On the face of it, this construction may seem just another link—an expansion of an already powerful railroad. But it is more than that—a great deal more than that.

"For a good many years, as you gentlemen know, we of the Frisco have tried to get a seaport on the Gulf. Our prosperity depended upon it to a certain extent. Although originating a large percentage of our own tonnage, we were "short-hauling" ourselves by being forced to turn all export consignments over to other roads for destination.

"Last year we purchased the Muscle Shoals, Birmingham & Pensacola Railroad, running from Pensacola, Florida, north to Kimbrough. The Interstate Commerce Commission has just given us permission to build the connecting link to Aberdeen, and through these arrangements the Frisco will get to tidewater at last.

"As I see this new achievement of Frisco Lines in the great Southeast from the viewpoint of the productive Middle West, I am extremely enthusiastic for the future relationship between these two sections of the country. This great middle-western country is in its stride and going strong, and I am glad that the Frisco, one of the oldest roads in the territory has had a consequential hand in its wonderful progress.

"Just as I am sure of this development which uses Kansas City for its gateway, so am I sure of the development of this great southeastern territory which Frisco Lines is now prepared to enter. Its future is one of the bright spots of America today. But Kansas City and the Middle West will share in the glories of this new empire of commerce and industry, and that is really the subject of my talk to you tonight.

"There will exist, as I see it, a perfectly co-ordinated interchange of the products of the Southwest with those of the Southeast and vice versa. The livestock industry of the Southwest is the foundation of one of Kansas City's greatest industries—the packing business. The grains of the tremendous section of the South, West and North which clear through Kansas City, find export at ports in the Southeast. Kansas City is now, and I am sure will continue to be, a great originating point for rail and water travel.

"With the construction of our connecting link and the entrance of the Frisco into competition with other lines with tidewater terminals, Kansas City will be given a railroad which is only a few miles greater in length than the short mileage from Kansas City to New Orleans. To be exact, the distance from Kansas

City to New Orleans via the Frisco to Memphis, thence Illinois Central, is 877.7 miles. The distance from Kansas City to Pensacola via Frisco Lines all the way, will be 919.5 miles, a difference of only 41.8 miles. You all know that it is approximately 100 miles river sailing from New Orleans to the Gulf and while the City of New Orleans is now, commercially speaking, one of the best ports in the country, it is to have a worthy rival in Pensacola. With its wonderful harbor that allows ships to come right to its docks under their own power, and with its advantageous location on the Gulf which gives vessels clearing from Pensacola 48 hours shorter sailing time to the Atlantic, and with its close proximity to the coal fields of Alabama where there are great deposits of bunker coal, I can see one of the brightest of bright futures for Pensacola, Florida, with the Frisco's entrance.

"We are putting all the energies of a large organization on the Frisco behind this port and I know that the great commercial market of Kansas City will join 100 per cent in co-operating with us to attract to Frisco Lines the business which is intended for export passing through the Kansas City gateway.

"But it is not only in a greatly expedited export of its products that Kansas City will gain from this move of ours.

"The question of import through Pensacola and on to Kansas City via Frisco Lines is important.

"The business to and from the West Indies and the Latin countries of South America is becoming of tremendous importance to our nation. There is, to my mind, no reason why the central portion of the United States should not go after this business in competition with the seaboard interests. It is my firm belief that the manufacturers now in your community, as well as those who will later come to your city, should join us in a campaign which will result in a greater interchange of the commodities as produced in the Middle West, for those produced in the Latin countries and the West Indies.

"We have already begun relationships with steamship companies which will operate into and out of the port of Pensacola. We are going to attract to that port a large tonnage of products of foreign countries. We expect, further, to have coastwise steamship service between Pensacola and the West Coast of Florida before many months have gone by.

"And now let me tell you, briefly, of the Southeastern Empire itself.

"To my mind there is no section of America that offers greater possibilities for returns than the Southeast to be traversed and serviced by our new road. Its people are of the highest order, and eager and anxious to extend the hand of welcome and a proffer of con-

structive assistance.

"One of the greatest bituminous coal fields in the world is in the Southeast, and that alone should mean a great deal to Kansas City and the district she represents.

The ore fields of Alabama today are the base of the successful operation of the great steel industries and the reports of the mineral resources of our country show an availability of ores in Alabama south of the Tennessee River which will take care of expansions in our steel industry for generations to come. In fact, these ore deposits are claimed to be the greatest in the world.

"We have made sure of our ground in this project. Careful and repeated surveys of the possibilities of the southeastern country have convinced us of the fertility of its soil—a soil of the kind that will produce the splendid fruit and vegetable crops of the Ozark country with which we are all familiar. There are great timber lands waiting to be cut and delivered to your milling interests here for planing and manufacture into finished products.

"I hope I have been able to give to you some of my enthusiasm for the Southeast alone, and for its relations to the Southwest which you represent here in Kansas City.

"To my mind it presents a perfect interchange of sectional production. Your export will clear through Pensacola with the prod-

ucts of your packing houses, your wheat and your grain. We will bring from the Southeast, coal and ore, lumber and imported products.

"Considering how important the steel industry is to the further growth and development of our country and realizing that the steel industries are bound to locate their plants with reasonable proximity to its consuming fields, why should not the movement of the Alabama ores and pig iron over your railroad and ours—the Frisco—be of tremendous importance to the further growth and development of Kansas City.

"Kansas City is firmly in her stride, but she has not yet reached the top. It does not take an idle visionary, which I assure you I am not, to readily picture that in time Kansas City will be a city of tremendous international importance. And we believe that the Frisco is destined to play a major part in the unfolding of this commercial drama.

"That is why we are today building our railroad to the end that we can help you to make that day possible—a greater and a more brilliant Kansas City and in connection, a finer and more constructive Southeast.

"And now in closing let me pledge you that my activities and those of my organization are directed toward an accomplishment which will work to the end of a continued growth and prosperity."

Others of the Frisco official family who attended the
(Now turn to Page 43, please)



PRES. J. M. KURN

Frisco Good Will Tourists Abroad Make Rounds of Interesting Points in Famous Cities

Diary Reveals Visits to Genoa, Lucerne, Frankfurt, Amsterdam and Belgian Cities—British Empire Next Month

By MISSES ANNA WILLIGAN and AGNES KING

PART III

The Birthday Tour participants left Frisco readers in Rome at close of the second installment of the diary written by Misses Anna Willigan and Agnes King appearing in the November Magazine. This month's installment takes them into Genoa and through another travel of delight and education through the old-world empires. The concluding installment will appear in the January issue of the Frisco Magazine.

AUGUST 17: Our song seems to be "Where Do We Go from Here." The reply from our guide was "Genoa," and in getting to this place we are to take our longest and dustiest train ride, after spending several days in Rome. When we boarded the train for Genoa, we again found red velvet seats and a hot sun shining. Our long trip began, to the birthplace of Columbus. It was a jolly party in spite of the heat and the early rising. All our lives we have read of the leaning tower of Pisa. Enroute to Genoa our train passed through Pisa, Italy, where it paused for a moment and we viewed this tower, which leans about thirteen feet, is 178 feet high and 50 feet in diameter. It is one of the wonders of Europe. The evening brought us to Genoa, and oh, how lovely it looked. We were driven to the Miramore Hotel, with its flowers and shrubbery, a relief from the long ride. Each of the rooms had a balcony, and we gazed over the Mediterranean Bay. The city seemed to have been built in a semi-circle and the buildings were all white with red roofs, making a picture well worth remembering. Our American Consul, John Ball Osborn, met the Jefferson party at the train and extended a welcome and also an invitation for a luncheon with the National City Bank representatives of New York as our hosts.

Birthplace of Columbus

August 18: Our day always begins at 9:30 a. m. with private cars and a native guide, with the history of the city at his finger tips, to escort us. This morning we drew a very eccentric one, who made us "walk the chalk line" as they say. When he announced "Ladies and Misses" he wanted attention, and he usually got it. The most interesting place we visited of course, was the birthplace of Columbus which was built in 1446. It was a tiny, two story house, underneath which was his father's shop. We also visited

an old Cathedral, the St. Laurence, built in the eleventh century, of Gothic style, in black and white marble. In this we found some splendid pieces of art and paintings of rare value. A particularly interesting chapel in this church was one where no woman is ever allowed, because one woman long ago had asked for the head of John the Baptist. This chapel was donated by men. The ceiling of these churches is always a work of art. From here we drove to the Genoa branch of the National City Bank of New York, managed by a Mr. Richardson, who was our host at a luncheon served at the Lido, a summer hotel. Facing the blue waters of the Mediterranean with Mr. Osborne, supervising American Consul and many vice-consuls, we enjoyed a perfectly delightful meal with our compatriots. From 12:00 noon until 2:00 p. m. all business in Genoa is closed, and therefore we were taken to another art gallery after lunch, and then free time was given us to shop.

To Lucerne at Dusk

August 19: Again we are on our way—this time to Lucerne. Some of our party were obliged to ride second class and upon examination of the difference in service we noted the lace scarf on the back of the chair was missing, and the upholstery was leather and velvet. At noon time, luncheon was announced and we were served at a station restaurant. Returning after a satisfying meal, we showed our passports for the fifth time and we found gracious treatment and we did not have to carry our baggage out for inspection. We are placed in chair cars, almost as comfortable as our own back home, and we continued our journey to Lucerne. We played hide and seek with seventy-five tunnels through the Alps, and it kept us busy counting them. We came to the largest one, St. Gothards, just before tea time which took us just fifteen minutes to pass through.

The scenery was very beautiful—some of the mountains were snow-capped—others green, all with varying points and peaks. Occasionally we could see a trickling stream. Just at dusk we came to Lucerne, Switzerland. We were loaded in big busses bound for the Palace Hotel. Through our hotel window we could see Lake Lucerne.

August 20: Early this morning we made a rush to get some American money changed into small denominations for shopping, as our stay in Switzerland

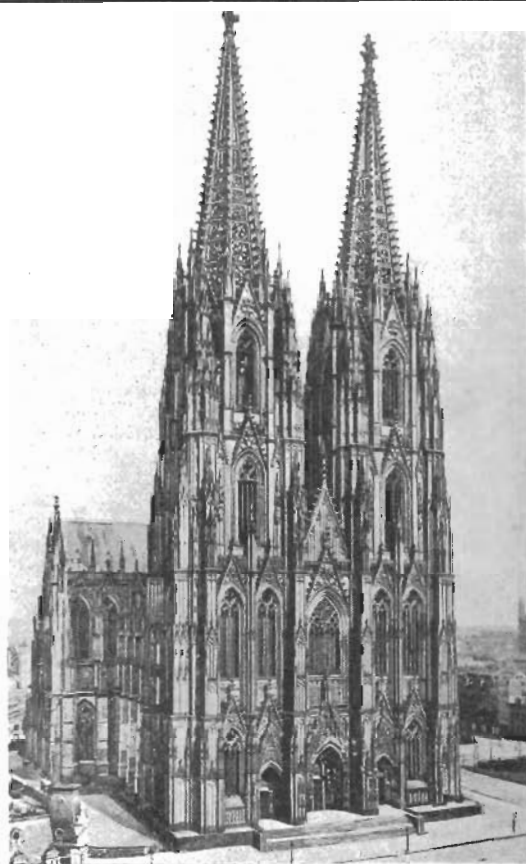
was to be short. After a brief shopping tour, we boarded a steamer to visit Mt. Rigi, 6,800 feet high. Landing at the foot, everyone bravely took the cars, which carried us up this steep grade and we were rewarded by the glorious view which we obtained on top. From this height the towns below looked like doll houses. We were partly enveloped in clouds which obstructed some of our view. There are many interesting places in this old city. There are many legends about it and its inhabitants. We noticed many mountaineers climbing to the top. After a delightful day, we started back to our hotel over the clear green waters of Lake Lucerne. Here we found many summer hotels, and a promenade along the walk gave us an idea of the number of guests. At dinner we had our first real cream since leaving home. One interesting object was "The Lion" carved out of one piece of gigantic rock in memory of the Swiss Guards who died trying to save Louis XVI's life. We spent a pleasant evening in the hotel, enjoying a concert and meeting Consul George R. Hukill and Mrs. Hukill, who called to extend courtesies to the Jefferson party.

August 21: Baggage out at 6:20 a. m., breakfast at 7:00 a. m. and now we are on our way to Frankfort, Germany. We are located in comfortable chair cars and we spent the first part of the morning gazing at the beautiful scenery. The call "All Passports," reminds us that we are now in Germany. Here we were kindly treated and our baggage passed inspection without being disturbed. We arrived in Frankfort at 8:30 p. m. and Mr. Blaybourne, American consul met the party at the station. Plans were made for a reception, but as we were leaving early in the morning, he extended his greeting to us, and his regret at our brief stay.

August 22: Up again at 6:00 a. m. and after a short ride we found breakfast awaiting us at Mainz, where we were told the dining room was all ours. We enjoyed this meal very much and after we had finished, we began one of our most delightful steamer trips to Cologne down the Rhine River. On our journey down this river we saw some interesting sights. Old castles near Coblenz, where our soldiers spent some time. Then Bingen, and the well-known rock, Lorelei. The legend of this rock is that it was once a water spirit, and sailors were enticed toward it, only to be dashed to pieces by the rapids nearby. The waves, when they hit this rock are said to re-echo thirteen times. At 5:00 p. m. we reached Cologne, Germany, 2,000 years old. At the station J. W. Chapman, vice-consul, was awaiting the arrival of our party. He informed us we were to report immediately to one of the Rhine restaurants called "Die Bastei" for tea. There we found two representatives of Burgo-Meister, Consul L. B. Morris, Vice-Consul Chapman and two others, with Dr. Merrill and their wives, to informally greet us. One of our most pleasant recollections is the



The Birthday tourists had tea in this beautiful German restaurant at Cologne. It is named "Die Bastei". At right: a view of the world famous Cologne Cathedral, the third largest in the world, through which the tourists were shown.



cordial manner in which we were received at this tea. We found that there were 30 employes in this important office and, that over 1,200 immigrants are handled out of here monthly. It is needless to say how fine the menu proved to be, and we had some of our first delicacies since our trip began—whipped cream and pie.

August 23: In the morning we visited the Cologne Cathedral, the third largest in the world, with its rare paintings, inside and two slender towers outside which reach far above the city. At noon we bade goodbye to this ancient city, and we were facing a new country

that same day—Holland!

We always seem to land in our new hotel just about dinner time and now we have reached "The Hague" and have no international questions to be settled! Our first evening we spent in window shopping. The streets are so narrow we must walk on the pavement and, Oh, the bicycles! We are told there are 110,000 of them, and at noon a traffic cop has to direct the rush. The population is about 400,000 and one-third of the land has been reclaimed. Private cars conveyed us to "The Palace in the Woods", which was built in 1640. The furnishings were exquisite in this Palace of the Queen, each room being more wonderful than the last. The Japanese room in lacquer and gold—one room furnished by the Chinese with

walls embroidered in silk, also chairs and an ebony table inlaid with mother-of-pearl. A drive to one of the beaches, and then a trip to the building which interested us most, the Peace Palace. This building was a gift of Carnegie and cost \$1,500,000.00. It is kept up by another American. Since it was only open from 2 to 4 in the afternoon, we were unable to visit it. We saw the palace of Queen Wilhelmina. The Queen was away.

The art gallery received our closest attention as masterpieces of Rembrandt, Van Dyck, Reubens Potter and others were pointed out to us. This concluded our sightseeing tour and we had only time for luncheon, as we were to leave at 2:30 p. m. for Amsterdam, one hour's journey away, by rail.

August 25: Just one month since we left our native shores and what a lot we have seen! The buildings in Amsterdam are so different from any other place, being small, with a store in front and running into a peak, while canals are all through the city. It is called the Venice of the North. The city is eighteen feet below sea level. We noticed the cattle grazing and the manner of fencing was unique, and consisted of a small canal. This is the home of the Holstein cow. Windmills are all around, and they carry the surplus water caused by rains to higher land, finally emptying into the North Sea. We visited the Edam cheese factory. We boarded the train for another little ride and when we alighted, people in native costumes greeted us—wooden shoes, lace caps, and the little folks have similar costumes and are dressed just as the grown-ups are. Imagine a small village wearing the same dress since the Middle Ages! The men wore bright red shirts and real full trousers, just as you see in pictures. Fishing is their main occupation. A visit into a native house showed us how extremely neat these little toy houses were. The beds are built in the wall, and close up like a cupboard. Luncheon was served here—then another sail to the Isle of Marken in the Zuyder Zee. The natives marry and intermarry so there are only about thirty-two names, and

1,200 inhabitants in all. Some of the grown-up folks have never seen an automobile nor have they been away from their quaint little villages of Marken, Edam and Volendam. We returned to Amsterdam, after our visit to these quaint fishing villages with the order, "All baggage out at 7:00 a. m. for Brussels."

August 26: We are speeding into Belgium. Here again our passports are demanded and stamped, and our baggage passed. We are now in this land, so well known to us from 1914 especially. At noon we stopped at Antwerp for luncheon, and having a few hours, visited the cathedral, which dates from the thirteenth century. We went back to our train and soon we had reached Brussels, the capital of Belgium. We went

directly to the Hotel de Ville. We learned that in this city it takes seven weeks to get papers all arranged before one can

marry and this civil ceremony has to be arranged for and carried out in conformity with the custom, so as our stay was limited, if anyone had plans (!!!) they were immediately dismissed! Next the Pal-

ace of Justice, which was a very imposing building and we saw where brass from this

building had been carried away during the war by the Germans to make ammunition. The King's Palace was next seen, with guards on duty patrolling it. King Albert I was away, we were told. A great treat it was to visit the "Musee Wiertz", and when told the history of this artist, it was left for us to decide whether he was a madman or a genius. We saw some of his work, all of which he painted from scenes of his own mind and he used no models. The Arch of Triumph, erected in 1905, commemorating the 75th anniversary of the freedom of Belgium, was indeed worthy of our attention, but most of all we were thrilled when we visited the Royal Museum on Rifle Range and were shown the spot where Edith Cavell, the English nurse, was shot during the war by the Germans. Soon we returned to the hotel for luncheon, then to spend the balance of the day as we wished, before we bid the city adieu—the city we had enjoyed so much during our brief stay, where every courtesy had been given us.

Our next stop will be London! We are anxious to arrive. We had heard much of that city and as we shall be there several days, we will undoubtedly find much of interest to write about.

We are not anticipating much pleasure in the voyage across the English Channel before we reach London. We have heard of its rough water, and we are wondering if we will be the victims of seasickness.

But here goes! We'll try to keep our heads and stomachs free from "those dizzy spells" until we land.

We shall leave you here in Brussels until next month.



Springfield Employee Builds \$6,000 Home With Own Hands for Total Cost of \$2,500

Wm. C. Bush of North Side Cabinet Shop Worked After Hours by Lantern Light to Complete His Residence

WHEN Wm. C. Bush, an employe of the cabinet shop in the north shops at Springfield, Mo., purchased a lot at 903 South Fort Street, Springfield, Mo., in the fall of 1923, he had very definite plans. And those plans materialized.

On the afternoon of October 10, 1926, when he was visited by a representative of the *Frisco Magazine*, he proudly led the way through a completed eight-room bungalow of two stories, with hardwood floors, modern plumbing and complete furnishings, which he had built for \$2,500 in materials. The house is valued at \$6,000.

At the end of three years he had accomplished his purpose, and his plans and dreams of a home are realized.

But the "how" of it, is intensely interesting. In fact, it is an incentive to anyone, and the story of just how Mr. Bush built his home, without the expenditure of one penny for labor is a story as unique as it is unusual.

"I didn't have the money to put out for both the labor and material. I didn't have the money for the material, to be frank," he said smilingly, "but I was determined to have a nice home for my wife and eight children, so I first bought the lot, 85x175, paying \$10.00 down a month."

This was the start. Then Mr. Bush bought \$160.00 worth of material and built a small house on the back end of the lot to live in during the building of his residence. He now uses the rear structure as a woodshed and garage.

In October, 1924, one year after he started payment on the lot, he had it completely paid for.

"I then made arrangements to borrow the money to buy the material and during Christmas week of 1924, I had my foundation all started and ready for the erection of the house," he said.

In the spring and summer of 1925 every spare moment away from his work was utilized. He would rush home from the shops and work until darkness came. Then a lantern sufficed to light the way, and the nailing and sawing and hammering continued well into the night.

On September 1, 1925, the house was so far completed that the family moved into it, but it was not



*Above: Home of William C. Bush.
Inset: The home's owner and builder.*

until October, 1926, that the electric wiring, inside finishing and papering was completed.

The floors are all hardwood, and the rooms large. A sun parlor is one of the attractive features of the home.

Mr. Bush has the advantage over many of the employes, who, reading this article, will want to build a home for themselves, for his trade before he came with the Frisco was that of a carpenter.

Bush joined the Frisco at the north shops on October 2, 1922, as a cabinetmaker, without previous railroad experience.

Besides all his work on his new home, he found the time to take an active interest in the Frisco Association, and now holds the position of president of Springfield Local No. 1.

It seemed that no obstacle was too great for this little family to overcome, once they had determined that they wanted to have a home all their own. During the time that the house was in the early stages of construction their eighth child was born.

"There is one thing that I want to mention," Mr. Bush said, as he held his smallest child in his arms. "My wife has been by my side every minute that I have been working on our new home, and so have the children, for that matter. One of my boys is 15 years old, and he is a great help to me. But I didn't believe that a woman could be of such help until we started this undertaking, and now that it is all finished, I am sure that our little family will get a great deal of pleasure out of our own home, knowing the sacrifices we went to in building it."

This Engine Ran 2,500,000 Miles in 45 Years— A World's Record



*Brother Engines Long Since on Scrap Heap, but Famous "103" Will Run
Three Million Miles Before Retirement, Experts Say*

THERE is something in the word "Veteran" that arouses respect and admiration in the hearts of men. It matters not if the veteran is returned from war or retired from business. The application of the term means that he has thoroughly discharged his duty in an honorable and conscientious way; that he has given his best to his country or his concern; and that he is entering into the twilight hours of life with the knowledge that his job has been faithfully performed.

No veteran, in the true sense of the word, has shirked his job or dodged an issue. His service until the time he earned his veteran's standing bespeaks conscientious service and high-grade efficiency.

As our Frisco veterans attain the pension department rolls by five and ten and sometimes fifteen a month, they are in reality placed on the "Honor Roll" of the Frisco Lines. It is not a process of "shelving" men whose days of usefulness have come to an end. Many of the 70-year-old veterans of Frisco Lines are still capable of performing their duties efficiently. Rather, the pension system is one of reward for years of faithful service, instigated by a company with an appreciation of valor and service, and proud to retire its men with honor and a comfortable income, based upon the years of service which it has enjoyed from their efforts.

But it is only occasionally that we associate the word "Veteran" with other than human beings. Inanimate things of wood and steel and concrete—material without life or personality—are not accorded the credit for their years of service, faithful though they may be.

We are to do honor in this article, however, to an inanimate part of Frisco Lines—a faithful engine—

an engine that is still performing valiant service every day, although its mileage is equal to 100 times around the world.

Its history is almost a history of this railroad.

When the pioneers of this railroad were piercing brush and timber country, laying rail through swampy territory infected with malaria and disease,—while men were fighting the great American battle of subduing the new country, this famous engine, Number 103, was doing its share, pulling its construction trains, fighting side by side, day by day, and week by week with those grand old men who laid the firm foundation upon which the superb structure that is now the Frisco Railroad, rests today.

Many a Frisco veteran, occupying that pension roll of honor, can recall vividly and accurately the splendid service of Number 103 and of its brother engines in those early days of trial and tribulation. There is a romance woven about those early engines which seemed to squat on the rails as they mustered power for the pull that would be easy for the giant 1500's now in use, that will never die in Frisco railroad lore. But the comrades of Number 103 have gone—gone with the link and pin and the gasoline lamp; gone with bustles and beaver hats and long hair. Most of them have been scrapped and forgotten. A few are in service with construction companies in the far corners of the continent.

Is Oldest Engine on Frisco

But Number 103 remains with Frisco Lines—the oldest veteran engine on our rails.

Delivered to this railroad 45 years ago, in 1881, by the Manchester Locomotive Works, at a cost of \$7,969.70, Number 103 was literally the pride and joy

of the few hundred miles of railroad that composed what is now the great system of Frisco Lines.

But soon new power came, power of greater tractive effort, larger boilers, longer and larger in every way. In a few years the inevitable progress of the times in railway operation had produced finer engines in service on Frisco Lines, and while Number 103 was still a first-class engine, it was no longer referred to as "the greatest on wheels".

Today No. 103, is a "little feller". It would be dwarfed to insignificance beside the giants in passenger service on Frisco Lines now.

But it is far from finished with its work, and today it is in passenger service between Hugo, Okla., and Hope, Ark., on the Arkinda sub-division, running with a precision that belies its age and service.

Engine No. 103 has run a grand total of 2,463,750 miles during its lifetime so far, a world's record for engine service, and when it left the shops at Springfield this month after a thorough overhauling it was pronounced fit for another five hundred thousand miles in the next ten years.

It was difficult, but delightful, to trace the long succession of men who had handled the well-worn throttle of the famous engine, in order that its history might be accurately presented to the readers of the *Frisco Magazine*.

Andy Schwarzenbach of Thayer sat at the throttle of this little engine years ago, when it operated on Nos. 105 and 106 on the southern division, between Thayer and Memphis.

J. D. Newton, now running out of Fort Smith, Ark., had the 103 occasionally, although he never ran it as a regularly assigned engine.

Now it is regularly assigned to James J. Lyons, central division engineer, and operates between different branch-line points on this division.

Robert Collett, fuel agent, used to fire the old 103 for former engineer George Crawford, now pensioned.

F. E. Bates, road foreman of engines at Enid, Okla., shoveled many a scoop of coal into the firebox of this little veteran.

To Andy Schwarzenbach, 66-year-old Frisco veteran engineer, now running on Nos. 103 and 104 out of Thayer, Mo., we accord the first right to unfold this romance.

"There is so much difference in the days of then and now, that the comparison may sound a bit odd," Schwarzenbach said. "The country through which we ran in those days on the southern division was swampy and the houses were built on stilts. Railroad-ing was indeed a difficult job. Many and long were the trestles over which our track was built, and one trestle out of Marked Tree was four miles in length.

Wonderful Country Today

"The old Mississippi overflowed its banks and broke down the levee on numerous occasions and at its great-

est tide it was sixty miles wide. But drainage—what a Godsend! You'd never know the country any more. Why it's the finest agricultural section in America. Fields of rice and cotton, where there were once swampy, malaria-breeding holes, which crowded out all thoughts of farming.

"I remember how I'd drive the old 103 into the little station with the crowds of anxious spectators, and people ready to board the train. It looked like a monster to them, and it was one of the largest engines in the 80's. Those were the days of moonshine whisky, mountaineers and shotguns! The country was wild and civilization was just reaching the section.

"That little 103 would make good time—between 25 and 40 miles an hour, and you know in those days the trains were light, the coaches were wooden, and the little veteran engine just skimmed over the ground. The schedules that we had to make then were not so much different than they are today. Now, take train 105 in the old days. Our schedule between Thayer and Memphis was four hours; now the schedule is four hours and five minutes. The tank of the 103 only held seven tons of coal, but I remember she steamed well and we made our schedule most every day.

"Railroading was surely different then. We had to work without a let-up. We didn't know what it was to 'lay off'. Why, we'd double back when we were so dead tired we would have to ask the fireman to watch us for fear we'd pass up a signal. When I moved to

Thayer in 1893 there were just exactly 21 houses here. Now there are hundreds. The Frisco yards had one house track and one switch track. Look at 'em now—ten yard tracks—freight trains with 135 cars—4000 class engines—mechanical coal bins and airbrakes! I guess I have seen some changes! Those old links and pins were dangerous contraptions, and in the old days you could always tell a railroad man due to his having a couple of fingers missing."

Mr. Schwarzenbach is nearing the pension age. His railroad days with the Frisco and prior to that with the old K. C. F. S. & M., have afforded him many experiences. His hobbies are fishing and hunting, and when the time comes for him to retire, he will pack his car with fishing poles and spend a week at a time on the river in summer, and weeks in the country, hunting for birds in the autumn.

It seems a coincidence that the veteran 103 will serve several years after the veteran engineer to whom it was regularly assigned in the good old days of the 80's, will have been retired in glory.

J. D. Newton, sixty-five-year-old veteran of the Frisco Lines and the central division, better known as "Whistling Jim", remembers the old 103, for he was at its throttle many times, although it was never regularly assigned to him.



J. D. NEWTON

"Let's see, I started railroading in 1885," he reminisced, "and I had the little old 103 on the southern division between Thayer and Memphis.

"When I see the farms and land under cultivation in Arkansas in these days, I can hardly believe it is the same rock-bedded timber land that I once knew.

"The country was pretty wild then, and settlements were few. On many of our trips we could see most any kind of wild game along the right-of-way and often we'd go home with deer and turkey. Railroadin' in those days was different, too. If we saw a fellow walking along the track, we'd pick him up and make him shovel coal to pay for his ride. The crowds then were just as curious as they are now—lots of folks at the station to see us pull in, and we were then, and are now, always sure of a hearty welcome."

In the old days the engineers were permitted to apply their own whistle, and Newton owned such a unique one that the countryside knew him by it and named him "Whistling Jim".

"Years ago it was hardly possible to take an engine out without an engine failure. Now I haven't had an engine failure in over two years," he continued. But "Whistling Jim" Newton's train was waiting for him.

"Got a lunch kit filled with fried chicken from my own farm today," he said, as he swung on his engine for his run to Paris, Texas.

"Bob" Collett Fired Her

Robert Collett, fuel agent, recalls the days he spent firing the old 103, and naturally he recalls the fuel performance made in those days.

"There was a fuel saving campaign on then," he remarked, "and the engineers used to compete as earnestly as they do now, however, I know of any number of cases where the engineers used to toss the coal shovelers up a dime or a quarter, give them an old hat or a pair of gloves, and they'd heap the tank high with coal and mark the ticket, 'TWO TON'. One crew I remember of, made an average in this manner of 86 miles to a ton."

In estimating the approximate number of tons of coal the old 103 has burned in her long years of service, Mr. Collett said:

"We'll use 100 miles a day as an average trip for the 103. With 2,463,750 miles to her credit, she would have made 24,637 single trips. We'll allow her twenty miles to the ton of coal, in both passenger and freight service, which would make the coal burned by this engine average about 123,188 tons. The price of coal at that time was cheaper than it is now, and we'll say it cost \$2.50 a ton. The cost of all the coal burned by this engine then would be equal to \$307,970.00, or slightly over thirty-nine times the original cost of the engine."

The 103's Story Today

James J. Lyons, engineer of the Frisco Lines at Hugo., Okla., gives the modern story of the little old 103. Mr. Lyons has been with the Frisco since 1885, and has been at the throttle of this engine for the last five years.

"In the last two and a half years," he said, "we have had only one delay, and that was due to a broken spring hanger. We held the GOLD STAR for 18 consecutive months in our fuel performance. It seems that the engine is just the right size for the trains we

have down here. She has plenty of power, and her age doesn't seem to show up a bit. She has plenty of pick-up, is a free steamer and rides well."

When the 103 was sent to the shop recently for repairs, Mr. Lyons made frequent inquiries as to when it would return. It was received back on the central division October 1, and is again being guided from Hugo, Okla., to Hope, Ark., by the hand of this veteran engineer.

"I've just been making a study and a comparison of this little veteran, with one of the 1500 class," he remarked, as he pulled a notebook from his overalls. "Maybe the comparison would be interesting. The total weight of the 103 is 170,000 pounds as against 582,700 of the 1500 class; the tractive power is 14,000 pounds against 52,100 pounds. The little fellow carries 3,600 gallons of water as against 12,000 of the large class. The coal capacity is seven tons as against twenty; cylinders are 17x24 inches, as against 28x28 inches. The heating surface is 1,242 square feet as against 4,349 square feet and the grate area is 17 square feet against 70 square feet.

"I hope that I'll get to keep the little old 103 until my service on the Frisco Lines is over, and according to the rules I still have twelve years. We're both veterans together—we've both seen lots of service and I can look back with many happy memories to my many trips with this little engine," he remarked as he placed his notebook back in his overalls pocket.

And so, in brief, this is the story of the oldest veteran in motive power on Frisco rails, and a short interview with a few of the veteran engineers who knew it "when", "then" and "now".

Some day a history of pioneer railroading will be written and when the reader turns to the pages entitled, "History of Motive Power on the Frisco Lines", this little veteran of forty-five years will stand out from all the rest, a monument to the care and workmanship of roundhouse employes, an example of careful handling and operation by as fine and competent engineers as ever pulled a throttle, and last, but not least, a reminder of "the good old days" to those officials who railroaded during the period that this little engine so valiantly served.

OUR FRONT COVER

Christmas may come and Christmas may go, but Frisco trains run on time forever. That is why Dad had to leave the Christmas tree and candles to take his 1500 out this Christmas day. Mother and wee Junior hated to see him go, but a locomotive can't run without a fireman and that's Dad's job. As the engine speeds fleetly on its way, Junior and Mother are at the window to wave him good-bye and God-speed. Junior knows old Kris Kringle will take care of his Daddy on this day of all days. When he comes back they're going to try out that new Bee-Bee gun that's hiding behind the Christmas tree at the right.

Beginning with this issue, the *Frisco Magazine* will give its readers a beautiful pastoral frontispiece each month. This month's frontispiece appears on Page 6. The photographs, one for each month, have been purchased from a Philadelphia photographer of nationwide fame, and are excellent examples of the photographers' art.

