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THE FRISCO EMPLOYEES' MAGAZINE



JUNE
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VOL. III NO. IX

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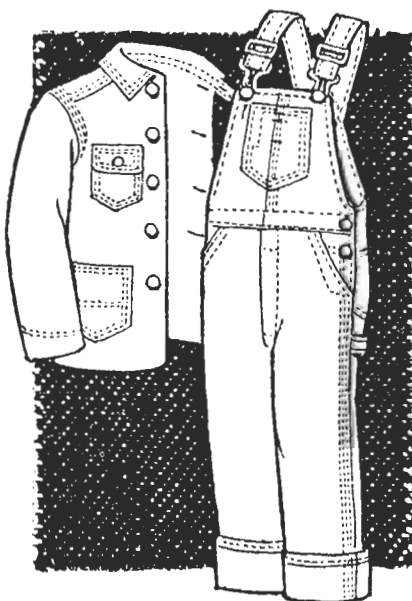
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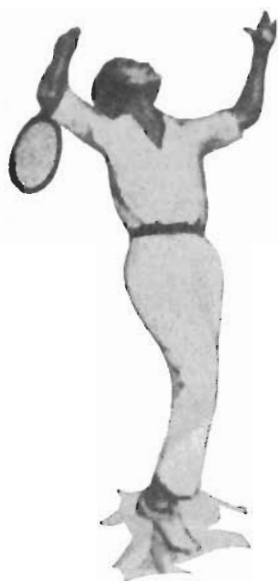
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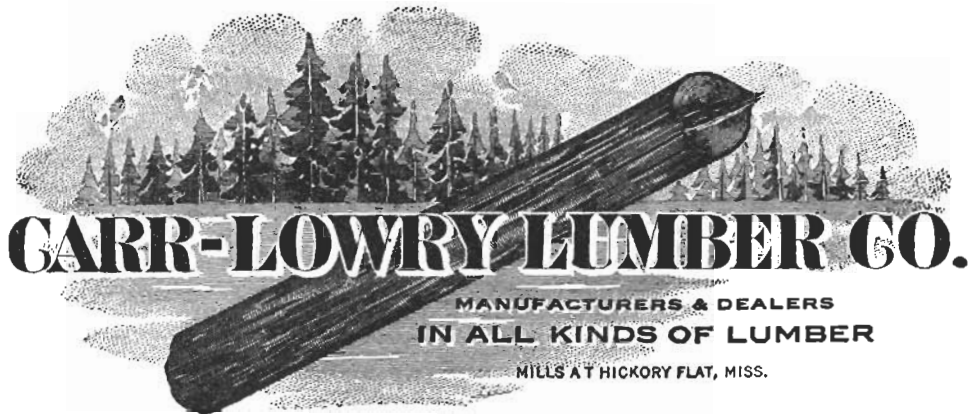
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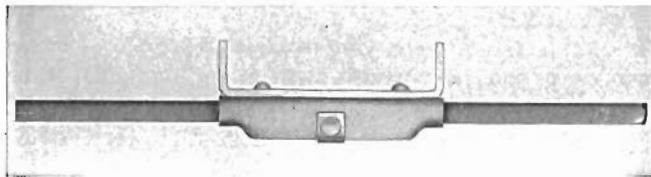
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THE FRISCO EMPLOYEES' MAGAZINE

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WM. L. HUGGINS, Jr., *Editor*MARTHA C. MOORE, *Associate Editor*WM. McMILLAN, *Advertising Manager*

VOL. III

JUNE, 1926

No. 9

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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.

Crew on Chadwick Branch Has Combined Frisco Service of Two Hundred Twenty-two Years

Lyons, Parvin, Murden, Leitwein, McBride and Childers Know Farmers and Townsfolk on Preferred Run—Hold Record for Long Service

TWO hundred and twenty-two years Frisco service is the combined total of the six men operating the train on the Chadwick branch of Frisco Lines, from Chadwick to Springfield, Mo.

To call off the years of each man—45—40—45—33—19—40—sounds like a football quarterback calling his signals.

And Frisco Lines employees believe this champion crew has the largest total of years in service of any six men working together on any railroad in America today.

Engineer Robert Lyons and Conductor Harry Parvin each have forty-five years service with the Frisco; Frank Murden and J. M. Leitwein, messenger and brakeman respectively, each have forty years; C. F. McBride, second brakeman has thirty-three years, and W. R. Childers, the fireman, who is the "baby" of the sextette, has nineteen years service.

To sum it up, the Chadwick branch itself, the engine that pulls the mixed train daily, leaving Springfield at 9:00 in the morning and returning at 4:00 every evening—and the agent at Chadwick, are all veterans of long and faithful years of Frisco service.

Agent M. L. Atkins has handled the station at Chadwick for thirty-four years and is an enthusiastic booster for the peace and longevity which the Ozark country produces so lavishly.

"They'd live forever down here if we'd let 'em", Atkins says. "Why, dad-blame it all, we had to shoot one of the natives before we could start a graveyard every town hasta have"!

A Preferred Run

The "run" on the Chadwick branch is what is known to trainmen as a "preferred run". Each of the men in the crew, with but one exception, owns his own

home in Springfield and since the run is only from 9:00 to 4:00 the crew members have breakfast at home, lunch at Chadwick and are again in Springfield in time for dinner.

For men in train service the arrangement is ideal, but don't you agree that when a fellow works forty-five years for a railroad, extending to it every ounce of

loyalty he possesses, he has something in the "preferred" line coming his way?

There are but few enginemen and railroad employes in the operating and traffic department who are not well acquainted with each of the six men comprising the crew.

Bob Lyons, the engineer, has made a host of friends and patrons for the Frisco. He was born at Kenmare, Ireland, near Lake Killarney. He came to America at an early age, and went to Augusta, Kansas, where he had relatives. There he began his service on the section, in July, 1881.

But railroad men, and enginemen particularly are born with the splendid faculties which are required of them, and the railroading lure began to assert itself in Mr. Lyons' life. He longed for work where he would come in contact with the engines of the Frisco Lines, and went to work in the roundhouse at Dixon, Mo. In July, 1883 he began his career in engine service as a fireman out of Dixon.

In July, 1889 he was promoted to the position of engineer where he has served for the past thirty-seven years. Due to his long years of service he was able to secure the rights to the Chadwick run.

"I've got to keep working to support the family, there are so many of them", he smilingly remarked.

"How many?" he was asked.

"Well, six boys and three girls! The girls are all at home, but two of the boys are going to school, two are state highway engineers, one is a mining engineer and

"Bob" Lyons, Harry Parvin, Frank Murden, "Jim" Leitwein, C. F. McBride and W. R. Childers are known up and down the Chadwick branch of Frisco Lines as "the Frisco boys". They have the confidence and friendship of every resident on the thirty-three mile run. As engine 592 wheels its way along the rails from Chadwick to Springfield, "the boys" shout greetings to farmers working in the fields, and exchange the time of day with residents of the towns during station stops.

Conductor Parvin, we venture, calls every passenger by his first name as he takes his ticket, and knows personally the consignee of every piece of freight and baggage.

It is a happy, jolly crew doing splendid congenial work. And the Chadwick branch is a preferred run for veterans who, like these six men, have a combined service of 222 years.

We put their record up against that of any other crew on American railroads.

—W. L. H., Jr.

another is playing professional baseball with the Western League in Tulsa". He grabbed a long oil can and oiled up the old 592 which he takes out every day on its round trip of sixty-six miles.

Mr. Lyons owns a great deal of city property in Springfield and his chief delight is his large farm just outside the city limits, which he has stocked with the finest cattle. The Lyons' reside at 1309 North Campbell Street.

Is Youngest of the Crew

W. R. Childers, who fires the 592 is the youngest in point of service of the entire crew. He and Engineer

engineer in emergency service; however, he has been on the Chadwick run over a year and a half. The fuel records are not at this time available, but the 592 should show up with a splendid one. Mr. Childers fires the engine with fuel economy in view. After every firing he sweeps up the coal that has fallen from the shovel.

If you were to ride with him, you would see him shout at some farmer near the right-of-way—"Hi, Bill, coming to town tomorrow", which shows that he has made it a matter of business to cultivate the acquaintance of the farmers along this line.



The Frisco's champion crew in point of combined years of service paused in front of their engine, No. 592, just before leaving Springfield one morning recently. The Frisco Magazine photographer made railroad history when he snapped the above picture. The members of the crew are, from left to right—Frank Murden, messenger; C. F. McBride, brakeman; J. M. Leitwein, brakeman; W. R. Childers, fireman; Robert Lyons, engineer and Harry C. Parvin, conductor. They have a total of 222 years of Frisco service, and Frisco employes believe their record stands supreme among crews on American railroads.

Lyons are the best of pals and work together in perfect harmony. Mr. Childers was born in Springfield, Mo., and is forty-five years old. He is very proud of a married daughter living in St. Louis.

His first service was with Fred Harvey on a dining car between Sapulpa and Fort Worth in the capacity of cashier and he entered the service of the Frisco as a fireman in 1907. In 1919 he was promoted to the position of engineer, and at this time he is used as an

The Childers reside at 2601 Pierce Street, Springfield, their home for many years.

Parvin Popular Conductor

H. C. Parvin is the conductor on this run. Every man who knows Harry Parvin likes him. He is a veteran in years of service with the Frisco. Born in Evansville, Indiana he came at an early age to Missouri and Springfield in particular and began his forty-

five years of service with the Frisco in June, 1881, as an office boy at the north side offices.

"At that time, the ground between North and South Springfield was a regular wilderness, overrun with blackberry bushes, and I carried Western Union messages as far as Division Street, which was the boundary line. My next service was in the car accountant's office. At that time there were only three men employed—quite a contrast to the present office with over a hundred employes. We worked under Sam Horner, car accountant", and he paused for a moment to recall his next service, which was in the general baggage agent's office.

From this place he went to the offices of the division superintendent, the general superintendent and finally in 1892 he entered train service as a freight brakeman. In 1897 he was promoted to the position of freight conductor, but a short time later started work as passenger conductor, in which capacity he has worked continuously since that date.

He recently lost his only son, who resided in California. He and Mrs. Parvin reside at 1525 Benton Avenue.