Railway Employees Should Help Executives in Efforts to Retain "Pullman Surcharge,"

S. O. Dunn Says

Abolishment of "Surcharge" Would Lose Roads Forty Million Dollars Revenue Per Year—Probable Action in Congress This Winter

By S. O. DUNN
Editor "Railway Age"

ONE charge made for railway service which has been much criticized by certain classes of persons is the so-called "surcharge" for transportation in sleeping and parlor cars. It is usually called the "Pullman Surcharge", but the revenue received from it does not belong to the Pullman Company, but to the railroad transporting the passenger.

The railways were authorized by the Interstate Commerce Commission in 1920 to make this extra charge for extra service. Many attempts have been made since then to have it abolished. First, complaints against it were made to the commission, which upheld it. Those attacking it then went to Congress and tried to get a law passed abolishing it. They have failed thus far, but it is expected Congress will again be urged at its approaching session to abolish the "surcharge".

The question presented is one in which all railway employees should be interested—as, in fact, they should be interested in all questions regarding the rates the railways may charge. The amount the railways can pay out for labor and everything else depends on the amount of earnings they can get through the rates they are allowed to charge. Their earnings from the "surcharge" now amount to about 40 million dollars a year. If they should have the surcharge taken from them, one or more classes would lose what those who now pay the surcharge would gain. Who is going to suffer the loss? Is there any class of persons that should be made to bear it in order that those who enjoy luxurious service in sleeping and parlor cars may be enabled to travel cheaper?

It may be said the railways should bear the loss by having it taken out of the "net return" earned by

them. The Interstate Commerce Commission is a federal government body that represents all the people in regulating railways. One of its duties is to determine the average annual net return the railways should be allowed to earn to enable them properly to serve the public. The commission has held that the return they

need and should be allowed to earn is $5\frac{3}{4}$ per cent on the value of their property. In no year since they were returned to private operation in 1920 have they earned this much. Therefore, according to the highest government authority, it would be unreasonable and unfair to reduce the net return of the railways by taking from them as much earnings as are derived from the "surcharge".

Employees certainly would not agree that if the surcharge were abolished, the loss in railway revenues resulting should be offset by a reduction of their wages.

Suppose, however, it should be conceded that there ought to be taken 40 million dollars a year either from the net return of the railways, or from the wages of their employees. Are those who ride in sleeping and parlor cars entitled to get the

money, as they would if the surcharge were abolished?

The railways derive practically all their earnings from transporting freight and passengers. Passengers are divisible into two classes—those who travel in day coaches, and those who travel in sleeping and parlor cars. The "surcharge" makes the passenger rate per mile paid by those who travel in sleeping cars about ten per cent higher than the rate paid by those who travel in day coaches. The Interstate Commerce Commission said in the decision rendered by it on January 26, 1925, in which it refused to abolish the "sur-

(Now turn to Page 25, please)

The editor is pleased to publish the accompanying article by Mr. Samuel O. Dunn, editor of the "Railway Age". Mr. Dunn's long years of experience with railroad matters have given him an excellent knowledge of the aims and ambitions as well as of the needs and requirements of the roads themselves. That knowledge has been further enhanced during the last few years by his position as chairman of the Committee on Public Relations for the Western Railroads. He has been in almost constant touch with railroad executives and employees throughout the entire region west of the Mississippi River, and his views on the railroad situation in America as it exists today are indeed valuable.

In his article in this issue of the Frisco Magazine, Mr. Dunn propounds an excellent argument for the retention of the so-called "Pullman Surcharge", which has drawn legislative fire in the past and seems due for another barrage when the new congress convenes in December.

He makes an appeal to employees of the Frisco for their support in keeping the surcharge, that is based on sound and economic reasoning. And he points out several logical consequences that might result from the abolishment of this just and fair surcharge which perhaps many of us have not considered.

—W. L. H., Jr.

Bessemer (Ala.) Branch Has Made Remarkable Progress in Last Thirty-one Years

Eight Thousand Tons a Day Via Frisco Now Offers Startling Comparison With Sixteen Load Average in 1895

By LAUNA M. CHEW

THE southern division employees are quite familiar with the "Bessemer Branch", which runs from Pratt City to Bessemer, Ala., eleven miles, but many of the employees on the other divisions of the Frisco, who have not followed the increased amount of tonnage given to the Frisco by industries located thereon, will no doubt be surprised to learn of the progress and growth of this industrial branch of the Frisco Lines.

In 1895 the Bessemer Branch had only one crew doing the work, which occupied about four hours of their time, after which they went to Dora, Ala., for a train of coal and returned to Birmingham. Only about ten loads out and six or eight loads in constituted the daily haul and these loads were received from four blast furnaces at Ensley, one small wire mill, a small steel mill and blast furnace. The work was done with a small, three-wheel Mogul engine which would handle only about 650 tons from Bessemer to Pratt City.

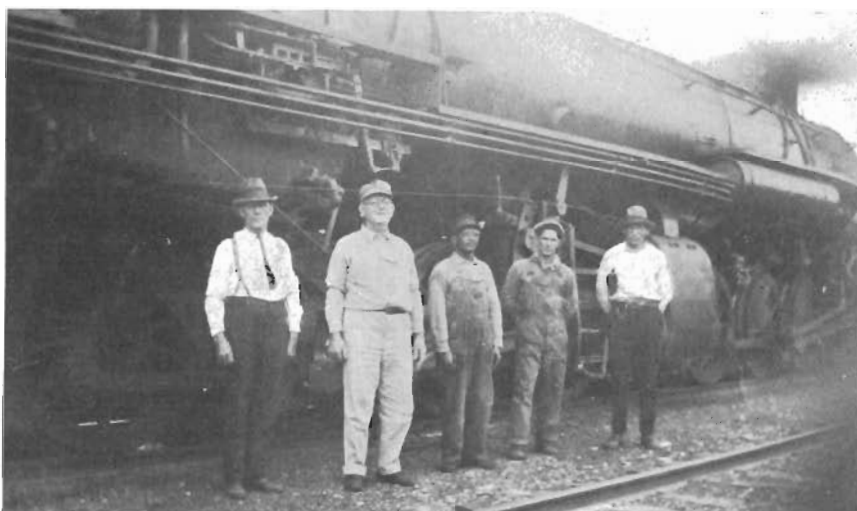
But the work handled in 1895 offers a startling comparison with that handled today.

Frisco engines of the 1200 class type, pulling 2,000 tons from Bessemer to Thomas Yard and one Mallet engine which pulls approximately 4,000 tons, have been added to the motive power on this branch.

Let us take a ride over the Bessemer Branch and note the many industries served by the Frisco. Just beyond Pratt City, the plant of the Birmingham Slag Company is located. In former years this slag was given away, but now it is a valuable commodity, being used extensively for road building purposes, ballast, and even fertilizer and cement.

Next we pass a battery of six blast furnaces of the Tennessee Coal, Iron & Railroad Company, and nine open hearth furnaces, where the steel rail used by the Frisco is manufactured. Then the blooming mill appears, where the ingots and blooms are produced from which the rails are rolled.

We pass the station of Ensley, Ala., where E. L. McAllister has served as agent for the Frisco for 19 years; on through Fairfield, where the Barrett Manufacturing Company, Tri-Cities Chemical Company, Chickasaw Car & Manufacturing Company are located,



The happy quintette in the top picture have a large total of service years on the Bessemer branch and on Frisco Lines. They are, left to right: M. H. Jones, conductor, 28 years; F. L. Cox, engineer, 22 years; Steve Robinson, fireman, 18 years; C. D. Barron, switchman; and Arch Jordan, brakeman, 10 years. In the picture at the right appear the station employees at Bessemer, left to right: H. G. Green, cashier, five years; J. E. Sexton, bill clerk, 6 years; and J. H. D. Smith, agent, 28 years.

the latter company having manufactured several thousand coal cars in the past two years for the Frisco Railway. Then comes the nut, bolt and tie plate mill, the new five-million dollar bar and plate mill of the Tennessee Coal, Iron & Railroad Company; the plant of the American Steel & Wire Company, a subsidiary of the United States Steel Corporation, where quantities of wire nails, wire fencing, staples and fence posts are manufactured.

Then we arrive at Woodward, Ala., where we cross the tracks of the Woodward Iron Company, manufacturers of pig iron, and the plant of the American By-Products Company.

Going into Bessemer, we find one of the largest plants of the United States Cast Iron Pipe & Foundry Company; blast furnaces of the Tennessee Coal, Iron & Railroad Company; the Bessemer Foundry & Machine Company;



the N. O. Nelson soil pipe plant of the Central Foundry Company; Dudley Bar Sales Company, and the Bessemer Rolling Mill, another of the plants of the Tennessee Company, which manufactures bars, plates and shapes. Also plants of the Nashville Bridge Company; Woodstock Slag Company, Superior Pipe Company, as well as other small pipe plants, all of which are liberal patrons of the Frisco Railway. The Semet-Solvay Company, manufacturers of coke and coal tar products, such as benzol, coal tar, pitch, light oil tar, creosote oil, etc., as well as the Barrett Roofing Company and the American Tar Products

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FRISCO DAY AT MUSKOGEE

Good Will Meeting Held at the
Chamber of Commerce,
October 29

THE City of Muskogee, Oklahoma, shook hands with the Frisco railroad amid mutual pledges of continued good feeling and co-operation, on the occasion of "Frisco Day," October 29, at Muskogee, sponsored by the Muskogee Chamber of Commerce. A tour of the industries of the city in the morning culminated in a well attended luncheon in the Chamber of Commerce dining room at which officials of the Frisco and of the Chamber of Commerce spoke.

Vice-Presidents J. R. Koontz and J. E. Hutchison, and S. S. Butler, freight traffic manager, were the Frisco speakers.

In his address, Mr. Koontz laid especial stress upon the important part played by the local agent of a community.

MRS. T. E. WALKER

"Sometimes I feel," he said, "that many of our people do not realize how vital to the success of our road, the local agent is. The Frisco railroad may be giving 100 per cent service at every point on its line, but if the agent in a certain community is discourteous, surly, inefficient, or has any of the many human complaints, he can discount the entire railroad to the people of that community. He is the Frisco to the people he serves. We are on the lookout constantly for good agents and I'm glad to say we've had success in finding them. But I want to say here that I wish we had agents at all stations on the Frisco Lines who combine the good qualities and efficiency of Mr. T. E. Walker, our general agent here at Muskogee."

Evidence of Mr. Walker's popularity with Muskogee business men was demonstrated by the hearty applause which greeted Mr. Koontz' compliment to him.

"The service extended by the Frisco is not confined to having cars at your disposal for loading when you need them, steels rails to transport these cars to your consignee and locomotives to take the cars along," Vice-President Hutchison said in his talk. "It embraces a great deal more territory than that. We of the Frisco are intensely interested in the production of the territories which our lines traverse. We are as anxious as you are at this time about the cotton condition, and we are doing all in our power to help solve it to our mutual advantage. We have devoted a great deal of thought and effort in the past, and are still doing so, to the inauguration of new industries. It is our honor to have begun the

A Midnight Recital at Sam's Place

I DIDN'T find out what his name was because he came in and out of my life like a 1,500 engine running late on a fast schedule, but he had one gift I'll never forget—he was an artist of expression.

I was "dunkin'" a tough and scaly sinker in a cup of mighty mediocre coffee in Sam's place down on the tracks when this gent ambles in, his greasy cap on the side of his head and his overalls all sloppy and soiled. He'd been handling a switcher for several hours and the way he attacked his ham and eggs this three o'clock in the morning was a sign of an excellent digestion.

We were the only two in the place and when some brakie passed the shack whistlin' a refrain from Melba's "Goodbye, Forever," this hoghead shoved back his well-polished plate and turned to me.

"I was loiterin' around the streets in St. Louis one night last week," he said, "and dropped into a concert. Don't know anything about music, but I like it. There was a sleek lookin' Frenchman on the program, and that feller played the piano in a way that made me feel all over in spots. As soon as he sat down on the stool, I knew by the way he handled himself that he understood his machine.

"He started out tappin' the keys 'way up one end just as if they were gauges and he wanted to see if he had enough water. Then he looked up as if he wanted to know how much steam he was carrying, and the next moment he pulled open the throttle and sailed onto the main line as if he was half an hour late. You could hear her thunder over the culverts and bridges, getting faster and faster until the feller rocked about in his seat like a cradle.

"Somehow I thought it was ol' 'Sandy' McGinnis holding down the cab on a passenger train and getting out of the way of a special. The feller worked the keys on the Central division like lightning, and then he flew along the north end of the line until the drivers went around like a buzz saw and I got excited for sure.

"About the time I was fixing to tell him to ease down a little, he kicked the dampers under the machine wide open, pulled the throttle way back in the tender and boy, how he did run. I couldn't stand it any longer and yelled to him that he was pounding on the left side and if he wasn't careful he'd drop his ash-pan. But he didn't hear me. Nobody heard me.

"Everything was flying and whizzing. Telegraph poles at the side of the track looked like a row of cornstalks and trees appeared to be a mud-bank and all the time the exhaust of the old machine sounded like the hum of a bumble bee.

"I tried to yell out, but my tongue wouldn't move. He went around curves like a bullet, slipped an eccentric, blew out his soft plug, went down grades fifty feet to the mile and not a brake set.

"She went by the meeting point at a mile and a half a minute and calling for more steam, and my hair stood up like a cat's tail because I knew the game was up. Sure enough, dead ahead of us was the headlight of a special. In a daze I heard the crash as they struck and then a long pause. Then I heard another crash as the Frenchman struck the deep keys away down on the lower end of the Southern division, and then I came to my senses.

"There he was at a dead standstill with the door of the firebox of the machine open, wiping the perspiration from his handsome forehead and bowing to a roaring applause that sounded like a roundhouse full of engines blowing off.

"When I walked out in the night I was still dazed. I've been back up by that concert hall several times since. But I didn't see any lights. I don't know anything about music. But I like it. Seems to tell a lot of things to a feller without speaking in words."

And my strangely expressive friend took a final gulp of his coffee, paid his check and walked out. I hope I'll meet him again soon. I'm sort of haunting Sam's place for that purpose.

—From an Exchange.

grape industry of the Ozarks which has mounted to great proportions. That is a phase of service which is not generally accredited to railroads, but it is one of its most important phases."

Following the speaking part of the program, Mrs. T. E. Walker sang several selections for the guests. She was accompanied by Miss Eudora Gage.

Others of the Frisco family attend-

ing the affair included: Messrs. F. H. Shaffer, M. M. Sisson, S. J. Frazier, J. H. Livingston, J. W. James, O. H. Reid, F. H. Connell.

Abundant Material

One reason there is so much humor in the world is because there are so many persons who take themselves seriously.—Philadelphia Inquirer.

J. N. CORNATZAR HONORED

Frisco P. T. M. Elected President of Passenger Officers

ANOTHER honor was conferred upon the Frisco Lines on October 30, when Mr. John N. Cornatzar, passenger traffic manager, was elected president of the American Association of Passenger Traffic Officers at the annual convention of that organization in the Arlington



J. N. CORNATZAR

Hotel at Hot Springs, Ark. Mr. Cornatzar was unanimously elected from the first vice-presidency and is the seventieth president of the association, which was organized in 1856.

The new president is a veteran passenger official, with more than 28 years' service in railroad passenger departments. He began his railroad career in 1888 in his native state of Tennessee as a telegraph operator for the Mobile & Ohio road at Humboldt, later serving with the same road as clerk, agent and in other capacities.

In 1898 he was appointed southeastern passenger agent of the M. & O. at Montgomery Ala. On March 1, 1901, he became affiliated with the Kansas City, Fort Scott & Memphis railroad as general agent, passenger department, at Atlanta, Ga. On December 1 of the same year he was transferred to Memphis as division passenger agent of Frisco Lines, when the Frisco purchased the K. C. F. S. & M. road.

Mr. Cornatzar was made assistant general passenger agent of the Frisco at Memphis in 1906, and in 1915 was again promoted to general passenger agent in the same city. On January 1, 1916, the general passenger agent's office was moved to St. Louis and he took up his residence there. During government control of the railroads he served for a period as general passenger agent for both the

Superintendent and Supervisors On Southwestern Division



HERE is a "paper" introduction to the superintendent of the Southwestern division, the roadmaster and the foreman on the Oklahoma sub-division.

Before we give you the names of the gentlemen, take a glance at the immaculate condition of the grounds, the bed of flowers, and the pile of neatly stacked material. Even the box car looks like it had had a bath!

From left to right, standing: Fred Shadd, roadmaster Sapulpa-Tulsa terminals; Jake Davis, roadmaster's clerk; C. T. Mason, superintendent; Pat Smith, frog repairer; Ben F. Baker, section foreman; R. A. White, foreman; Chas. Ball, foreman; W. A. Schubert, roadmaster Oklahoma sub-division; Hansen Rainwater, foreman; W. F. King, extra gang foreman; Thos. Sorrells, W. O. Hyler, Henry Hillerby, A. S. Walker, James Eunice, Walter Marsh and F. M. Pace, foremen.

Seated: Dave Austin, foreman; Geo. Eastin, yard foreman; C. B. Bonner, yard foreman, Bristow; and Ben Shedd, extra gang foreman.

Frisco and the M-K-T Lines, and upon resumption of private control on March 1, 1920, he was made passenger traffic manager of the Frisco. He resides at 4931 McPherson Avenue, St. Louis, Missouri.

Foresight

"If you're not very careful you're going to have trouble with a brunette," warned the fortune teller.

"Hm," mused the patron. "That's my wife. What makes you think I'll have trouble with her?"

"There's a blonde hair on your coat."

BESSEMER BRANCH MAKES PROGRESS

(Continued from Page 18)

Company have large plants nearby.

Before the installation of the Kopfers ovens by the Barrett Company, all of the above commodities went into the air in smoke from the coke ovens, which were of the old style beehive type. Now, many valuable and useful commodities are manufactured from the gas and smoke from the manufacture of coke.

The plants on the Bessemer Branch are served by other lines, as well as the Frisco, but the amount of business which has been given to the Frisco has necessitated the putting on of two crews. The business handled on this branch has increased from the average of 10 loads out and 6 or 8 in, in 1895, to an average of 50 cars in and out over this branch a month, or a daily tonnage handled off the branch of approximately 8,000 tons.

The many industries which have sprung up in the last thirty-one years on the Bessemer Branch of the Birmingham terminals gives one a better understanding as to why Birmingham, Ala., is called the "Magic City", and the "Pittsburgh of the South".

The employees who handle the Frisco's business are some of the oldest in the employ of this road, and many of them can review to the interested listener, the story of the growth of the Bessemer Branch since its early days.

Thinking lengthens life, says a physician. If you think quick enough, perhaps.—Youngstown Vindicator.

"Devil Dogs" Ride Frisco Mail Trains



FOLLOWING an order issued by President Coolidge, all important mail trains are now equipped with a Marine guard. The photographer snapped the accompanying picture at St. Louis on the arrival of the Frisco's 801 from Memphis at 6:45 p. m. on the night of November 11.

Wilbern Jay, United States Marine, is on guard, while D. Bingman, mail handler unloads the mail sacks. The insignias on Jay's coat denote expert rifleman and sharpshooter.

The order to equip mail cars with Marine guards came shortly following the mail robbery at Elizabeth, N. J., in October, when mail guards shot it out with eight bandits who, nevertheless, escaped with a loot of over \$100,000.00. These Marines occupy vantage points in the mail car, ready for any emergency.

Although present-day bandits are much bolder than the ones who operated years ago, the first authentic record of Marines acting as mail guards comes in May, 1775. It refers to Marines from Hartford, Conn., a few months before the regular Marine Corps was authorized by an act of the Continental Congress.

Reinforcements, together with mail dispatches and a chest containing 500 pounds of specie, were sent to Fort Ticonderoga, which had been captured from the British a short time before. Owing to the difficulty of securing reliable guards, a detachment of eight Marines was sent to

watch over the treasure and dispatches. According to a letter from Silas Root to Jesse Leano those Marines were "well equipped and well spirited", and executed their task in excellent fashion.

Later on in 1921, Marines were used to guard the mails, but were withdrawn after the postal employees were armed. It is said not a mail robbery occurred while the Marines were on duty.

Uncle Sam has again sent Marines to insure safe delivery of the mail. The system in operation is working smoothly and although it is too soon yet to see what effect the Marine guards will have on the mail robberies, they are expected to maintain the record they made in 1921.

There is something grim and determined looking about the "Devil Dogs" who ride the mail cars. Eastern railroads have dubbed Gen. Logan Feland, in charge of the Marines, the "shoot-to-kill" general in his mail guard work, but Feland wants it understood that his men are not shooting promiscuously at anyone who happens to look at them in a suspicious way. "Their orders are to shoot to keep from getting killed," he said.

The postal department has issued a warning to the public to move carefully around mail cars, and not attempt to enter one, or to loiter near, unless upon authority and this authority should be made known to the Marine.

APPEAL TO MOTORISTS

Frisco Engineers Request Greater Caution at Grade Crossings

MUCH has been said in the columns of the *Frisco Employes' Magazine*, in newspapers, and various other publications regarding the attitude of the locomotive engineers toward the motoring public, but so far the long-suffering engineers have never published a written statement of warning.

When Division No. 83 of the Brotherhood of Locomotive Engineers met at Springfield, Mo., on November 3, they passed the following resolution, and asked for its publication in this periodical:

"We, the members of Division No. 83, located at Springfield, Mo., running locomotives on the Frisco Lines, desire to appeal to the drivers of automobiles and trucks all over this country to consider every railroad crossing as a dangerous place.

"Whereas, the number of fatal accidents at railroad crossings all over this continent is increasing at an alarming rate; and whereas the majority of said accidents are caused by motorists who neglect to take ordinary precaution when approaching and passing over public railroad crossings; and whereas, the careless practices of motorists burdens locomotive engineers with an enormous mental and physical strain; and whereas, numerous agencies exist through which these careless practices may be brought forcibly to the attention of the motorists;

"Therefore, be it resolved that this Division No. 83, Brotherhood of Locomotive Engineers, regularly assembled at Springfield, Mo., on the third day of November, 1926, do hereby appeal to said numerous agencies to continue in and expand their efforts to bring before the motorists of this country the folly of persisting in such dangerous practices at public railroad crossings as is now almost universal on this continent.

"And be it further resolved that we express our deepest sympathy with the families of those already bereaved in this manner, and be it further resolved that we request the papers in our city to publish same."

(Sgd.) N. V. ALLEBACH,
C. E., Division No. 83.

G. A. HASLER,
Sec'y, Division No. 83.

Never Say Die!

Wife (tearfully): "You've broken the promise you made to me."

Husband: "Never mind, my dear, don't cry. I'll make you another!"

—The By-stander (London).

Solely Ornamental

"They tell me you have a model husband, Mrs. Hicks."

"Yus, sir, but 'e ain't a workin' model."

—Western Christian Advocate.

Performance Tells

"Why did you cancel your order for those fountain pens?"

"Because the salesman wrote down my order with a lead pencil."—Slogrins.

THE REDUCTION CONTINUES

Train Crew Efforts Toward the Equipment Showing Results

THEY'RE handling trains easier on the Frisco!

That claim can certainly be made for train crews of our railroad in the face of the continued reduction in damaged equipment. For the first ten months of 1926, figures from the operating department statistician show that while there is a slight increase in the number of cars damaged, the per cent of decrease in the amount of the damage, decreased 17.5 per cent over 1925.

"The fact that our dollars and cents decrease in the amount of damage to equipment continues to beat 1925, is absolute proof of the interest of our employes in this campaign," General Manager Fred Shaffer said. "It proves that our crews are handling our trains more carefully, that switching is done 'according to Hoyle,' and that we're getting splendid co-operation from our own people."

Springfield Terminal continues to hold first place with Birmingham second, and St. Louis third.

The Central Division shows improvement in jumping from second to first place, displacing the Eastern Division, which dropped to second position among the divisions. The Southern Division moved up from fourth to third place, the Western from fifth to fourth, while the Northern Division dropped from third place in 1925 to seventh or "tail-end" position so far this year.

The slogan for last month was furnished by M. J. Dennison, switchman of Birmingham and reads: "The Rough Handling of Freight and Equipment Can Be Eliminated Absolutely by Care and Judgment on the Part of the Employes."

The statement for the first ten months follows:

DIVISION or TERMINAL	NUMBER CARS DAMAGED			AMOUNT DAMAGE			NUMBER CARS HANDLED			PERCENT DAMAGED TO TOTAL			STANDING		
	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924	1926	1925	1924
TERMINALS															
Springfield	9	19	33	\$ 950.00	\$ 1,771.00	\$ 2,457.50	662,450	717,708	624,380	.0014	.0026	.0053	1	1	1
Birmingham	42	66	78	3,405.00	1,955.00	2,462.00	700,837	593,387	515,637	.0060	.0111	.0151	2	2	2
St. Louis	79	73	112	3,047.00	3,976.00	5,817.00	658,854	655,911	581,857	.0120	.0111	.0192	3	3	4
Memphis	217	139	182	9,242.95	6,485.00	6,362.50	965,442	1,018,130	1,050,914	.0225	.0137	.0173	4	4	3
Tulsa	140	210	261	2,573.00	6,207.50	8,002.00	601,640	714,226	589,554	.0233	.0294	.0443	5	5	6
Kansas City	186	175	206	4,115.50	5,774.00	3,809.00	596,110	595,069	567,256	.0312	.0294	.0363	6	6	5
Total	673	682	872	\$23,333.45	\$26,168.50	\$28,910.00	4,185,333	4,294,431	3,929,598	.0161	.0159	.0222
DIVISIONS															
Central	12	12	31	\$ 687.00	\$ 1,162.64	\$ 607.40	350,007	348,742	314,909	.0034	.0031	.0098	1	2	2
Eastern	32	18	42	760.28	1,030.00	2,230.26	760,230	754,843	624,860	.0042	.0024	.0067	2	1	1
Southern	57	66	122	2,865.50	5,794.00	3,113.82	818,632	782,924	735,010	.0070	.0084	.0166	3	4	4
Western	20	24	26	2,079.00	756.00	2,146.00	212,258	209,707	188,399	.0094	.0114	.0138	4	5	3
River	60	104	252	1,623.50	4,428.50	5,910.50	420,757	383,249	386,488	.0113	.0271	.0652	5	7	7
Southwestern	149	136	246	4,142.50	3,380.51	5,847.25	949,628	955,514	811,197	.0157	.0142	.0303	6	6	6
Northern	154	67	149	2,535.40	3,228.00	3,722.83	949,552	930,427	840,000	.0162	.0072	.0177	7	3	5
Total	484	427	868	\$14,693.18	\$19,779.65	\$23,578.06	4,461,064	4,365,406	3,900,863	.0108	.0098	.0223
Texas Lines	18	25	13	327.65	591.50	213.40	131,799	144,019	135,882	.0137	.0174	.0096
Total System	1175	1135	1753	\$38,354.28	\$46,539.65	\$52,701.46									
1926 compared with 1925—Per cent increase in number cars damaged, 3.6%.															
Per cent decrease amount of damage, 17.5%.															

Grade Crossing Work in Missouri



This photograph might be carded, the only sure way to fix railroad crossings—tunnel under.

The scene is at Mile 19, Hi-Line, where the Missouri State Highway No. 1 crosses the Frisco Lines. The highway will go under Frisco tracks.

Caterpillar tractor is shown in action, at work on this excavation which required the removal of 35,000 yards of dirt.

The photograph was forwarded to the *Magazine* by L. N. Walker, agent, Holmes Park, Missouri.

Memphis Cave-in Repaired

Undaunted by a cave-in several weeks ago along the Mississippi River front at Memphis which destroyed several hundred feet of Frisco double switch tracks, and did considerable damage to warehouse property, the

Frisco has completed the filling in of 3,000 cubic feet of dirt and service has been resumed on newly-laid tracks, R. E. Buchanan executive general agent announced. A picture of the cave-in was printed in the September issue of *The Magazine*.

Famous Indians Use Frisco Lines to Birmingham



Princess Joycette Jones and Chief Webster Lone Wolf photographed at Birmingham, Ala., following Journey via Frisco Lines

If a monthly "Who's Who" column could be kept of interesting and well-known people who ride via Frisco Lines, topping the list for October would be the names of Chief Webster Lone Wolf and Princess Joycette Jones, Indians, of the Bacone Baptist University at Baron, Okla., who arrived at Birmingham, Ala., October 28 on the "Kansas City-Florida Special".

They came with 400 other young folk to attend the Southwide Baptist Convention at Birmingham, October 28-31, inclusive. The 400 delegates came from Baptist colleges at Bacone and Oklahoma City in Oklahoma; Little Rock in Arkansas; Kansas City,

Columbia, Springfield and Mexico in Missouri and from points in Tennessee, Mississippi and Alabama.

Joycette Jones is a direct descendant of the only woman chief of the Seminole Indians. Although the Indians do not conform to the old tribal government, Joycette's grandmother once held the distinction of being chief of her tribe for some four or five years.

Joycette would never be taken for an Indian. Her skin is like that of any fair brunette. Her hair, though dark and wavy, is bobbed. She has blue eyes and uses excellent English.

Her father is of Spanish and French extraction. Her mother is a talented

woman and acts as an interpreter for the Department of the Interior and can speak many Indian languages fluently.

Webster Lone Wolf is a direct descendant of the famous Chief Lone Wolf. Nothing but Indian blood flows through his veins. He is now chief of the Kiowa Tribe.

He plays quarterback on the Bacone football team and is interested in all sports. Webster Lone Wolf has received the ceremony which goes with the acknowledging of a member of a tribe as chief, however, since the Indians are not governed by chiefs and tribal government, he has really only received the honor due the direct descendant of his famous grandfather.

FOUR GENERATIONS



Harry Harrison of the accident prevention department has named this photograph of his mother, his daughter, his grandson and himself, "Four Generations of Safety First."

Mrs. Joyce E. Harrison was born in Davidson County, North Carolina, on New Year's day, 1854. Her ancestors helped to make the history of the Carolinas. Harry Harrison was born in Davidson County, North Carolina, February 18, 1875. Joyce Harrison George was born in Grayson County, Texas, December, 24, 1902, and the grandson, Gordon Harrison George, was born in Grayson County, Texas, June 23, 1925.

The Harrison family moved from North Carolina to Missouri in 1888, and Mr. Harrison came to Texas in 1901, where he entered the service of the Frisco Railroad as a fireman on the Red River division. He was promoted to engineer in 1914 and ran a train during the war. On January 1, 1925, he was taken into the accident prevention department, where he is now employed.

DAIRIES ARE PROSPEROUS

Growth of Dairy Industry in the Ozarks Bringing Large Rewards

By J. H. LIVINGSTON,
Milk Traffic Agent

IT is legend that there came a time in the history of Denmark when as a nation, poverty and seemingly unsurmountable indebtedness stared her in the face. The one great problem was that of restoring national solvency, which was brought about through the dairy industry.

It is not legendary, however, in the United States. In the state of Wisconsin where for many years wheat was the main crop, the land gradually became worn and less productive, until wheat could not be grown profitably. Neither could other farm crops be successfully raised during the short season between the frost periods. With these conditions before them, the Wisconsin farmers decided to try dairying. The wisdom of their decision cannot be questioned, as Wisconsin now markets more dairy products than any other state in the union and has the undisputed right to her name, "The Denmark of America."

The dairy products marketed from the state of Wisconsin during the year 1924 brought to the farmers more than three times the value of the marketed wheat crop from the same territory.

It is not necessary, however, to refer to the legendary Denmark or to go to Wisconsin to find first class conditions for the dairy industry. The territory known as "The Ozarks," which includes a portion of the states of Missouri, Arkansas, Kansas and Oklahoma, principally served by the Frisco Railroad is ideal for dairying which can be carried as a side line to other farming or fruit growing industries.

In the Ozark country, winters are mild and short, plentiful springs insure a supply of good drinking water at all times, all kinds of grasses can be grown and in many sections blue grass grows in abundance without seeding.

The dairy industry in the Ozark territory started several years ago and progressed very slowly until about five years ago when it took on new life and has increased rapidly, but as yet is in its infancy when compared to what the country can be made to produce.

The following points in Ozark territory, located on Frisco Lines, are now producing large quantities of milk and shipping cream to market or manufacturing it into butter at the producing point: West Plains, Mansfield, Neosho, Mt. Vernon, Marshfield, Salem in Missouri, and Rogers, Springdale and Fayetteville in Arkansas. Many other stations ship quan-

"Thanks for the Buggy Ride," Says Robert Warfield, Tulsa



"Heave ho, for the life of a wheelbarrow," said Robert Warfield, when the radio flashed to a waiting world the news that Jack Dempsey had forfeited his heavyweight crown to the battling marine, Gene Tunney. Warfield, a timekeeper in the mechanical department of Frisco Lines at Tulsa, Oklahoma, had picked Tunney to win. Jack Drake, a machinist for the Frisco at the same shop, thought Jack was undefeatable. The loser is paying his bet in the above picture, while a crowd of Frisco folks crows with joy. Drake wheeled Warfield clear across the Arkansas River bridge and back.

ties of cream to the creameries, several of which are located on Frisco Lines. The creameries and cheese manufacturing plants are all reported in a prosperous condition.

There are also condenseries on the Frisco Lines, two of which are located in the heart of the Ozark country, one at Mt. Vernon, Mo., which manufactures condensed milk and ships on an average of one car load per day, the other at West Plains, Missouri, which manufactures various dairy products, and also ships sweet milk and sweet cream in car load lots to Illinois, Florida and Texas points via Frisco baggage service.

The estimated value of the cream and milk shipments handled by the Frisco Lines during the first nine months of the year of 1926 will exceed \$7,000,000.00.

There are great opportunities in the Ozark country for real dairymen, fruit and vineyard farmers.

AN OLD, OLD WISH!

Christmas again! How short a time it seems since last we wished our readers a merry one! As time has a way of doing, the year rolled by swiftly and now once more our heads are whirling and our minds bewildered by the joyous thrill of the holiday atmosphere. Christmas again, with its stinging snows and scarlet berries; with its hearty greetings and wealth of fragrant memories!

Merry Christmas sounds trite, but one casts about in vain for unique wishes or novel ways in which to couch them. There can be nothing new about the Christmas festival nor aught unusual in its message. In its oldness lies its value and its charm.

And so, the old, old wish—A Merry Christmas!

EMPLOYEES SHOULD HELP

(Continued from Page 17)

charge": "At a time when whatever capacity railroads may have for rate reductions be utilized for the benefit of other forms of traffic, we ought to scrutinize with great care any proposals to collect less revenues from those who ride in sleeping cars or from those who are able to afford the luxury of parlor cars. They ought to meet the full cost and value of the service furnished and a reasonable return on the property value. *The record does not show that they are paying any more.*"

The "other forms of traffic" referred to by the commission are travel in day coaches, and freight business. Since the commission made its decision its Bureau of Statistics has compiled figures which show that the total expense incurred by the railroads in transporting all their passengers is much larger in proportion to the earnings derived from them than is the case with freight business. In 1925, as these figures show, the operating expenses and taxes of the railroads as a whole chargeable to freight business, were 78½ cents for each dollar of earnings they got for handling freight, while for passenger service their operating expenses and taxes were more than 91 cents for each dollar earned. These figures show that passenger business as a whole is relatively much less profitable than freight business.

The showing on the western railroads alone is much worse for passenger business. In 1925 the operating expenses and taxes chargeable to the freight service of western railroads were 76.2 cents for each dollar they earned from freight business. On the other hand, the operating expenses and taxes chargeable to the passenger service of western railroads were almost \$1.01 for each dollar of earnings they derived from it. *The western lines actually failed by about 14 million dollars to get enough earnings from their passenger business as a whole to pay merely the operating expenses and taxes chargeable to it.* They earned this much less than any "net return" at all from passenger business.

The passenger business of the railroads being already, as these figures show, unprofitable as compared with their freight business—and the passenger business of the western railroads, as a whole, being actually handled at an operating loss—it seems clear, first, that if any reduction in railway earnings is justifiable, it should not be made first in passenger earnings, and, secondly, that if no reduction in total railway earnings is justifiable there should not be made a reduction in passenger charges which would have to be offset by an advance in freight charges. The abolition of the surcharge would, of course, be a reduction of passenger charges. *Should the western farmer be asked to pay higher rates on his grain in order*

that those who enjoy the luxury of sleeping and parlor cars may travel cheaper?

It may be said that if passenger business as a whole is comparatively or actually unprofitable, the railroads should raise all their passenger rates instead of making an extra charge for travel in sleeping and parlor cars. But this would not be just or practicable. It would not be just, because the passenger who rides in a day coach should not be charged the same rates for transportation as the passenger who rides in a sleeping or parlor car. Sleeping and parlor cars are heavier than day coaches, and the passenger in them is given much more room in which to ride. On many trains he has the use not only of the car in which his seat or berth is located, but also of a club car, an observation car or both. It costs the railroads more to carry him, and the service he gets is better. For both of these reasons he ought to pay more.

It would not be practical to make an advance in all regular passenger fares because of the competition of automobiles and motor buses. Within recent years the automobile and motor bus have taken away a large part of the day coach business of the railroads. An advance in the regular passenger fare, which would apply in day coaches would simply cause the railroads to lose more of their day coach business.

The "surcharge" has been attacked upon the ground that it keeps people from riding in sleeping and parlor cars. The facts disprove this. Between 1921 and 1925, travel in day coaches declined twenty per cent. This was due to automobile and motor bus competition. Between the same years travel in sleeping and parlor cars, on which the extra charge was applicable, increased twenty-two per cent. This increase in travel in sleeping and parlor cars is still continuing, it having been nine per cent greater in the first half of 1926 than in the first half of 1925.

Each year more people deliberately choose to ride in sleeping and parlor cars, rather than in day coaches, because they believe the parlor and sleeping car service is worth the entire additional amount it costs, including the ten per cent extra charge for transportation. They are proving that the Interstate Commerce Commission was right when it said in its "surcharge decision," "The issue here is whether those who ride in Pullmans should pay the same amount or more, mile for mile, for transportation than those who ride in other equipment, even down to 'Jim Crow' cars. There seems to be only one logical reply. The railroads in effect furnish two kinds of passenger cars, differing very materially in comfort, convenience and safety, and passengers may take one kind or the other, as they choose, at the different charges provided. It is said that when a passenger has paid for his railroad ticket and also for his Pullman ticket he has paid for everything he receives. But if he wants a drawing

room to himself he must pay two railroad fares, or if a compartment one and one-half fares, in addition to the Pullman Company's charges. The principle is not different when, in effect, one and one-tenth passenger fares are collected from the passenger who has the reserved right to exclusive use of a designated arm chair in a parlor car. The rail carrier undertakes to do and does more for him than it does for the passenger in the day coach, and the difference in the value of the service abundantly justifies the difference of one-tenth in fare."

One of the most objectionable features of the campaign that has been carried on against the surcharge has been the attempt made to get Congress to pass a law abolishing it after the Interstate Commerce Commission has upheld it. The people of the country gave Congress a mandate to create the commission to regulate rates because they did not believe that Congress ever could have the knowledge of railway affairs and the freedom from political influence that should be possessed by any body that should directly regulate the railroads. The Commission has done all the regulating of rates that has ever been done by the federal government. The passage of a law abolishing the surcharge would involve the direct fixing of rates by Congress. If Congress is to pass a law to change passenger charges fixed by the commission, why should it not pass laws changing other rates fixed by the commission? Once a precedent for rate-fixing by Congress has been established, nobody can tell how far it will go in directly regulating railway rates and other railway matters. Congress is subject to political pressure from various classes and territories. The amount of influence these different classes and territories can exert is constantly changing. If it began to fix railway rates by law, how long would it be before it would begin to fix railway wages by law? It already fixes wages in the postal department by law, and postal employees do not like the results.

When differences between the railroads and their employees regarding wages arise that cannot be settled by direct negotiations, they should be settled by impartial arbitration boards and not by political legislation. Likewise, when differences between the railroads and their patrons arise regarding rates they should be settled by a commission which is not subject to political influence, as Congress is.

The Interstate Commerce Commission has held that the passenger surcharge is a reasonable charge. All the facts support its decision. The railroads need the money derived from the surcharge to help pay reasonable wages and other operating expenses, and returns to the investors in their securities. They should be supported by the employees in opposing its abolition, because in the long run the railroad industry will not be able to pay reasonable wages unless it is able to get reasonable rates.

South Shops at Springfield Boast of Twin Record

By EMERY HAGUEWOOD



These two families are the pride of the south shops at Springfield, Mo., since each of the fathers is employed there. The McGarrah family is shown above—Mr. and Mrs. McGarrah and the two sets of twins. The Maybee family is below. Three other children of the Maybee's are not in the picture.

SOME enterprising statistician has announced that twins occur only once out of 13,497 births. Whether the gentleman's figures are correct will always be a matter of conjecture. At any rate the south shops of the Frisco Railroad at Springfield, Mo., can boast of two workers who, as heads of their respective families, are the proud fathers not only of twins, but of two sets of twins each. Bruce McGarrah, pilot maker at the

south shops, who resides at 1612 West Pine Street, Springfield, Mo., has a companionable home life, indeed, for beside Mrs. McGarrah there are Marie and Maxine, two years old on August 10, 1926; and Bernice and Barnard, who were six years old on February 4, 1926. Mr. and Mrs. McGarrah are both natives of Arkansas and have been married twelve years.

Eugene Maybee, south shops blacksmith, maintains a family on a par

DIRECTORS INSPECT FRISCO

Headed by Mr. E. N. Brown, chairman of the board of directors, of New York and President J. M. Kurn, a six-car special train containing compartment Pullmans and business cars, left St. Louis at 8:00 a. m., Tuesday, November 16, for a five-day inspection of Frisco Lines. Twenty-one directors and officers of the Frisco accompanied the train.

The Frisco cities visited included Memphis, Birmingham, Springfield, Oklahoma City, Sherman, Sapulpa, Kansas City and Fort Scott. The special returned to St. Louis at 4 p. m. Saturday, November 20.

The following men composed the party:

Directors: C. W. Michel, vice-president of the Frisco, New York; David P. Bennett, Pittsburgh Steel Products Company, Pittsburgh, Pa.; Frederick H. Ecker, vice-president Metropolitan Life Insurance Company, New York; Walter S. Franklin, vice-president of the American Trading Company, New York; George C. Fraser, lawyer, New York; Jesse Hirschman, retired capitalist, New York; Grant R. McCullough, banker, Tulsa, Okla.; Theodore G. Smith, vice-president of the Central Union Trust Company, New York; Festus J. Wade, president of the Mercantile Trust Company, St. Louis; R. E. Lee Wilson, planter, Wilson, Ark.; H. P. Wright, broker, Kansas City.

Albert Straus of J. & W. Seligman & Co., of New York and Ford Harvey of the Fred Harvey System, Kansas City, are guests on the trip.

Frisco officers: F. H. Hamilton, vice-president and secretary-treasurer; J. R. Koontz, vice-president in charge of traffic; J. E. Hutchison, vice-president in charge of operation; E. H. Bunnell, comptroller; F. G. Jonah, chief engineer, all of St. Louis, and H. L. Worman, superintendent of motive power, and F. H. Shaffer, general manager, both of Springfield, Mo.

with that of his friend McGarrah, at 644 North Catalpa Street, Springfield, Mo. Maybee's family consists of Mrs. Maybee and Fay and Ray Maybee, both two years old on March 19, 1926; and Burrell and Murrell Maybee, who celebrated their fifth birthday on June 30, 1926. The Maybee's claim Nixon, Mo., as their home and have been married fourteen years. Besides the two sets of twins the Maybee's are the parents of three other children, Clinton, 12; Velva, 7; and Leo, a delightful little chap two months old.

For Men Only

It's a wonderful thing for women

The popular permanent wave,
Now it's up to some struggling inventor

To get out a permanent shave.

—Penn. State Frotn.

MISS BESS TOON MARRIED

Widely Known Frisco Employee
Weds Magazine Reporter

MISS BESS TOON, who for several years has been in charge of the files in the President's office, at St. Louis, has resigned the position she so ably filled there in order to enter woman's traditional sphere as Mrs. Ralph C. McBride.



MISS BESS TOON

"Mick," as the lucky groom is known among the boys, is Assistant Chief Clerk in the Purchasing Department at St. Louis, and a reporter for the Frisco Magazine. The wedding took place on November 23.

"Bess" as one of the most popular of the Frisco girls, has been the recipient of a number of showers and has been extensively entertained.

One unique shower of gifts from the "Palace of Varied Industries" given by the girls of the general offices literally "floored" the recipient. The gifts were numerous and useful and occasioned much hilarity. Those participating were:

Misses Cecil E. Allen, Helen Ansbros, Rose Benks, Cora Brackemeyer, Lillian Boehm, Mary Blanck, Margaret Byrne, Wilsie Cawthon, Margaret Cowan, Ella Eckelkamp, Mollie Edwards, Blanche Ebanues, Gabriel Gorman, Loretto Connor, Mary Grady, Lucie V. Good, Eleanor Huske, Leola Hughes, Catherine Hughes, Ruth Hallenberg, Berthe Hahn, Ann Hart, Mabel Hart, Minnette Juhlin, Martha Kisro, Marie Kratky, Kathryn LeHouillier, Emily Lehr, Ethel Lincoln, Grace McEvoy, Helen McHale, Lyola McLaughlin, Marge Madden, Gladys Marshall, Nelle Keller, Lucille Meyer, Hilda Melchoir, Kathryn Nonn, Florence O'Brien, Mary Picher, Lydia Peterson, Sylvia Rachota, Ethel Richter, Augusta Riegel, Viola Zykan.

Mrs. Hoerber, Mrs. A. Hellman, Mrs. Hilton, Mrs. Van Liew, Mrs. Young.

Another delightful surprise miscellaneous shower in which a number of Frisco girls also participated, was given by Mrs. Frank Durfield of Theodosia, Avenue, St. Louis.

Miss Nelle Keller of the President's office, entertained at her home in honor of the bride with a dinner

TO BESS AND MICK

By Loretto A. Connor

Yes, dear reader
Once more Cupid
Winged his shafts
Within our ranks;
And the wanton,
Merry love God
Busy still at
Old time pranks,
With his little
Bow and arrow
Mid our number
Hurled his darts
Then with wicked
Aim unerring
Claimed his toll
In Frisco hearts.

Hail the bride then!
You all know her,
Our own Bess whose
Radiant ways
So endeared her
To the Frisco
That none named her
Save to praise.
Who's the bridegroom?
Can't you guess it?
Mick's the envy
Of the boys—
Yet they join in
Ardent wishes
For a life that's
Blessed with joys.

Mick's the gainer
We're the losers;
Dearest reader
You must know
That the joy her
Presence gave us
Makes us loathe to
See Bess go.
We will miss her
Hearty greeting;
We will crave her
Cheery smile;
All the old, gay
Camaraderie
That made life seem
More worth while.

But—the best of
Luck be with you
Bess and Mick through-
Out the years;
May your days be
Bright and happy
Free from all that
Blights and sears.
All life's choicest
Good be yours then,
Health and wealth,
We wish you too
Happiness but
Over aught else
Love that shall be
Always true.

dance. This was a strictly Frisco affair and will linger as a pleasant memory for many a day in the minds of those who were fortunate enough to be numbered among the guests.

A number of other luncheons and entertainments are being planned and the lucky couple have received many handsome gifts, tributes to their well-deserved popularity.

FLORIDA "DIAMOND BACKS"

Frisco Wire Chief Explores Wild
Parts of Peninsular State

DURING a recent trip to Florida, made for the purpose of locating some relatives in the storm area, E. E. Swafford, manager and wire chief for Frisco Lines at Ft. Scott, Kans., made an unusually interest-



E. E. SWAFFORD

ing snap shot for the *Magazine*, which proves that there are still some "wild" spots in America rarely visited by tourists.

"I found my relatives all well, and so I took the opportunity to go bass fishing and see some of the interesting points in Florida while I was there," he writes.

He visited Indiantown, Florida, so far in the jungles that the bobbed hair craze had not yet reached the natives, and none of them had heard the song, "Yes, We Have No Bananas."

"I had heard in my early days the custom of the Indians to bury their dead in a peculiar manner, however, I did not believe such a custom still existed in a civilized country like ours, until I ran across an old Indian grave," his letter continued. "Among the bones were all kinds of small articles of personal property which had belonged to the dead Indian. Near the grave was the carcass of a horse which the deceased had owned, and which had been brought to the grave, killed, and left with the body of its owner, to take with him to the 'Happy Hunting Ground'."

The picture shows Mr. Swafford with a diamond back rattler, a species which is quite common in Florida.

"Our party killed five of them during our stay there, and the natives said that 'it wasn't a very good week for them, either'" Mr. Swafford said.

\$585 A DAY FOR FIRE

Frisco Has Low Ratio of Fire Losses—Reduce It Further

By G. L. BALL, Supt. Insurance

IT is well to consider at this holiday time of year, a problem of vital importance to us all—fires.

Railroad fire losses cover a wide range. A "red-ball" train may carry dynamite, gasoline, strike anywhere matches, cotton, hay or straw. A shop building may be of a character designed to protect both life and property but the very nature of many operations in this structure are in themselves a menace, especially if lax housekeeping methods prevail. Oily rags and papers, rubbish, waste paper, and other easily combustible materials in basements, attics, cupboards and dark corners are an invitation to fire. A careless man tossing away a lighted match or a cigarette butt is only needed and often at hand.

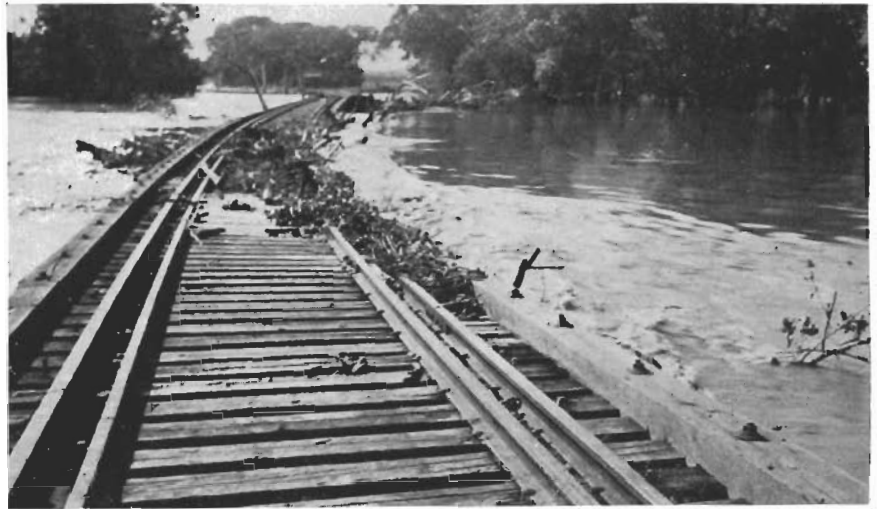
The management of this railroad always has given intelligent and careful consideration to fire protection for its property, but in freight houses where boxes are piled high in front of fire hose connections, fire extinguishers and water barrels they may or may not interfere with a man reaching the hose nozzle, the fire extinguisher or fire pail at water barrel quickly in an emergency. Obstructions to ready access to your fire protection equipment are almost certain to make trouble when an attempt is made to run the hose out; to carry the extinguisher to a fire, or apply water from the barrel.

Fire losses for 1925 on eighty-five railroads representing a mileage of 215,450, aggregated \$7,397,435.00. Seven thousand eight hundred and sixty-six fires produced this loss: average loss per fire, \$968.40; average loss per day \$20,266.85; average loss per hour \$844.46 and average loss per minute \$14.07.

The Frisco is a "Mile a Minute" road. It stands in the railroad world where the Cardinals stand in the baseball world. It is not, however, a \$14.07 per minute fire loss producer. The Frisco's average per day in 1925 was \$585.24; per hour \$24.38 and per minute 41 cents. The annual per capita fire waste in the United States is approximately \$5.00, in Europe it is 33 cents, so you will readily observe our railroad is pure Scotch in the business of producing fire loss as compared with other Class 1 railroads reporting annually to the Railway Fire Protection Association. To be first in everything always has been the spirit of Frisco men and women and our per minute fire loss record of 41 cents must be brought down to 30. Then Europe with its 33 cents per capita fire loss will be just a close second to the St. Louis-San Francisco Railway Lines.

Causes of fire loss for the year 1925 on eighty-five railroads, representing a mileage of 215,450, are especially

Flood Damage at Arkansas City



WHEN the flood waters of October were keeping Frisco superintendents from their well-earned rest, and section gangs and extra gangs were helping the boys of the bridge and building department "keep the line open", there were some lively times on the western division.

The Arkansas River went on a rampage that made high-water history in the cities along its usually peaceful banks, and at Arkansas City many houses were submerged and great damage done. F. C. Gow, assistant superintendent of the western division, forwarded the *Magazine* the accompanying photographs.

The picture at the top was taken from the middle of the Frisco bridge over the Arkansas River and looks toward Arkansas City. The drift is on the north side of the bridge. The force of the waters had swept the bridge twenty feet out of line when the picture was snapped, and all the structure under the deck of the bridge had been washed out. The bridge was later cut, and swung to the bank by means of a long cable anchored ashore. Had it not been cut, the water would have taken it down the



river, probably washing out other bridges below the city. The photograph at the right is a view at the north end of the bridge where a stretch of track was washed away. Some of the inundated houses may be seen in the distance.

informative, and definitely disclose that a large proportion of railroad losses are from preventable causes. In fact, practically all of the reported causes are known as preventable and this emphasizes the importance and necessity of constant vigilance in discovering and eliminating hazards that may result in fires. This also emphasizes the importance and necessity of maintaining vigorous and intelligent fire fighting forces at terminals to minimize the possibility of conflagration.

The continued co-operation of officers and employees is essential to successful fire prevention effort. A penny saved is a penny earned and a fire

prevented will save dollars and may save our jobs. Fire under proper control is alright and necessary: an automobile under proper control is a comfort and a joy, but both fires and automobiles uncontrolled are a menace to life and property.

Or Dozen?

"Where is father?"

"I don't know. Down in the cellar taking his daily unconstitutional, I guess."—The Doctor.

However, the styles would indicate that it's woman, and not man, who wants but little here below.—*Arkansas Gazette*.

"Reckless Ray" Learns His Lesson in Safety and Carefulness

MAURINE HUFF, daughter of C. E. Huff, Frisco conductor, not only believes in safety and accident prevention, but this was the subject of a radio talk which she gave over Station KVOO, Bristow, Okla., recently.

Miss Huff is an accomplished entertainer, and each week broadcasts a story from this radio station. Many of them she writes herself. This one was particularly appealing, and she



MAURINE HUFF

received many comments, by letter and wire, commending her on the selection of the subject, and on the rendition of the story.

This particular safety story is named, "The Awakening," and evolves itself around the eighteen-year-old son of a modern family. He has been nicknamed "Reckless Ray" because of his careless driving of the family car.

His delight was to shave people—to just get over the track in front of an express train—to just stop in time to avoid an accident—all of which was a terrific strain on the nerves of the occupants of his car.

One Sunday, after a hearty dinner, at which time he partook generously of three pieces of rich mince pie, he fell asleep.

In his dream he witnessed his own careless driving which terminated in his death at a railroad crossing. As the engineer picked up his lifeless body, a man appeared bearing a sign, "The Public". He demanded Ray's body that the Public might punish him for his reckless driving. He was carried to the church where the Public might view the remains.

The minister read to the assembled throng, ten commandments for safety, which Ray had not observed, which were:

Thou shalt learn to approach railroad crossings with extreme care;

Thou shalt look both ways and listen;

Thou shalt be doubly alert if there are two or more railroad tracks;

Thou shalt always use good judgment at railroad crossings, that thy days may be long;

Thou shalt keep thy brakes girded with effective brake lining;

Thou shalt not kill the passengers in thy car;

Thou shalt not depend upon the driver of the "other car";

Thou shalt not try to beat the train;

Thou shalt, when in doubt, take the safe course;

Thou shalt CROSS CROSSINGS CAUTIOUSLY!

Then the Public lifted Ray up and threw him out in the street and threw cats and dogs after him. "You ran over me", screamed a cat. "You broke my leg", yelled a dog.

Down the street came a strange army of crossing gates and railroad signs. They began to shoot words at him, which were, "CROSS CROSSINGS CAUTIOUSLY", and soon he was covered with them.

All at once he awoke! It was only a dream!

But it had performed a miracle in Ray's life. Instead of calling him "Reckless Ray", they renamed him "Rational Ray" and made him president of the Safety First Club and his creed ever afterward was CROSS CROSSINGS CAUTIOUSLY!

HE MISSED THE QUEEN

"Well," remarked H. C. Hull, steward on Frisco train 3, as it pulled out of the St. Louis Union Station, and passed a splendid special train in the yards on the morning of October 11, "I'm not going to make this one," and he waved toward the train. A fleeting glance revealed several women at breakfast in the special diner.

"Make what?" inquired an interested passenger in the dining car.

"The Queen's special," he replied. "That car we just passed contained Her Majesty, Queen Marie of Rumania and I waved at somebody, and somebody waved back at me, but I presume it was one of her Ladies in Waiting!"

"Were you ever on any of those special trains carrying such people as Queen Marie?" he was asked.

"That was the reason for my remark," was his reply. "I was on both the Wilson and Harding special trains when they made trips over the country. But I'm not kicking. We can't have everything. I'm happy right here and every passenger that rides Nos. 3 and 4 will be served just as I'd have Wilson, or Harding or Queen Marie served."

BOWLING SEASON OPENS

St. Louis and Springfield Frisco Teams Meet November 25

FRISCO LINES bowling teams are again in their stride for the winter season. The Frisco Railway Bowling League of the St. Louis general offices has begun its winter's recreation work in earnest, in preparation for entrance in the national championships this winter.

The first inter-city Frisco meet of the year was held November 25, Thanksgiving Day, at Springfield, between the St. Louis and Springfield Frisco teams. The results could not be printed in this month's *Magazine*. During the 35-week season ending in April, the St. Louis bowlers expect to win in both the city contests and the national meet in Cleveland early in the new year.

Team standing and averages for the St. Louisans of Frisco Lines follow:

Name	G.	W.	L.	Pct.
Auditing	30	21	9	700
Interline	30	21	9	700
Passenger	30	18	12	600
Engineering	30	18	12	600
Revising	30	12	18	400
General Freight	30	12	18	400
Tower Grove	30	10	20	333
Freight Traffic	30	8	22	267

TEAM STANDING

High Three	
Interline	2936
Passenger	2701
Auditing	2598
Engineering	2585
Tower Grove	2573

High Single	
Auditing	1042
Interline	970
Tower Grove	934
General Freight	927
Freight Traffic	923

INDIVIDUAL AVERAGES

High Three	
Tschampers	663
Duffy	645
Burke	633
Tremayne	617
Koch	614

High Single	
Thielker	256
Tschampers	247
Lamont	232
Gauvin	229
Stoessel	225

REMEMBER CHRISTMAS SEALS

Christmas shopping takes up much of your time. Gifts for the children, a gift for mother, father and the husband, but—

Remember the work of the Tuberculosis Society and their 1926 Christmas Seals. The one which they have for sale this year is unusually attractive and will add a delightful bit of color to your tissue-wrapped gifts.

By buying these seals you will add to the fund that is cutting the tuberculosis death rate in half. The Tuberculosis Society has grown into a giant life-saving enterprise, annually spending more than \$100,000 on health-building and disease-preventing projects, which not only help the sick and undernourished, but safeguard your health.

Fuel Records Mean Fuel Economy

FRISCO freight standard for October, 165 pounds, performance 170 pounds, only 5 pounds above standard set. Passenger standard, 14.2 pounds, performance 15.3 pounds, 1.1 above the standard.

For the month of October, as will be noted, there were some unusually good records made in Fuel Economy:

Eastern Division

Engineer Ege and Fireman Finley on train extra west, engine No. 60, October 27, Springfield to Monett; 64 cars in train, 1,965 gross tons. On arrival at Monett 4 tons coal needed to fill tank—an average of 93 pounds per 1,000 gross ton miles.

Engineer Wright and Fireman Tyn-dall, on extra west, engine No. 56, October 8, Springfield to Monett; 61 cars in train, 2,311 gross tons, used 5 tons of coal for the entire trip—an average of 98 pounds per 1,000 gross ton miles.

Engineer Debo and Fireman Harris, on train No. 36, engine 48, October 9, Springfield to Newburg; 55 cars in train, 2,518 gross tons, 15 tons of coal needed to fill the tank on arrival at Newburg—an average of 100 pounds of fuel per 1,000 gross ton miles.

Engineer Beisigle and Fireman Napier on train first 32, engine No. 5, October 21, Springfield to Newburg; 54 cars in train, 2,505 gross tons, used 16 tons of coal—an average of 107 pounds of fuel per 1,000 gross ton miles.

Engineer D. E. Frey and Fireman Turner on train first 38, engine No. 7, from Newburg to Gratiot; 47 cars in train, 2,339 gross tons, used 15 tons of fuel—an average of 113 pounds per 1,000 gross ton miles.

Southern Division

Engineer Welch and Fireman O. L. Medsker on train No. 103, engine 1050, November 3, Springfield to Thayer; fuel performance 14.2 pounds per car mile, 1.3 pounds better than the standard set for the division. This performance obtained by close co-operation of the engine crew; every advantage taken by Engineer Welch to make the time in the most economical manner and an excellent job of firing by Fireman Medsker. A total of 788 scoops of coal used.

Engineer Haring and Fireman Ryan on train No. 106, engine 1060, Amory to Memphis, October 28; 9 passenger cars in train, used 7 tons of coal—an average of 12 pounds of fuel per passenger car mile.

Engineer Elghnie and Fireman Mathews on train No. 105, engine 1060, Memphis to Amory, October 25; 9 cars in train, a total of 1,152 passenger car miles, used 6 tons of coal—average per passenger car mile, 10 pounds.

Engineer Adams and Fireman Davidson were on engine 4010, train No. 136, Harvard to Thayer, October 8;

handled 2,345 gross tons, used 15 tons of coal—an average performance of 97 pounds per 1,000 gross ton miles.

Engineer Dobbs and Fireman Jones on extra north, engine 4000, from Amory to Holly Springs, October 21, 1,870 gross tons, 155,210 gross ton miles, used 6 tons of coal—77 pounds per 1,000 gross ton miles.

Engineer Jacobs and Fireman Humphrey on extra north, engine No. 17, Birmingham to Carbon Hill, October 21, handled 1,701 gross tons, used 6 tons of coal—an average of 112 pounds per 1,000 gross ton miles.

River Division

Mr. E. E. Nixon submits the following performance for publication:

On October 27th, engineer W. H. Adams and Fireman W. O. Finley on train 801, engine 1030 from Hayti to Blytheville, distance 25 miles, train consisted of 6 cars—average performance for entire trip was 7.5 pounds per passenger car mile.

Northern Division

Mr. A. Malmgren reports an unusually good run made by Engineer Phillips and himself on October 18, train No. 334, engine 1275, from Wichita to Neodesha. Handled 1,484 gross tons Wichita to Beaumont, 1,916 gross tons Beaumont to Neodesha for a total of 181,928 gross ton miles. Used 8 tons of coal—an average of 87.9 pounds per 1,000 gross ton miles. On duty 8 hours, 45 minutes.

Engineer Anderson and Fireman Killner on train first 131, Kansas City to Paola, engine 1333, October 27, handled 1,718 gross tons, used 7 tons of coal—an average of 82 pounds per 1,000 gross ton miles.

Engineer Kirkpatrick and Fireman Kell were on engine 1313, train No. second 131 from Kansas City to Paola, handled 1,697 gross tons, used 8 tons of coal. Performance of 89 pounds per 1,000 gross ton miles.

Engineer Jackson and Fireman Riggs on engine 1331, train third 162 from Ft. Scott to Paola, October 20; had 38 loads in train, 2,421 gross tons. Used 11 tons of coal—an average of 91 pounds per 1,000 gross ton miles.

Engineer Mullane and Fireman Stroud were on engine 1317, train second 162 from Ft. Scott to Kansas City, October 20, handled 2,735 gross tons, used 12 tons of coal—an average of 88 pounds per 1,000 gross ton miles.

Engineer Parker and Fireman Schlingmann, engine 4135, train No. 136, from Springfield to Ft. Scott, October 8, handled 1,931 tons, used 8 tons of coal—an average of 80 pounds of fuel per 1,000 gross ton miles.

Engineer Kells and Fireman Baird were on engine 4141, train No. 136, from Springfield to Ft. Scott, October 7th, 32 loads and 14 empties in train; handled a total of 1,747 tons, used 8½ tons of coal—an average of 94

JOINS LEGAL DEPARTMENT



The appointment of Mr. Phil Donnelly, whose picture appears above, as assistant district attorney of Lebanon, Mo., was announced in the November Magazine.

Mr. Donnelly will have jurisdiction over Camden, Crawford, Dent, Laclede, Maries, Phelps, Pulaski, Webster and Wright counties in the State of Missouri, in the interest of the Frisco. He succeeds to the position formerly held by Frank H. Farris, deceased.

pounds per 1,000 gross ton miles.

Southwestern Division

Engineer J. Cullum and Fireman J. Carruth were on engine 1069, train No. 112 from Oklahoma City to Sapulpa, October 6; 9 cars in train, 945 passenger car miles, used 914 gallons of oil—an average of .96 gallon per passenger car mile.

Engineer D. Beeler and Fireman Wm. Dunham were on engine 4150, train No. 432, from Sapulpa to Afton, October 7; 60 cars in train, 237,042 gross ton miles, used 11 tons of coal—an average of 93 pounds per 1,000 gross ton miles.

Engineer J. Moore and Fireman S. Tolbert on train No. 434, engine 4154, Sapulpa to Afton, October 27; 271,062 gross ton miles; used 14 tons of coal—an average of 103 pounds per 1,000 gross ton miles.

Engineer L. Colvin and Fireman Saylor on train 534, engine 4134, from Francis to Sapulpa, October 28th; total of 226,340 gross ton miles, 1,712 gallons of oil were consumed on the entire run—an average of 8 gallons or 95 pounds per 1,000 gross ton miles.

Engineer O. P. Couch and Fireman C. Akins on extra east, engine 4152, from Sapulpa to Afton, October 26th, total of 251,748 gross ton miles; 13 tons of coal were needed to fill the tank on arrival at Afton—an average of 103 pounds per 1,000 gross ton miles.

HE STICKS TO POST

Although Partially Paralyzed,
Engineer Fitzjohn Finishes
Run on Central

ONE of the most heroic feats recorded on the Frisco for some time occurred on the morning of October 15, when J. W. Fitzjohn, Frisco engineer of 32 years' service on the Central Division handled his train from Winslow to Chester, Arkansas, a distance of twelve miles through steep mountain grades after having been stricken with paralysis.

Mr. Fitzjohn got down from his engine to oil at the Winslow station. Immediately after returning to his seat in the cab he felt suddenly ill. However, not realizing the seriousness of his condition, he kicked off the brake and started his train to Chester.

He turned to the fireman to ask his assistance, but found that he could not talk and that his right arm was paralyzed. Realizing that if he lost control of his engine, his entire train would back down the mountain, resulting in loss of life and property, he remained at his seat, and operated the throttle with his left hand, successfully bringing the train to a stop at Chester, Arkansas.

After arriving, he found he could neither move nor speak. In some way he attracted the attention of the fireman, who called for help and he was taken from the cab. Another engineer was called and by the time he had arrived at the train, Mr. Fitzjohn had partly recovered his power of speech, and he walked back to the train which took him to Van Buren where he received medical aid.