"I have an 85 year old mother. She travels quite extensively, alone. She lives in California and when I retire, I believe that is where I'll go", he said.

He is quite busily engaged at each station with orders and instructs the brakemen as to cutting cars in and out of the train. However, he always has time to give an encouraging word to the agent, pass the time of day, and he never fails to ask about the crops, or if the agent has seen certain parties to find if they were going to ship via the Frisco. The Frisco and its interests are his chief delight. Everybody is "Jake" and "Jim" and "Bob" to him and in return he is always saluted as, "Howdy, Harry", for when this little train pulls into a town, it is greeted by a veritable reception committee. People who come for their freight and people who are meeting it just to see who's goin' on down the line and if they know anybody on the train.

An Irish Messenger

Then there is Frank Murden, the messenger. He's an Irishman, too, although he was born in Chili, Indiana. He entered the service of the old K. C. F. S. & M. on August 10, 1886, as a passenger brakeman and ran between Springfield and Memphis.

"I was on the first train that went over the Memphis bridge, after it was completed. They ferried us over in the morning, and in the afternoon we went back over the bridge. This was in 1892 as I recall the date. I became a baggageman in June, 1892, and in 1896 was classed as a joint baggage and express messenger", and he recalled his many experiences while with the Frisco.

"What unusual baggage shipments do you have at different times", was a question which he was asked.

"I've had alligators and snakes shipped in all kinds of boxes, most of them coming from Florida. Now I'm beginning to get boxes of baby chickens not over two days old", was the reply.

He has lived in Springfield almost forty years. He and his wife reside at 301 South Grant Street.

A Combination Train

This train is mostly a freight special, with a small combination car for passengers and baggage on the rear, and each day it comes into Springfield with all the tonnage the little old 592 can drag. To do the great amount of switching at the different stations, it requires two brakemen.

J. M. Leitwein, one of the brakemen, began his service on September 26, 1886, as a freight trucker at the Springfield freight house. On May 10, 1893 he began his service as a train baggageman and passenger brakeman, in which capacity he has served continuously for forty years.

He was born at Union, Mo., and has lived in and around Springfield for many years. Just at this time he is living with a sister at 988 North Robberson Avenue.

Flowers are his hobby! The back and front yard of the home where he lives are planted with flowers of every variety and kind. He loves to work with them and to set out new plants and distribute beautiful bouquets to his many friends.

McBride has 33 Years

C. F. McBride is the second brakeman with a total of thirty-three years to his credit. He was born in Springfield and has lived there his entire life. He owns property in Springfield, but traded some of it for a whole town, and he is the sole owner of Cassidy, Mo.

"Here's my town—I own it", he can say, which is a unique sentence and one which few people can truthfully utter. The town consists of a general store, a blacksmith shop, a nice home-hotel, a postoffice, and several other small buildings. Mr. McBride rents the buildings and the land. He owns five square miles of it including every bit of the town.

He keeps in close touch with daily happenings in Cassidy, due to daily trips through there. He has a son, Ralph, in the service of the Frisco, in the offices of the purchasing department, St. Louis, Mo.

There are two daughters also, and the McBride home is at 1846 Main Street, Springfield. He has been on the Chadwick branch twenty-two years, and has watched the country grow and prosper. During his entire service on this run, he has seen hundreds of acres of strawberries set out, five tomato canning fac-

(Now turn to Page 27, please)

All-Frisco Special Train Carries Tulsa Boosters on 3710 Mile Journey

Delegation of 135 Tulsans Carry Fame of Oil Capital to 24 Eastern Cities in May Jaunt

ALTERNATELY shouting and singing the praises of "Tulsa—the Oil Capital of the World—on Frisco Lines", 135 business and professional men of the Oklahoma oil center city left Tulsa, May 1, aboard a special train furnished by the Frisco, bound for a trip believed to be the longest single "booster" jaunt ever made in America.

The tour totaled 3,710 miles of rail travel and took the Tulsans to 24 principal cities of America, namely: Saint Louis, Indianapolis, Cincinnati, Columbus, Pittsburgh, Washington, Baltimore, Philadelphia, New York, Bridgeport, New Haven, Boston, Springfield, Mass., Albany, Schenectady, Utica, Syracuse, Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, Kansas City and back to Tulsa. The tour lasted from May 1 to May 18, when the tired but happy party again made "Tulsa", the home port.

The 24-piece Frisco band of Springfield, Missouri, accompanied the tour as the "official band", and serenaded newspapers and public gatherings in towns en route.

According to railway men, the special train fitted out for the prize jaunt of 1926 was the most modern and complete special train ever put on rails. A tabulation of visitors showed that 6,220 people went through the train at Tulsa at the rate of 68 a minute.

The Chamber of Commerce announced the major aim of the expedition as publicity for Tulsa and her

splendid industrial and mineral resources, and the Frisco forces aided in every respect in making the train attractive.

An exhibit car which accommodated every sort of an exhibit from a miniature oil well in action, to displays of banks and clubs, educational facilities and mineral wealth, was made from a coach. The exterior was painted, portraying scenes in the Tulsa oil fields,

and noting statistics on Tulsa's many advantages.

A baggage car was transformed into a combination newspaper office and cold drink department. A newspaper, "The Tulsa Spirit" was published daily aboard the baggage car, and a linotype and small press turned the various editions out rapidly. The papers were distributed in each



Tulsa boosters on the famous "Educational Special" all-Frisco train had just returned from a trip through St. Louis when the picture above was snapped at Union Station. A few moments later they were en route eastward on the second lap of their 3710-mile journey in the interests of Tulsa.

town visited. The baggage car also accommodated the desks and waste baskets necessary in newspaper offices, and Tulsa newspaper men were aboard to supervise the edition of the sheet. A barber shop, cleaning and pressing shop, ice machine and cold drink department completed the baggage car equipment.

A buffet club car and three compartment cars, one of them compartment-observation, completed the consist of the nine-car train.

Credit for the equipment arrangements was cheerfully tendered G. W. Moore, assistant superintendent of motive power, J. B. Crews, general car foreman, and F. G. Baker, electrical engineer.

(Now turn to Page 67, please)

Frisco Features Prominently in First Annual Strawberry Festival at Van Buren, May 12

Arkansas Celebration Attended by Many Employes — Frisco Sister Crowned Queen of Annual Event

FIFTEEN THOUSAND residents of Crawford County, Arkansas, and surrounding counties and cities in the section, attended the first annual strawberry festival held at Van Buren, Arkansas, May 12, and witnessed the crowning of another Frisco maiden, Miss Marjorie Carney of Rudy, Arkansas, as queen of Berryland.

Less than one month before at Rogers, Arkansas, another Frisco girl, Miss Lillian Ivie of Fayetteville, was crowned queen of the Northwest Arkansas Apple Blossom Festival. She is the daughter of Judge W. W. Ivie of Fayetteville, Frisco attorney. Queen Mar-

jorie Carney is a sister of Frisco Operator Carney at Rudy.

The celebration at Van Buren was ideal in every respect and a splendid parade, beautiful coronation and impressive pageant enchanted the thousands of visitors.

While the throngs of spectators were cheering the parade and attending the coronation exercises, seven Frisco express cars were being loaded with the precious berries at the Frisco station to swell the already large number of strawberry cars sent via Frisco Lines from

(Now turn to Page 26, please)

The picture at the right portrays seven reasons why the first annual Strawberry Festival at Van Buren, Ark., May 12, was a success from an artistic standpoint. The seven beauties, all Frisco employes from the transportation, mechanical and stores departments at Fort Smith, Arkansas, accompanied the beautiful Frisco float to Van Buren. The girls are: left to right, standing—Pauline Smreker, Beatrice Limberg, Irene Woestmann. Seated, left to right: Johanna Ruge, Kathryn McMahon and Grace Heyburn.

The Frisco float, shown below, was a tremendous applause-producer in the parade. The float was constructed by the forces of J. D. Heyburn, master mechanic at Fort Smith. The picture on the float represents a moving strawberry special and was painted by Harold Moody, painter in the Frisco shops. W. D. Stanley, wrecking foreman had charge of the actual construction work on the float, together with Arthur Harcrow, car foreman.



Frisco Lines Had Year of Great Prosperity in 1925, Annual Report Shows

Net Income of Seven Millions, Increase of 18 Per Cent Over 1924 — Passenger Traffic Decreased and Taxes Increased Ten Per Cent

THE year 1925 was one of great prosperity and splendid accomplishment for the St. Louis-San Francisco Railway Company, it is shown in the annual report of the company to its stockholders, made public May 18.

During the year the Frisco increased its mileage by 232 miles through the acquisition of the Muscle Shoals, Birmingham and Pensacola Railroad and the Jonesboro, Lake City and Eastern Railroad; purchased a record amount of new equipment, and through efficient management was able to show a surplus after interest and taxes of \$7,162,552.42, or 18.8 per cent increase over 1924. Taxes increased 10 per cent over 1924.

Operating revenues, the report shows, were \$94,715,374.71, an increase of \$4,206,235.95, or 4.6 per cent over 1924. Operating expenses were \$65,928,946.19, an increase of \$1,836,934.84, or 2.9 per cent.

Railway tax accruals totaled \$5,093,124.47, an increase of \$461,794.75, or ten per cent over the previous year.

The net railway operating income was \$22,322,104.56, an increase of \$1,249,214.15, or 5.9 per cent over 1924.

Net Income Increased 18.8 Per Cent

The net income of \$7,162,552.42 after interest and taxes, was an increase of \$1,132,350.17, or 18.8 per cent over 1924.

Full dividend of 6 per cent on the preferred stock for the year 1925 was paid in quarterly installments and full dividend of 6 per cent for the year 1926 on the preferred stock has been declared payable in quarterly installments.

On the common stock, dividends were paid at the rate of 5 per cent for the first three quarterly periods of 1925. On October 1, 1925, the dividend was increased to a 7 per cent basis. A quarterly dividend at the rate of 7 per cent per annum was declared, payable January 2, 1926.

In his letter to the stockholders, President James M. Kurn calls attention to the increase in mileage, results for the year in earnings and expenses, dividend payments, maintenance, traffic and industrial development and the economies affected during the year.