Mr. Fitzjohn began his service with the Frisco on July 13, 1894, and was promoted to the position of engineer on November 18, 1902. His home is in Monett, Mo. He has one daughter living at home and a second, Genas Fitzjohn, is employed in the office of the statistician at Springfield, Mo.

He is recovering nicely from the stroke, which fortunately was not as serious as most paralytic strokes, and he hopes to return to work after his complete recovery.

His co-workers are eager to welcome him back and are keeping in close touch with his condition.

Wrong Number

Matrimony is like telephoning—one doesn't always get the party one wants.—Boston Transcript.

Very Determined

"I told my wife that if she bobbed her hair I would leave her," confided a man to his friend.

"But she bobbed it; and you're still living with her."

"You bet I am. I'll show her she can't bluff me."—Bottles.

A Time-Saving Mower On Texas Lines



"Johnson" grass and a brand of the toughest weeds in the country, have for years seriously hampered the work on the Texas Lines of keeping the right-of-way clean. So tall and tough do the weeds grow that Vice-President O. H. McCarty and his men were sorely pressed for some method of extermination or cutting, which could be done economically and quickly.

A call was made on the gas engine department at Springfield for a machine which would aid in keeping the right-of-way clean. A. E. Wooldridge designed the machine shown above, in 1925, and during the year it has been in use on the Texas Lines it has paid for itself many times.

The weed mower carries a six foot sickle similar to a mowing machine sickle, which extends out on the right

of the mower and cuts its swath as close as six inches from the end of the ties. The mower is carried by a Fairmount type "QHB" engine with a two-speed transmission and is mounted on an especially designed frame with a Rawls Mower attachment. The mower will cut at any angle, level, declining or inclining, and can be easily adjusted to the various slopes. The machine runs four miles an hour and is operated by two men, an engineer and a mower. Texas Lines people say the cost is approximately \$2.00 per track mile, cutting on both sides. The work is accomplished 90 per cent cheaper than by labor. H. E. Bucher, a former Texas Lines gas motor maintainer has been assigned the operation of this car exclusively during the summer months.



Meet some of the office employees of the Frisco's West Tulsa headquarters: From left to right: O. H. Parker, general foreman; Robert Warfield, roundhouse clerk; Inez Simpson, stenographer to chief clerk; Edna A. Wooden, secretary to superintendent; Amelia Kalt, roundhouse clerk; Dale A. Young, performance clerk; S. R. Kennedy, superintendent terminals; G. G. Harrison, chief clerk to superintendent; A. N. Beck, storekeeper. The man on the back row is H. B. Eldridge, fuel foreman.

THE PENSION ROLL

Two veterans, with a total of forty-five years, five months' of service, were placed on the Pension Roll at the meeting of the Board of Pensions, held October 29, 1926, in the offices at St. Louis, Missouri.

JOHN FRANCIS RYAN, train dispatcher, northern division, was retired from active service at the age of 65 years, due to physical disability. He was born December 5, 1861, at Natick, Mass. His father was a farmer and he attended the public schools near his home. At the age of twenty, he began his railroad career as relief agent at High Hill, Mo., for the Wabash Railway. He served at various points on the Wabash System and also with the



JOHN F. RYAN

Union Pacific System, and on December 1, 1899, he came with the Frisco as a train dispatcher at Ft. Scott, Kans., and remained in that capacity until his retirement on October 1, 1926. He resides at Ft. Scott, Kans. Continuous service of twenty-nine years five months entitles him to a pension allowance of \$58.70 a month, effective from October 1, 1926.

MIKE GRANT, crossing flagman for the P. & G. N. Railroad at Paris, Texas, was retired on September 30, due to having reached the age limit. He was born in New York City, N. Y., September 30, 1856. He went to work at an early age on a canal boat near his home, where he says, "I learned safety first hitching a mule to a canal boat." His first railroad work was that



MIKE GRANT

of a switchman in the Paris yard in the fall of 1893, and later he served as a freight brakeman. He also served as a passenger brakeman, and later as flagman at the Bonham Street crossing, Paris, Tex. On May 24, 1882, he was married to Melissa Cassidy of Bertrand, Mich., and to them were born seven children. Don, a son, formerly served on the Frisco's central division as an engineer, but died on January 3, 1913. Mr. Grant resides at 423 W. Kaupman Street, Paris, Texas. Continuous service of sixteen years entitles him to a pension allowance of \$20.00 a month, effective from October 1, 1926.

In Memoriam

WILLIAM L. PARNHAM

WILLIAM L. PARNHAM, pensioned lampman died at his home at 715 South Coy Street, Kansas City, Kans., on October 23, 1926. He was born in Lincolnshire England, on October 26, 1844, and was retired on October 31, 1914, due to having reached the age limit. Mr. Parnham was a widower, his wife having died some years ago, by whom he had two daughters, both living. Mr. Parnham entered Frisco service in November, 1882, serving as yard brakeman, switchman, yard foreman and later as crossing watchman, truckman and lampman a full period of 32 years before his retirement. He received an allowance of \$20.00 a month, and up to the time of his death, he had received a total of \$2,860.00.

EDWARD JACKSON PERRY

EDWARD JACKSON PERRY, a retired Memphis employe, was called by death on October 30, while at Los Angeles, Calif. He was born at Wauertown, Wis., September 11, 1854, and was retired at the age of 70 years on September 30, 1924. He entered the service of the old K. C. F. S. & G. Railroad at Kansas City, as an operator in April, 1879, and served as dispatcher, chief dispatcher and division superintendent to November, 1888, when he transferred to the traffic department as freight agent at Springfield, Mo. He also served as traveling freight agent, commercial agent and general agent up to August, 1900, when, through severance of the Clinton line, he went with that road as superintendent, with whom he remained until that road was taken over, when he became general baggage agent at Springfield in March, 1920, and later commercial agent, up to the time of his retirement. He leaves a widow. His pension allowance was \$125.15 a month and up to the time of his death he had received a total of \$3,128.75.

WILLIAM H. FRYER

WILLIAM H. FRYER, pensioned agent, died at his home at St. Clair, Mo., on October 5. Mr. Fryer was born near Spring Bluff, Mo., on April 30, 1856, and was retired March 23, 1919, through permanent disability. Mr. Fryer entered the service in June, 1887, as agent and operator at Kosoma, working in this capacity at various points until he was finally transferred to St. Clair in 1917, where he resided until his death. He was a widower, his wife having died in July, 1926. He received a pension allowance of \$20.00 a month and up to the time of his death had received a total of \$1,480.00.

JAMES WILLIAM FITCH

JAMES WILLIAM FITCH, pensioned locomotive engineer of the Central Division, died at his home in Springfield, Missouri, on November 4. Mr. Fitch entered the service of the company in July, 1887, as a locomotive fireman and served consecutively thereafter as fireman and engineer up to the time of his retirement on December 10, 1923, which was due to total disability. He received a monthly allowance of \$74.25 and up to the time of his death he had received a total of \$2,524.50.



JAS. W. FITCH

JOSEPH MAYRS

JOSEPH MAYRS, pensioned mechanical laborer, died at his home at 503 Newton Avenue, Springfield, Missouri, on November 7. He was born at Rottengen, Germany, on June 16, 1855, and was retired due to having reached the age limit, on June 30, 1925. He entered the service of the Frisco in the South Springfield shops in July, 1896, and served in various capacities until his retirement. He received a monthly allowance of \$25.50, and up to the time of his death he had received a total of \$433.50.

JAMES WILLIAM LEWIS

JAMES WILLIAM LEWIS, pensioned brakeman, died at his home at 120 South Walnut Street, Sapulpa, Oklahoma, on November 16. He was born at Fayetteville, Arkansas, on January 29, 1853, and was retired due to having reached the age limit, in August, 1925. His pension allowance was \$23.80 per month and up to the time of his death he had received a total of \$357.00.

WILLIAM ARNETT JOHNSON

WILLIAM ARNETT JOHNSON, pensioned conductor, died at his home at 615 East 10th Street, Oklahoma City, Oklahoma, on November 17, leaving a widow and one daughter. He was born September 11, 1853, near the town of Lincoln, in Logan County, Illinois. He entered Frisco service in April, 1901, as a brakeman, serving thereafter as such and as a conductor on the western and southwestern divisions until his retirement, due to having reached the age limit on September 30, 1923. He received a pension allowance of \$38.55 per month and up to the time of his death had received a total of \$1,464.90.

The FRISCO EMPLOYEES' MAGAZINEPublished 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.

Single copies, 15 cents each
Outside circulation, \$1.50 per year**Vol. 4 DECEMBER, 1926 No. 3****The Railroads' Progress**

WHE who have the services of great railroads at our finger tips are prone to negate the importance to the efficient dispatch of business which these carriers possess. It is the old story of being too close to the picture. But should we be removed from a Frisco or other railroad station for a time, and attempt to carry on commerce with our neighbors without the services of steel rails and locomotives, freight and passenger cars, ours would be a rude awakening.

W. K. Leek, Frisco telegraph operator at Lebanon, Missouri, relates an incident which illustrates our point accurately.

Several years ago W. C. Booth, a dry goods merchant moved his store to Buffalo, Mo., an inland city not served by rail lines. During his residence at Buffalo Mr. Booth used trucks to transport goods to stock his shelves, and made the best of the service.

Not long ago he moved to Lebanon, Mo., where he now owns the W. C. Booth Dry Goods Company, a growing and popular concern. The truck operators again called on Mr. Booth. One of them approached him with an offer to continue to serve him with trucks exclusively, as he had been served at Buffalo.

"I shall do nothing of the kind," the merchant emphatically informed the truck operator. "I have been deprived of Frisco service for so long and I am so delighted to again be on the rails of that railroad, that they shall receive every pound of my business. You are wasting your time!"

In connection with this concrete example of

what Frisco Lines means to the users of its service, let us examine some abstracts from the annual report of the Hon. Herbert Hoover, Secretary of Commerce, at Washington, D. C., and find what railroads generally have accomplished.

"Probably the most outstanding single industrial accomplishment since the war has been the reorganization of our American railways," Mr. Hoover reported. "It is an interesting commentary upon government operation that private enterprise has been able to operate the railways with far fewer employees and at the same time load almost 15 per cent more cars than the government administration. * * *

The result of this great reorganization upon the whole economic factor of the country has been far-reaching. Rapid dispatch has greatly reduced the inventories of the country, has contributed to stabilization of production and employment, and has increased the efficiency of production and distribution. * * * Many unsolved problems in transportation confront us. Much thought must be given the co-ordination of our railway and water facilities. The economic relations between motor truck and less-than-carload railroad distribution is important. Much can be gathered from further study in domestic packing. Enlarged activity in connection with the Shippers' Advisory Boards will tend further to reduce wastes in distribution."

Mr. Hoover is an unquestioned authority. No more glowing tribute to the efficiency of railroads generally could have been given. But the tribute of that Frisco Booster, Mr. Booth, is one of which we should all be proud. Let us all continue in our efforts to serve those who are entitled to our service. Our best is their due. Each of us should see that they receive it.

Our Christmas Wishes

IT will only take a few lines for us to wish every Frisco employe the merriest Christmas and the happiest New Year. But in those lines there is a great deal of feeling. You've been good to the editor the past year. Our columns have been well filled, thanks to our faithful reporters and many others who have tipped us off to good stories or sent them in already written. We want to thank you for that help and ask you to keep it up throughout 1927. We want to make your *Magazine* grow constantly better and we need your help to do it. Merry Christmas to You!



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

The Christmas Table and the Menu

CHRISTMAS DINNER

FEW of us will ever produce masterpieces that will stand the acid test of time as Dickens did. Few of our achievements will play upon the heartstrings of humanity as his pathos-laden novels do. But, as some one has pointed out every real homemaker shares the great author's two chief hobbies, food and Christmas—at this season, as in his writings, often merged in one. Further, by way of consolation, the route to many a heart is of historical record.

Christmas is essentially a festival of the home and at no season of the year is the popularity of the kitchen greater than at this. So it has been since Christmas festivities began, and so it is still in every land and clime. As far back as 1666, Samuel Pepys made an entry in his diary to the effect that Dame Pepys "was desirous of sleep on Christmas morning, having sat up until four o'clock seeing her maids make the mince pies."

No modern homemaker relishes the prospect of sitting up all night even to prepare a Christmas dinner—nor is there any reason why she should. Many of the traditional delicacies can be prepared too long in advance to necessitate any such belated industry, and a little careful planning will greatly simplify matters. But even if it does involve some extra time and effort, every woman wishes to give a festive touch to all meals throughout this season and for that reason we submit a few worth while suggestions:

Christmas Punch

- | | |
|-------------------------|------------------------------|
| 1 quart grape juice | 1 quart gingerale |
| 1½ cups (or more) sugar | Juice 4 lemons |
| 2 quarts cold water | Juice 4 oranges |
| | 1 cup each pineapple, seeded |
| | grapes and bananas, cut fine |

Mix and chill. Serve in punch bowl with ice and thin slices of lemon and orange floating on top.

Use only standard measuring cups and spoons. All measurements level.

Candied Sweet Potatoes

- | | |
|-------------------------------|-----------------|
| 6 medium-sized sweet potatoes | sugar |
| ½ cup brown | ½ cup fat |
| | ¼ cup hot water |



EVERY holiday brings its share of unique decorations, but the most elaborate preparations for both the food and the table, are made at Christmas time.

Everyone is looking for a different way to decorate the table, in order to make it unusually attractive. The one pictured above is easily decorated, if you know how!

Glistening and gleaming is the centerpiece of Santa's reindeer traveling over the hill. It is surprisingly easy to make! The hill is nothing but a box glued to a large oval of cardboard and covered with white crepe paper, stretched and crushed to resemble snow. A generous sprinkling of mica causes it to sparkle and glitter beneath the light. A green festoon folded lengthwise through the center is used to outline the centerpiece. The reindeer and sleigh can be made of mat stock or if not convenient to make them, toys will serve

the purpose.

Prim little Christmas trees in bright red tubs add charm and color to the table while serving as containers for the salted nuts. To make these favors, make a small cornucopia of green mat stock, fastening the sides together with wire shanks or gummed cloth tape. Starting at the open end of the cone, paste festoons (doubled lengthwise through the center) to the foundation in overlapping rows. Trim the trees with strands of silver tinsel and artificial holly berries. The trunk of the tree is a wire wrapped with brown crepe paper. One end is pierced through the tub, which is a serving cup covered with a frill of red paper; the other end of the wire is bent to form a stand. Make this base by bending the wire at a right angle about nine inches from the bottom. Place this on a table and bend it in a spiral shape, keeping the wire as flat on the table as possible.

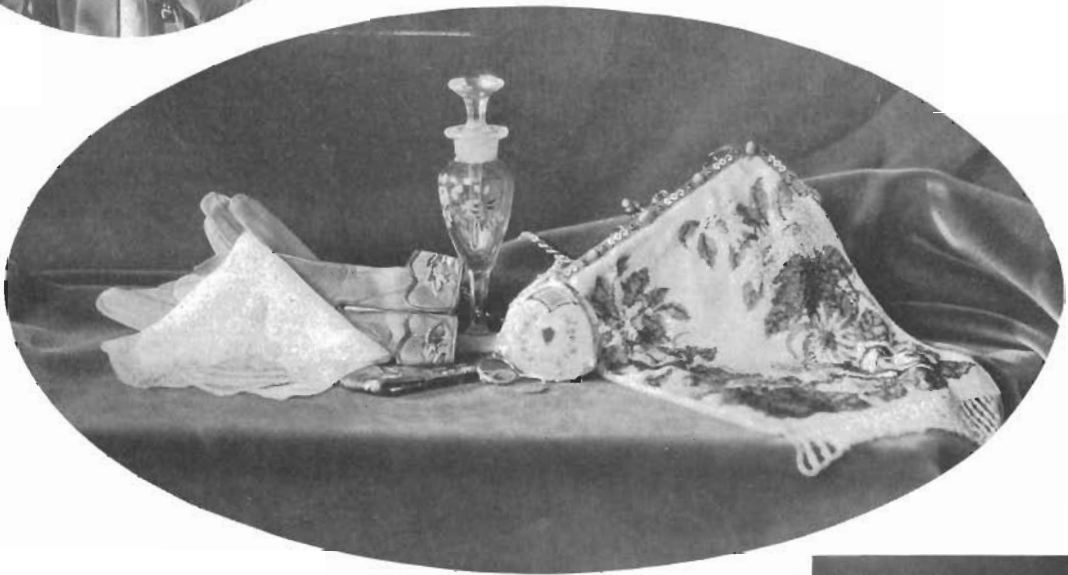
Peel potatoes and parboil until tender. Cut lengthwise in thick slices. Cook sugar, fat and water together to make thick sirup. Dip potatoes into sirup, lay in greased baking-dish and pour over them remaining sirup. Bake in hot oven (400 degrees Fahrenheit)

until brown, basting occasionally. Makes 8 to 10 servings.

But how do the scientists hope to conquer static when after all these years they can't make a fussy steam radiator shut up?—Macon Telegraph.



Christmas Suggestions for Miss Frisco



Jewelry and shoulder flowers become any dress. Slave bracelets are worn in sets of two and three, as displayed on the arm of Lucilla Cicotte, of the office of auditor of freight accounts, St. Louis, Mo. The shoulder flower is of tinted georgette, and the necklace, one of the newest designs in pearl beads.

A group of articles for HER Christmas, any one of which would be most acceptable. The perfume bottle, lovely beaded bag and dorian are always desirable, while the hand-painted handkerchief and gloves are indispensable to Milady's wardrobe.

A modest, but charming pink and blue taffeta party frock, appropriate for wear at the Christmas festivities. The flowers on the skirt and the one at the neck are painted in colors. The longer skirt length is shown. Necklace and bracelet match, and are made of square cut rhinestones. The model is Lena Johnson of the freight traffic department, St. Louis, Missouri.





'Twas the Night Before Christmas

By CLEMENT C. MOORE

T WAS the night before Christmas, when all through the house
Not a creature was stirring, not even a mouse;
The stockings were hung by the chimney with care
In hopes that St. Nicholas soon would be there;
The children were nestled all snug in their beds,
While visions of sugar-plums danced in their heads;



And mamma in her 'kerchief, and I in my cap,
Had just settled our brains for a long winter's nap,
When out on the lawn there arose such a clatter,
I sprang up from the bed to see what was the matter.
Away to the window I flew like a flash,
Tore open the shutters and threw up the sash.
The moon on the breast of the new-fallen snow
Gave the lustre of midday to objects below,
When, what to my wondering eyes should appear,
But a miniature sleigh, and eight tiny reindeer,
With a little old driver, so lively and quick,
I knew in a moment it must be St. Nick.
More rapid than eagles his coursers they came,
And he whistled, and shouted, and called them by
name;
"Now, Dasher! now, Dancer; now, Prancer, and
Vixen!
On, Comet! on, Cupid! on, Donder and Blitzen!
To the top of the porch! To the top of the wall!
Now, dash away! Dash away! Dash away, all!"
As dry leaves before the wild hurricane fly

When they meet with an obstacle, mount to the sky;
So up to the housetop, the coursers they flew,
With a sleigh full of toys, and St. Nicholas, too.
And then, in a twinkling, I heard on the roof
The prancing and pawing of each little hoof.
As I drew in my head, and was turning around,
Down the chimney St. Nicholas came with a bound.
He was dressed in fur, from his head to his foot,
And his clothes were all tarnished with ashes and soot.

A bundle of toys he had flung on his back,
And he looked like a peddler just opening his pack.
His eyes, how they twinkled! his dimples how merry!
His cheeks were like roses, his nose like a cherry!
His droll little mouth was drawn up like a bow,
And the beard on his chin was as white as the snow;
The stump of a pipe he held tight in his teeth,
And the smoke it encircled his head like a wreath;
He had a broad face and a little, round belly,
That shook when he laughed like a bowlful of jelly.
He was chubby and plump, a right jolly old elf,
And I laughed when I saw him in spite of myself.
A wink of his eye and a twist of his head,
Soon gave me to know I had nothing to dread;
He spoke not a word, but went straight to his work,
And filled all the stockings, then turned with a jerk,
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose.

He sprang to
his sleigh, to
his team gave
a whistle,
And away they
all flew like
the down of
a thistle,
And I heard
him exclaim,
ere he drove
out of sight,
"HAPPY
CHRISTMAS
TO ALL,
AND TO ALL
A
GOODNIGHT."





FRISCO BABIES

1—Mary Louise, age 4 years, daughter of F. A. Miller, cashier, 7th Street, St. Louis. 2—Millerd Morrow, 1215 N. Main Avenue, Springfield, Mo. 3—Earnest Richard, Jr., age 3 years; Jackson Earl, age 20 months, sons of E. R. McCarroll, car inspector, Tulsa, Okla. 4—Robert Douglas, age 7 months, son of A. E. Crump, agent, Quincy, Miss. 5—Mary Margaret, age 5 years, daughter of H. M. Dowling, car service clerk, St. Louis. 6—Will T. Jr., age 1 year, son of W. T. Souder, Birmingham, Ala. 7—Betty Jean, age 8 months, daughter of W. Reynolds, section foreman, Creighton, Mo. 8—Bettie Lorene, age 2 months, daughter of J. L. Roberts, mail and baggage handler, Monett, Mo. 9—Maurice, Jr., age 7 years, son of M. Slattery, general clerk, 7th Street, St. Louis. 10—Mary Jane, age 2 years, and Thomas, age 9 months, children of J. J. Burns, rate clerk, 7th Street, St. Louis. 11—Katherine Jane, age 16 months, daughter of Maurice Slattery, general clerk, 7th Street, St. Louis. 12—Jack Verner, age 1 year, son of General Yardmaster W. A. Drago, Birmingham, Ala. 13—Kennedy, age 6 years, Cloeva, age 3 years, Harold, age 6 years, and Betty Jean, age 8 months, children of W. Reynolds, Creighton, Mo. 14—Daisylona Pust, age 5 months, granddaughter of J. G. Bushno, engineer, Thayer, Mo.

**More Appropriate**

"In your sermon you spoke of a baby as a new wave on the ocean of life," remarked Mr. Younghusband.

"Quite so," replied the clergyman. "A poetical figure of speech."

"Don't you think," suggested the worried member of his flock, "that a fresh squall would hit the mark better?"

A Running Walk

"Can you tell me how far it is to the railway station?"

"Yes, sir. It's about a twenty-minute walk, if you run."

No Chicken

"What make is that car of yours?"

"Just an old hen."

"Chevrolet?"

"No."

Caught!

"You were making forty-five. I'll have to pinch you—"

(Lady Motorist): "Oh, if you must, please do it where it won't show!"

Shy

He-ums: "I've half a mind to kiss you."

She-ums: "What happened to the other half?"

Properly Dressed

"Have you ever hunted bear?"

"No, I usually wear a regular hunting costume."

Changed

Watchmaker: "The last time you brought your watch in for repair, it had a handsome gold case, hadn't it?"

Client: "Yes, but circumstances alter cases sometimes."

Unnecessary

Tourist: "Brother—we've climbed to the top of this mountain to see the view and we've forgotten the glasses."

Scottish Guide: "Och! Never mind, there's nobody about. We can just drink out o' the bottle."

Kept Track

"James, have you whispered today without permission?"

"Only wunst."

"Leroy, should James have said 'wunst'?"

"No'm, he should have said 'twict'."

Help Yo'self!

Sambo had remarked on the beauty of the moon and the general weather conditions, but in the matter of winning Mandy's affections, he had failed—so he thought. He had pleaded timidly for a kiss, but had been as timidly rebuked. Finally he changed his tactics.

"Mandy, kin I buy a kiss?"

"Piggly, wiggly," said Mandy.

"What you-all mean, piggly wiggly," he said.

"He'p yo'self!" was Mandy's reply.

Struck It Rich

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, yet I find small flakes of gold on my instrument."

"I think you have struck my back collar button," moaned the victim.

Suggestion

"You are a peach."

The maiden hung her head.

"I'd rather be a pair," she answered.

The invitation cards are now out.

True

He: "A cat has nine lives."

She: "Yes, but a frog croaks every night."

A Woman's Joke!

"Honestly, do you women like egotistical men as well as the other kind?"

"What other kind?"

Convalescing

A negro called at the hospital and said: "I called to see how mah fren' Joe Brown was gettin' along."

The nurse said: "Why, he's getting along fine; he's convalescing now."

"Well," said the darkey. "I'll just sit down and wait till he's through."

Advertising—Minus!

She had urged him to study the correspondence course at home and he had—just like the advertisements say. At last his salary was raised fifty dollars a month, also like the advertisements say.

"Nell," he cried, "I owe it all to you!"

"Well, dear," she answered, "you won't after pay day."

Which was the point the ad failed to mention.

Puzzled

Ole Olsen, trackwalker, was testifying after a head-on collision.

"You say," thundered the attorney, at ten that night you were walking up toward Seven-Mile crossing and saw No. 8 coming down the track at sixty miles an hour?"

"Yah," said Ole.

"And when you looked behind you, you saw No. 5 coming up the track at sixty miles an hour?"

"Yah," said Ole.

"Well, what did you do then?"

"Aye got off track."

"Well, but, then what did you do?"

"Vell, aye said to myself, 'Dis bane h— of a way to run a railroad.'"

Sure Thing

Dad: "Is there anything worse than to be old and bent?"

Son: "Yes, to be young and broke."

A Little Late

A young gentlemen, all a-flutter over the prospect of attending a party in a nearby city, rushed breathlessly into the railroad station at Bangs Center.

"When does the first train leave for Galesburg," he asked of the white-haired station agent who was perched on a truck in the baggage room.

"Son," replied the agent, "the first train left for Galesburg in 1861."

For Patience

Salesman, wiping the perspiration from his brow: "I'm afraid madam, we've shown you all our stock of linoleum, but we could get more from our factory."

Customer: "Well, perhaps you had better. You see I want something of a neater pattern and quite small—just a little square for my birdcage."—(Good Hardware)

A Test in Colors

Conductor: "Are you color blind?"

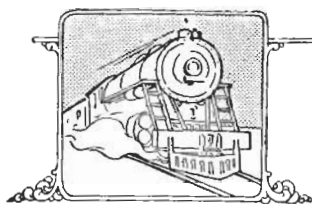
Student Brakeman: "No."

Conductor: "Well then, take this blue pencil up to that red board and tell that green operator to put his John Henry White on this yellow train order."

Not Shy About It

Visitor: "I suppose they ask a lot for the rent of this apartment?"

Hostess: "Yes, they asked George seven times last week."

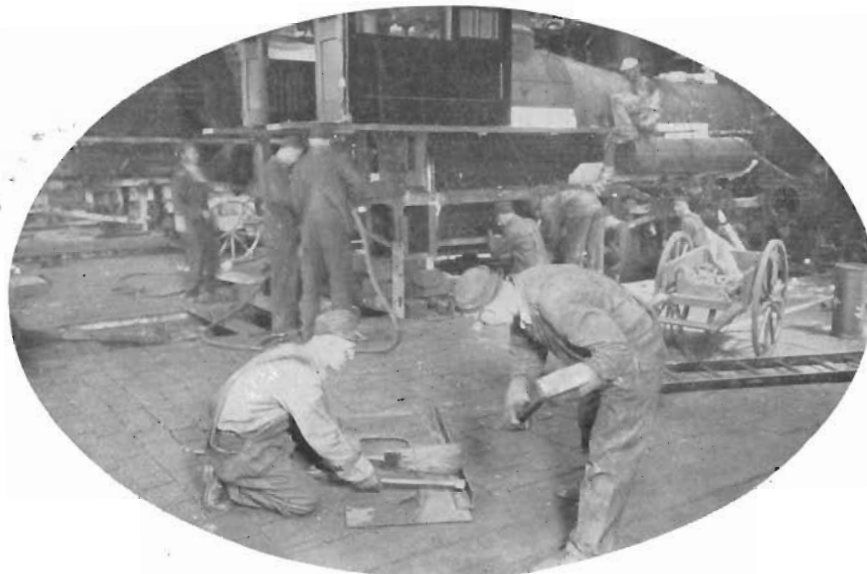


The FRISCO MECHANIC

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



The Golden Rule of Accident Prevention



"PROTECT others from injury, as you would have others protect you."

The above might be a fitting title for the first of a series of accident prevention pictures to appear in this *Magazine*.

In this illustration, two shopmen, Dean Peck, machinist, and Marion Moss, his helper, both of the north Springfield shops are engaged in cutting rivet heads. They have protected their fellow workers nearby against injury to eyes and limbs from flying rivet heads, by using an old broom, and, in addition, they have protected their own eyes with goggles.

Accident records show at least six serious injuries in one year resulting from flying particles of steel or iron from chipping or cutting with hand tools, all of which could have been prevented by this golden rule of accident prevention as illustrated.

Mr. Dean, who holds the cutter, is on the opposite side of Mr. Moss, who is using the sledge, so in case he fails to hit the cutter, there will be no personal injury. Many injuries result due to the man who holds the cutter, standing on the same side as the man using the sledge.

Learning to anticipate danger and then using common sense is the best recipe for keeping ourselves away from accidents, and then if the other fellow on the adjacent hazard looks out for us, too, the formula is about complete.

The moral of this story is: Use brooms for a clean sweep in accident prevention!

There is a hazard in the picture, put there on purpose and the accident prevention department wonders how many employees can find it!

If you locate it, list the hazard on a piece of paper and forward to the *Magazine* Office, 827 Frisco Building, St. Louis, Mo.

Walter Schindler Promoted

Walter Schindler, shop draftsman in the south side reclamation plant at Springfield, Missouri, resigned his position with the Frisco November 1, to accept the position of designer with the Westinghouse Electric Company at Philadelphia. Schindler will be remembered by Frisco employees as the young German machinist who served with the Von Hindenburg forces as a lieutenant in the German army during the World War, and whose life story was printed in the May, 1926, issue of the Frisco *Magazine*.

Cruel and Unusual

An Aurora newspaper calls attention to a nursing bottle advertisement which concludes with: "When the baby is done drinking, it should be unscrewed and laid in a cool place under a tap. If the baby does not thrive on fresh milk, it should be boiled."—Railroad Red.

ACCIDENT PREVENTION MEETINGS

Accident prevention meetings for the fall months have been well attended over the entire system. From October 12 to November 3, a total of twelve meetings were held on various parts of the system, with a reported attendance of 245 men.

Employees of the Springfield, Mo., west freight shop held a meeting on November 1 with F. M. Darden, general foreman, as chairman. Thirteen employees were present and two visitors. The chairman reported a total of eighteen unsafe conditions had been reported and all had been corrected.

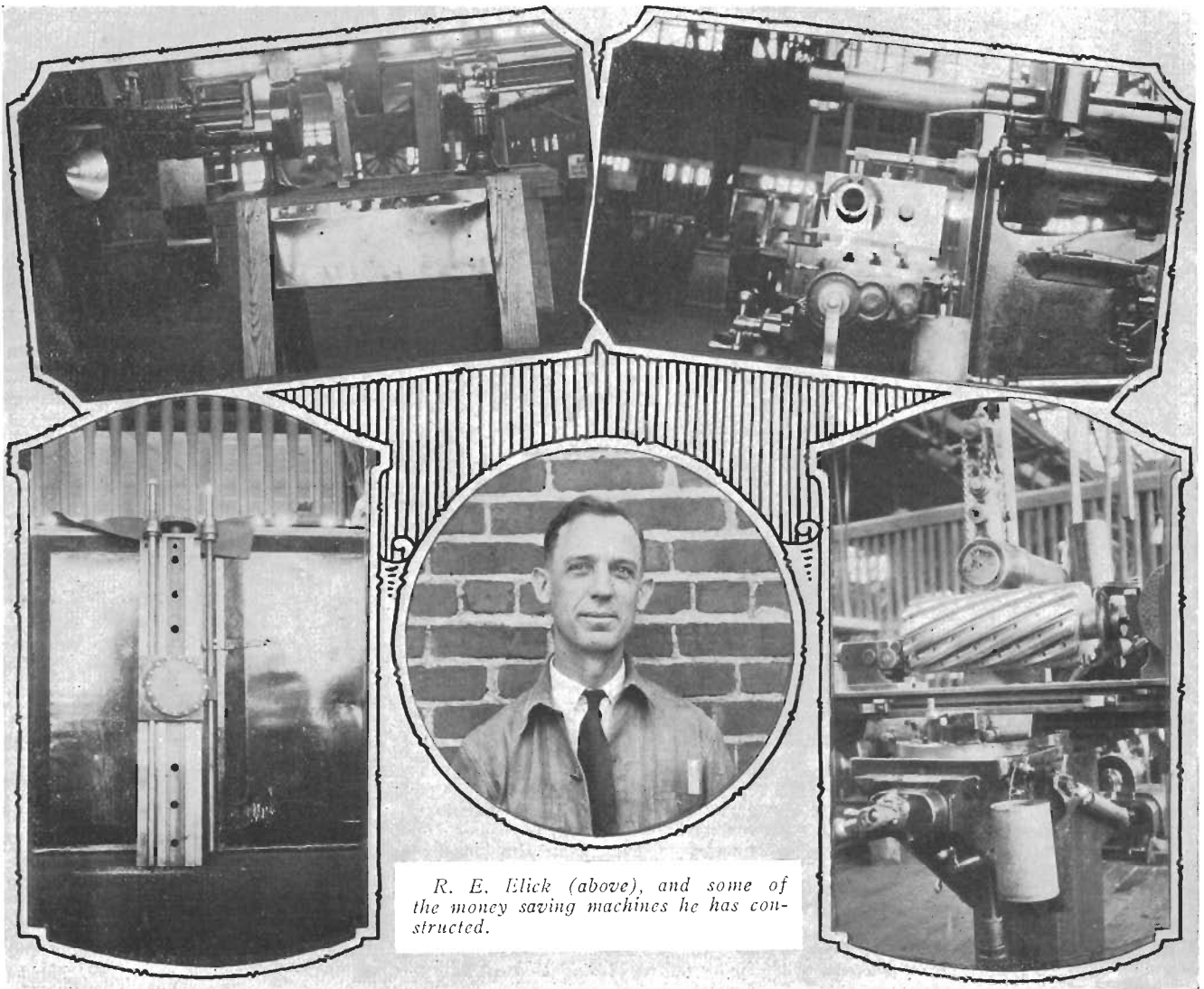
On November 2, a meeting was held at the south reclamation plant, Springfield, Mo., with L. J. Leysaht, superintendent of shops, as chairman. Twenty-five employees and visitors were present.

Employees of the north locomotive shop and north roundhouse of the north Springfield shops held a meeting on November 2. H. J. Ray, shop superintendent, acting as chairman. Fifteen men were present. One hundred forty-three unsafe conditions and practices had been reported, and to date all but nine of them had been corrected.

J. T. Fite, general foreman of the car department, Springfield, Mo., called a meeting of his force on November 3 at the west coach shop. Fifteen employees and visitors were in attendance. Out of a total of thirty-nine unsafe conditions, all but three had been corrected.

The meetings held in October were as follows: Fayetteville, Ark., October 12, thirty present; Fort Smith, Ark., October 15, twenty present; Chaffee, Mo., (transportation department), October 17, forty present; transportation department, Springfield, Mo., October 19, twenty present; Fort Scott, Kans., October 19, twenty present; Enid, Okla., October 21, fifteen present; Chaffee, Mo., (mechanical department) October 25, fifteen present, and Memphis, Tenn., on October 26, with an attendance of twenty-five.

Frisco Employee Constructs Money-Saving Machines in Springfield Shops



R. E. Elick (above), and some of the money saving machines he has constructed.

A PROFESSION is oftentimes handed down from father to son and the only way R. E. Elick, tool room foreman at the Frisco west shops, Springfield, Missouri, can explain his intense interest in designing and manufacturing tools and machinery, is that his father was a manufacturer and designer of machines for the Collins Implement Company of Quincy, Illinois, before him.

Mr. Elick is an inventor of several attachments and labor saving devices which he has put to practical use on the Frisco machines in the Springfield, and on-line shops.

R. E. Elick's leaning for machinery developed early in life and at the age of 15 he began his service with the Quincy Plow Company of Quincy, Illinois, as a blacksmith. His next service was as a toolmaker at the Quincy Engine Works, and he also worked for the Webber Gasoline Engine Company of Kansas City, and for the Missouri Pacific at Osawatimie Kansas, as a machinist.

He first came with the Frisco on October 27, 1918, and began his service as a machinist at the south side shops.

"The photographs you have," he said to the reporter who was interviewing him, "are of the different machines and attachments which I have designed. Photograph No. 1 is of a portable milling machine for milling under the locomotive cylinders, where the truck center casting, bolts to the cylinders, making a cut of eight inches wide and forty inches long in one section."

The first job of cutting with this new machine made a saving for the company of \$600.00.

Photograph No. 2 shows a jacket banding production machine which enables one man to make the three crimps at one time in twenty-five seconds. The former time required was twelve minutes each, with three men required to assist in the operation.

Photograph No. 3 is a whistle bowl production figure for milling trigger

slots. The figure holds two bowls. While one is being milled, the operator is loading one on the other end. The time required for the operation is three minutes each. The former time was four bowls per hour.

Another machine, shown in photograph No. 4 is that of a left hand spiral slab milling cutter, 7 3/4 inches diameter by 17 inches long, having a spiral helix lead of 55 inches 56/100. This cutter was made with a home-made cutter of end mill type, three lip, 7/16 inch diameter, having removed 204 inches of metal, one inch deep in cutter body. The making of this machine instead of buying a similar one, saved the company about \$200.00.

Most of Elick's evenings are spent over a drafting table in his home near Phelps Grove in Springfield, Missouri, and when he has the plans perfected for some new attachment or some new machine, he immediately begins its construction in the shops.

Smallest Coal Burning Engine In World Built by Frisco Employee

*Fred Estes, of Springfield, Constructs Unique Machine
as Plaything for Children's Amusement*



FRED C. ESTES, first class machinist at the south side reclamation plant, Springfield, Missouri, claims to have constructed the smallest steam engine in the world which actually operates on common coal, which he designed and built in his spare moments. Estes is also an inventor, an authority on radio and a skilled electrician.

The little engine which Estes constructed as a play-thing for his four small sons, was made from scraps of materials which he purchased second

hand. He has a fully equipped tool shop in the rear of his home where he constructs radio sets and repairs his own car, and this is where he designed and built this smallest engine in the world which actually operates on coal.

Following are the dimensions of the engine:

Boiler, 32 inches long.

Barrel of boiler, 12 inches in diameter.

Engine has 14, one-inch flues.

Firebox, 9x12 inches.

Thirty staybolts in firebox with five-inch firedoor.

Boiler tested to 150 pounds hydrostatic pressure and carries 100 pounds of steam.

Engine cylinders $2\frac{1}{8} \times 2\frac{1}{8}$ inches.

Spool valve inside admission.

Walschart valve gear.

Engine is equipped with water glass, $\frac{1}{4}$ -inch Penberthey injector, lubricator and safety valve, whistle, steam gauge and blower.

The engine develops five hundred pounds draw-bar pull, travels about five miles an hour, burns coal, steams very freely and the boiler holds eighteen gallons of water. A lift pipe in the smoke box makes a fire which burns evenly in the firebox. From the ground to the top of the smoke stack, the engine is three feet high; length overall, four feet six inches, and width two feet five inches. The back drivers are eighteen inches in diameter and the front wheels ten inches.

Fred Estes seems to be gifted with all the qualities which go to make up an excellent mechanic. He has a remarkable start, considering the fact that he is only thirty-seven years of age. Before engaging in railroad work he was a successful farm and stockman, owning land near Ozark, Missouri, but his real desire was to be a mechanic. He equipped a tool room in his garage and practiced on his car and home. His latent mechanical skill began to make him restless to continue further in it, and he came to Springfield where he took up electrical work in the west Springfield coach shop in November, 1911. He was assigned to the difficult tasks of wiring business cars and other electrical work of particular importance.

After about a year at these shops, he was transferred to the south side shops where he wired armatures for about eighteen months, or until February, 1914, when he resigned his position to engage in automobile repair work at Ozark, Mo.

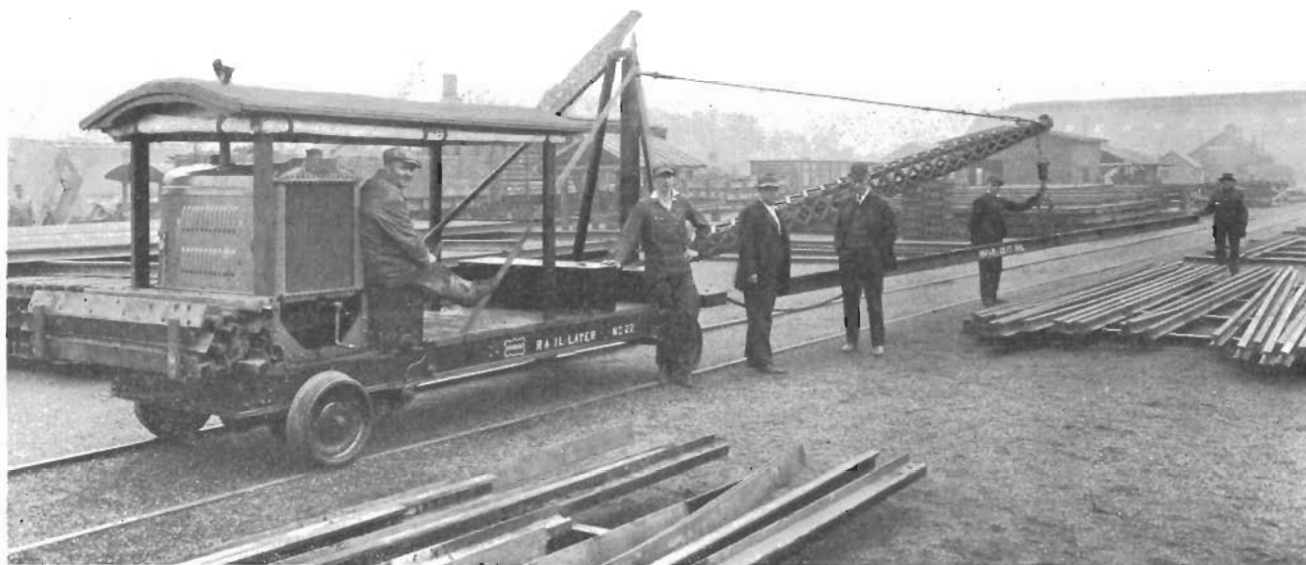
He purchased and equipped one of the most modern garages in that section of the country, doing all of the machine and welding work himself. He remained in this business until December, 1922, when the call to railroading was too insistent to resist, so he leased his garage and machinery and again took up duties at the south side shops, Springfield on December 4, 1922, in the capacity of first class machine man on night work.

He is familiar with all parts of a locomotive and is capable of doing any class of work, as he is assigned to jobs of either ox-acetylene or electric welding, blacksmith and carpenter work.

Only recently he has been granted a patent on a hub liner for locomotive driver, truck and tank wheels. He also holds a patent on the Ever-Grip wrench, manufactured by the

(Now turn to Page 43, please)

New 100-pound Rail Placed by New Heavy Duty Rail Laying Machines



The south side reclamation plant at Springfield, Missouri, recently completed two new heavy duty rail laying machines, designed by Walter Schindler, shop draftsman.

They were designed and built especially to lay the new one hundred pound rail which is being laid on various divisions. They are self-propelling and are powered with 34 h. p. Buda motors. New material was used in the construction and the cost of each was \$1,900.00, which price, when compared with the price list of manufacturing companies of similar machines showed that a saving of \$1,600.00 had been made on each machine by building them in the Frisco shops.

The machines are numbered 21 and 22. One of them has been in service for some time on the northern division and is giving excellent results. It travels at the rate of ten miles an hour and weighs 10,000 pounds.

"The saving made in building these two machines at the reclamation plant helps to make that million dollar yearly saving which that plant sets for a goal each year," remarked Emery Haguewood, Frisco reporter who followed the construction of these two machines for some time, in an effort to obtain this photograph.

The men in the picture are, reading from left to right: J. E. Kellogg, machinist who assembled the machines; Paul Preston, Mr. Kellogg's helper; J. W. Thompson, general foreman; J. G. Taylor, special engineer, department of rails. These men work at the south reclamation plant.

QUESTIONS AND ANSWERS

Question. Will hot water freeze quicker than cold water?

Answer. The common notion that hot water freezes quicker than cold water is untrue. Water when heated, loses most of its dissolved air, and if frozen later, forms much more compact ice than water which contains air. As a result, hot water pipes, if allowed to freeze, are much more likely to burst than are cold water pipes.

Question. How can tank cars be cleaned when transferring from heavy oil service to light oil service?

Answer. Common practice is to partially fill the tank with water and put in the water a certain proportion of caustic soda. Steam is then injected into this solution, which is permitted to boil for ten or twelve hours, and in some cases for two or three days, depending on the nature of the previous contents. After it has boiled a sufficient length of time, the water is drained out and workmen go over the inside of the tank and scrape the interior with scrapers or wire brushes,

after which the tank is washed out thoroughly.

Question. What is the use of a draft plate in a locomotive front end?

Answer. The draft plate, or apron, is for the purpose of regulating the draft through the tubes. By lowering the draft plate, the flow of gases is checked somewhat through the upper tubes, causing the fire to burn stronger at the forward end of the firebox. By raising the draft sheet, the flow of gases is retarded in the lower tubes and the fire burns better at the rear of the grates.

Question. Where did the Frisco get its system of numbering passenger and freight trains?

Answer. When the first train was numbered, it was, of course, No. 1. One division of the railroad was taken as a starter. The trains were numbered consecutively, 1, 2, 3, 4 and so on. Then as the branch lines and different divisions began to intersect, these trains had to be numbered, too, so 100 was added to the first intersection, making trains 101, 102, 103, etc. Then 200 was added to the next division and so on.

A RESOLUTION

At a meeting in Springfield, Missouri, of the Frisco Association of Metal Crafts and Car Department Employees held recently, the following resolution of respect to W. M. Underwood, the retiring president of that organization was passed:

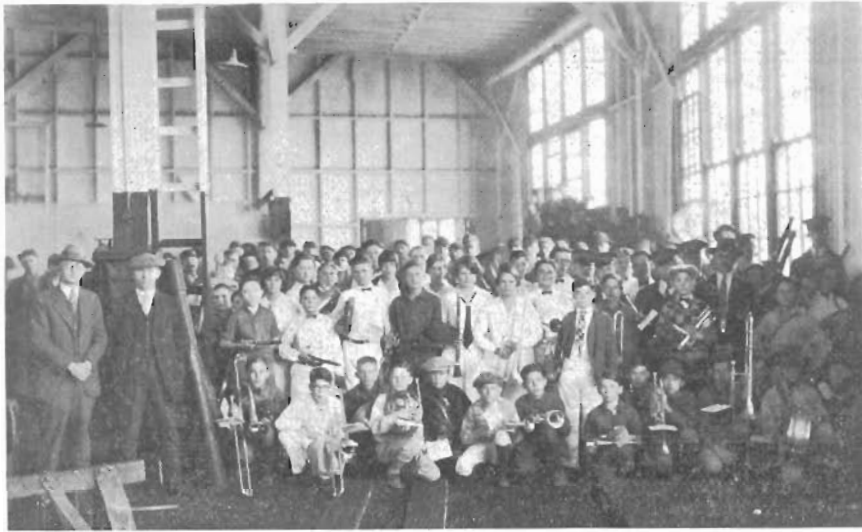
Realizing that in the organization, promotion and development of an association of this kind, there is required among the leaders close application to the work, strict adherence to the principles of right and wrong and an effort which amounts to personal sacrifice, we believe that in the office of General Chairman of System Board for the last four years we had a man, W. M. Underwood, who gave his honest efforts to the promotion and development of the best Independent Railway Organization in the United States.

We believe that the close co-operation between the employer and employee in the shops at present is greatly due to his efforts:

THEREFORE, be it Resolved that we, the members of System Board assembled at Springfield, Missouri, November 9, 1926, express our sincere thanks and appreciation for his services rendered, and do hereby extend to him our best wishes in any future vocation.

(Signed):
CLAUD C. BOND,
VIRGIL L. JOHNSON,
J. E. RUCKS.

Enid High School Band Entertains Frisco Shopmen



The employees of the shops at Enid, Oklahoma, were pleasantly entertained during their noon hour recently by the Junior and Senior High School Band of that city. The program was arranged through the interest of Mr. Kassabaum, local secretary of the Y. M. C. A. The selections played were heartily received and the above picture was taken in the machine shop. The band is grouped in the foreground and the employees toward the rear.

A MARK FOR SECTION GANGS

A. N. Nelson, foreman of section 101, Immermere, Texas, doesn't like to see credit for deeds well done go awry. In a letter to J. L. Adams, former reporter, Nelson says:

"In the October *Magazine* I see where William Shoemaker challenges any section gang to show a better personal injury record than his gang. It is said in the *Magazine* that his record is a world's record. Well, I don't like to brag, but as this is a challenge, I am calling the turn. I have not had the slightest injury in my gang in 21 months. On January 17, 1925, I had my last accident and that was to myself. I was off duty only one day. I have had very few injuries that came as close together as fifteen months and I have loaded steel with green men—as many as three gangs together. I have worked from 2 to 15 men and the largest part of them were green men, making it a greater handicap to work under than if I had had experienced men like Mr. Shoemaker had. I am not bragging. I am stating facts in answer to Mr. Shoemaker's challenge. I have loaded steel, unloaded steel, laid steel, handled ties in every way, and have had two motor car accidents without a man injured in any way."

Is this the best record, or are there others on Frisco Lines? The *Magazine* will be glad to print similar performances.

There are no "idle rich." All are kept busy dodging people who want some of it.—Birmingham News.

STRAWBERRY MEETINGS

Thirty-seven meetings were held in Ozark towns on Frisco Lines, October 18 to November 3, inclusive, in the interest of increased strawberry production, under the auspices of the Missouri College of Agriculture, co-operating with the Mountain Grove Experiment Station, the Ozark Fruit Growers' Association and the agricultural department of Frisco Lines.

The meetings were held mainly to stimulate interest at the stations where the industry is new. Among the many subjects discussed, great interest was shown in those pertaining to the planting, care and management of strawberry fields; factors in production that make for quality; agencies and methods for marketing small fruits; the railroad's interest in strawberry growing and successful co-operative marketing.

D. E. Eicher, horticultural agent for the Frisco, attended each meeting and expressed the interest which the Frisco has in this industry which has brought such great returns to the producer.

"We are expecting 3,000 cars of strawberries from the Ozarks next season," W. L. English, supervisor of agriculture and refrigeration announced. "Interest has been aroused and the main purpose of these meetings, was to educate the men who had new fields in the up-to-date method of marketing and caring for the plants."

Science has found something smaller than the atom, but mentions no names.—Toledo Blade.

AGENCY CHANGES FOR NOVEMBER

J. A. Price installed permanent agent, Nettleton, Miss., November 5.

W. L. Hadaway, installed permanent agent, Winfield, Ala., November 8.

E. E. Day installed permanent agent, Quick City, Mo., November 9.

C. A. Plunkett installed permanent agent, Latour, Mo., November 9.

E. L. Duren installed permanent agent, Amory, Miss. November 10.

Fred McMillian installed permanent agent, Norwood, Mo., November 11.

H. E. Eckstrom installed temporary agent, Drummond, Okla., November 12.

J. L. McGough installed permanent agent, Arbyrd, Mo., November 12.

Change of agents, St. James, Mo., November 15, J. A. French, regular agent, resuming duty, relieving D. A. Cowan.

H. L. Land installed permanent agent, Sligo, Mo., November 17.

SMALLEST ENGINE BUILT

(Continued from Page 41)

EverGrip Wrench Company of Chicago.

He is an authority on radio and has built a number of sets, with which he has picked up stations in Glasgow, Scotland and Belfast, Ireland, Cuba and Canada.

The little engine has attracted quite a great deal of attention in Springfield and especially in the vicinity of the Estes' home, 457 South Broadway, and the children of the neighborhood pick up extra money running it on the streets with red coaster wagons hitched on behind, a kiddie in each wagon holding a placard of some firm of Springfield.

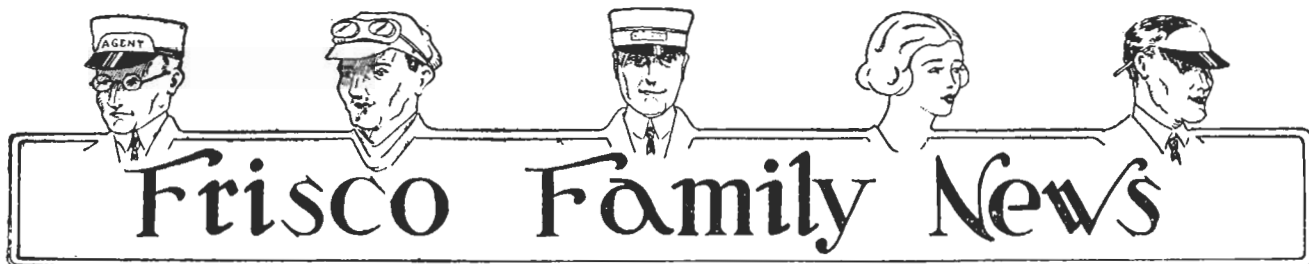
Advertising with the smallest steam engine in the world has bought many a bottle of pop besides being great sport for those who ride.

Mr. Estes' sons are proficient in the art of "engineering" the little model through the streets and it would not run true to form should one of the four fail to turn out to be a mechanical genius.

PRESIDENT KURN'S ADDRESS

(Continued from Page 9)

affair included George F. McGregor, F. R. Newman, J. M. Flanagan, W. L. Coleman and Peter J. Rose, all of Kansas City; J. N. Cornatzar, F. G. Jonah, J. W. Nourse, C. H. Morrill, R. N. Nash, J. C. Lovrein, H. F. Sanborn and W. L. Huggins, Jr., all of St. Louis; F. H. Shaffer, M. M. Sisson, H. L. Worman, J. H. Doggrell, and J. L. McCormack, all of Springfield. Mayor Albert I. Beach of Kansas City was a guest and delivered the address of welcome.



TEXAS LINES

STORES AND MECHANICAL DEPT. FT. WORTH, TEXAS

H. R. GLASCOCK, Reporter

There has not been much time to grab news this month with general inventory, and all that goes with it. However, it is all over with for the present anyway.

C. V. Montgomery and J. D. Thomason are out on the supply cars this month. There must be some strange fascination that takes Monty out on these trips so often, especially to one town that ye writer knows of.

The wrecker crew is mighty proud of their new combination diner and bunk car. Of course they do not wish a wreck but they have already picked their cook.

Wrecker engineer William Witt is now staying home at night. It is easy to guess the reason—a new radio set.

John Witt, car man, declares he has moved for the last time. The piece work checker did not put much faith in his vows, as he did not list his address as permanent.

George Best, car man, has returned to work after being called away on account of serious illness of his mother.

Sam Payne, roundhouse foreman, is all smiles. He has an air-driven turntable, a cinder conveyor and a full house of engines.

E. P. Tuck, general foreman, wants to know how he can keep cinders out of his shoes. Any information will be appreciated.

Fireman Red Toombs was the one to receive the first bean shooter. He was grinning from ear to ear, until the others took their hats off to him. And then the fun began.

STORES DEPARTMENT SHERMAN, TEXAS

IVA SEWELL, Reporter

B. P. Myers, former master mechanic here, is a patient in the Sherman hospital at present. He is improving slowly.

A. T. Todd was a Sherman visitor last week.

E. E. Glascock, section stockman, is at Sherman hospital at present. We wish him a very speedy recovery, so he can soon be back with us.

The shop crafts are going to entertain the Frisco employees and their families November 18 at Elks Hall. A very snappy program is being arranged, after which dancing will be enjoyed by those who wish to take part.

C. V. Montgomery, foreman in this department, made a trip to Dallas and Vernon, Texas, the first of the month in connection with the annual inventory.

John McKinstry had a birthday last week but will not tell his age as he might want it kept a secret. He was

showing some pretty birthday greetings he received, so she must know.

Mr. and Mrs. W. A. Morgan, car foreman, entertained with a masquerade party and dance Hallowe'en night. Every one present reported an unusually good time.

NORTHERN DIVISION

COMMERCIAL OFFICE CHATTER KANSAS CITY

IRENE MORRISON, Reporter

Jean, seven-year-old daughter of Joe Wiltshire, recently underwent an operation for appendicitis. At this writing she is reported to be recovering. She is in the Research Hospital.

Most of our boys attended the Frisco dinner given by the Kansas City Traffic Club. They all reported a wonderful time although George Story was a little disappointed at not being called upon to give his rendition of "The Sidewalks of New York."

With the charities campaign and Frisco dinner over, Pete has returned to normalcy.

The biggest item of the month: Andy has a pair of new shoes!

J. M. Sachen of this office says he is still awaiting a reply from Miss Charlene Willard of Springfield, Mo., who, in April, 1924, stated that upon receipt of a stamped self-addressed envelope she would give him the name of a lady possessing the characteristics he demanded for a "better half" and whose initials were "V. T." How about it, Miss Willard?

'Nother telegrapher rapidly rising! George Story has been made treasurer of the Kansas City traffic institution. Remember, George, that your entire success depends on the way you sign those important business letters. Never make your signature legible! The nearer you can make your signature look like the map of Ireland, the easier your success will be.

Lee Warner, our Topeka flash, still insists on using water plugs as hitching posts for his Chevy. But cheer up Lee. Think how inconvenient it would be were the police station not in your territory!

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

WALLER R. HECK, Reporter

The Frisco employees at Ft. Scott are saddened by the death of John Myers, who died on November 2, from a stroke of paralysis. Fireman Myers was unable to work for the past two years on account of ill health. Mrs. Myers also suffered a stroke shortly before her husband's death and is now critically ill. Fireman Myers held run 111 and 112 for a number of years. He was also a promoted man and made a few trips as an engineer.

Lee Walker, stationery fireman at Ft. Scott, is the proud father of a son, who arrived at his house recently. Lee is celebrating the event by taking a week off.

Mrs. P. J. Moore, wife of our general foreman, is confined to her home on account of sickness.

The Y. M. C. A. is conducting a campaign for railroad memberships. Mr. Moore was given a quota of 17 memberships to acquire from among the roundhouse employees and he has very nearly reached his quota. There was a good attendance of Frisco employees at the open house at the Y. M. C. A. recently for railroad employees. The roundhouse volley ball team played the business men's team from uptown on this night. Our team lost two of the three games played. Roy Rector has been appointed captain of the Frisco bowling team. This team has entered the Y. M. C. A. Bowling League and will play one night a week during the winter months.

We all feel greatly elated to know that our T. P. Holland, road foreman of equipment on the Afton-Parsons district has been appointed by the president of the Traveling Engineers' Association as a member of a committee of five to prepare a paper for the 1927 meeting on recommended practice of "Air Brake Train Handling" which paper will be discussed at their next annual meeting. The committee is composed of the following:

B. J. Feeny, superintendent of fuel economy of the Illinois Central Railroad.

L. Pearson, road foreman of engines, of the Santa Fe Railway, Prescott, Ariz.

P. J. Talty, road foreman of engines, Lehigh Valley Railroad, Buffalo, N. Y.

T. P. Holland, road foreman of equipment, Frisco Railway, Ft. Scott, Kansas.

J. P. Stewart, general supervisor of air brakes for the Missouri-Pacific Railway and Chairman of this committee.

We feel that we have been highly honored here at Ft. Scott to have our road foreman appointed to this committee. It is a worthy recognition and honor to the Frisco family in general for Mr. Holland's ability as an air brake man to be recognized.

Roundhouse employees contributed about \$20.00 to the Salvation Army in their campaign for funds. Consider this a very good showing for the roundhouse employees, in as much as there was no personal solicitation, all contributions were turned in voluntarily.

John Kelly is off from work on account of an injury to his foot.

Leo Thomas has been absent for more than 30 days recovering from an operation following an acute attack of appendicitis.

TRANSPORTATION DEPARTMENT FORT SCOTT, KANS.

LEO D. CHUMLEA, Reporter

Leonard Houghton, who for the past three years has served as secretary for superintendent at Ft. Scott, has left the service of the Frisco to accept a position with the Chestnut & Smith Oil Co. at Tulsa.

The accounting department has been on the go for the past two weeks, taking inventory over the entire northern division.

The northern division has fifteen extra gangs working and it is necessary for the timekeepers to work over-

time. On most any Sunday you see "Doddle," "Chet" and "Virg" pulling their hair.

Gladys Roff, stenographer for chief clerk has been assigned to position of clerk to the chief dispatcher.

Frank English, chief dispatcher of the Afton and Parsons Subs, has taken the position of night chief, his position having been abolished.

Mr. Evans of Tulsa, Okla., has taken the position as secretary to Mr. Bevans, our superintendent.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SILVERS, Reporter

We spent a few days the latter part of October in the St. Louis Hospital and certainly do not have anything but praise for the attention of the doctors and nurses in charge. The treatment on every hand was wonderful and each and every employee on this railroad ought to feel a personal pride in our hospital institution.

What came very near resulting in a disastrous conflagration occurred some time ago, when the garage in the coach yard, used by general foreman Chas. Kew, was discovered on fire. The fire was quickly extinguished by the prompt action of our forces with very little damage to the building. However, the 1909 model Hupp owned by Kew was damaged to the extent that he was forced to sell same for \$15.00. The purchaser of the car got into it and drove it away, minus the top and all upholstery. Mr. Kew has the sympathy of all of us in his loss.

Nearly every month lately we have reported a new stenographer in this office. This month is no exception to the rule. We now have Marjorie Craig, who takes the place of Agnes Julian, resigned. We extend to Miss Craig a cordial welcome and hope that she will soon get used to the coal smoke and other features, incident to her position.

The regular monthly fuel meeting was held in Kansas City the first of November with a good attendance present. Also had with us several out-of-town visitors.

We notice in last month's issue an account of the prowess of the reporter in the store department at Ft. Smith with reference to trapping mice—or was it rats? We wonder who she got to set the trap and then take the mouse out after it was caught. We suggest that the next time the mice get so numerous that she get a baseball bat and knock them on the head one at a time, as catching two at a time in the same trap ought to be a violation of the game laws of Arkansas.

A line party, dutch treat style, from this office consisting of the Misses Eleanor Forster, Agnes Lynch, Pauline Hoffman, Dorothy Johnson and Marjorie Craig attended a presentation of the film at the Newman Theatre, entitled "Aloma of the South Seas."

About all the improvements are completed in connection with the addition of several stalls on the round-house and we are all very proud of our new facilities. Watch us make the wheels go round now!

W. B. Berry, master mechanic, was called to Galveston, Texas, the first of November, due to serious illness of his sister.

Several of the car department forces have been transferred to this point from Ft. Scott on account of the reduction being made in the force, incident to the removal of the mill shop from that point. Geo. D. Alford, formerly employed at Ft. Scott as piece-work checker has accepted a position at Kansas City in the same capacity and is assisting J. H. Ensen in the handling of the heavy repairs in the south yard.

We have a new slogan in this office now—"Let George do it." Miss Pauline Hoffman, comptometer operator, and Dorothy Johnson, stenographer from this office, spent Thanksgiving in Chicago, inspecting the Wrigley Building. They claim they received almost as royal welcome in Chicago as did Queen Marie on her recent visit to Kansas City.

In order to help us out in furnishing the news from this point we have enlisted the aid of the sandhouse man at this point who will report the hap-

penings and other items of interest coming under his observation.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Chas. Hines has returned from St. Louis where he underwent an operation for the removal of his tonsils.

Sam Shelton, night grate man, has



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Half of all the students enrolled by the International Correspondence Schools every day, every month, and every year are guided to our doors by his experienced



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| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Business Management |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> Trainman and Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Mechanical Engineer | <input type="checkbox"/> Salesmanship |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> Accounting |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Bookkeeper | <input type="checkbox"/> Civil Service |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> Electrical Engineer |
| <input type="checkbox"/> Gas Engine Operation | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Construction | <input type="checkbox"/> Telephone Engineer |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Architect | <input type="checkbox"/> Mining Engineer |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Automobiles |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Country Houses |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Radio |
| | <input type="checkbox"/> Spanish |
| | <input type="checkbox"/> French |
| | <input type="checkbox"/> German |

Name.....

Address.....

*Employees of This Road Will Receive
a Special Discount*

purchased a run-like-new Studebaker touring car.

Mike Murphy, brown hoist engineer, has returned from Pittsburg, where he went to see his new grandson.

Frank Bertina has moved into his new home, completed recently.

Henry Sandoval, machinist helper, has been off a few days on account of the sickness of his mother.

Clarence (Baldy) Smallwood and wife, spent a few days in and around Clinton visiting relatives.

Emmitt Ward was called to Huston, Missouri, recently, on account of the death of his brother, Thomas Ward.

John Maddox, tank washer, has returned from his vacation reporting a fine time and visiting the home folks of Texarkana, Arkansas City, Kansas and Pawnee, Okla.

Virgil Outlaw, who has been off for sometime, underwent an operation for the removal of his tonsils at his home, and is reported to be improving.

Joseph Plourd has returned from Norton, Mo., where he attended the funeral of his sister Mrs. Lizzie Griffith, who died on November 1.

We wish to express our deepest sympathy to William Rockers and family in the loss of their beloved mother and wife who passed away on November 1.

A group of supervisors and employees of this terminal paid a visit to the Business Men's Bible Class meetings held at Ivanhoe Temple on the occasion of the seventy-first birthday of W. R. Churchill who is vice-president of this class and also a former Frisco passenger conductor. Mr. Churchill has been connected with church work a number of years and has always been a hard worker towards the benefit of his fellow man. He also holds a record of having attended the Bible class one hundred and fifty consecutive Sundays. Through hard work on his part and that of his associates, there has been built up what is known as the world's largest Bible class, having a membership of over three thousand.

The following men were present to pay their respects to Mr. Churchill on this Sunday and also to wish him strength and wisdom to continue his good work: John Forster, W. B. Berry, C. R. Kew, J. B. Gilliam, James Bruce, Joseph Swartz, J. J. Grueninger, W. M. Modlock, L. J. Leigh, Al Reece, Charles Reppert, Alvin W. Moline, Frank L. German, Phil Picard, William Gibbs, Volney Gilliam, Frank Loyer.

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OFFICE DIVISION PASS. AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

We certainly are glad to welcome Mr. and Mrs. Post back into our gang for the winter—Atlanta's loss is our gain.

Mr. McCune is now back on the job after an illness of several weeks, part of which time was spent in our St. Louis hospital, and we are glad to see him well and happy again.

We are sorry that we cannot report much improvement in Mr. Cogswell's condition. As most of you know he is suffering from a paralytic stroke.

When the Tiger-Jayhawk conflict is over down at Columbia some one in our office is going to have a turkey-less Thanksgiving, but we cannot at this writing state who it will be.

CENTRAL DIVISION

STORE DEPARTMENT FT. SMITH, ARK.

KATHRYNE McMAHON, Reporter

Agatha Holcomb, daughter of Tom Holcomb, stock clerk, was injured on November 17, when she was struck by an automobile as she was alighting from a street car. She is now in St. Edward's Infirmary, and while no bones were broken, she was badly shaken and bruised. We wish her a speedy recovery.

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

Hulin L. Akridge and wife spent a few days in Springfield, Mo., during the month of November.