"The company acquired all outstanding bonds and stocks of the Jonesboro, Lake City and Eastern Railroad Company and leased its property as of November 1, 1925", the statement reads. "The line extends from

Jonesboro to Barfield and from Wilson Junction to Wilson, all in Arkansas, a total of approximately 86½ miles and is now consolidated with the company's river division. The country served by this property has developed rapidly agriculturally and is susceptible of much larger growth. Under unified operation, the gross earnings should be substantially increased."

With reference to the Muscle Shoals, Birmingham and Pensacola Railroad Company, the statement reads:

Thirty thousand employes of Frisco Lines can thrill with pride in the splendid record made by their company during 1925, as announced by President Kurn in the annual report issued May 18. Every item of the report reflected efficient management and loyalty of employes. It took combined diligence and watchfulness to bring about an 18.8 per cent increase in net income in the face of a 10 per cent increase in taxes. It is, furthermore, doubtful if any railroad in America will show a better statement. The directors did not forget their employes and the report states: "The acknowledgments of the Board are renewed to the officers and employes for faithful and efficient service."

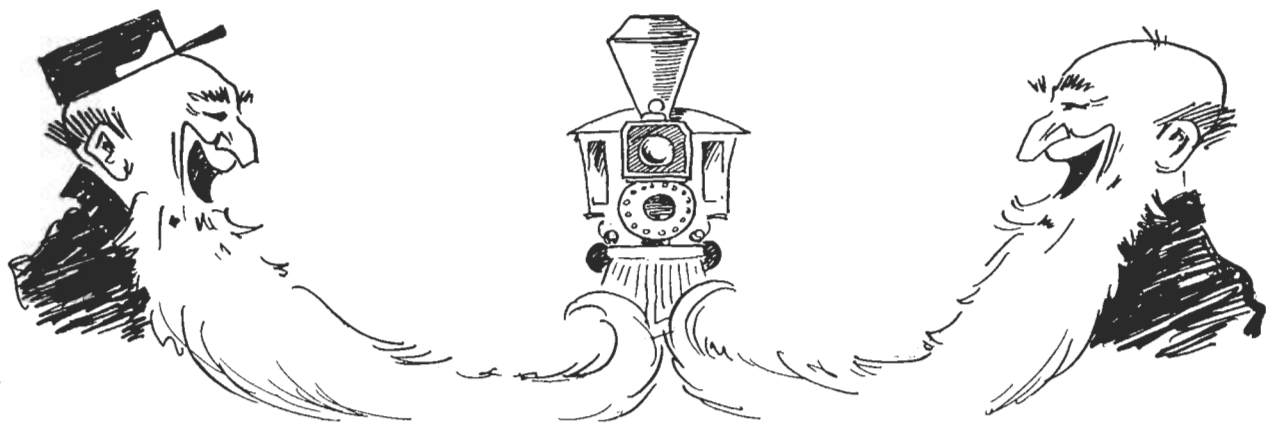
—W. L. H., Jr.

"On December 1, 1925, the company purchased the entire capital stock, consisting of 3,050 shares of the road for \$305,000. The Muscle Shoals Company owns a line of railroad extending from Pensacola, Florida, to Kimbrough, Alabama, 145 miles, together with branches of 13.97 miles, also docks at Pensacola, Florida, and is free from debt other than current liabilities. Through this acquisition, the company will ultimately obtain for its business a gulf outlet at Pensacola."

Largest Equipment Order Let

Contracts let during the year for equipment comprised one of the largest orders ever made by a middle western railroad and constituted the following: 10 mountain type locomotives, 15 mikado type locomotives, 14 passenger coaches, 500 fifty-five-ton gondola cars, 1,000 fifty-ton automobile cars, 2,500 fifty-ton box cars. During the year 1,158 new freight cars were

(Now turn to Page 27, please)



Come All Ye Frisco Veterans

By R. F. McGLOTHLAN



COME all ye loyal veterans from off the Frisco Line,
Another year has rolled around, the water's mighty fine,
So pack your grip, (omit the booze), the time has come
for you
To journey back to Springfield, old friendships to renew.

A cordial welcome waits for you, from North, South, East
and West,
From Mississippi's lowlands to Ozark's lofty crest,
From out the fields of Kansas where grains and grasses
grow,
To Oklahoma's boundless plains, where streams of oil flow.

And as we gather once again to greet each old time friend,
Our hearts are glad and joyous, that friendships never end,
And though the years have come and gone since we've each
other known,
You're just the same, old pal, except a little older grown.

But some perchance, will absent be, while others wear a
crown,
The way seemed long, they tired grew, their burdens they've
laid down

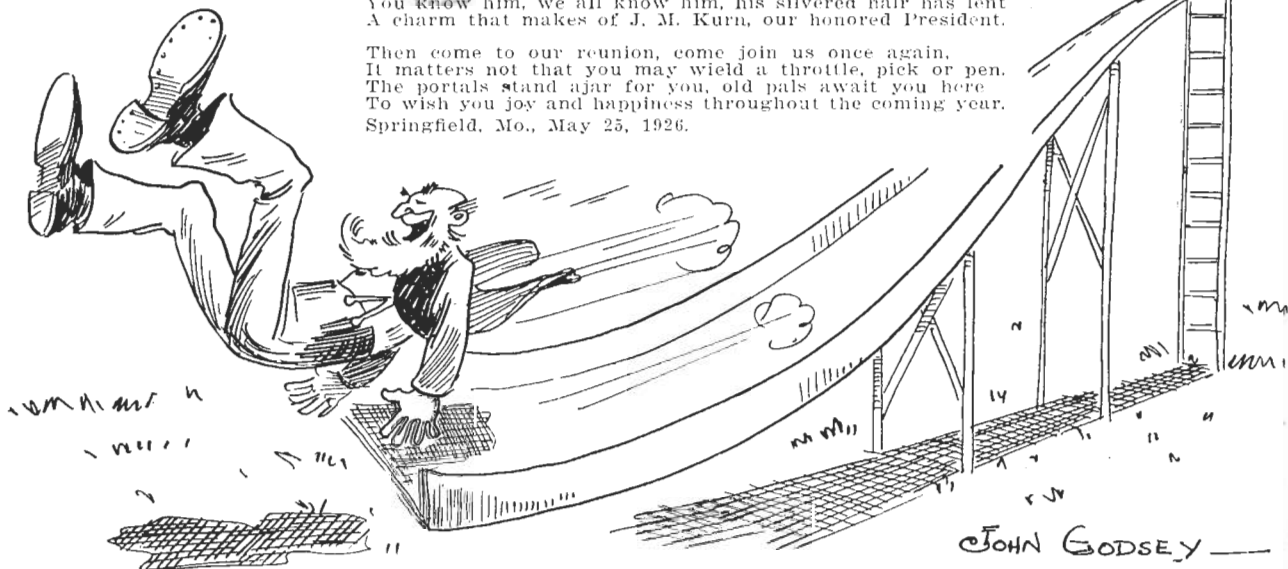
But we shall not forget them, those men of sterling worth
Who stood for faith and loyalty, the salt of all the earth.

But while 'tis good to retrospect, 'tis well our thoughts
we turn
To seasons of good fellowship for which our spirits yearn,
And would you know the program of this gathering, I
ween
You'll find it on the pages of the Frisco Magazine.

And we would not forget a man, a pleasure 'tis to meet,
For he's a prince among "the boys," and you he'll warmly
greet.

You know him, we all know him, his silvered hair has lent
A charm that makes of J. M. Kurn, our honored President.

Then come to our reunion, come join us once again,
It matters not that you may wield a throttle, pick or pen.
The portals stand ajar for you, old pals await you here
To wish you joy and happiness throughout the coming year.
Springfield, Mo., May 25, 1926.



JOHN GODSEY —

Fifteen Hundred Frisco Veterans to Annual Reunion at Springfield, June 28-29

Final Arrangements Made and Splendid Program Planned for Yearly Event of Veteran Employes

OFFICERS and directors of the Frisco System Veteran Employes' Association—W. H. Van Horn, engineer, Eastern division, President; George Taaffe, agent Cherryvale, Kans., Vice-President; W. E. Loehr, agent Carthage; W. L. Heath, conductor Eastern division; Harry Shipp, conductor Northern division; Wm. A. Mills, conductor Southwestern division; T. R. Kirk, section foreman, Kennett, Mo.; all directors, and J. L. McCormack, secretary and treasurer, met at Springfield, Sunday, May 16th, and completed arrangements for the annual veterans' reunion, to be held at Springfield on Monday and Tuesday, June 28th and 29th.

The Association now has 1150 members and applications are being received daily, indicating a membership of 1500 by the dates set for the reunion and in order that all members may have advance information as to what may be expected in the way of entertainment, amusement and a general good time, which no veteran can afford to miss (and any white employe having served twenty or more years with the Frisco Railroad is a veteran and eligible for membership) the following detailed information is given:

Through the courtesy of the management of the Frisco Railroad, all annual and trip passes will be honored to and from Springfield on all trains, excepting trains Nos. 1 and 2, Texas Special.

Old-Fashioned Picnic

The program for the reunion will consist of an old-fashioned barbecue and picnic, to be held on the first day, June 28th, at Sequiota Park, six miles south of Springfield. A special train will leave Springfield at 10:00 o'clock a. m., reaching Sequiota at 10:15 a. m. and will leave Sequiota at 5:00 p. m., arriving at Springfield about 5:15 p. m.

Sequiota Park is one of the most picturesque and scenic spots in the Ozarks. Its use for this occasion has been tendered, free of charge, by Mr. J. Scott, superintendent of the Missouri State Fish Hatchery, as the park is a state institution.

In addition to the barbecue, there will be a dancing pavilion in charge of C. C. Mills, Safety Inspector, former conductor on the Southwestern division, where old-time reels, quadrilles and dances, popular in bygone days will be indulged in. Athletic sports and events, consisting of horse-shoe

pitching, hammer throwing and races of all kinds, in which the ladies and children will participate, will be in charge of veterans, John Conley, D. Forsythe and F. L. Pursley.

On the evening of the first day an old-time minstrel show and song revue will be given at the auditorium of the Pipkin-Junior High School in Springfield.