O. W. Harrison, storehelper, has completely recovered from a recent operation, and is now back on the job.

Dewey Windes, the store department matchmaker, made a flying trip to Washburn, Mo.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

The car department at Fort Smith is making a splendid record in accident prevention work, not only in regard to correcting defective conditions and practices, but in the number of accidents sustained by the men on the rip tracks at this terminal. The last injury received by a car man at Ft. Smith was on July 28, and that was a non-reportable accident. Such a hoost as this will mean quite a help for the central division in securing the trophy cup for making the best record in safety first.

J. W. Fitzjohn, engineer on this division, who recently suffered a stroke of paralysis while on his engine enroute to this terminal and was brought to Sparks Hospital at Ft. Smith, has sufficiently recovered to be moved to his home in Monett and we are pleased to receive word that he is steadily improving.

We wish to extend our kindest sympathies to Clarence Jefferies in the loss of his sister, Miss Pearl Jefferies. In company with her parents, Miss Jefferies went to Riverside, Calif., sometime ago with the hopes of regaining her health, and her untimely death occurred in that city on November 10. The remains were brought to Ft. Smith, where burial was made

in Forest Park Cemetery on November 17.

Mrs. M. L. Crawford has returned from a visit with her brother, Chas. Lewis, and family of Texarkana and while there attended the banquet given in honor of Will Rogers on November 11 by the business men of that city under the direction of her brother, who is manager for the Cosmopolitan Hotel. Also, was present at the program given in the opera house that evening by Mr. Rogers and from the accounts that she gives of him as an entertainer, it will be a hard matter to get along with her in Fort Smith.

Miss Fern Heyburn and brother, Junior, have returned from an extended visit with their uncle in Plainview, Illinois. They remained there for sometime, thinking a change of climate would be beneficial to Junior, who is still walking with crutches account of the fractured hip received in an automobile accident last May. They returned home by way of Kansas City, where another X-ray was taken of the fracture, and though it seems slow in mending, we are pleased to hear that he is improving.

Another victim of an automobile accident is Harold Claypool, son of general car foreman W. W. Claypool, who sustained a broken arm trying to crank their car. However, he did not receive a bad break, and is getting along remarkably well.

Mr. and Mrs. D. W. Stanley and son Charles were called to Shreveport, La., account of the death of Mrs. Stanley's father, which occurred on November 1 in that city. Our sincere sympathy is extended to them in their bereavement and sorrow.

G. B. Stubblefield, supplyman at Ft. Smith, has returned to work after having been absent for several weeks suffering with influenza.

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CHAFFEE - - - MISSOURI

Due to the illness of H. E. J. Barry, who has been off duty for several weeks, W. O. Coy of Springfield has come to Fort Smith to temporarily fill the position of piece work checker at this terminal. While we are glad to have Mr. Coy with us, we hope for the speedy recovery of Mr. Barry and trust that he will soon be able to return to work.

Not realizing how good a place is until we leave it, as is often the case, Geo. Shields is going to take advantage of the opportunity of returning to the local shops as boilermaker welder after having recently transferred to the Springfield shops.

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

Mr. and Mrs. C. E. Hickerson of St. Louis, Mo., were the guests of Mrs. Hickerson's mother during the past month. Mr. Hickerson was formerly completion report clerk in this office and we are always glad when he comes around for a visit.

H. A. Likins, shop accountant, was one of the "merry participants" in the recent Shrine ceremonial held in Ft. Smith.

Harold Yerby of the engineering department has been transferred to the western division. The accounting department wishes Harold the best of luck, and here's a little tip for his associates on the western division: Just call him "Squitz" and he will feel at home.

J. L. Kiburz and A. T. Kennedy were in Ft. Smith during the past month and you should see the file room now. It ain't what it used to be and we are thinking of rechristening it the "library", with all its shelves and neat rows of file books. Again we thank both Mr. Kiburz and Mr. Kennedy.

Mr. and Mrs. H. A. Likins have as their guest Mrs. Likins' sister, Miss Madge Grantham of Walnut Grove, Mo.

Dorothy Oldham, comptometer operator, went to Tulsa, Okla., for Thanksgiving to attend the Tulsa University football game.

Messrs. J. C. Conley, George Lodge and J. C. McDermott of St. Louis visited the central division recently.

SOUTHWESTERN DIVISION

WEST TULSA STORE DEPT.

WM. F. CARLLEY, Reporter

The writer deeply regrets that last month's items were sent in too late for publication and promises that such will not again occur. Nevertheless there were some happenings that are just too important to let pass without mention, so here they come!

We take pleasure in announcing the marriage of Wm. I. Miller to Miss Mary McCarroll of Tulsa, Oklahoma. Mrs. Miller has a brother, Earle McCarroll, who has been with the Frisco for several years as passenger car inspector at Tulsa.

CLASSIFIED ADS

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

AGENTS—NEW PLAN, makes it easy to earn \$50.00 to \$100.00 weekly, selling shirts direct to wearer. No capital or experience needed. Represent a real manufacturer. Write now for FREE SAMPLES. Madison Factories, 562 Broadway, New York.

Mr. and Mrs. Miller will make their home at West Tulsa where the former has resided for some time. We wish you the best of luck, William, and hope you are favored with a long and happy married life.

The West Tulsa force congratulates Mr. Stone, chief clerk to division storekeeper at Sapulpa, on the arrival of a baby girl at his home. We don't blame you for feeling so proud, Glenn, and we hope all your troubles will be little ones.

The store force has taken a deep breath once more and rejoicing over the fact that inventory is over. There is only one thing which we like about inventory and that is that it comes but once a year. We got through in fine shape, for which we want to thank A. N. Beck, local storekeeper, for his tireless efforts in lining up the stock and eliminating many details which hard work alone, on his part, made a hard task an easy one.

Mr. Beck is to be complimented on his good management and the writer challenges any other store on the system to show a neater or better arranged stock, or a more efficient system of operation, than is to be found under Mr. Beck's supervision at West Tulsa.

Some of our force have been victims of "flu", bad colds and other ailments, equally unpleasant, within the past month. Jerome Burnsworth, checker; Chas. Neimeyer, storehelper; and store truckers Joe Stewart and Wm. Miller, were all confined to their homes at various intervals account of sickness, but we are glad to report them all back on the job.

Joe Stewart has been the "handy man" about the place, having efficiently filled the places of those who have been off sick for the past few weeks.

Wilson Burns, formerly of Afton, Oklahoma, and who has been on leave of absence for the past sixty days, has reported for work here as second truck store helper. Mr. Burns recently "bumped in" here, displacing Wm. T. Wright. We are glad to have you on our force, Wilson.

Wm. T. Wright is now on leave of absence and visiting at Sapulpa, Tulsa, Pierce City, Mo., and other points. Mr. Wright exercised his seniority by displacing "Pete" Burnsworth, checker at this place, and will probably take up his duties here as soon as he makes his round of visits which he reports to be enjoying immensely. We are glad to know that you will still be with our gang William, and we hope you many pleasures during your present visits.

We are sorry that Pete Burnsworth has been displaced and hope that he will be able to locate somewhere near us so we won't lose his company entirely.

Earle Copeland recently resigned as stenographer-clerk to accept a position as storekeeper with the North American Car Company at West Tulsa. Mr. Copeland was relieved here by Wm. F. Carlley, who was later assigned to the position.

Mrs. Chas. Neimeyer will leave within a short time for a visit with her mother who lives in Mt. Vernon, Mo.

Wm. I. Miller has left us to take up work in the car department at West Tulsa. We miss you Jack, but hope you will like your new work.

Mr. Beck is hobbling around with an extremely sore foot as a result of a flying rivet head striking the top of his instep while he was passing near where workmen were dissembling an oil tank November 17. Mr. Beck is improving rapidly and we hope nothing serious will result from it.

Lindley C. Akin, whom we all call "Daddy" because of his good natured, fatherly attitude toward everyone, is very happy just now because of a long looked for visit from his father and mother, Mr. and Mrs. Sam Akin who live at Penrose, Colorado.

Mr. Sam Akin, with his family, moved to Oklahoma about the year

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The mechanical force at Tulsa, Oklahoma, grouped on and around engine 4147 for this picture one day recently. The photograph gives an idea of the size of one of the 4100 class engines, when the 48 men grouped in the picture scarcely cover one side.

of 1888 and settled at Afton, where they lived for several years and later removed to Penrose, Colorado. That was back in the pioneer days of Oklahoma and we can imagine that Mr. Akin could give us some very strange and interesting events, if he were of such a mind, in connection with the making of a part of Oklahoma's history.

Mr. Sam Akin is 80 years old and his wife 77, but from appearances, as regards health and ease with which they get around, they neither seem over 50. We young people should be able to profit by such cases as this for we learn that Mr. Akin has led a very conservative life, something that most young and old people are not doing today.

Pat B. Lamb who has been employed in the car department for the past

three years, is now working with us as store trucker, having filled the place which was vacated by Wm. I. Miller. Pat comes to us well recommended and we find him to be a good man. Welcome to our gang, Pat.

CITY TICKET OFFICE TULSA, OKLA.

D. M. HICKOX, Reporter

P. E. Buessé, C. P. and T. A., was crowned Kennedy golf club champion, defeating W. L. Michener in a 36-hole match. Buessé won the match 9 up at the 27th hole. His medal score was 73.

Phil Atkinson spent Sunday in Kansas shooting ducks. Phil says he killed four ducks. Seeing is believing, Phil.

Lester Roy, son of R. E. Dawson, ticket seller, is rapidly recovering from a minor operation.

Lois Irene, daughter of A. W. Arnett, passenger agent, has been very ill the past three days.

ACCOUNTING DEPARTMENT SAPULPA, OKLA.

E. REIMER, Reporter

W. D. Jones recently, appointed shop accountant, has been very actively engaged in all affairs of the southwestern division, since his appointment, in fact do not believe he has as yet had opportunity to see Sapulpa.

C. P. Hensley, assistant bill and voucher clerk, has been ill for some time and is now at his sister's home at Calvin, Oklahoma. Mr. Hensley has had nervous breakdown and has been very ill but all reports from his indicates constant improvement. His many friends among the employees wish him a speedy recovery.

Victor L. Thomas, general clerk, has been acting as assistant bill and voucher clerk during Mr. Hensley's absence and has aided materially in bringing about somewhat current conditions on the bill desk.

Mrs. Edna W. Bartz, comptometer operator, has been acting general clerk for sometime and on account of her lengthy experience in the accounting department, has made a success of her undertaking.

Miss Eugenia L. Tucker has been temporarily assigned to position of comptometer operator, which vacancy was created by the temporary re-arrangement in the office.

C. B. DeGrande, completion report clerk, has accepted similar position at Pensacola, Florida. Mr. DeGrande has had three years' experience in this particular branch of accounting de-

partment and his experience will mean success for him in Pensacola. All regret his leave from Sapulpa, however, wish him success.

Messrs. B. D. Harsha and D. B. Fellows of Springfield, Missouri and J. D. McDermott of St. Louis, were distinguished visitors during the month.

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PEARL PETERS, Editor

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OFFICE SUPERINTENDENT SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Mrs. Jesse Mae Smith, Mr. and Mrs. Ella Burd and Harry Birchard were among the Sapulpans who went to Oklahoma City to see the football game between Oklahoma University and Missouri University, Saturday, November 6. Oklahoma University won by a score of 10-6. Glenn Smith, star center on the Missouri team, is the son of Mrs. Smith. However, he did not take part in the contest at Oklahoma City on account of an injury to his knee. Leslie Burd, son of Mr. and Mrs. Burd, is a member of the band at Missouri "U" and which accompanied their steam to Oklahoma City.

The Misses Ella Thrasher, Margaret Hughey and Feirba Jean Justice were the week-end guests of Miss Nancy Kengle at Oklahoma City.

Miss Mabel Spence of the timekeeping department spent several days at Boyce, Louisiana.

R. S. Stephens, transitman, has been assigned resident engineer on the Pensacola Lines. M. T. Swift has been appointed transitman.

Roy Mosier, brakeman at Oklahoma City, is ill at the University hospital.

Miss Golda Chambers, bill clerk at Okmulgee, has been granted sixty days leave of absence due to ill health. Miss Maurine Mahan is working during her absence.

Miss Helen Trone and Miss Gretchen Rust have been discharged from the hospital where they had their tonsils removed. Both have fully recovered and are doing nicely.

J. W. Lewis, age 72, retired brakeman, died at Springfield from the effects of pneumonia. Mr. Lewis performed most of his service on the Red River where he was well liked. He is survived by a widow and son, Leonard, who is studying for the ministry in Chicago. Burial was at Oklahoma City.

MECHANICAL DEPARTMENT OKLAHOMA CITY, OKLA.

MISS AMELIA GARRETT, Reporter

Thomas Bean, of the store room, is spending a couple of weeks in Francis, Oklahoma, on business.

John H. Covington, car carpenter, was called to Chandler, Oklahoma, account serious illness of his mother.

Loren D. Gilmore, boilermaker, has returned to work after a month's absence.

Roy Bogard, machinist, is still unable to return to work. Mr. Bogard has been off account of sickness for the past two months. He had his tonsils removed and we are hoping that he will soon be able to return.

Wm. Owens, car inspector, was called to Gentry, Arkansas, account illness of his father.

Harry Lovelace, fireman, announces the arrival of a new son.

F. E. Brannaman, assistant superintendent, has been confined to his bed for the past three weeks.

Business is picking up around Oklahoma City to such an extent that it was necessary to call all of the extra firemen back for service.

Oscar Becker is in the St. Louis hospital undergoing treatment.

John Berry, engineer, recently returned from a visit to Paris, Ill.

H. H. Martin, engineer, is again able to work after an absence of several weeks, account of sickness.

We are very sorry to lose our chief clerk, Mr. Guinney, but wish him success on his new job as traveling inspector.

Earl Vice, fireman, spent a few days at Jonesboro, Arkansas, on business.

Arthur Baulch, stationary engineer, recently purchased a new 1927 Ford coupe.

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TULSA FREIGHT OFFICE TULSA, OKLA.

MINNIE J. KRUSE, Reporter

Mrs. Effie Smith, abstract clerk, returned to work November 1, after two months' vacation spent in California, Colorado and Utah. Effie reports a wonderful time. That we knew she would have, for who ever saw Effie anywhere that she wasn't having a good time and entertaining all those present.

While in California Mrs. Smith visited Glenn Blanchard, who was formerly employed as clerk at Tulsa and who has, for the past eight months, been in the government sanitarium at San Fernando, California. Glenn has gained thirty pounds since he has been in the sanitarium and we hope for his continued improvement.

Miss Irene Doling, stenographer, spent last week end in Springfield, Missouri, visiting her grandparents. She made the return trip via auto with her parents, who had driven to Springfield earlier in the week.

J. E. Patton, chief claim clerk, spent three or four days the latter part of October in Albuquerque, N. M., visiting his wife and daughter, Katherine, who are spending the winter there. Needless to say Pat had a very enjoyable trip.

Miss Mary Jenkins who held down the abstract clerk's desk while Mrs. Smith was on her vacation, has assumed the duties of bill clerk, to which position she has been permanently assigned.

Allen Lewis, O. S. & D. clerk, made a hurried trip to Chanute, Kansas, the week end of October 23 to visit his sister Ruth, who had been injured in an automobile accident. While Miss Allen was quite seriously injured, having sustained a fractured skull, we are glad to report that she is on the road to recovery.

Ray Grimes, brother of Haywood Grimes, office boy, sustained a fractured skull, Sunday when the limb of a tree fell on him, while he and his brother were trimming trees in their yard. Ray was taken to Morningside hospital where he is rapidly improving.

Dewey Allen, car clerk, has bid in position as dockman at the baggage room. Dewey will take over the job in time to handle the usual Christmas

rush of mail and baggage.

W. J. Brady, bill clerk, recently resigned to accept a position with the Midland Valley Railroad. Regret to see "Jimmie" go, but wish him good luck with his new position.

Bernice Gamble, second trick telephone operator has just returned from a sixty days' leave of absence spent in New York City visiting her brother. She reports a very enjoyable trip and visit.

Leo Brown has bid in his old job as bill clerk, after duties of yard clerk. As winter is approaching it is evident Leo is exercising his usual good judgment. We are glad to have him back with us.

Saturday night, November 6, the bunch from the office enjoyed an old time opossum hunt in the "jungle" near Owasso. The occasion was made successful by the presence of Joe Laycock, an ex-fellow worker who took along his two very good opossum hounds. During the hunt several (seemingly hundred) miles were traversed, but the coldest scent was when the gang started back to the cars—lost, and then after about two hours spent walking in a circle, someone pretty well read up on forestcraft, woodcraft or what will you lead us all back to the cars and eat? The feast was made more delectable by the arrival in camp of one of the dogs that had strayed off. He had caught a "It wasn't that kind of a kitty." After the cats had been disposed of, story telling was indulged in, of which John Patton was barred from participation. Everybody had a great time.

O. V. Smith with his gang of carpenters, have been busy in Tulsa this week assisting in the installation of a twenty-ton auto truck scale at the warehouse. They expect to have the scale ready for use within the next day or two.

Due to cold weather base ball activities (at noon hour along the team track) have been suspended.

Paul Buck, DR clerk had the misfortune to have his house robbed one evening several weeks ago, while he and his wife were attending a show. Wearing apparel seemed to be the main object of the burglars. They took all of Paul's clothes as well as those of his wife. For the information of anyone who may be so fortunate as to have a surplus, Paul wears a 15 shirt, 7½ hat, is 5 ft. 10 in. tall.

MECHANICAL DEPT. NEWS WEST TULSA, OKLA.

G. H. STORY, Reporter

Walter Whitaker, car carpenter at West Tulsa, has just returned from a two weeks' vacation spent in Missouri. Mr. Whitaker could not be induced under any circumstances to say just where in Missouri, and every time he was asked he would indulge in some choice bit of witty repartee such as "Pushmataha" or "Punkin Center—by heck." His unwillingness to disclose any information in this respect is generally conceded to be good evidence that he was in some small town. The good old Missouri mud which envelops his "Hoople" sure look's good to ye reporter. That is, as mud goes!

Bud Leake, section foreman on G-29, believes he is haunted by lady luck. Mr. Leake lost \$50.00 in currency a short time ago which was found by Mrs. W. C. Timbrook. Mrs. Timbrook seems to have a natural trend for finding lost articles. A year or so ago she found a check and \$105.00 in cash at Sand Springs Park. In addition to this, ye reporter lost his other shirt while getting off a street car. The next day this was returned after being found by this fortunate lady. Mrs. Timbrook says the worst luck she ever had was when she found Mr. Timbrook who is employed at this point as car carpenter!

John Turner, car inspector, has also returned from a little hunting trip in New Mexico. Not much hunting was done, as Mr. Turner could not seem to tear himself away from Albuquerque for the big open spaces surrounding this place, seemed entirely too spacious.

40th AND 43rd TRACK DIVISIONS SAPULPA, OKLA.

J. A. MACMILLAN, Reporter

A meeting of all section foremen and track department employees was held at Vinita, Okla., October 24. Sixty-two employees of the track department attended the splendid meeting. Interesting facts and figures were given on accident prevention in a talk made by L. A. Manly, claim agent. W. C. Brown of the mechanical department also gave an interesting talk on the proper maintenance of motor cars. A general discussion was entered into by all present on the new rules and standards recently put into effect and Mr. Trisler, roadmaster, explained thoroughly just how they should be

applied. At noon a very enjoyable luncheon was served at the Harvey House, the men returning home on afternoon trains.

Mr. and Mrs. J. F. Medina of West Tulsa are leaving for Laredo, Texas, where they will spend the Christmas holidays.

The Fleetwood Easton Real Estate Corporation, of Tulsa, is constructing a 1,360 foot spur track. More business for the Frisco and real "service" for the real estate company.

Mr. Trisler, roadmaster and Mr. Wright, of the accounting department went over the division taking inventory on the last three days of October.

A. C. Jones has been assigned to the position of foreman on extra gang No. 21 which is now located at Okmulgee, building a new passing track.

G. K. Hawley has been assigned to position of foreman at Pierce City.

Mrs. Monroe Chumley and children of Vinita, are in St. Louis, visiting relatives.

Miss Agnes Cox of Sapulpa is leaving for Cleveland, Ohio, where she will spend the holidays.

Frank Young, formerly foreman at Afton, has been appointed roadmaster on the 50th track division, with territory from Sapulpa to Francis.

Mrs. L. P. Hanson of Pierce City is leaving shortly for Salt Lake City for a visit with relatives.

James Eunice, foreman on the West Sapulpa section, has been transferred to Catoosa. A. Hodson of Afton, is acting foreman at that place on account of Mr. Young's promotion.

Mrs. A. S. Walker and children of Wyandotte are visiting relatives in Bristow. Mr. Walker was formerly foreman at that place.

The fence gang, in charge of Frank Peteet has been moved to Claremore, where they will be engaged in repairing right of way fence, installing new cattle guards, and repairing cross-ings.

Pat Smith, frog repairer, is now working at West Tulsa, building up our frogs and switches in first class shape.

A new extra gang (No. 27) has been added to the track forces on the 43rd division. W. E. Peteet of Red Fork has been made foreman. Mr. Peteet is being relieved by A. Guiterrez, on the Red Fork section.

Mr. and Mrs. J. H. Morgan, section foreman of Chelsea, are the proud parents of a 13-pound baby boy, born October 20, 1926. Mother and son doing well.

EXECUTIVE GENERAL AGENT'S OFFICE TULSA, OKLA.

W. B. BAXTER, Reporter

W. L. Pendleton, chief clerk, has been in the hospital at St. Louis since November 2, following an operation for appendicitis. He is doing nicely and will be home in a few days. R. C. Culter, soliciting freight agent, has been filling the chief clerk's position during his absence.

Miss Pearl Gardner has resigned her position as stenographer in this office and was succeeded by Miss Gladys

Price. Miss Geraldine Welch has also left the Frisco and has been succeeded as secretary to J. W. James by Ernestine Stotts of St. Louis.

Business continues good in this section and the work heavy.

Miss Selma Hoffman, supervisor of telephone service, was in this office a few days.

The Frisco is leading all other lines in this section in every department, even on the golf links as evidenced by the fact that P. E. Busse, city passenger agent, who won the city championship and holds the course record on all the courses here. Ye scribe won the tournament recently held on the Kennedy course, defeating the Missouri Pacific entrant in the finals.

Miss Bernice Gambol, P. B. X. operator, is back on the job after spending her vacation in New York.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

CAMPBELL and CAMPBELL,
Reporters

L. H. Harshey, "draftsman" on the western, has been appointed roadmaster on the central division, stationed at Hugo, Okla. Good luck, "Lew".

H. V. Yerby (Squeegie) comes from Ft. Smith to the western division as "transitman" in the division engineers' office. Feel sure he will like the western.

A SAD TALE

This is dedicated to radio fans on this division and I must say we have lots of 'em:

Here lies the remains of a radio fan, who is mourned by his many relations; he filled his gas tank while smoking his pipe, and was picked up by twenty-one stations.

On November 1 two Frisco veterans in the interest of "The Small Town Advancement Society", of which they constitute the official body, made a trip over the Avard sub-division. While the real purpose of their trip and their accomplishments have not yet been given to the public, it is known that they made a thorough investigation of social and business conditions with the object in view of writing an appropriate slogan for each town.

Their efforts:

If you've a girl and gonna marry 'er, Remember livin's low in CARRIER.

'Twill pay all men to move to GOL-TRY.

Who love to look on fairer poultry.

Fair HELENA needs no boostin'; She's always on the top aroostin'.

If you marry, don't be silly, But build a love nest at McWILLIE.

If you would make a fortune farmin', Success awaits all men at CARMEN.

The bathing beauties of DACOMA Lead all the rest in Oklahoma.

HOPETON, hope of all the hopeless—Wireless, womenless, and dopeless.

(Mr. Editor: The official body decline to submit their slogan for Avard, stating as their reason that Avard is on the main line of the Santa Fe while only on a Frisco branch line. Moreover, the literary merit of the Avard slogan is so far ahead of that of the others that its publication would be an injustice to the Frisco Lines. As a substitute slogan, they give the following cryptic words:

"AVARD: Where we stayed over night and had breakfast.")

SAPULPA, OKLAHOMA

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THE REXALL STORE

Two Registered Pharmacists Subject to Your
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Phone 472 Odd Fellows Bldg.

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Respectful Considerate Service
SAPULPA, OKLA.

Lewis and Landrith

EASTERN DIVISION**MONETT YARD
MONETT, MO.**

FRANK L. KYLER, Reporter

Quail season opened November 10. Ye scribe and another fellow went hunting. The total of the kill was the proverbial limit of ten of which all but eleven were bagged by Frank. J. A. Griffith, night general yardmaster has a new radio. First station he located was in Montana. Pretty soon we look for him to be listening in on the really far away stations.

James C. Williams, first trick engine foreman, has returned from Fort Worth, Texas. Jimmy is at present recuperating from a severe attack of rheumatism. We hope to see him sufficiently recovered to warrant his return to work in the near future.

Mr. and Mrs. W. P. Fenton, Mr. and Mrs. C. P. Glass, Mr. and Mrs. A. C. Ebright and little son Arlie Junior, and Mr. and Mrs. H. T. Pinnell, attended the banquet given by D. W. Nichols Lodge No. 167, B. of R. T., at Springfield, on November 11. All report a very charming program and general good time.

Mr. and Mrs. Frank Kyler have returned from a short visit with friends in Miami, Oklahoma.

Fred C. Williams, switchman on the three p. m. crew, has bid in a tem-

porary vacancy on the seven a. m. crew brought about by the absence of switchman J. C. Williams who is laying off sick.

"Mandelon Jack" a traveling musician, payed us a call at the shanty, a few nights ago. Jack didn't have his mandelon so we were not treated to a sample of his skill. The switch tender tells us that Jack is quite an entertainer even without his musical instrument.

Barney Conley, third trick switch tender, has been laying off, nursing a sore knee. John "Big Jack" Shipley has been officiating in his absence while Howard White filled Shipley's vacancy as foreman on the third trick coach crew.

Memories of the days of old, assail the old timers when they take a look at engine 3730 in the capable charge

"THE WONDERFUL CITY OF ADVANTAGES"**PENSACOLA****SAN CARLOS
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CAPITAL AND SURPLUS \$1,000,000.00

of Engineer John C. Stowe. Not exactly the burnished jacket and polished bands of the old time "Diamond Stacker" but very near it. Mr. Stowe has been running the 3730 for several years and he is mighty proud of her neat appearance. They are a real pair, too, a dandy little engine and a true gentleman of the old school, as engineer.

A few familiar expressions among the boys.

McTigue—"Let's sing one. I heard a good one from DIZ last night."

Russey—"It's a long time from three p. m. until eleven."

Don Lavy—"That's pretty good ain't it?"

Elrod—"When do we get that raise?"

Bud Smith—"Gimme a few matches."

Newberry—"Gracious Me."

Ft. Scott Advertisers

Your Railroad's Official
AMBULANCE

PHONE 86

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COMPANY**
FORT SCOTT, KANS.

THE

**Peoples State
Bank**

FORT SCOTT, KANS.



*Frisco Depository
and a Good Bank for
Frisco Employes*

Cannady—"Sure handled lots of cars tonight."

Fenton—"It's a long time in the old country before we'd have a job like this."

Just as the world series had come to an eventful close, with the invulnerable Cardinals at the helm of the world's championship, there came to this life, a tiny son, to Mr. and Mrs. Arch Long. Arch didn't have to wait long to find a name for the tiny little one. He handed him the title of Gordon Alexander Long and departed on Train No. 2 for St. Louis to see his favorites wind things up, with the youngster's namesake, the marvelous Grover Cleveland Alexander pitching his way toward victory for his team and undying glory for himself. May the glory of the great be transformed to the bosom of the tiny youngster, so fittingly named.

The first snow of the winter, fell during the night of November 16. It only paid a flying visit however and was soon on its way over to Arkansas.

Rabbits are ripe now, and most any day one can see the proverbial small boy, armed to the teeth with broomsticks and mongrels, various breed, at his heels as he sallies afield in quest of Brer Rabbit.

Joe Robinson came in on No. 306 a few nights ago and as he dismounted from the cab of the trusty 1006 he was observed to have a green head Mallard duck in his arms. We presume that Joe had the St. Louis-

Wichita limited up in the air, out around Altamont or Mound Valley and as the ducks came by on the southward flight. Well we'll just surmise that Joe caught one. Anyway, he had a duck!

Listen fellows, please chip in a little news now and then. Then if something gets all mussed up by being printed when it should have been left out, I will have someone else to lay the blame on. A little help brethren, a little help.

OFFICE OF GENERAL YARDMASTER MONETT, MO.

HELEN NORTHERN, Reporter

Hunting season here opened with a "bang." Everyone from the messenger boy to the general yardmaster has been seen with guns and dogs, but so far as we have been able to find out they are still eatin' "bacon," but here's hoping they will be more successful and bring home a "wild" turkey at least.

Mr. and Mrs. Oliver Gulick returned November 14, after an eleven-day trip in the east. They "took in" Niagara Falls, several points in Canada, Chicago and Detroit. While in Chicago they had the pleasure of seeing Queen Marie.

Wm. N. Caffey, assistant yardmaster and wife, spent two days this month visiting friends and relatives in Springfield.

J. Lawrence Planchon, of Newburg, Missouri, visited his parents, Mr. and Mrs. Pete Planchon of Monett, October 23 and 24. Mr. Lawrence Planchon was formerly car clerk at Monett.

Eastern division accident prevention meeting will be held at the Railroad Y. M. C. A., November 19, on Sunday, November 21, a joint meeting of the section men for the eastern, northern and southwestern divisions will be held in the Y. M. C. A. Both meetings will be in charge of E. L. Magers, superintendent of eastern division.

Victor Gleeves, of the general manager's office visited friends and relatives in Monett, Sunday evening, November 14.

James C. Williams, switchman, has been unable to work for the past month account of illness. We wish him a speedy recovery.

Account of news being scarce and there having been so many brides in the Frisco family recently we would like to advise them never to have their husband copy a recipe being broadcasted by radio, for one young bride did this and although he did his best, he got two stations at once, one of which was broadcasting morning exercises and the other the recipe; this is what he wrote down: "Hands on hips, place one cup of flour on the shoulders, raise knees and depress toes, and mix thoroughly in one-half cup of milk, repeat six times, inhale quickly, one-half teaspoonful of baking powder, lower the legs and mash two hardboiled eggs in a sieve. Exhale breath naturally and sift into a bowl. Attention: lie flat on the floor and roll white of an egg backward and forward until it comes to a boil, in ten minutes remove from the fire and rub smartly with a rough towel. Breathe naturally, dress in warm flannels and serve with fish soup."

(P. S.—That wasn't original, neither was it given from experience.)

PASSENGER ACCOUNTING DEPT. ST. LOUIS, MO.

ESTELLE HINTON, Reporter

James R. Murray returned to his duties in the local department after taking a months' leave of absence.

C. A. Goose is doing splendidly in his new position as head of the local department, as is also Dan Fisher as head of the conductor's department.

Shoemaker Drug Store

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We Route our Shipments
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Because Frisco Helps Us
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Your Charge Account
Greatly Appreciated~

which position Mr. Goose held previously to his promotion.

Rev. H. F. Bohn recently lost a daughter, but in doing so thereby gained a son, when his daughter Alice was united in marriage to B. J. Ryan. This is the second daughter of Rev. Bohn's, who resigned from Frisco service to be married.

Joe Payton is spending quite a few of his evenings lately in Webster Groves, rehearsing for a play to be given in the near future in the Manchester Hall at Manchester, Mo.

Frank Meyer is the proud possessor of a new Oakland.

Bessie Landers, comptometer operator, joined our office force November first. We are glad to welcome her and wish her the greatest success.

Jeanette Tanquary is taking an extended leave of absence for her health and is sojourning in California. She was accompanied by a small niece and also her mother, Mrs. Jeanette Tanquary, who was formerly ticket agent for the Frisco at Lindenwood.

Jno. C. Starkey, auditor passenger accounts, accompanied by Mrs. Starkey attended a conference of the railway accountants association of which Mr. Starkey is a member at Detroit, November 9 and 10.

Another baby has been welcomed to the home of Mr. and Mrs. Geo. Callihan, this being the fifth son. They have also two small daughters.

Conductor A. C. Ham called at the office recently with his little son, C.

Junior, who says he is going to be a conductor also when he "gets as big as daddy."

PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

Snow, snow—the first this season. During the month of November, we have had quite a few changes in the department. Arthur Hihn, clerk in the ticket stock room resigned to accept a position with a wholesale house in the city. Carl Hartmann, assistant file clerk, accepted position in the president's office as assistant chief file clerk. Carl and Arthur have the wish of all in the department for their success.

Richard Knoll, chief mail room clerk was promoted to the ticket stock room position vacated by Arthur. Frank McEneny, assistant chief file clerk to Richard's desk; Louis Behnken to Carl's desk and Bert Baumgartner, a newcomer to the department was made assistant chief file clerk. William Hynes also a new clerk, accepted the position vacated by Louis Behnken. All these young men are climbing the ladder fast and it is the wish of the department that they all will be successful in their new positions.

Robert R. McConnell, who has been confined to the hospital for the past few weeks, is much improved. We are

all anxious to see Bob back at his desk with the usual sunny smile.

F. W. Dunard, depot passenger agent, spent a week out at the hospital nursing a sore foot. Fred is back at work, walking as good as ever.

Walter Sparks is the most pronounced exponent of National Apple Week that we have found in the Frisco building at St. Louis. Its an apple a day with him, and he comes in in the morning, just finishing, and goes home at night just starting one. We don't know about noontime—for we're busy eating something then ourselves, which reminds us:

Walter has an apple,
He takes to work each day,
But Walter eats the apple,
'Steard of giving it away.

The stenos beg him for it
The clerks ask for it too,
He eats it all, bite after bite,
And oftentimes eats two.

WEST SHOPS—FAMILY NEWS

NAYDEAN G. BLAKELY, Reporter

Churchill K. Ruxton, former shop distribution clerk, is now located with Block and Kuhl Department Store, Peoria, Ill. Churchill is assisting in the tabulating machine department and in the future will travel for the Tabulating Machine Company installing the tabulating machine system in various cities.

P. V. Hampton, storekeeper and John Hurley, chief engineer, power plant, left Saturday for an extended hunting trip in the south. Yearly, a party of twelve go to Kerville, Texas, and from there drive inland about thirty-five miles to a fifteen thousand acre range owned by one of the party and here they hunt deer and wild turkey. The party carry their own cook and professional guide. The party of twelve have been taking this same trip for many years. One of the twelve have to depart for a "Happier Hunting Ground" or be seriously ill before a new member can gain a place in the lucky hunt. Messrs. Hampton and Hurley are very fortunate, however, they no doubt, realize that better than we stay-at-homes.

Our Irish singing sheik, Geo. Dwyer, was again a leading attraction in the recent Kiwanis Minstrels held in the new Gillioz Theatre. George, be careful, you are going to be a "leading attraction" too many times and some one will carry you off as a manager.

BIRMINGHAM ADVERTISERS

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WEIR-KILBY CORPORATION

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TRACK WORK

CINCINNATI, OHIO
BIRMINGHAM, ALABAMA

of minstrels and then what would we do?

W. C. Coy, west freight shop, has been transferred to Ft. Smith.

Eura F. Cook and Wm. Yates, west freight shop, claim they shot the limit of quails on their last hunting expedition.

C. A. Stevenson, assistant foreman, west freight, supplied Dick Moran with quail on his return from Christian County. Why should Dick hunt when he has a friend like Steve.

The Salvation Army had its annual drive and the west shop employees certainly contributed their share. We know all of us will have a happier Christmas with the thought that perhaps our small donation was indirectly responsible in giving some little tot a better Santa Claus Day, or perhaps, aided some mother in preparing her otherwise meager Yuletide meal.

Leo Buchanan, store trucker, has departed from the bliss of single blessedness.

WEEKLY NEWS—Jessie Robards, stenographer to P. V. Hampton, and Mildred Truman of the general office, spent the week end in Kansas City, November 13.

J. W. Morrell, "Uncle Bill" safety supervisor, spent his forty-seventh Frisco birthday at a safety first meeting held at the west coach shops. Mr. Ryan, safety first inspector at the west locomotive is convinced that no place could Uncle Bill have spent a more pleasant or "safe" birthday.

Twins have come to the Slentz home to bring Mr. and Mrs. Harvey Slentz double happiness.

Wednesday, November 10, was duly honored as opening of quail season. W. W. Shackelford and party tried their luck; also Frank Sillix and L. B. Reed. W. W. S. hunted east of the city. Sillix north of the city and Speedy in Stone County. Mr. Sillix shot two less than the limit. Speedy two only, and Shack thought it was the limit and too bad that he had such luck.

Men have done brave deeds,
And bards have sung them well;
But I of Relfe V. Hickman,
Now a tale will tell.

In the Frisco West Coach Shop,
A hunter brave was he,
As keen his eye and sure his aim,
As any there could be.

Since the tenth day of November,
At quails he has aimed;
Until one dear little bird,
Became what Relfe calls "tamed."

It lit on the barrel of his gun,
And all Relfe had to do
Was to catch the little birdie,
Before someone said "shoo."

Then there's Claude E. Logan,
Who catches all the quails,
By using the old old method
Of sprinkling salt upon their tails.

And when he comes to work,
The day after the day before,

He says he can hardly walk
His muscles are so sore.

We also have this story
From our checker G. E. Uselton,
In regard to one, his nephew,
Who's an expert with his gun.

He shot at one lone rabbit,
And found he had killed two
We know you'll all agree,
He's a shot, both good and true.

Of the feats of the fore named hunters,
The details we did learn,
But some of the other hunters
Less information did we discern.

Among the modern Nimrods,
Are men both light and heavy,
There's H. V. Conn, C. R. McCormick,
Burr Phillips and Bert Caffey.

Then comes four of our carpenters—
J. C. Ayres and W. F. Brake,
With Floyd Roberts and L. F. Isley
Their share of quail to take.

Not since the days of Nimrod,
Has there been hunters of such
skill,
As may be found in the West Coach Shop.
Since the quail they're permitted to
kill.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

This station has not broadcasted for a few months, but nevertheless, we are reading all the family news and enjoying it. Aside from having a turtle mysteriously appear and disappear in this office, also a stray cat and her kitten, we do not have any dashing social events to record.

Elmer Yackel, a girl-shy young man, after three years of planning, has finally gone deer hunting. He will stop at Billings, Montana and Spokane, Washington, and is positive he will return with at least one deer. If he is unsuccessful in the far north, no doubt he will edge toward Alton, where he already has a dear who sends him perfumed letters.

F. G. Fischer, general foreman, had a birthday anniversary recently. Never mind the embarrassing question. All we want to mention is Mr. Fischer's deep appreciation of the birthday remembrance sent him by his son Frank and daughter-in-law in Memphis. It is surely fine to be remembered on your birthday.

Roy White, porter, brought us a jar of chow-chow and one jar of something that we haven't figured out so far. We just know it was very good and that it speaks well of Mrs. White's ability as a cook.

Wm. H. Van Horn, engineer on the suburban run between St. Louis and Valley Park, and Mrs. Van Horn will spend the holidays with their son in Trenton, New Jersey. They will also visit in New York City.

Ezra Werner put his Overland car on a Ford carburetor and says it runs almost as good as a Ford. Here is honest to goodness competition for C. B. Carlisle, clerk, who is capable of inventing numerous devices to encourage his reluctant Ford to run.

Gentry Parker, machinist, went to a party the other night, and on coming out could not locate his new car, which is a Star. They found Gent at 3:00 a. m. going around saying "Rattle, rattle, little Star, how I wonder where you are." You've got to watch them, boy.

The folks at Chouteau Avenue roundhouse send Christmas greetings to the other folks along the line.

"SP" OFFICE—SPRINGFIELD, MO.

G. C. VERMILLION, Reporter

Boss Jury left for a two weeks' vacation in Florida.

Mr. Whitney, third trick "SP" office, has been off from duty several days account of sickness. We are glad to report that he is back and feeling much better. He was relieved by Operator E. Trotter.

Frank Moore of Newburg, who for the past two months has been working in Chief Little's office, has been transferred back to Newburg on a night job.

Bob Holman, information clerk, depot ticket office, is the proud owner of a new Pontiac six.

Operator Reed, of the extra board, was successful bidder on third trick telegrapher, Sheffield, Mo.

O. Gilbert, third trick, Billings, Mo., was missing for several days. Understand he went home to get another square meal. Operator Bruton relieved Glib.

Operator Wilson has been loaned to the central division to work for about ten days at Washburn, Mo.

Operator Pat Paulsell, of St. John, being the oldest bidder on second trick at Franks, Mo., was assigned to that position. All the boys will miss Pat on third trick.

The new extension of Logan passing track was completed a few weeks ago. This passing track extends from Logan to Marionville, and will hold about one hundred and fifty-five cars, which is a great improvement.

OFFICE SUPT. TRANSPORTATION SPRINGFIELD, MO.

EULA STRATTON, Reporter

Gee! Ain't life fine

Just before Christmas time?

Air is crisp and full of fun—

"Charge it please"—shopping's done.

Christmas shopping—yes, we're doing it; however, it seems to be quite a task to Helen Mary Dryden now that she is "auntie" again. The latest nephew being little Joe Tom, son of Mr. and Mrs. A. E. West of Detroit. Mrs. West was formerly Madge Dryden of this office.

Vacations seem to be lasting rather long for us; anyway Miss Helen Deckert is planning a vacation in Blytheville and Birmingham soon. (Birmingham is where the heavy mail comes from—ahem!)

Miss Grace Wall spent the Thanksgiving week-end visiting her brother at Conception, Missouri. He is in college there.

From the letters we are receiving from Carmen Bowman she must be having a great time in Los Angeles, California.

Tom Feehan, Mr. Doggrell's secretary, having had those "pesky" tonsils removed is back on the job with his usual pep.

Thanksgiving day was spent by most of us eating turkey, others attended thrilling foot ball games here, and there, over the country, while some of our famous sportsmen decided to try their hand at hunting and report quite a good haul.

We wish to take this opportunity to extend to Miss Della Stevens, clerk in this office, our sincere sympathy in her recent bereavement.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The employees of the fuel depart-

MEN! DON'T SEW ON BUTTONS



These buttons snap on, and they fit any garment. Pilcher Bachelor Buttons are detachable, too. Use them again. If dealer can't supply, send his name and 25c for full assortment of 3 colors, 3 sizes.

PILCHER MFG. CO., Inc.

Dept. 403

Louisville, Kentucky

DON'T WEAR A TRUSS

BE COMFORTABLE —

Wear the Brooks Appliance, the modern, scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Look for trade-mark bearing portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope.

BROOKS APPLIANCE CO.,

98 State St., Marshall, Mich.



MR. C. E. BROOKS

ment were pleasantly surprised by a visit from Miss Georgia (Bonnie) Clark who, up until a few months ago, was one of our co-workers. Miss Clark is now employed with an oil company at Ponca City, Okla. Bonnie was quite a favorite and we were all very glad to see her looking so well, and enjoyed her brief visit.

Am very glad to advise that C. E. Bissell, fuel inspector, of Pittsburg, Kansas, who was quite ill at the time of our last issue, is again able to be "on the job."

H. E. Martin, chief clerk, has been away from his desk several days due to illness. He is now able to leave the hospital, and we hope to see him at his desk within the next few days, quite well again.

Lewis Blevins spent Sunday in Springfield. Although Lewis doesn't "put out" much information about these frequent visits to his "home town," we have an idea what the attraction is down there, but judging from all the nice girls who have come from Springfield to take positions here in the general offices at St. Louis, we don't blame Lewis much.

ROLLA, MO.

BESS LEA, Reporter

W. W. Lemons, first trick operator Newburg, was off duty one day believing relieved by operator H. A. Atwell.

B. D. Ringeling, agent Moselle, is off for a few days to take advantage of the first days of quail season. Have an idea his bag will be well-filled every night as he comes in. His partner for one day will be Mr. Donaldson, trainmaster.

Mr. Watts, assistant superintendent, is back from his vacation, also a trip to the hospital where he had his tonsils removed. He says he is feeling fine now.

Very sorry to learn of the sudden death of brakeman Johnson. We extend our sincere sympathy to the bereaved family.

Operator Hathaway, second trick, Richland, has returned from a visit with his mother in Muskogee, Oklahoma, also Ft. Smith and Little Rock, Ark. Operator Jones relieved him.

Conductor Dick Smith, trains 3 and 4 has been in the hospital for some time. Understand he is to leave there soon and we hope it will be in a very much improved condition.

Recently some changes were made in trainmaster's office. Newburg. Night trainmaster's job abolished and night car clerk installed instead. Also the day car clerk job abolished. Mr. Davis formerly night trainmaster, bumped Mr. Smith on swing job, who in turn bumped J. H. Harvey, third trick dispatcher, who went to Ft. Scott from here. Frank Moore was assigned the night car clerk's job, and

Harold Stoll assigned Moore's place in Springfield.

Just learned of a little babe by the name of Walter Edwin who arrived October 2, to bless the home of Mr. and Mrs. O. P. Matthews. Mr. Matthews is brakeman on trains 5 and 6. And we predict a very bright future for this little lad as he will no doubt follow the footsteps of his father and be a great Frisco booster and an ardent baseball fan. We extend congratulations to the happy parents.

Pat Paulsell, operator St. John, successful bidder on second trick Franks, Mo., and has moved his family there.

F. A. Strobach, clerk, wife and daughter left for Port Arthur, Texas, where his daughter Helen was united in marriage to Mr. Herschelowitz. The romance of this happy couple began while he attended the Missouri School of Mines here. Their many friends join in wishing them much happiness.

John Larkin, clerk, Richland, has returned from a visit with homefolk in St. Louis. Shack Dodson relieved him.

Ye scribe, just wants to tell you about some of the wonderful scenery which the Frisco passes through in the Ozarks especially in the fall of the year when Mother Nature dresses up in her various colors. South through the Boston Mountains, you want to see some more real scenery especially around Winslow, Arkansas, the beauty can't be described. On a recent trip I enjoyed every minute of it, so let's tell our friends about the various scenic trips our Frisco has in store for them. Let's all BOOST for the FRISCO!

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

On November 5, C. C. Mills, accompanied by Z. B. Claypool, talked to our freight house employees, mechanical car men and section men about claim and accident prevention. Mr. Mills certainly won his audience in this lecture and all are anxious to see him make an early return.

Again the fateful error pennant is floating over our freight house, occasioned by the station's good work for the month of October.

M. O. Harris is on a leave of absence account ill health. We hope to see Ollie "filling" the chair of chief revising clerk before the termination of his ninety-day leave.

John L. Strange is back with us again. John worked as train clerk at Gratiot.

Henry Mott, trucker, has been advised by his physician to take leave of absence. "Heinie" is one of the platform's old timers.

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

ALTA NORTHCUTT, Reporter

We welcome to our ranks S. H. Acker, who assumed the duties of assistant test engineer on November 1st. Mr. Acker is a graduate of the mechanical engineering department of the University of Minnesota and comes to us direct from the Northern Pacific Railway with which he was connected for a number of years in the locomotive testing and dynamometer department at St. Paul, Minn.

With the coming of the early fall and the closing of the summer months the thoughts of Warren Ichler drifted back to old friends and pleasant memories. To quiet that longing for a glimpse of former acquaintances and co-workers, Mr. Ichler visited with friends on the New York Central railroad at various points while on his vacation.

Betty Blake and Coral Ooley have just returned from a trip to Kansas City.

Even the migrating birds find hospitable Springfield a pleasant place to visit. In appreciation of the friendliness extended to it by Frank Batson (secretary to J. K. Gibson) a large white stork recently repaid Frank's kindness by leaving for his amusement during the long winter evenings—"not a dolly, not a toy; but a jolly romping boy."

When Mrs. J. B. Gilliam of Kansas

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City, a former stenographer in this department, made a visit to Springfield recently she was entertained with a delightful luncheon at Harvey's. Those present were Mrs. P. F. Spangler, Flo Blevans, Imogene Barlow, Betty Blake, Coral Ooley, Eunice Morrow, Hazel Clark, Millie Alcorn, Alpha Cordz, Mable Campbell, Cora Wolkins, Helen Yates, Lillian Yates, Ethel Wymer, Lela Pride, Mable Dwyer, Margaret Lyons, and the writer. Mr. and Mrs. Spangler presented Bernice with a beautiful silver set of individual salt and pepper shakers and the girls in this and the M. C. B. department gave her a lovely colored glass cream pitcher and sugar bowl.

Among the flotsam of financial wrecks left in the wake of the last base ball season is one package labeled "Raymond Ivey." J. E. Potts managed to anchor himself to a small talisman in the form of a Cardinal medal and thereby insured his bets always being placed on the winning team.

The close association of the north and south and the absolute dependence of the one upon the other was very forcibly brought to the attention of D. C. Houston recently when the hurricane which struck Pensacola prevented his making a contemplated pleasure trip to Canada. However, D. C. has his itinerary all written up and hopes to start for the land of non-restrictions in the near future.

The doctor ordered Herschel McNally to take a few weeks leave of absence and while he is away William Hartsock of Independence, Kansas, is acting as personal record clerk. Herschel spent a week or two in Chicago and is now with his grandfather "down on the farm" near Dixon, Missouri. He has gained six pounds in weight and hopes to return to work soon.

Among those in the mechanical department who spent their vacation sight-seeing this summer only one, chief draftsman H. P. Dawes, gave us a report of his trip. Mr. Dawes and wife went to Florida in October and formed their own conclusions regarding that much talked of state. We will let Mr. Dawes express his own opinion though: "We left Springfield Saturday night, October 9th, arriving in Jacksonville Monday morning. There we spent half a day exploring the city and visiting the docks, where we saw a number of big boats which were to leave for Key West in the late afternoon. We continued our trip to Key West by rail, however. Key West is built on a small island of coral formation about fifty miles from the mainland of Florida. It is reached by the Florida East Coast causeway, being the southern terminal of those lines and it is there that the boats from Cuba make connection with the trains. All sorts of tropical plants grow on the Keys: dates, coconuts, bananas, oranges, limes, cacao fruits, and many varieties of vegetables. Among the points of interest visited by us were the naval station and army post, an old fort, and the docks.

"Our next stop was in Miami where we saw the direful effect of the hurricane. Although it was then almost a month after this calamity had visited Florida, wreckage was strewn everywhere. Miami Beach, Hollywood and Fort Lauderdale seemed almost irreparable. One could not imagine that water and wind could be so destructive without seeing such a sight with their own eyes.

"While on our tour we visited St. Augustine. This is only a small place but it is claimed to be the oldest city in the United States and therein lies its interesting feature. Some of its streets are very narrow, the narrowest one being only six and one-half feet wide. It was here that we saw the oldest frame house in the United States, the old slave market, St. Augustine Beach, an alligator, an ostrich farm and some very fine parks. But the one point of greatest historical interest is Old Fort Marion. The Spaniards were 190 years building this fort and it is now between 300 and 400 years old.

"On our return trip we again stopped at Jacksonville and we also visited a number of points of interest in Atlanta, Georgia and Birmingham, Alabama."

AGENT'S OFFICE, MONETT, MO.

PEARL E. LEWIS, Reporter

Earl Aulgur, ticket clerk, spent a few days in the Frisco hospital at St. Louis the latter part of October.

Otis Burg, mail and baggage handler, is off duty account illness.

Mrs. Carl Archdale and son Bobby, family of our transfer clerk, have returned from a delightful visit with relatives in Chicago, Ill.

Members of the Turniptown Athletic Association of which "Razor" Guinney is physical director, have voted to close their outdoors gymnasium for the winter. Oh boy! you should see "Razor" climb the rope.

Mr. and Mrs. A. T. Brown enjoyed a trip to Dallas, Texas, this month to see their son Dr. N. P. Brown and family. On the Q. T. we think "Grandpa" mostly went to see that little auburn haired granddaughter.

T. F. Plumlee, special officer, is lamenting over the death of his pedigreed bird dog. He had just refused an offer of \$50.00 for it.

Reporters get in trouble sometimes—however, unintentionally. Since giving you an account of our cashier's ability at flower culture we find he is not the "only one" who raises rare varieties.

The agent has a cactus imported from India which is called "The Star of Bethlehem" and the bloom this summer created quite a little excitement in his neighborhood. Then the bill clerk claims he has a rare specimen transported from "Abersenia"—our inland guide has failed to reveal such a place, will some of you please write for the "address"?

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The scene pictured above is a typical one on the eastern division and was snapped near Moselle, Missouri, by Ferrell Ambrose of the division accountant's office, Springfield, Mo.

William P. Scott, night clerk, was off duty November 15 to celebrate his first wedding anniversary.

"Bulger" Planchon is spending a few days with Lawrence Planchon at Newburg hunting for "wild turkeys."

Who said quail was "cheap meat?" One fellow employe fitted himself out for the first day's hunt as follows: Gun, \$30.00; shells, \$2.00; hunting coat, \$15.00; boots, \$10.00; cap, \$1.50; total, \$58.50—and came home with five birds.

OFFICE OF CAR ACCOUNTANT— SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

J. J. Rose has resigned his position as traveling demurrage supervisor with this office, to accept employment with the S. A. L. Mr. Rose leaves with our wishes for success in his new work, which will be along the east Florida coast.

C. C. Attebury of the agent's office, Oklahoma City, came to this office as traveling demurrage supervisor on November 19.

Everyone is glad to hear that Myrtle Lachmund is rapidly improving since entering the Mt. Vernon sanatorium.

Bessie Huff waited for a very favorable time to take her vacation—leaving for California when the cold wave struck us.

Myrtle Miller started on her vacation in southern Texas but was forced to leave the train on account of illness, and spent most of her vacation in a hospital.

Blanche Bramhall was forced to be away from the office more than two weeks this month when her tonsils were extracted, spending most of her time in the hospital.

Mrs. Beegle, with Lillian Brooks from the statistical department, visited various points in Virginia, North Carolina and Georgia on vacation.

Our office was well represented at the B. A. R. E. dance at the Chamber of Commerce this month, "Hoe Cake" Jarratt again furnishing entertainment with his negro impersonation. Eva Warren also entertained, with a musical reading with Dorothy Leake as accompanist.

Several from this office attended the Thanksgiving Day matinee performance of "The Miracle" in Kansas City.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

Last month this column reported that Miss Elsie Venner Weddell of the dictaphone department was displaying a new diamond ring on the one finger of prominence. Now this month she can tell when it is twelve and five o'clock without looking up at the big clock, for she is wearing a very pretty wrist watch, suspiciously new.

Thida McCrory has returned from a delightful vacation spent in California and Wyoming. While visiting in Hollywood she saw Mae Murry, the famous movie star. Thida said she could not see Mae's face very well, account of a very large hat that she was wearing, but had no trouble in seeing the dancer's little feet, which made one think of the tiny bound feet of the old Chinese ladies.

The annual drawing of names for the exchange of Christmas presents is over and it is very amusing to hear the demands that are made of Santa Claus, ranging from silk hose to baby grand pianos.

Since quail season opened, the rabbits are sure catching thunder. Harold Wilkes went quail hunting and brought down one pigeon. However, he tells another story of bringing in eleven squirrels and sixteen rabbits. They also tell a funny story on Ray Lodge when he, Earl Head, Pop Pursley and Speedy Reed, went hunting. It seems as if Ray has been suffering with rheumatism or cramps in his arms and on close questioning we discovered that on the particular day of this famous hunt, Ray's dog gave out and he carried her in his arms for two hours. We have heard of "writer's cramp" but never "hunter's cramp."

Mr. and Mrs. Norris Leitsendorfer of Billings, Mo., announce the birth of a baby daughter, November 6. Mrs. Leitsendorfer was formerly Lucy Whittenberg, of the dictaphone department.

Opha Harcastle of the filing department spent Thanksgiving at her home in Gentry, Ark.

W. A. Warden of the O. S. & D. department, who has been absent from the office for over a month, account sickness, is now back at his desk and we are very glad to see him again.

Alma Fielden of the voucher department and sister, Freda, of the transportation department, have returned from a week's trip to Denver and Estes Park, Colo.

Marjorie Risser of the O. S. & D. department, spent Thanksgiving in Kansas City, where she saw "The Miracle."

W. C. Cripps has moved from the country to north Main street and says it is a real treat to hear the street cars roar by during the night.

More scandal! Bob Gilbert has been receiving letters from an agent, supposedly in connection with company business, but from the way the letters are ended, all decorated with cupid's cross marks, we are inclined to believe he must have some ardent admirer out on the line.

OFFICE OPERATING DEPARTMENT STATISTICIAN—SPRINGFIELD

MALLIE KING, Reporter

Springfield has had the misfortune to get some slippery weather under foot lately, and during one of these seasons when the sidewalks were coated with ice, Carl W. Martin was hurriedly making his way to the office and suddenly found himself in close contact with the sidewalk. He found it necessary to go back home and change his clothes. This is a warning to others to equip themselves with rubbers. No need to warn the ladies—for zippers and galoshes are the latest and from the parade down the aisle the other noon—well no use talkin' we are up-to-date fashionably speaking.

Frances Coffman has returned from a vacation spent in California. Frances had the wonderful privilege of go-

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ing through the Warner Brothers studio and watching the making of three pictures—"Black Mask" with Monte Blue; "Finger Prints" Patsy Ruth Miller, and "The Third Degree."

Miss Reva Crane expects to spend a week visiting in Ada, Okla.

Miss Elva Fulton has been taking a week's vacation.

At the Kiwanis' minstrel the other night

Dora Weigle was cutting up a sight. She yelled across to Frances and wanted to know

Who the handsome man was on the top row.

Why that's Mr. Kerr our elegant boss. Said Dora Weigle with a sigh then a smile

Such a show as that makes life worth while.

Gladys Bell wants to know why men prefer blonds. Answer—They are getting tired of squeezing blackheads.

MILL STREET PASSENGER STA. SPRINGFIELD, MO.

ROBERT E. HOLMAN, Reporter

Mrs. G. L. Arnold and daughter Pauline, wife and daughter of ticket seller G. L. Arnold left for California several weeks ago stopping off at Albuquerque, New Mexico, and Los Angeles, California, visiting relatives. They are now in Berkeley, California, waiting for Mr. Arnold to accompany them back home. They report a pleasant and enjoyable trip so far.

Just recently E. D. Chaudet, cashier, depot ticket office, while attending the Shrine ceremonial held in Springfield, met with an accident, spraining his right ankle seriously. He states it was caused by too much excitement, trying to get positioned in the parade, but we think Mr. Chaudet came in contact with a camel's foot. He is now getting around on a pair of crutches. We all regret very much that he happened to be the unlucky person on that day and hope he has a speedy recovery, although the attending physician informed him he would have to stay off of the injured foot for about three weeks.

We are waiting patiently for the completion of the new station, and

hope to be in our new headquarters before the first of the year.

Quail season, November 10, opened with a full swing this year. James P. Hamel, our cashier at city office, was absent for that date, also C. C. Dillard, ticket seller, and J. M. Weaver, baggage master. Several others had a pleasant day, but they informed us they did not have much luck, claiming the quail were scarce this season or at least they were hard to find.

Mrs. L. A. Fuller, wife of city passenger agent, who has been in ill health practically all summer, is gradually regaining her strength.

W. S. Wood was absent from his position as ticket seller for several days. He is laying off to take a rest.

Sprained ankles must be a contagious disease around the passenger station as our cream clerk A. E. Sprague, in departing from a baggage car several days ago sprained his left ankle resulting in his having to quit work and be removed to his home in an ambulance. We hope to see him back on the job within as short time.

LINDENWOOD MECHANICAL DEPARTMENT

CELESTINE DEVEREUX, Reporter

We were shocked to learn of the death of Tool Room Attendant William H. Maze, November 1. Mr. Maze had not been feeling well and prepared to go home somewhat earlier than usual. During a conversation with several other employees, he collapsed. Mr. Maze was formerly an engineer. Our sincere sympathy is extended to the bereaved family.

The McNabb family were very much alarmed when the tiniest member of the family became very ill. Now that the baby has recovered, feel that it is time to relax and perhaps, even to smile at their fears—baby had the measles!

A new record for women! The wife of one of the supervisors made a trip to town recently and purchased a number of household articles in one day.

Frisco employees at Lindenwood and Chouteau Avenue extend their deepest sympathy to Gus Devine, in the death of his mother, Mrs. Catherine Devine.

N. P. Duffy has been promoted from second to first-class machinist, and Loy W. Fraser has been advanced to Duffy's vacancy. We wish you success in your new assignments!

Mr. Arthur F. Kirkpatrick and Miss Josephine Hasler were united in marriage October 24th, the ceremony taking place in Springfield, their home town. The young couple are making their home in St. Louis and we hope it will be permanently. Best wishes for your happiness and success!

Santa Claus was scheduled to arrive in St. Louis November 20, and for his special benefit the weather man gave St. Louis a 6.10-inch snowfall.

Mrs. C. C. Osborne entertained the "PS" (namely, the society formed by wives of supervisors and shopmen at Lindenwood) at her home during November. The men are curious to know just what plans were made for Christmas and in what degree they are involved.

Mr. and Mrs. J. W. Fitzgerald returned to St. Louis for a brief visit and gave us a great deal of pleasure by calling at the office. Mr. Fitzgerald's genial mood and pleasant smile makes him a welcomed guest wherever he goes. He will always be affectionately remembered by the Lindenwood Terminal employees and his visits cannot become too frequent.

"When the frost is on the pumpkin" ardent followers of Isaac Walton are planning intrepid expeditions into the wilderness to secure wild game for the Thanksgiving table. Messrs. W. J. Ficke and E. R. McNabb as well as R. C. McNabb being the expeditionists, and on the advice of Mr. Phillips are selecting Marshfield, Mo., as their hunt-

ing grounds. They contemplate taking several pounds of salt as ammunition and if the hunting is not up to Mr. Phillips' prediction, they will use their rifles in a man hunt. We trust that Mr. Phillips knows what he's talking about, for a gameless hunter is more violent than the golfer who cannot break a hundred in eighteen holes.

OFFICE GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

C. J. Stephenson participated in the Kiwanis' minstrel this year at the new Gillioz Theatre. The presentation was well received by a crowded house.

Z. M. Dunbar enjoyed a vacation the forepart of November. After a brief visit in Wichita, he returned home to set out his Holland tulips. Zack has given up the raising of tubers and cabbages and gone in for tulips.

This has been a season for operations. Miss Olive Bernet, who went to the St. Louis hospital for one earlier this month, is now home recovering nicely. Paul Moffitt expects to spend Thanksgiving having the submucous recession of his nose operated on. And Coble has been helping with the housework while his wife is recuperating from an operation performed last month. He says housework is too hard for a man.

Hobart Madison bought a new Essex this month—and a diamond last month. What will it be next?

The girls in the office have been sleeping on wedding cake this month. Their dreams would more than fill this volume, but dreams are not for publication.

Many new pipes have appeared in the office during November. C. P. King is the latest convert, but R. H.

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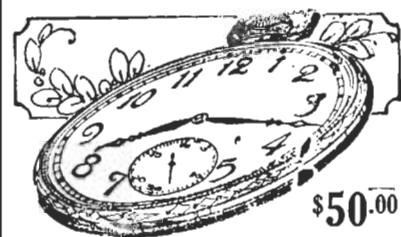
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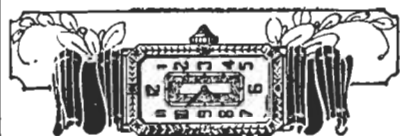


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OFFICIAL TIME INSPECTORS

Powell still retains the honor of smoking the most odorous pipe. Mr. Lorton is the only one to give us his reason for pipe smoking. One day when he was traveling with Mr. Sisson, the latter suggested he keep a record of his expenditures for cigars. Lorton did so and to his amazement found the yearly total exceeded \$380. "That," said he, "is the price of an overcoat, two suits and the necessary hats, shoes and shirts to go with them." He found \$30 ample to buy his pipe tobacco. This may not be smoke abatement, but it is certainly fuel economy.

OFFICE SUPT. OF TERMINALS SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

Another wedding to report this month—Joseph A. Westfall and Essie Lea Whitehead, married November 6, 1926. Mr. Westfall is night bill clerk.

A. Lamb, assistant yardmaster, and W. E. Banks, switch foreman, with their wives, spent Thanksgiving in Henryetta, Okla.

Norman Kruse, caller, has gone to Valparaiso, Ind., for a few days' vacation. If he finds weather such as we have experienced for the past few days, we don't expect him back before Christmas as he is driving a Ford.

Miss Dolyne Scott, stenographer, spent a week's vacation in the northern part of the state, visiting relatives and friends.

Quite a number of switchmen went hunting November 10, but with the usual luck!

D. M. Payne, engine herder, is spending thirty days on his ranch in Texas, visiting his sister.

Mrs. H. A. Hinds, wife of switchman, was called to Hutton Valley, Mo., recently by the death of her father.

J. W. Lewis of Sapulpa, Okla., died November 16 in a local hospital. Mr. Lewis was the father of W. E. Lewis, switchman.

W. C. Smith, agent, was called to Keene, Ohio, last week by the death of his brother.

We were favored with a hurried vis-

it of the directors this week, who spent what time they had in Springfield at the west shops, inspecting the progress of the locomotive work.

Work at the new station is progressing nicely and the Fred Harvey eating House is now permanently located in its new quarters. The track conditions around the station are completed, practically all the platforms are finished. It is our wish to have everything in readiness for the expected rush during the holiday season.

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTING DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

James (Jim) Moodie ran a double header on speeches this month, which he does quite ably.

The first occasion arose when he celebrated his 70th birthday on November 4, and congratulations were poured in on him from all departments. The A. A. department presented him with suitable gifts, which came close to bringing tears into his eyes, and which, by the way, is the best "thank you" he could have expressed.

With this 70th birthday he was automatically placed on the pension list, and for that reason was regrettably forced to leave us on the sixteenth of the month. A purse containing \$57.00 contributed by the employees of the entire freight accounting department was presented to Mr. Moodie by Mr. Bernthal personally, and Mr. Moodie's acknowledgment of the parting gift was a masterpiece long to be remembered by those privileged to hear it, having been delivered with much feeling and sincerity, and although brief, contained excellent eulogy to his immediate superiors, Messrs. Ashworth and Pipes, expressing his appreciation of the privilege of having had to serve under them during the last years of his railroad career, and expressing the hope that all in the department would give them their hearty loyal support which they so richly deserve. He concluded

his remarks with the timely suggestion that as a means to that end, each one present every month a "clean sheet" with respect to tardiness, and which has been Mr. Ashworth's aim. We also wish to take this opportunity to again express to Mr. Moodie our heartfelt wishes for a bright, healthy and wealthy future.

Much credit must be given Steve Kane letting all the young ladies ahead of him when the elevator is at hand. If it was a 1926 resolution, you better take out your renewal papers.

Have you all noticed Ed Volkert, our famous nickname, better known as Sweeney, all dressed up lately in the checked overcoat? Almost looks like a side line. The girls are complaining that it hurts their eyes, but that's all right Sweeney, we all love you just the same.

Ethel Richter—winter garden or night school—which is best is hard to say, but she is strong for both of them. Oh yes, there is a hitch, it depends on who we go with.

The ad in last month's magazine about George Thiele's machine I am afraid was misinterpreted, as judging from the way the girls are rushing George, they think it was he, that was for sale. Go to it George, you can't go wrong with a Frisco girl.

Clem Horn should have no trouble winning a Marathon Race judging from the practice he gets racing the girls to the elevator.