A business meeting of the Association will be held in the auditorium of the Shrine Mosque at Springfield on the morning of the second day, June 29th, to which the ladies are invited and where they will be afforded an opportunity to organize a ladies' auxiliary, which the officers and directors of the association feel would be beneficial.

In the afternoon, a general get-together meeting will be held in the same auditorium where, in addition to short talks by veterans, guests, etc., and other excellent entertainment, a memorial service in tribute and honor to those who have passed on since the last meeting, will be held.

Banquet at 6 P. M.

At six o'clock p. m. a banquet will be held in the dining room of the Shrine Mosque and at 7:30 p. m. the final and farewell session of the reunion will be held in the auditorium.

NOTES ON ARRANGEMENTS

The Colonial Hotel, corner Jefferson and St. Louis Streets, has been selected as official headquarters.

Registration will begin Sunday, June 27th, at 4:00 p. m. Booth will also be open for registration 7:30 a. m., Monday, 28th.

The general reception and entertainment committee is as follows:

F. H. Shaffer, H. L. Worman, M. M. Sisson, J. K. Gibson, J. H. Doggrell, H. W. Johnson, L. S. Thompson, J. L. Kiburz, Sam Manlove, A. B. Trenary, C. J. Stephenson, M. T. Fullington, W. A. Russell, H. E. Sullivan, F. W. Morey, Jno. Bowler, W. S. Blennerhassett, W. R. Welch, A. E. Gustafson, J. H. Stephens, G. W. Wise.

The ladies' reception committee is as follows:

Mrs. H. L. Worman Mrs. M. M. Sisson, Mrs. J. K. Gibson, Mrs. J. H. Doggrell, Mrs. H. W. Johnson, Mrs. L. S. Thompson, Mrs. J. H. Stephens, Mrs. W. H. Van Horn, Mrs. W. E. Loehr, Mrs. Harry Shipp, Mrs. T. R. Kirk, Mrs. T. B. Coppage, Mrs. E. L. Magers, Mrs. C. J. Stephenson, Mrs. M. T. Fullington, Mrs. W. A. Russell, Mrs. H. E. Sullivan, Mrs. F. W. Morey, Mrs. Jno. Bowler, Mrs. Blennerhassett, Mrs. Geo. Taaffe, Mrs. W. L. Heath, Mrs. Wm. A. Mills, Mrs. J. L. McCormack, Mrs. F. A. Beyer, Mrs. Agnes Whelan.

The cost of tickets to members of the association, including their wives, families and guests, will be \$1.50 per person, which includes the barbecue, minstrel show and banquet.

Tickets for children, under fourteen years of age, accompanied by parents, may be obtained at a cost of 25 cents for the barbecue, \$1.00 for the banquet and children will be admitted free to the minstrel show. To non-

(Now turn to Page 27, please)

Veteran Employes' Association of St. L.-S. F. Ry. Co.

RESERVATION

J. L. McCormack, Secretary-Treasurer,
Frisco V. E. Association,
Room 105, Frisco Bldg.,
Springfield, Missouri.

I enclose herewith check or currency in the amount of

.....DOLLARS

for (number).....tickets to the annual reunion. My party

will consist of myself and.....

.....

.....

Hotel and Rate.....

(Signed).....

Frisco Workers Supplied With Small Items Worth Half Million Dollars in 1925

General Storekeeper Blume Pleads for Careful Conservation of Clips, Ink, Pencils, Pens, Carbon Paper, Rubber Bands and Other Articles

SUPPOSE you, kind Reader, owned a stationery store!

Suppose there were a great many people calling upon you to furnish them with supplies—ink, pencils, carbon paper, pins, clips, rubber bands and the many, many other small articles which are indispensable to an office.

Let us suppose that you, yourself, took an invoice of your stock; ordered all the supplies and paid for them when they arrived, C. O. D.

If you sold these articles, as a dealer to a customer, you would want to know that you were receiving money in full for the sale, would you not? Because, there would have to be a return value to pay for the supply already received.

That is the illustration for a small business.

Turn for an instant to the figures, given *Frisco Magazine* by A. W. Blume, general storekeeper of Springfield, Mo., covering his stock—or let us say his huge stationery store, where every employe of the Frisco Railroad at some time or other seeks admittance as a customer.

Just what kind of a customer are you?

Do you pay, in service, for the material that he graciously furnishes at your request?

More Than \$500,000

Do you know what the bill for stationery amounted to in 1925? According to Mr. Blume it totaled over half a million dollars just for stationery and printing. Perhaps it is hard to realize just what this figure means in relation to the resources of a railroad. Let us see.

Much has been said of the economical handling and operation of a great many branches of a railroad. There must be expenditures, and there are hundreds of employes working under the direction of the general storekeeper, keeping an accurate check of the material and supplies used.

The purpose of this article is to bring to the attention of the 30,000 employes of the Frisco Lines the facts and figures on the stationery problem, and to show the enormous amount of material the purchasing and stores department issue to Frisco employes.

The items mentioned below cover stationery most commonly used and articles ordered in the greatest quantities. A tremendous saving might be effected, should each employe of

the Frisco Lines inaugurate an individual saving program.

Envelopes perhaps are ordered in the greatest quantities, 6,459,800 in 1925, at a cost of \$10,113.77.

White letter paper comes next in quantity, 4,032,500 sheets ordered, which cost \$2,419.50. Figuring 5,000 sheets of paper to a mile, this amount would spread over more than 800 miles of railroad.

sisters on the Frisco Lines in 1925, and they were allotted to all points of the system at a cost of \$270.50.

There were 1,138,450 sheets of carbon paper used in 1925, running that particular bill up \$6,660.09.

The scratch pad on each desk, filling its place as a gentle reminder, is such an important adjunct that 76,156 of them were used last year, and they cost \$3,807.80.

Just how many signatures could be signed with 145,440 pen points—1,010 gross, in other words? You do the estimating, but the price paid for them, was \$575.70.

The little bit of wax that seals the pay envelopes, which arrive twice a month, added to the expense of the stationery department by \$183.60. Only 1,530 pounds of this wax was used last year.

Pins? Yes!—1,438 Pounds

Pins were not ordered by the paper, or the box, but by the pound. There were 1,438 pounds purchased, totaling \$467.35.

There was also purchased 2,839 pint bottles of ink, 2,457 pints of blue and 382 pints of red.

These items listed above may bring a realization of the enormous expense the stationery department is forced to meet, in filling requisitions for every office on the Frisco Lines.

A tremendous saving can be made in many ways, by carefully watching the small items of the stationery supply.

For instance, carbon paper may be reversed, after it has been used many times; the large envelopes containing twelve addresses should be used the entire twelve times if the proper care is used in addressing; pencil holders can be secured and small pencils may be used practically to the very point.

Think of the Frisco storekeeper as a dealer. Trade with him, as he wants you to, but remember that it is he who does the invoicing, and it is through you that he may be able to show either an increase or decrease in his records. Use the supplies which are furnished you, as if they were your own, and you will have done your bit toward the splendid economy plan, now in effect in every department and office.

It is the duty of every loyal employe to help in every possible way.

This Tells the Story of the Small Items

Article	Amount	Value
Binders (various)pairs	19,320	\$ 7,434.54
Checks, hat & conductors'.....	5,678,000	1,078.92
Cylinders (dictaphone)	3,750	1,425.00
Fasteners, brass, paper.....	1,419,300	795.56
File backs	986,000	1,873.40
Mucilage	1,514	378.50
Paper, yellow, second.....	3,679,000	1,655.55
Ribbons, typewriter	9,600	1,920.00
Rubber bands	1,160	1,832.80
Traingrams	700,000	332.50
Twine	10,359	2,925.73
Postage stamps		34,555.29
Postal cards.....		5,220.50
Freight tariffs		59,817.40
Time cards		14,770.16
Train orders		4,617.19
Typewriters		4,443.51
Adding machines		4,952.25
Printed car cards.....		5,093.54

A total of 259,380 pencils were distributed to the various employes, and the bill for these amounted to \$4,691.38. This many pencils would be sufficient to supply every person in the city of Denver with one.

Ordered 120,000 Blotters

Would it ever occur to you that 120,000 small blotters were ordered and used, and that they cost \$329.40? That was the record for 1925.

Perhaps some stenographer who cuts thousands of stencils a year, would be glad if her employer would reduce his order of this item. The record shows that 140 reams of them, 25 in a box, were used. The total of 3,500 cost \$704.73.

The little eraser, known as the "first aid" to every stenographer was ordered in thousand lots. There were 16,128 distributed on the Frisco Lines in 1925.

The tiny "Gem" clip that helps to hold all the important papers of the railroad together, and plays such an important part in keeping everything assembled, had 1,275,000 brothers and

The Constituent Elements of Matter and Their Important Relations to Each Other

An Article on Fuel, Its Uses and Potential Economies in Railroad Work

By W. A. REESE

PART III.

AS STATED in a previous article there are two processes constantly going on in a locomotive firebox, one of which is called the tearing down process and the other the building up process. The tearing down process is the breaking up of the fuel into its elements. This, of course, requires heat. The building up process is the recombination of the elements separated from the fuel during the tearing down process with the oxygen of the air to form new compounds, which produces heat. Oxygen will not unite or form a chemical combination with compounds, but only with elements. Coal is a compound substance, consisting chiefly of carbon and hydrogen, some of the carbon being combined with the hydrogen to form the volatile matter or hydro-carbon. The hydro-carbons must be broken up or separated into their elements, carbon and hydrogen, before oxygen will unite with them. The fixed carbon, as it does not exist in combination with any other element, will burn as soon as it is heated to its igniting temperature.

The breaking down or separating of the hydro-carbons, as well as the heating of the fixed carbon to its igniting temperature, requires heat. Therefore, when coal is thrown on the fire it first absorbs heat. The moisture that may be present in the coal in its natural state, or moisture due to wetting down the coal, is first evaporated at a temperature of 212 degrees, after which the hydro-carbon gases begin to pass off at a temperature in the neighborhood of 500 degrees. The driving off of these gases continues until the coal is heated to about a 1000 degrees, when the greater part of the gases will have been driven off, the fixed carbon of the coal being left on the grates.

As already explained, the hydro-carbon gases are in a compound form, and in this form will not burn. They must also be broken down into their elements, carbon and hydrogen, before burning is possible, and this process requires a far higher temperature than is necessary to drive them from the coal. The temperature necessary to break up the hydro-carbon gases into their elements is in the neighborhood of 1800 degrees F., and assuming that the firebox is at this temperature, the hydro-carbon gases are separated into their elements, free carbon and hydrogen.

The iron pyrites that may be present in the coal are also heated and

separated into iron and sulphur. This completes the tearing down process, which was accomplished by the expenditure of heat.

Building Up Process

The building up process which results in the formation of new compounds must next be considered. It will be assumed first, that the conditions in the firebox are such as to insure perfect combustion, which means that the elements present com-

In presenting with this issue the third and last installment of Mr. Reese's interesting and constructive article on fuel and its uses, the Frisco Magazine desires to compliment the author on the popularity the series have enjoyed. Many Frisco engineers have written of their interest in the presentation of the fuel problem as set forth in the two preceding issues. Mr. E. C. Cook, managing editor of the Railway Journal, referred to the article as "the most interesting treatment on fuel I have seen in some time," and secured permission from the author and the Frisco Magazine to re-publish the series in his magazine. Although the articles have been lengthy, we feel the reception accorded them warranted the space given over to their publication.

—W. L. H., Jr.

bine in correct proportion to insure that the maximum temperature will be generated.

As already stated, the building up process refers to the combination of the elements separated from the fuel during the tearing down process with the oxygen of the air to form new compounds, which produces heat. If the firebox temperature is maintained above the igniting temperature of the hydro-carbons there will be a combination of oxygen with the hydrogen and carbon set free by the tearing down of the hydro-carbons.

When oxygen combines with the carbon and hydrogen under the above conditions, that is, ideal conditions, certain results always occur in accordance with certain fixed laws. Each atom of carbon, under favorable conditions, combines with two atoms of oxygen and forms an entirely new compound gas, known as dioxide, represented by the chemical formula CO_2 , and one atom of oxygen combines with two atoms of hydrogen and forms steam, which when cooled becomes water. This is indicated by the chemical formula H_2O . This com-

pletes the burning of the carbon and hydrogen of the methane, the only hydro-carbons that will be considered, therefore, the products of combustion being carbon dioxide and water vapors.

The fixed carbon of the coal and the hydro-carbon gases do not always burn completely, as outlined in the foregoing paragraph. This is an unfortunate fact, however, it is true and it is due to the fact that conditions in a locomotive firebox are seldom ideal. If it were possible to burn all of the carbon and the methane gases completely, millions of dollars worth of fuel would be saved annually by the railroad companies.

If there is not enough oxygen present so that each atom of carbon can combine with two atoms of oxygen in the building up process, some of the carbon will combine with oxygen in the proportion of one atom of carbon to one atom of oxygen, and form a gas known as monoxide, which produces about one-third as much heat as is produced by the formation of the dioxide gas, which is the product of complete combustion.

Unconsumed Free Carbon

The unconsumed free carbon not burned on account of a scanty air supply, or due to the lack of temperature, is white hot in the firebox and cannot be seen, but when it cools, turns black and forms smoke. The escaping steam is colored with these fine particles of carbon. Black smoke is then the unburned carbon of the hydro-carbon gases and represents a serious fuel loss.

The proper supply of air and the mixture of the gases with the air is one of the most important matters connected with economical firing. It requires about 150 cubic feet of air to supply oxygen sufficient to completely burn one pound of ordinary soft coal. Now, since each scoop of coal weighs approximately fifteen pounds, it will then require about 2500 cubic feet of air to supply the oxygen necessary to burn one scoop of coal completely, or to bring about complete combustion. Every particle of carbon and hydrogen must be surrounded by a liberal supply of oxygen to insure complete combustion. Recognized authorities claim the best results are obtained by furnishing 250 cubic feet per pound of coal.

Oxygen will not go out of the way one fractional part of an inch to combine with another element. It must come in actual contact with the element before a chemical action takes

place, and this is one of the principal reasons for the installation of the Brick Arch.

When a locomotive is working and generating steam, there are unaccountable billions of carbon, oxygen, nitrogen and hydrogen atoms set free by the high heat, making their flight towards the tubes under the influence of a strong exhaust, seeking an avenue of escape traveling at a rapid rate. They are arrested in their movement by the presence of the arch and forced to travel farther, which in turn, gives them an opportunity to mingle and mix more intimately with the oxygen and burn out before they leave the combustion chamber. Combustion never takes place inside the tubes, the chemical action must take place while in the firebox and for this reason a number of modern locomotives are built with the extended combustion chamber, which is supposed to give the gases an opportunity to burn out before they reach the tubes.

Those of you who are familiar with the old-fashioned fireplace will, no doubt, be able to recall that whenever the flame had been extinguished, due to a scant supply of fuel, there was nothing left but the charred coal, which in this case, represents carbon. The hand fan was often brought into operation for the purpose of bringing the oxygen in contact with the charred coal until ignition took place. It was a common practice to fan a fire. These elements had to be brought together. There was plenty of oxygen in the room but it was not touching in this case, the burning fuel. It is commonly known that it is often difficult to subdue a forest fire in a heavy gale, because the oxygen, due to the motion of the air, is brought in contact with the burning fuel.

Another Illustration

Another illustration which brings it nearer home; in this case a number of thin spots or a hole has been permitted to exist in the fuel bed, which caused the firebox temperature to drop. The hole is discovered in due time and is immediately filled up with a fresh charge, after which the temperature rises quickly, not on account of the heat furnished by the last charge of fuel, I assure you this, but by filling the hole we obstruct the air, which was following the lines of least resistance, and in so doing we force the air to pass through the fuel bed in small streams which brings the

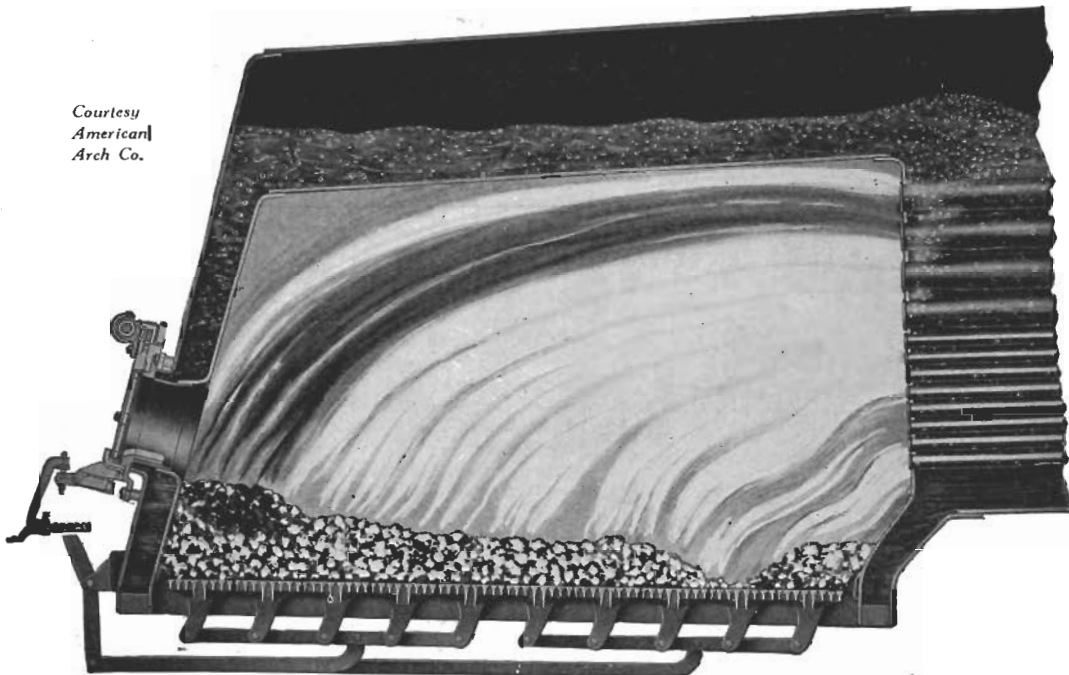
oxygen in contact with the hot coals of the fuel bed. More heat is the direct result. Always remember that a level fire serves as a mixture by mixing the oxygen with the carbon.

Perhaps the engine smoked in this case and the question arises, why? Follow me closely and I will explain as clearly as possible. You already understand the reason for the increase in temperature by the use of the last scoop. You simply put the entire fuel bed to work, but it may be difficult to thoroughly understand the cause of the smoke and temperature at the same time. The hydrocarbon gases were driven off from the last charge of fuel quickly. The increase of temperature, which was

fuel bed when needed is greater. With a light level fire free from holes it is impossible to get too much air through the fuel bed, regardless of the per cent of air openings in the grate and ash pan.

Should you be able to appreciate the truth of this statement, you will then readily understand why the heavy charge fireman produces more smoke than the man who fires at regular intervals, but more frequent. The less coal fired at one charge, the less oxygen required to burn the hydrocarbon gases, as they are roasted out. Then again, the heavy charge of fuel at one time serves to obstruct the admission of air at a time when

Courtesy
American
Arch Co.



The practice of maintaining a bank of "green" coal, (see illustration above), is thoroughly scored in the accompanying article. Little combustion is possible with such a bank, and fuel consumption necessarily increases.

brought about by this act, broke the free carbon away from the hydrogen gas. The breaking point and the igniting point of soft coal is one and the same event. Compounds will not burn. Now then, at the time the heat separated the hydrogen from the free carbon, there was not for some reason enough oxygen present to combine with the free carbon, which was lost in the form of smoke. If it were possible to have had a liberal supply of oxygen present in the firebox thoroughly mixed at the time the hydrocarbon gases were broken, there would have been no smoke.

Thin Fire—Less Smoke

A thin level fire will produce less smoke than a thick level fire for the reason that by the time the oxygen works its way through a thick fire to the surface of the fuel bed, there is none left to feed the free carbon at the time it is liberated from the last charge. Whereas, in the case of a thin fire, the likelihood of having a supply on hand at the surface of the

it is most needed.