Speaking of houses, guess we'll be going to the housewarming soon of Bob O'Connell's new bungalow, but really, Bob, you should have asked before you did all that painting.

Mary Dumont has the right idea about her increase in salary, noticed she had one of Scruggs banks the other day, and Wilsie Cawthon to help the good cause along, passed it around for donations.

I don't know whether Harry Zieger would be a good or a bad ad for an accident insurance company, because he is now nursing a twisted wrist. That must be about the third accident in six months.

Fords don't take up much space, but they do take a bit more than Charlie Egli estimated on a certain occasion, but we are glad to report he came out without a scratch.

Some of our "far away traveling auditors" paid us a visit this month including A. H. Hughes, C. S. Tapscott, J. H. McMurray and Murray Little. Mr. Little's visit was unexpectedly prolonged when he was called upon to make a robbery investigation.

According to the weight Walter Lewedag is putting on, one of his New Year resolutions will be to diet. Haven't heard any rumors of Thanksgiving brides on the thirteenth floor, but will put out a special report in such event.

WANTED—A new name for our popular and beloved reporter Lil Kulage. As we all know, Ed Volkert nicknames every one, Lil's former name was "High-Point." As she now lives on the south side a new name is in order. All suggestions will be appreciated. The best, of course, will be chosen. And remember, nothing is too good for our bright and witty reporter. Come on, every one, give at least one suggestion.—The Gang.

OFFICE DIVISION ACCOUNTANT— SPRINGFIELD, MO.

JULIA A. GIMBEL, Reporter

Inventory comes but once a year, and this year it came at just the right time, so far as favorable weather was concerned. The annual check of the eastern division was completed during the first week of November, and as usual, most everybody in this office had a day or two on the motor car.

Walter Riee, who has been off from work several months account of ill-

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SHERMAN

TEXAS

ness, is expected to return to work upon the expiration of his leave of absence, which will probably be about the first of the year.

F. A. Moore has returned to Newburg, and Harold Stoll is working as clerk to the trainmaster at Springfield.

Jim Osborne sold his Ford for \$2 a few weeks ago, and thought he had done real well, considering the fact that he had driven it for six years; however, the party he sold it to bought a few parts, made a few repairs on it, and sold it for \$150.00, which all goes to show you can't tell a Ford by its trimmings.

Since the hunting season has opened up, everybody is trying his luck at shooting quail, rabbits, squirrels—and other things! About a week ago, Chin Boren went hunting, and from the way he talked before he left, we thought sure there wouldn't be another quail left in Greene County; however, the quail story he told us when he came back rivaled any of the many "fish" stories we heard all summer. It seems that Chin shot several birds, and upon his return, laid them outside while he ate dinner. When he returned, a birch cat had eaten every one of them, and was starting in on the rabbits and squirrels when he caught her. Now somebody else tell one!

Hazel Baker is inserting a little ad in the papers now stating that, "if the party who took her spare tire will return it no questions will be asked," but so far it has failed to bring the desired results. The red cover was taken along with it, and is far more conspicuous in its absence than the tire itself.

C. E. Teeter, general foreman of B. & B. & W. S., held a meeting of all B. & B. & W. S. foremen on the eastern division, in his office on October 30.

When L. O. Crowder left the office one evening, several weeks ago all dressed up in a new felt hat, everybody thought he had front row seats for the Kiwanis Follies. They were mistaken, however, for in his hurry he just picked up E. N. Finley's new hat instead of his own cap.

Dorothy Working of the division accountant's office, Ft. Scott, Kansas, was a visitor in our office this month. Dorothy's visits to Springfield are few and far between since she is living "way out west in Kansas."

M. W. Abernathy, division accountant, is spending most of his spare time now in planning scout hikes, etc. He is scoutmaster of Springfield Troop No. 7, of the Boy Scouts, and says the boys are keeping him pretty busy.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Albert Sivewright is making preparations to spend the Christmas holidays at Salina, Kansas.

Inspector Charles Smith, is spending his vacation with his children in Providence, R. I.

We recommend Messrs. Ball and Hutchison for service on any large city's fire department. Their heroic and timely action when one of our awnings recently discovered enveloped in flames and smoke, proved conclusively they would have no trouble in qualifying.

Inspector Smith, who happened to be near when they put the extinguisher into use, will readily testify as to their ability to thoroughly dampen everything within the danger zone.

FREIGHT ACCOUNTING DEPT.

BESSIE G. MARMADUKE, Reporter

With the coming of the duck hunting season, Bart P. Williams, statistical department, can now enjoy his

THE annual question is in everybody's mind. The annual gift list is in everybody's pocket. Here is just the right present for son or daughter, for best friend, for close business associate—in fact

A Gift for Everybody

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vacation days. Well known for his prowess with the shotgun, Mr. Williams can be frequently found behind the blind, braving the wintry elements to bring down the coy mallard. Van Hale of the claim department, is now the proud father of a little girl, who arrived at his house on October 29 last.

Horace Clermont's wife has been very ill but we understand is now somewhat better. We all join with him in wishing for her complete recovery in the near future.

Congratulations are extended to "Freddy" Knickmeyer of the inter-line department who joined the ranks of the benedicts—his marriage took place Thanksgiving Day.

C. C. Carpenter, who has been with us for several months, is leaving for Florida. He will be at the Pensacola offices.

The revising claim department was

not very successful at the last Thanksgiving raffle of the B. A. R. E. drawing. We believe there were too many blanks in the box.

We wonder if Group 10 claims are getting heavier or if there might be some other reason for Miss Bell passing Mr. Droege's desk so often.

The "Scorpions" defeated the "Little Giants" in a bowling contest on the Alhambra Grotto bowling alleys Saturday afternoon, November 6, by winning two of the three games played. The teams were evenly matched and but for the fact that some of the members of the "Little" Giants failed to follow the first rule of the game which is "hit the head pin" there might have been a different story to tell.

SCORPIONS

	1st G	2d G	3d G	Total
Burgdorf	170	155	179	504
Peniston	149	121	119	389

Rex	114	87	105	306
Bernthal	159	152	160	471
Tschampers	170	181	198	549
Total	762	696	761	2219

LITTLE GIANTS

	1st G	2d G	3d G	Total
Pipes	81	102	119	302
Kirkman	134	124	103	361
Ashworth	152	186	168	506
Reinheimer	162	178	199	539
Schoeneberg	148	156	146	450

Total 677 746 735 2158

Geo. Pipes of the "Little Giants" carried off the honors for the low score for the three games and rumors have it that this certain party has been seen coming out of the different bowling alleys in the downtown district with a satisfied smile on his face which evidently means that somebody will suffer in the next meeting of the two teams. Don't hold out on us, George.

Mary Lou Carrio, comptometer operator, suffered a somewhat painful accident while skating at the Winter Garden recently. She had a bad spill and had to be carried off the rink. However, she was at work the next morning, sans the skin of her nose and plus a bruise or two.

We are trying out a new Moon Hopkins machine in our abstracting bureau and Dorothy Picard is with us, demonstrating same.

There must have been quite a rush for galoshes during the recent snow storm in the department stores, as all the girls in our abstracting and tabulating bureau are equipped with same. The blizzard did not keep "Billy" Fisher of the revising department away from his classes. He is studying commercial law at night and was the only one present then.

Two teams of our Frisco Bowlers

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THE MERCHANTS AND PLANTERS NATIONAL BANK
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Capital and Surplus \$1,200,000.00

Will Appreciate Your Account

FIRST NATIONAL BANK **4% and Safety**
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Is so easy when once begun and accumulates so rapidly that one has a comfortable sum of ready money before he realizes it.

Try it for a year and see how satisfactory the result will be.



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*We Appreciate
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OUR MOTTO
COURTESY, FAIRNESS
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Join Now Our Christmas Savings Club

Everyone of the family invited to become a member. Information gladly given in our Savings Department.

Come in soon—We will expect you



Broadway - Locust - Olive

ST. LOUIS' LARGEST BANK

played the Shriners Thanksgiving Day in Springfield, Mo. One team, the Interline, is composed of Messrs. Burgdorf, Tschampers, Duffy, Thielker and Lamont, all twelfth floor employees, and the five times champions of the Frisco Bowling League and on the other is Ira McLean of the recreation department, Messrs. McBride, Gavin, Spinner and Burke of other offices.

Community Fund buttons are in evidence throughout the office which means that the employees of the freight accounting department are "doing their bit" indicating that "somebody cares."

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

The tenth of the month rolled around with everyone tense and eager for an opportunity for a day in the open, with the trusty musket and the well-trained pup, as company. A few reported a limit bag, while others were not quite so lucky, and there were a couple of truthful and courageous souls who were honest enough to admit their failure to bring down even a single, solitary, innocent bird. More luck next time!

Engineer T. F. Mansfield was the unfortunate victim of an accident a few weeks ago, in which he suffered some painful and rather serious injuries. No, it didn't occur on the railroad, but, after successfully piloting a locomotive over these rails for thirty years or more, it remained for an insignificant "flivver" to get the best of him in a dispute over the right of way on the main thoroughfare of our city. However, Mr. Mansfield intends to make the most of his present disability, and has planned a trip reaching from Chicago and points north, as far south as Tucson, Arizona.

Robert Holland, machinist apprentice, transferred to Springfield on November 1, to complete the last six months of his apprenticeship at the west shop. We were regretful to see Bob depart from the ranks of our line-up, but guess it was necessary in order to turn him out a full-fledged, experienced, hardened mechanic.

It is with a great sense of loss we learn of the transfer of Frank Ellis, road foreman of equipment to the southwestern division. Mr. Ellis has been on the old K. C. for many years, and has earned and received the co-operation and trust of all with whom he came in contact. However, if we are to lose him, we are glad to welcome T. P. Holland as his successor.

M. H. Cruise, chief clerk, moved into his brand-new home the first of the month, and is as highly elated and proud as anyone has a perfect right to be, over such an enviable possession. Mr. Cruise has also acquired a fine six-tube radio.

The condition of Engineer J. W. Fitzjohn, who suffered a stroke of paralysis some six weeks ago, has improved

wonderfully, but his physician advises him he will be unable to return to work until next spring.

TELEGRAPH DEPARTMENT

SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

The second of a series of better service meetings was held in this office on October 23. The subjects discussed were the same as in the first meeting October 15, due to the necessity for bringing in half of the linemen for each meeting. Both the company and the employees are benefited by these meetings and we hope to make them semi-annual events hereafter. Those in attendance at the last meeting were: Chief linemen W. B. Parrett and John Stow, division linemen B. E. Loftis, Dixon; L. C. Gelling, Monett; E. Wolfe, Tadihina; C. C. Baker, Enid; A. E. Laxton, Sapulpa; M. S. Gregory, Snyder; R. P. Benedict, Quanah; C. E. Robertson, Springfield; J. Workman, Wichita; Roy Helm, Joplin; P. E. Clugey, Jonesboro; Claud Frizzell, Amory; J. R. McCoy, Ste. Genevieve; J. J. Mathis, Puxico; manager and wire chiefs E. E. Swafford, Ft. Scott; A. T. Thorson, Ft. Smith; A. B. Sherwood, W. L. Christopher and C. A. Craig of Springfield; storekeeper W. O. Wise, Springfield.

Mr. Brennan and Mr. Musgrave visited Pensacola during November. John Stow, chief lineman, is down on the Pensacola Line in charge of the reconstruction of the telegraph and telephone plant.

W. L. Christopher, wire chief and G. A. Burd, telegrapher, went quail hunting the first day of the open season. "Chris" says he feels lucky that he was able to return with only one "Burd," since there were so many hunters out on November 10.

On October 21 this department was very much surprised to receive a telegram from Miss Lillian Hultsch who was on vacation in California, tendering her resignation as secretary to Mr. Brennan. Miss Hultsch had been in service of this department for more than ten years, and was considered one of its most popular and efficient employees. We understand that Miss Hultsch will make her home in California where she has secured a position. Miss Mildred LeBolt has been assigned to position vacated by Miss Hultsch. Miss Ethel Holland has been promoted to position formerly held by Miss LeBolt, and Miss Jessie Hornidy has been employed to fill position vacated by Miss Holland. Miss Hornidy was in the employ of the Springfield Grocer Company prior to coming to this office.

DONAHUE'S GANG— WILLIFORD, ARK.

J. E. NUSSBAUM, Reporter

We moved to this town November

11, and find it to be a nice town with a population of about 500, but there is no bank here and the boys find it mighty hard to have their checks cashed so they may do a little spending.

Earl Bagley reported back for work November 15, after spending thirty days at Seymour, Mo., due to his wife's illness. Earl says his wife and baby girl are doing nicely.

On October 18, general foreman S. B. Musgrave and D. B. Sawyer, District Foreman of W. U. Telegraph Company, gave this gang a surprise by dropping off the "Sunnyland". Both of these gentlemen seemed to be well pleased with the results of the gang's labors.

Marvin Harper, lineman, gave the boys a sudden surprise October 31, by quitting the services of the Frisco and returning to his home in Birmingham.

Bryce Davidson, lineman from Springfield was sent to this gang October 25. E. C. Tucker, lineman, of Carthage, reported here for work the same week.

Perry Calhoun, groundman, received a letter from Earl Bagley, groundman, stating that the expected boy turned out to be a girl. Congratulations, Earl!

Alvis Cruise, groundman, reported to foreman Donahue for work this month, after having been absent for seven months. Cruise said his first day's work was hard but honest, and that he is mighty glad to be back with the boys again.

Mr. and Mrs. Ed Berg are the camp cooks relieving Mr. and Mrs. R. Moore, who are spending their two weeks' vacation on their chicken ranch near Franks, Mo.

Andy (Dutch) Schill, an old time lineman of the Frisco, and who is now running a farm near Mammoth Spring, Ark., visited this camp October 6. Andy likes to be counted among the number, and we enjoyed his visit very much.

J. C. Jaudon of Memphis is now "grunting" on this gang. This is his first experience. (Nuf sed).

How is this for luck? On October 16 ye scribe was hit on the head with a ten-foot crossarm; went home to visit the wife. Left home October 18, for the camp on train No. 7; woke up at Newburg the morning of October 19 and found handbag missing (stolen, very likely), as it has never been returned; went on the job October 20 and left jumper and gloves on the ground while went for a drink of water, returned to post of duty and found the right of way on fire and my property likewise. Received a letter from the wife October 23, stating some one had stolen the windshield from the automobile. That is all that happened to your reporter that week. I'll say life is just one darn thing after another. Keep smiling.

PHARRIS' GANG— STANLEY, KANS.

B. W. ELLIOTT, Reporter

The north wind blowing across the

PATRONIZE YOUR LOCAL WATCH INSPECTOR

Your Local Watch Inspector will be glad to advise or assist you to make an appropriate selection for any occasion

HIS NAME HERE IS YOUR PROTECTION AND GUARANTEE

Adams, R. M.Enid, Okla.
Dilworth Jewelry Co.Jasper, Ala.
Farmer-Cannon Jewelry Co.Birmingham, Ala.
Finley, R. W.Chaffee, Mo.
Fink, John, Jewelry Co.Fort Smith, Ark.
Graves, A. Co.Memphis, Tenn.

Gahlenbeck Jewelry Co.Pensacola, Florida
Haltom, G. W.Ft. Worth, Texas
Hafner Watch & Optical Co.Dallas, Texas
Mace, J. H.Kansas City, Mo.
Russell, E. E.Altus, Okla.
Standard Jewelry Co.Muskogee, Okla.

prairie has caused all of us to wonder what we did with our summer's wages.

Assistant foreman W. M. Hastings and Everett Taylor have traded jobs. All the gang wishes "Old Bill" the best of luck down in Mississippi, and we know Taylor will like this country as we are just working across the Missouri state line, and the quail season is wide open.

This gang spent one week over on the abandoned Rich Hill branch, dismantling the telegraph line this month.

D. A. Standridge has resigned and accepted a position as prison guard at Jefferson City.

Clyde Miller has been promoted to position as lineman account Standridge resigning.

B. W. Elliott, lineman, protected lines from Cherryvale, October 29, while linemen Helms and Workman attended efficiency meeting at Springfield.

Haywood Gardner, groundman, was on the sick list for a few days this month with flu.

E. C. Daily, lineman, is laying off for a few days quail hunting around Marshfield, Mo.

Paul Blunt has quit whistling the "Cook Station Blues."

The gang was sure glad to welcome our old cooks, Mr. and Mrs. Martin, who returned to us November 13.

COLEMAN'S GANG— SASAKWA, OKLA.

W. E. WARD, Reporter

We are progressing very nicely. On November 11 we worked up to the Canadian River. We are expecting Woodall's gang down here to help us finish up.

Our boys are spending their Sundays gathering pecans. There seems to be a nice crop of good pecans this year.

Ed Jones, lineman, is back with us again after quite a stay in Texas.

W. B. Parrett, chief lineman, spent November 11 with this gang. Al Laxton, division lineman, Sapulpa, also visited us recently.

Arthur Worthy, lineman, is figuring on transferring to foreman A. Oliver's gang in Mississippi.

I heard assistant foreman R. B. Jones and Ed Jones talking about going duck hunting. Hope they have good luck.

We are glad to report no accidents this month.

WOODALL'S GANG— OKMULGEE, OKLA.

E. L. BRAY, Reporter

This estimate is nearing completion and we go from here to Schultze, for a short job.

There are several members of this gang who are well pleased with the prospects of working an estimate from Seligman, Mo. to Fayetteville, Ark.

General Foreman S. B. Musgrave and D. B. Sawyer paid us a visit early this month.

Mrs. Ross Raner, wife of our assistant foreman, is visiting here, during our stay in Okmulgee.

Chief lineman W. B. Parrett and lineman "Al" Laxton spent the night with us, November 9.

Bennie Watkins, lineman, is taking a vacation this month.

John Anderson and Virgil Eslick, groundmen, have left our camp and the vacancies were filled by Orville Davis from Coleman's gang, and Tom Pentzer from Pharris' gang.

Clarence Coleman, lineman, is working here during the absence of Ben Watkins.

Cooks, Mr. and Mrs. Newberry are with us again, having relieved Mr. and Mrs. Hinley, November 6.



Dearborn Laboratories and Dearborn Service in correcting boiler water troubles have developed in the spirit of "Davy" Crockett's motto: "Be sure you are right, then go ahead."

DEARBORN CHEMICAL CO.

299 Broadway, New York - 310 S. Michigan Ave., Chicago

Serving Steam Users Since 1887

HARRIS' GANG— HICKORY, OKLA.

MARSHALL WILSON, Reporter

The gang is progressing nicely considering the rock we have to go through.

"Where do we go from here?"—the whole gang is wondering as we are nearing the finish of this job. We only lack three and one-half miles then we have a branch line of nine miles to work which will not hold us very long as there is only two wires to work.

Arthur Reed spent a few days with his parents and friends in Mammoth Spring, Ark.

Bert Bell, groundman, spent a few days with home folks in Springfield, recently.

We are glad to report Thos. E. Floyd OK again after a few days off on account of sprained hip.

The boys are all busy now, preparing for winter. (That is, mending shoes and clothes).

Sam Lurvey, groundman, spent a

few days with parents in Northview, Missouri.

OLIVER'S GANG— NEW ALBANY, MISS.

JOHN ATKINSON, Reporter

Our new outfit has arrived and we have moved into it. We are a proud gang. The outfit is so well equipped, it makes us feel like we were at home.

Ben Pierce, groundman, transferred to Pharris' gang. He says he likes Kansas better than Mississippi.

George Beaty, lineman, is the proud papa of a nine-pound baby boy, born first of the month.

S. M. Worthy, lineman, has returned to work after a thirty days' vacation.

S. H. Kelso, lineman, layed off three days recently and went to Missouri to hunt quail. We wish him good luck.

We have a new assistant foreman, W. M. Hastings from Pharris' gang. He and Everett Taylor exchanged gangers.

No accidents this month.

FRISCO MECHANIC FAMILY NEWS

ROUNDHOUSE NEODESHA, KANSAS

W. J. EGERER, Reporter

Otto Waler, Val Green, E. Velton and Ed. Thompson have all bought new roadsters.

Frank Jenkins, general chairman of the system committee recently paid us a visit. We had a splendid meeting, and his talk proved very interesting. A musical program and dinner followed.

Mr. and Mrs. Provence drove to St. Paul, Kans., recently, to visit friends.

Local No. 10 has started a Ladies' Auxiliary, and it seems as if it will be very helpful to increase attendance at our meetings.

Frank Grabner visited relatives in Kansas City recently, and was three days coming back, due to the bad roads. Take the train next time, Frank.

At the last meeting of the Frisco Association Local No. 10, the following men were elected: Fred Grabner, presi-

dent; W. Heinbach, vice-president; W. J. Egerer, secretary; N. Oliver, chaplain; N. Moore, conductor; J. Denney, treasurer and Cole Douglass, guard.

We have a drill team for a second degree and with a good dart ball team among our ranks, our attendance is always good.

If any local has a dart ball team, we would like to hear from them in order to arrange a match game.

D. H. Dingman, traveling inspector, paid us a visit on November 8 and 9. He is always a welcome visitor.

SPRINGFIELD, MISSOURI SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

"I thoroughly approve of the manner in which our charity work is handled by the Salvation Army. I think this organization does a wonderful work, and is able to reach the general class of the needy."—H. L. Worman.

Mr. Worman was speaking of the local Salvation Army charity fund drive, which was met with a hearty response by the boys of the south shops. Speaking for the night force, we went over the top 100 per cent the very first night. It is expected that all other departments will do equally as well.

The Grim Reaper dealt us a heavy hand during the past month. O. C. Mecord, cab carpenter in the roundhouse, suffered the loss of his father, whose death occurred at Topeka, Kans.

Harry Brown, chief clerk to Superintendent Leysaht, has been away several days account of the death of a sister-in-law, which occurred at Shawnee, Okla.

Joseph Mayer, a retired veteran, died November 7. No more lovable character was ever around the south

shops than "Uncle Joe". Upon his retirement more than a year ago, he was presented with a solid gold watch and chain, which were purchased by popular subscription.

The sympathy of the south shops is extended to the bereaved families.

Fred Ords, reclamation plant machine shop, is off at present on account of sickness.

C. A. Nash is the new tin shop foreman, who took the place of T. O. Chapman, gone back to bench work. Mr. Nash came from the north side.

Frank Coggin, machinist in the roundhouse, has purchased a highly-improved 40-acre tract of ground several miles west of the city; this, in addition to 140 acres which he already owned, makes an exceptionally fine farm. We are glad to hear, however, that his present plan is to stay with us.

Lee Collier, fire builder in the roundhouse, purchased two acres of ground on the College Street road west of town and plans to build on it in the near future. This is a fine tract of ground and will make a nice home when improved.

Jack Stewart, sheet metal worker, reclamation plant, is back from a two-months' visit to the Pacific Coast and western states.

C. R. Chaffin, also of the reclamation plant, is making a two-weeks' visit among relatives and friends in Texas.

H. O. Matherly, blacksmith, is the proud daddy of a fine baby girl. Little Miss Jean weighed eight pounds.

George Thompson, machinist in the reclamation plant, has been confined to the employees' hospital for some time. We are glad to hear that his condition has improved to such an extent as to be able to return to his home.

Marlin Lyons, blacksmith, is back again after several months' absence on account of sickness.

J. E. Roberts, coach shop foreman, is at present off on account of illness. We never learned the nature of his trouble, but hope it is not serious. H. E. Bader of the west coach shop is acting coach shop foreman during the absence of Mr. Roberts.

Shap White of the roundhouse is enjoying the moonlight every night now, whether it is cloudy or clear. We mean the light from that new Moon roadster which he recently purchased.

Malcolm Doran, reclamation plant machine shop, carries off heavy weight honors this month in the new arrivals, reporting a 10½-pound boy, who has been named Milton Dexter.

Brisban Hanks is another new daddy, from the reclamation plant machine shop. Young Mr. Hanks weighed 9 pounds and has been named Marcelus William.

Wes Faught, check clerk, reclamation plant yards, has purchased the property at 1639 College Street, which makes another of the many home owners around the south shops.

Enoch Freeman, coach shop, is still another new home owner, having traded for the property at 1517 East Lombard Street.

William M. Smith, blacksmith, is all smiles in telling about his new daughter who weighs 7½ pounds and has been named Marjorie Joane.

George Schuster, blacksmith, has also joined the new daddy ranks, coming out with the announcement of the arrival of Paul William, a 9½-pound chap, October 14.

Emmet Woolridge from the general office is proving himself quite a dog fancier, as he is inquiring about every fine dog he sees or hears about. Mr. Woolridge supervised the material used in the building of the small motor driven cars.

J. E. Kellogg, machinist, reclamation plant, has been appointed lead man on the motor coach repair work on the new 3100 class motor coaches which have been placed on the "High Line" run. While it is too early yet to determine their success, the new coaches have performed satisfactorily on their initial runs.

Ted Whitehead, coach shop, is at present off account of a bad knee and is visiting at Kansas City while recuperating.

The B. A. R. E. social and dance given at the Chamber of Commerce hall Friday evening, November 12 was well attended by the south shop members. Lafayette "Applesauce" Coggin, machinist from the roundhouse, carried off all honors in the dancing, being especially clever at toe dancing. However, it was his partner's toes he was dancing on.

Chas. Kelly, blacksmith, is back on the job again after four months of sickness.

Your reporter recently made a short pleasure trip to Kansas City, where he visited relatives and friends, and also witnessed the Malcewitz-Romano wrestling (?) match, or maybe we ought to call it a fight.

Felix Webb, blacksmith, is suffering from a broken arm, which he sustained on a recent cold morning when "Henry" resented his efforts in starting the motor.

Several of the boys are enjoying quail hunting since the opening of the season. George Burnett of the coach shop is the first to report bagging the limit — his limit — which is two this year, and double his last year's limit.

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LOCAL No. 19—MEMPHIS, TENN.

D. P. HENLEY, Reporter

Members of the Memphis local believe, and rightly so, that all work and no play makes Jack a dull boy. Accordingly, everyone turned out for the social given in the spacious hall of the Memphis Baking Company, the night of November 2. Plenty of good eats and drinks were on hand for all.

W. H. Gimson, general foreman, and Mrs. Gimson, and M. E. Brewer, machinist, and his partner, Miss Talbert, were chosen the two prize waltzing couples for the evening. The judges were O. A. Craft, M. P. Reed, T. C. Shaw and W. L. Huggins, Jr.

Everyone enjoyed the Frisco Anvil Quartet which sang several selections. A milk-drinking contest, in which the contestants drank the milk a la baby bottle fashion, was a tremendous success.

Porter Hudson and Robert Cleveland, third-class men, tied for honors. Speakers of the evening were Harry Harrison, accident prevention agent, and P. O. Wood.

We had as guests at the meeting: Messrs. Fred Shaffer, general manager; Frank Jenkins, general chairman of the Frisco Association; B. G. Gamble, master mechanic; Harry Harrison and W. L. Huggins, Jr., editor of the Frisco Magazine.

J. W. Yates, machinist, has returned to work after being off with a broken arm for a number of weeks.

James Coggin, sheet metal worker, two children, James, Jr., and Virginia, are recovering from tonsil operations.

Messrs. Kimzey and Dulin spent Armistice day, duck hunting. Evidence proves they left the ducks behind.

We begin to hear of the Pensacola Line. We understand considerable coal is being moved, Kimbrough to Pensacola, and considerable of this is

for export use. With the coal dock now completed, we should be able to supply all wants. We also observe the movement of heavier power to the line which, no doubt, indicates they are ballasting the roadbed and putting the line in tip-top shape. We are all watching the development of the line at Memphis, which will mean a great deal to us.

The 1500 class engines have been received in this territory and are being used on through trains south of Memphis, namely, 105, 106, 107 and 108.

ROUNDHOUSE HUGO, OKLAHOMA

J. A. KING, Reporter

As I was elected reporter for the shop crafts at the regular third Thursday night meeting of October, which was attended by a good crowd and officers elected, it is time for me to get busy and try to report something.

First, one of our machinists, C. E. Potts, just returned from St. Louis where he had his tonsils removed at the Frisco employees' hospital. He contributes great praise to the hospital and its doctors and nurses; also cooks. He also underwent an operation there about sixteen months ago and is now well acquainted with the place.

Hugo shops are now suffering a setback, due to our most noble boiler-maker apprentice, Marion Kunzelman, and Machinist Apprentice Clifford Vasar leaving here to finish their last six months in Springfield, but the worst is yet to come as Oray N. Wright, another machinist apprentice, is leaving here sometime about the last of this month. He is better known around the shops as "Graphite".

Section Foreman Shumate got reckless today and bought a complete new change of clothes after getting all wet and dirty assisting his men clean out the shop drain pit, his opinion was that the dirt and the mud would not wash off.

Looks like Frank Knipp is figuring on something as he has bought a new Dodge sport roadster with a mother-in-law seat to it.

All the boys are glad to see the carpenter gang at work, covering the roundhouse, as a new roof was needed.

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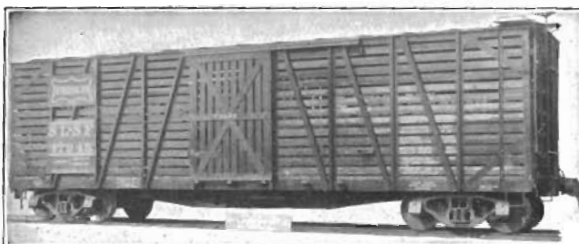
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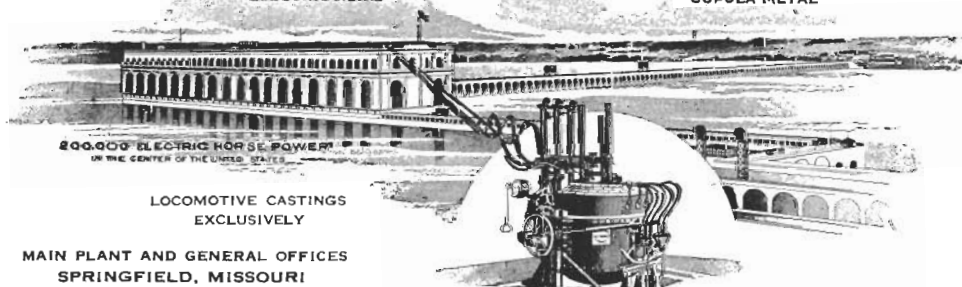
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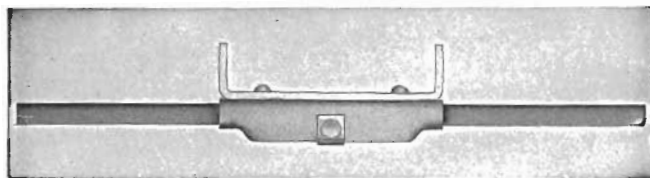


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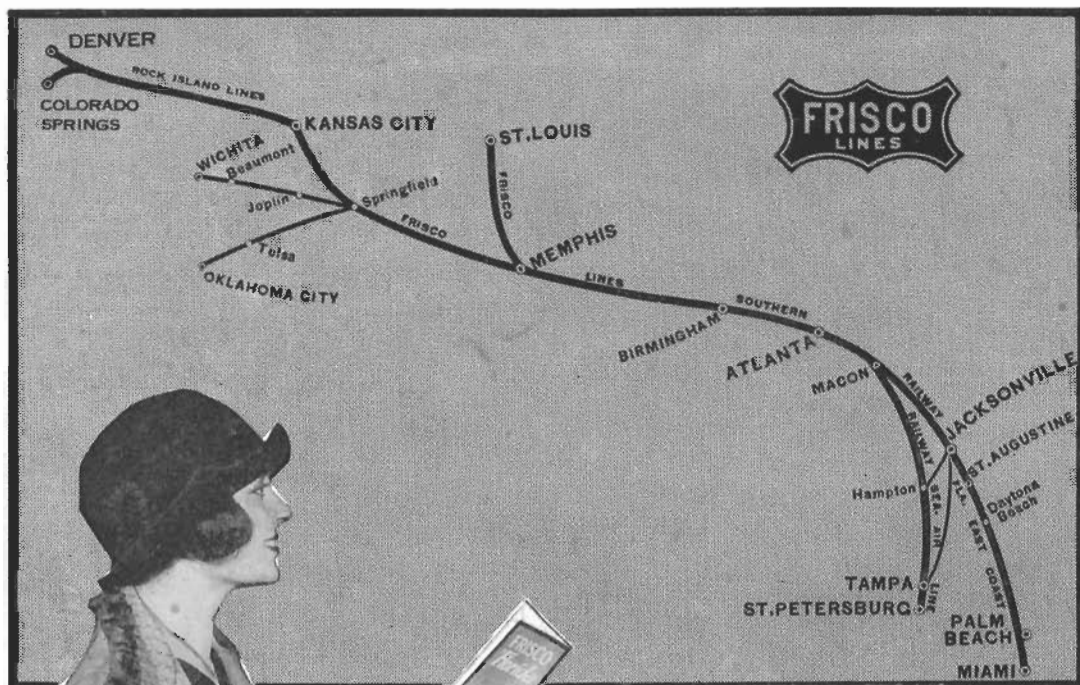
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KANSAS CITY to JACKSONVILLE
with through Sleeping Car to Miami

Lv Kansas City.....	Frisco Lines.....	6:00 pm
Lv Springfield.....	".....	11:55 pm
Ar Memphis.....	".....	7:45 am
Lv Memphis.....	".....	8:05 am
Ar Birmingham.....	".....	3:20 pm
Lv Birmingham.....	Sou. Ry. Sys.....	3:40 pm
Ar Atlanta.....	".....	8:40 pm
Ar Jacksonville.....	".....	7:45 am
Lv Jacksonville.....	F. E. C. Ry.....	8:15 am
Ar Miami.....	".....	6:15 pm

Observation Car Kansas City to Miami

DINING CAR SERVICE ALL THE WAY
FRED HARVEY MEALS ON THE FRISCO