Do not infer from this that the hydrocarbon gases depend entirely for their supply of oxygen through the fuel bed. Combustion tubes and hollow stay bolts were designed for the purpose of admitting air above the fuel bed in order to feed the hydrocarbon gases with oxygen before they made their escape, thus promoting combustion and saving the highest heat-producing elements in fuel. The larger supply of air entering the firebox above the fuel bed, comes in through the door, but unfortunately, this air does not mix with the gas elements of the fuel. It enters in the form of a cold air shaft, makes its way toward the tubes under the influence of a strong exhaust and carries away with it large quantities of heat. The Brick Arch, in case one is used serves as a protection to the flue sheet against the cold air and also tends to mix the air with the hydrocarbon gases before they make their escape.

During the period that the door is open, do not forget there is very little air entering through the fuel bed. Air will always follow the lines of least resistance. The exhaust must be accommodated and, in this case, it rushes in through the opened door.

Little Air If Door Open

Should the door be left open very long at a time, especially in the absence of a Brick Arch, we bring about a condition that causes the temperature to drop and at the same time have no smoke leaving the stack. The question as to why the steam pressure drops is easily answered.

The firebox has simply been chilled by the cold air rushing through the door to a temperature below the igniting point, which is in the neighborhood of 1800 degrees of heat. The breaking point of the hydro-carbon gases means the igniting point. Therefore, in case these elements are not separated into carbon and hydrogen, they will not burn. Oxygen will not combine with a compound substance. If this be true, it follows, in case they are not separated or broken, they are lost. And so long as these two gas elements remain in the form of a compound they are colorless, that is, they are not so pronounced in color.

Now, follow me closely. The door is finally closed, temperature rises quickly, which in turn breaks the hydro-carbon gases or separates them and a dense smoke cloud is formed above the smoke stack, especially after having delivered a heavy charge.

The moment the door is closed, the fuel bed goes to work, raises the temperature above the igniting point, the free carbon is separated from the hydro-carbon, but at the time of the separation of these two gases, there is not a sufficient supply of oxygen present to burn the free carbon and it is lost in the form of smoke. The charge has been too heavy. Too much free carbon has been added to the firebox at one time.

Do not misconstrue this statement. We cannot burn smoke if once formed. All we can do is to prevent its formation by having present a supply of oxygen, touching it when it is torn loose from the hydrogen gas, then we also have to have the proper temperature. Smoke is the result of a scant supply of oxygen or the lack of temperature.

Soft Coal Holds Gas

Ordinary soft coal contains from twenty to forty per cent gas matter by

weight, approximately five pounds of hydro-carbon gas to each scoop. Should a charge of ten scoops be delivered at one time, fifty to sixty pounds of gas has been added to the firebox, a part of which is the lightest substance known, hydro-carbon gas, and for this reason the most difficult to burn.

We are told by authority that approximately fifty per cent of the heat generated in a locomotive firebox is due to the burning of the combustible gases above the fuel bed and these burning gases are always indicated by a flame. In order to secure perfect combustion of the gases, all flame must be burned out entirely before reaching the flue sheet, and for this reason, a number of locomotives are built with the extended combustion chambers, as stated previously. Combustion must take place inside the firebox.

Quite a number of firemen maintain a bank of green coal under the fire door as a sort of a protection against the intense heat from the firebox. This practice has been encouraged in many cases by the officials allowing engines to remain in service with an improper draft. The engines are looked upon as "door-hot" or "back-firing," and the bank is placed there as a protection in some cases and in other cases simply as a practice which brings about in all cases evil results. Air cannot penetrate a bank. The result is there is no oxygen passing through the bank to feed the hydro-carbon gases, which flow in a stream to the upper part of the firebox and into the topmost flues without mixing with the streams of air that may be rushing through the thin spot up near the throat-sheet.

There has been no combustion with the hydro-carbon gases above the bank, which results in reducing the temperature in the smoke tubes, thus reducing your super-heat, and it brings about a condition that necessarily increases fuel consumption. Dense smoke is bound to follow a practice of this kind. The arch was never placed in a firebox for the purpose of encouraging reckless firing, but in this case you will find that the presence of the arch tends to bring the air and the hydro-carbon gases more intimately together, giving them an opportunity to mix before they reach the tubes.

Excess air or oxygen in the firebox is of little benefit unless it is mixed with the combustible gases. The Security Arch compels the hydro-carbon and other combustible gases arising from certain parts of the fuel bed to mix with the air or oxygen that is generally finding its way through some thinner part of the fuel bed. No fireman can maintain a perfectly level fuel bed that will give a uniform and evenly distributed air supply. There are bound to be thick spots giving off combustible gases and thin spots letting in air. The arch, by forcing the gases to mix and burn, completes the effort of the good fireman and, to a large extent, neutralizes the mistakes of the poor fireman.

The Open Fire Door

An open fire door, on a firebox unequipped with an arch, results in a shaft of cold air rushing through the flames and gases and entering the flues. There is but little mixing by diffusion, of this air and the firebox gases; therefore, such air aids com-

(Now turn to Page 41, please)



Courtesy
American
Arch Co.

"Slugging" with an open door produces a draft of cold air as illustrated above. The fire-door should always be closed between scoops. Air thus entering the firebox reduces the temperature below the igniting point, and the hydro-carbon gases escape through the stack unconsumed, thus increasing fuel consumption.

"All Aboard" Shouts Sunnyland Conductor — and "Uncle Ike" Goes Home Again

Ninety-three Year Old Postmaster Dedicates Air Mail Plane at K. C., Mo., May 12

"UNCLE IKE" Morrill of Harold Bell Wright fame and incidentally postmaster of the little town of Notch, Mo., boarded the Frisco's Sunnyland for Springfield, Mo., on May 13, tired but happy.

He had visited Kansas City again, after an absence of "nigh onto sixty-two years." His last visit was in 1864 when he came by boat to Westport with a troop of federal cavalry from Ft. Leavenworth.

"Uncle Ike" was invited to Kansas City to help inaugurate the air mail service May 12. He christened the mail plane "Kansas City" with a bottle of Ozark water, and it is more than fitting that "Uncle Ike," should perform this duty, since he has seen the mail service evolve from the pony express.

"Uncle Ike's" real name is Levi Morrill. He was the subject of much discussion a short time ago, when the United States postal authorities, learning that he was 93 years old, ordered him removed from service. But they reckoned without the people, for Notch, Mo., and "Uncle Ike" were one and the same and such a protest went to Washington, and a deluge of letters demanding that "Uncle Ike" be restored as postmaster descended. The authorities withdrew their order and "Uncle Ike" has never missed performing his duties in the capacity of postmaster in the thirty-two years he has been stationed at Notch.

While in Kansas City, "Uncle Ike" and his wife and son were the guests of Mrs. C. B. Baker, a niece of "Uncle Ike's", and they were graciously received and entertained by a committee from the Chamber of Commerce of Kansas City.

"Uncle Ike" found many things which were new to him, for he does not travel to any great extent. He noticed how thick the air was, in both Springfield and Kansas City, and at first he wasn't sure whether he would sleep soundly on a strange bed, for he had not been away from his own bed in the little home at Notch, Mo., for over twenty years. But next morning he rather reluctantly admitted that he did sleep fine, and Mrs. Morrill said that he ate a "terrible" breakfast.

"Uncle Ike" informed his friends that he was a Republican, voted for Lincoln the second time, and has voted the Republican ticket straight ever since then. "I wouldn't even follow



"Uncle Ike" standing in the door of his postoffice at Notch, Mo.

Roosevelt when he left the party," he said.

He was fairly tired out at the end of the inauguration ceremonies and he remarked that he knew now how tired President Coolidge must feel after a reception, for he said his arm ached from shaking hands with so many delightful people.

"Uncle Ike" said this was perhaps his last visit away from home.

He stood near the pullman of the Frisco Sunnyland train, and bid his friends a last goodbye—the conductor shouted "All abo-o-a-aard!" and "Uncle Ike" started on his return trip back to the Old Trail and Mutton hollow; Dewey Bald, with Sammy's Look-out on its shoulder, and the little old weather-beaten home where "Uncle Ike" has his postoffice.

Correction

Through an oversight the *Frisco Magazine* for May stated that Brakeman O. H. Marshall, who was cited for heroism in connection with the rescue of a little child near Delisle, Mo., was an Eastern Division brakeman. Mr. Marshall is employed on the River Division.

PASSENGER DEPT. CHANGES

Transfers of Morrow, Davidson and Gentry Announced

THREE important transfers in the passenger department were announced May 15th, from the general offices at St. Louis. The changes affect Atlanta, Ga., Dallas, Tex., and Kansas City, Mo.

J. B. Morrow, district passenger agent for Frisco Lines at Dallas, Texas, was appointed general agent, passenger department at Atlanta, Ga.

W. H. Davidson, traveling passenger agent at Kansas City, Mo., was appointed district passenger agent at Dallas.

R. C. Gentry, general agent of the passenger department at Atlanta, was transferred to Kansas City, Mo., as traveling passenger agent.

Mr. Morrow entered Frisco service in January, 1903, as city ticket agent at Fort Worth, Texas. In 1905 he was made traveling passenger agent at San Antonio, and in 1908 he was promoted to Southwestern passenger agent at Dallas. He received a war-time appointment in 1918 to the consolidated ticket offices at Dallas, Texas, and returned to Frisco proper on October 1, 1920, as city ticket agent at Dallas. On March 1, 1922, he was promoted to district passenger agent at Dallas.

Mr. Davidson is also a veteran of Frisco Lines. He entered service with the company twenty years ago, beginning as ticket agent for the Frisco-Rock Island at Fort Worth, Texas. In 1910 he was promoted to city passenger agent at Dallas and in 1916 made assistant ticket agent at Kansas City, Mo. During the war he was attached to the consolidated ticket office at Kansas City as ticket seller. On May 1, 1920, he became city ticket agent at Kansas City, and on October 4 of the same year, he was made city passenger agent at Kansas City. His appointment as traveling passenger agent out of the Kansas City offices of Frisco Lines came on December 22, 1920.

Mr. Gentry has been in the employ of the Frisco for sixteen years, beginning as passenger ticket agent in the Ft. Smith, Ark., offices. He had charge of the Atlanta office for six years before his transfer on May 16 to Kansas City, Mo.

BACK FOR MORE

A woman talks
Like a baby walks—
Often the performance is poor;
But hand her a line
Of scandal fine,
And she'll always come back for more.

A man is mum
Till the ball fans come—
Then listen to the lion's roar;
Give him plenty of rope
For the world's series dope,
And he'll always come back for more.
—Essrgee.

A FRISCO COMPOSER

Song of the Ozarks Written by
Mrs. E. W. Bailey, Springfield

IN Mrs. E. W. Bailey, wife of a Frisco employe, the Frisco undoubtedly has its poet laureate and official songster.



Writing under the nom de plume of Miss Geraldine LaVaughn, Mrs. Bailey has just published her first song, "The Ozarks Are Calling You." Her husband is employed as brake lead man at the West Springfield shops. She has written several poems and for a time conducted the "Peoples' Column" in the Springfield Leader.

The chorus of her song, painting a true word picture of the beautiful Ozarks is:

"The Ozark hills are calling you,
Where life is always fair,
Come and breathe their balmy air
Come where nature's joys are
plenty for all to share.
They call with welcome arms to
you,
To come where dreams come true
From bubbling rills and green
crowned hills,
The Ozarks are calling to you."

THE "CONSCIENCE FILE"

Did you ever hear of the Frisco "Conscience File?"

In it are dozens of letters from all parts of the United States and from people in all walks of life, who advise that at one time or another they bummed a ride on a Frisco freight or passenger train, and in order to ease their conscience, wish to make restitution.

To steal a ride on a passenger or freight train long ago was much easier than it is at the present time, and there used to be a great deal of it done. In fact, an old engineer in giving his past railroad career told of

The Frisco Railroad—What It Means to Columbus, Kansas

IT IS ONE thing to work for a railroad a certain number of hours each day and draw a stipulated pay-check at stipulated intervals. But it is entirely another thing to work and think and plan for a railroad in and out of working hours and boost it to the best of one's ability. Down in Columbus, Kansas, a group of Frisco employes are the boosting, thinking kind. A few weeks ago Telegrapher O. G. Walker, at Columbus, wrote an article concerning the Frisco System and what it meant to Columbus. He signed it "Frisco Employes of Columbus" and handed it to Agent J. T. Miller. Miller in turn passed the article on to the editor of the Columbus Daily Advocate and it appeared in the editorial column under the heading—"The Frisco System—Local Employes Emphasize Its Importance to Community." Editor N. W. Huston prefaced the article with these remarks. "Agent Miller of the Frisco handed the Advocate the following little news letter bulletin, prepared by Frisco employes here, which emphasizes very properly the importance of the Frisco Railroad to the business life of Cherokee County in general and to Columbus in particular. The bulletin sets forth some interesting figures." Here is the article:

Well, have you ever stopped to think that the Frisco is the pioneer railroad of Columbus? Have you any idea what part the Frisco plays in expense of running Cherokee County? The Frisco has credit of being the heaviest taxpayer of Cherokee County, with the possible exception of the Empire District Electric Company. If you have any doubts, you can be assured by investigation of courthouse records, that the Frisco taxes in Cherokee County in 1925 was more than \$73,000.00.

The Frisco payroll in Columbus alone will average upwards of \$2500 per month, which is put in circulation right here in Columbus.

We, as employees of the Frisco, are citizens of Columbus. Eight or more of us own our homes, and as the Frisco prospers, so we prosper, and eventually more of us will own our homes. Our children attend schools of Columbus and we pay taxes the same as other citizens.

We notice from time to time editorials and advertisements "Trade at Home where your merchants live, who pay taxes, donate to charities and other items for the welfare of the community in general." We agree on this point.

But on the other hand how many corporations or individuals are pay-

ing more than \$73,000.00 taxes into Cherokee County? As a public servant, we believe the Frisco is as important to Columbus as the courthouse is to Cherokee County.

What would the passenger, mail and express service be without the Frisco? Passenger business and local freight has been falling off at an alarming rate the last few years, due to automobiles buses and truck service. Passenger service has been curtailed for the lack of business, and at present time, future doesn't look very promising for improvement. We as citizens of Columbus, and employees of the Frisco cordially invite and solicit your business on the merits of Frisco service and part of it plays in the every day life of Columbus in general.

We appeal to you in a friendly spirit to urge all, where possible to ship by freight and passengers to ride trains. Your co-operation and influence will be most cordially appreciated.

"At Your Service."

These few lines are written in a friendly spirit by our own free will and not through coercion or appeal from any of our superiors.

THE FRISCO EMPLOYES OF
COLUMBUS.

the "bums" which the engine crew used to pick up, who paid for their "lift" by helping the fireman fire the wood-burning locomotive!

But those days are gone forever, and it is seldom now that bums can catch fast Frisco freight specials.

One of the letters in the file was written by a young man studying for the ministry. It states that he once stole a ride on a freight train from Morris to Muskogee, Oklahoma, and in order to relieve his conscience and right the wrong, he enclosed a check for \$1.16 covering the amount of fare.

A second letter came from a man who took advantage of a special train fare, and signed a statement that he was an employe of the company, thereby securing the ticket. He sent in his check for \$4.70 covering the amount.

Twenty years is a long time to remember a stolen ride, but one letter in this file is from a man who "bummed" his way from Lebanon, Mo., to Oklahoma City, Oklahoma, and the deed haunted him until he wrote the railroad company, asking that he be allowed to make restitution for the amount of the trip.

In 1914, so one letter states, a party bummed his way 246.5 miles on a Frisco freight train. He enclosed a check for \$7.40 to cover the fare.

The file is of interest—not alone from a monetary standpoint to the company, but due to the fact that it is a striking example of honesty.

Many of these people, asking to make restitution for stolen rides have become so successful they wish to wipe out every unfair thing which has ever happened in their lives.

Frisko Passenger Trains Were 97.9 Per Cent On Time During April

Total of 5,681 Trains Made Splendid Record—Four Divisions Had On-Time Average Better than 98 Per Cent

IN THESE days of heated competition for business, one of the most important things in connection with railroad operation is the constant striving for a 100 per cent on-time performance for passenger trains. Needless to say it is hardly possible to reach so high a state of perfection when great transportation units like the Frisco, traversing nine states with more than five thousand miles of track, operate a total of five and six thousand trains a month.

There are many elements which enter into this struggle on the part of operating, mechanical and traffic employees to keep trains on time. Inclement weather, heavy loading, unexpected delays, late delivery from or by connecting lines—these and many other unforeseen difficulties arise.

For years Frisco employees have lent their loyal support to the task of serving the traveling public with well-equipped, on-time passenger service.

Today our passenger trains move with precision and safety carrying thousands of passengers on "smokeless, sootless, cinderless" rides.

Beginning with this issue of the *Frisko Magazine*, a complete resume of records made by our passenger trains for the month past will be included in its pages.

With the publication each month of these reports, the *Magazine* requests the aid of each of the Frisco's 30,000 employees in keeping our splendid passenger service to its present high state of perfection. Your suggestions will be welcomed at this office and will be forwarded to the proper officials.

During the month of April, Frisco

Lines made the splendid record of 97.9 per cent on time for all passenger trains on the system.

A total of 5,681 passenger trains were operated over our line and the Western, Central, River, Northern and Southwestern divisions all had an average of 98 per cent or better.

Of the important trains operating on our rails, Frisco employees will be glad to know that "The Sunnyland," famous Florida train christened at Kansas City October 5, has made 208 trips up to April 30th, arriving at Springfield 196 days on time out of Kansas City, and actually maintained schedule or made up time on 201 days. At Memphis the train out of Kansas City arrived 176 days on time or actually maintained schedule or made up time on 179 days.

The "Texas Special" operating as Number 1 out of St. Louis, also made an exceptionally fine record during April. The train leaves St. Louis at 6:50 p. m., and is delivered to the M-K-T at Vinita at 4:45 a. m., moving on south to San Antonio, Texas. The "Texas Special" arrived at Vinita 30 days on time during April—every day in the month. On the return trip as Number 2, the "Texas Special" arrived at St. Louis on time 27 days, or actually maintained schedule or made up time on 30 days. The train was received late from the M-K-T at Vinita on the northbound journey, four days in April. It arrives in St. Louis at 11:25 a. m. During March this train was received three days late, arriving St. Louis 29 days on time and two days late.

Following is the statement showing division passenger train performance for April, 1926, compared with the same month in 1925 and 1924:

ELECTION OF DIRECTORS

At the annual meeting of stockholders of the St. Louis-San Francisco Railway Company held in St. Louis May 11, the following directors were elected to serve for the ensuing year: Messrs. David P. Bennett, Pittsburgh, Pa.; E. N. Brown, New York City; Frederick H. Ecker, New York City; Walter S. Franklin, New York City; George C. Fraser, Morristown, N. J.; James M. Kurn, St. Louis, Mo.; Grant R. McCullough, Tulsa, Okla.; C. W. Michel, New York City; Henry Ruhlender, New York City; Theodore G. Smith, New York City; Eugene V. R. Thayer, New York City; Robert M. Thompson, New York City; Festus J. Wade, St. Louis, Mo.; R. E. Lee Wilson, Wilson, Ark.; H. P. Wright, Kansas City, Mo.; and B. F. Yoakum, New York City.

The changes in the directorate are as follows: Mr. H. P. Wright elected in place of Mr. Sam Lazarus, deceased; Mr. R. E. Lee Wilson, elected in place of Mr. A. G. Becker, deceased; and Mr. Henry Ruhlender, elected in place of Mr. Frank C. Wright, resigned.

ON 322 TRAINS, 37,324 MILES

Just to see how many miles he had traveled and how many trains he had handled, L. O. Willi, eastern division conductor kept a record of this information for the entire year of 1925. The figures are very interesting.

During the year he handled forty-nine passenger trains over 6,475 miles of territory; 273 freight trains, consisting of 15,675 cars over 30,849 miles of territory.

If these 322 trains could be coupled together, they would make one train 125 miles long!

Mr. Willi is a most conscientious booster for the Frisco. He has had twenty-two years with this company, starting his service in October, 1904, as a brakeman; was promoted to freight conductor December, 1906, and to passenger conductor August, 1921. He is a member of the Frisco Veteran Employees' Association.

His business cards are made up attractively, and in one corner in bold letters appears this sentence, "When you ship or travel use our lines." The red Frisco insignia is in one corner of the card.

Division	Total Trains Operated			Total Trains Maintained Schedule or Made Up Time			Per Cent. Trains Maintained Schedule or Made Up Time			Standing of Divisions		
	April 1926	April 1925	April 1924	April 1926	April 1925	April 1924	April 1926	April 1925	April 1924	April 1926	April 1925	April 1924
Western.....	210	240	240	208	235	237	99.0	97.9	98.8	1	3	2
Central.....	720	840	840	712	825	832	98.9	98.2	99.0	2	2	1
River.....	831	584	532	820	580	520	98.7	99.3	97.7	3	1	5
Northern.....	1470	1260	1260	1445	1222	1237	98.4	97.0	98.3	4	6	3
Southwestern.....	840	840	816	826	816	801	98.3	97.1	98.2	5	5	4
Southern.....	840	780	780	815	761	751	97.0	97.5	96.3	6	4	6
Eastern.....	770	682	592	733	624	566	95.2	91.5	95.6	7	7	7
Total Operated.....	5681	5226	5060	5559	3063	4944						
Per cent. Operated							97.9	96.7	97.7			

AN ENGINEER'S VIEW

J. W. Donahoe, Veteran Frisco Engineer, in St. Louis Star

J. W. DONAHOE, veteran Frisco engineer of St. Louis, wrote a splendid reader-editorial for the St. Louis Star recently. He presented the railway man's attitude toward railroad crossings under the heading: "An Engineer's Point of View." Mr. Donahoe's articles follows:

Editor The St. Louis Star: Answering article in Everybody's Column with reference to dangerous railroad crossings:

The party writing this article describes how easy it would be to entirely eliminate accidents at grade crossings by installing a bell that automatically rings when an approaching train arrives at a certain distance from crossing, and mentions the fact that this wonderful mechanical arrangement will prevent accidents at railroad crossings. Now, it may in foreign countries, but it will not and does not in this country.

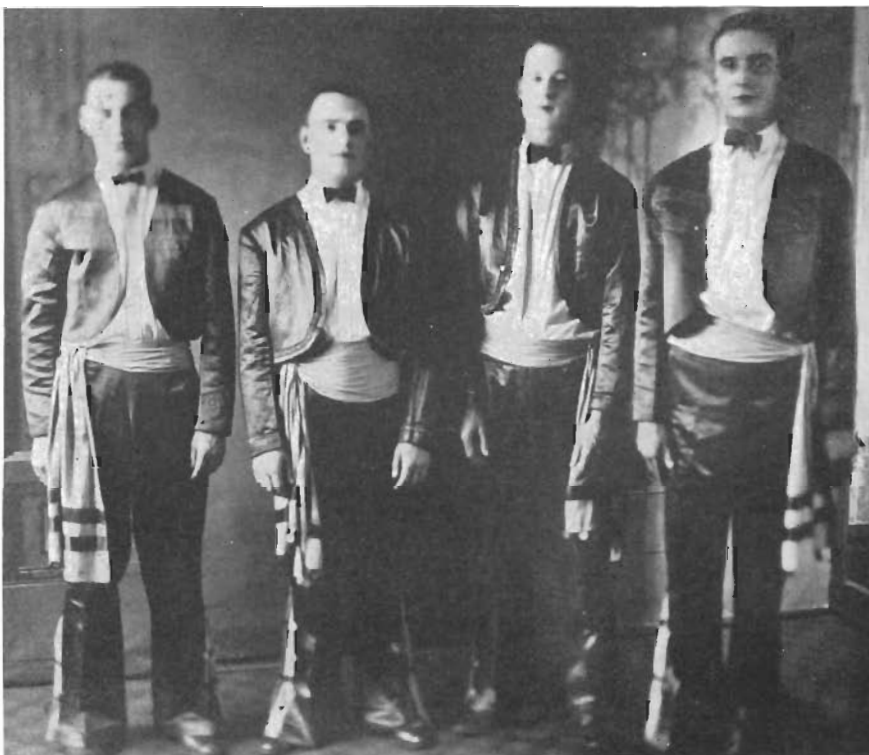
I have been running a locomotive for twenty-four years, and a number of years ago, or before we had bells placed at dangerous crossings, I was of the same opinion as the writer, that if bells were installed, the striking of automobiles at railroad crossing would be a thing of the past. If the writer does not agree with me that they are useless, and in many cases only increase the liability, I will gladly go with him or her to Shrewsbury, Old Orchard, South Webster, or Webster Groves, preferably to Old Orchard or South Webster, where we have more than his described bell; we have a red paddle that swings to and fro in connection with a bell in daylight, and a red light and bell at night, to warn motorists that a train is approaching. Instead of stopping and waiting 15 seconds for a fast train to pass, or possibly 2 minutes for a freight to pass, they, both men and women motorists, step on the gas in an effort to beat the train.

I make thirty-six trips each thirty days over this territory, and there are not six trips out of the thirty-six but what I see someone going over those crossings at high speed, long after paddle is swinging and bell is ringing. They usually are people who are familiar with the fact that this road has two main tracks where trains move at high speed in both directions, still they flit with eternity to save 10 seconds.

The railroad companies use every precaution to protect its employees, the traveling public and prevent accidents at railroad crossings. If the men and women driving automobiles would exercise as much interest in their own lines as the railroad companies do to protect them, there would never be anyone killed at a highway crossing.

It would take several columns for me to enumerate the safety appliances adopted by my company to protect employees, traveling public and

The Harmony Four of Frisco Lines at Monett, Mo.



No amateur theatrical or community gathering in Monett is complete without the services of the four boys, pictured above, of Monett, Mo., who call themselves "The Harmony Four." These young men are all employees of the Frisco store department and are, reading from left to right: Francis Wallner, tenor; "Si" Davis, soprano; Jack Hogan, baritone and Cecil Dickerson, bass. For the past several weeks they have been busy filling out-of-town engagements, and have met with splendid success. They offer their services unreservedly, to any Frisco group arranging a program, and Mr. Davis, who has charge of the quartet can be addressed, care of the Frisco Store Department at Monett, Mo.

the motor car driver. Those appliances have made the railroad a safe and very comfortable place to work. In fact, I feel almost as safe out on one of our big engines as I do at home, if it were not for our people driving automobiles.

It is nerve racking to sit in a cab and watch them racing with you every day. Sometimes they get over and sometimes they do not. Our company requires us to whistle eight times for each crossing. On this division we have ninety-eight such crossings, which means that we must sound the whistle 784 times. All this in connection with the bell and paddle at crossings, and still, just recently a man was killed at Old Orchard.

It seems to me there are two ways, and only two ways to stop accidents at grade crossings. One is to eliminate all crossings; the other is to make it a law violation to go over crossings without stopping, punishable by fine, and on second offense, forever barred from operating an automobile. I am not prejudiced as I drive a car myself.

W. J. DONAHOE.

THE WARRIOR BRIDGE



This splendid kodak picture was taken by C. P. Hemphill, signal supervisor of Jasper, Alabama. It is of the Warrior River bridge near Cordova, Alabama. It might be called, "An Engineer's First View".

"Horse Racing" at West Tulsa Reduces Personal Injuries



This "racing chart," prominently posted at West Tulsa, Oklahoma, tells Frisco employees at that point each day to "Be Careful."

FRISCO LINES "horse-racing" is being carried on in earnest among the employes of West Tulsa, Oklahoma.

The "racing chart" shown with this article is proof of that.

But the horse-racing is not a Derby, nor yet a Preakness. Rather it is a sort of "life and death" medium, through which safety and carelessness are shown in their winning or losing paces.

On the first day of each month, all the horses representing the different departments are set with their nose to the tape, which represents 100 per cent or no personal injuries. The horses remain in this position until some department is unfortunate enough to have one of its employees injured. When the injury occurs, the horse representing that department is set back a distance equal to the per cent the number of men in that department bear to the total of 100 per cent.

This board was installed in January, 1926, and since its installation there has not been a single personal injury in the car department, machine shop, store department or among the engine men.

Since the board began its work, the various departments have worked a total number of man hours each as follows: machine shop, 78,234; car department 48,207; store department 7,864; engine men 27,000; yard men 40,500.

Up to the first of May the round-house had been unfortunate enough to have two minor injuries, but with the number of men employed in that department, that was a wonderful record indeed. There was also one injury among the yard men.

R. L. Beckwith, car foreman at that

point is the originator of the idea and his plan was to create interest through mental suggestion to the employes and give them a visible means of watching the great campaign which is being waged daily in the interest of accident prevention.

Kansas, May 6. J. H. Raney installed permanent agent Hallowell, Kansas, May 10. J. A. Sanderson installed permanent agent Bono, Ark., May 11. Effective May 12, Lake Hill, Mo., opened, George J. Stumpf installed ticket agent. T. H. Lucy installed temporary agent Welling, Okla., May 13.

AGENCY CHANGES FOR APRIL AND MAY

The following changes in station agents for the months of April and May have been recorded:

Mrs. Kate M. L. Stites installed permanent ticket agent, Carleton, Okla., effective April 18. R. L. Schmelz installed temporary agent, Kirkwood, Mo., April 24. W. D. O'Farrell installed permanent agent, Monett, Ark., April 26. C. E. Barnes installed temporary agent Aylesworth, Okla., April 26. C. Purtell installed permanent agent Dodge, Oklahoma, April 26. M. C. Goldsmith installed permanent agent Leachville, Arkansas, April 27. T. F. Caldwell installed permanent agent Black Oak, Ark., April 28. Effective April 29, Sprague, Mo., agency closed. Effective April 29, Rich Hill, Mo., agency closed. Effective April 29, Hume, Mo., agency closed. F. M. Carlock installed permanent agent Sturdivant, Mo., April 30. G. H. Degener installed permanent ticket agent, Windsor Springs, May 1. Clarence Bradley installed permanent agent, Fountain, Ala., May 1. Wm. F. Hayes installed permanent agent Waco, Mo., May 3. O. D. Hathaway installed temporary agent Millerton, Okla., May 3. Wm. C. Kirby installed temporary agent Kelleyville, Okla., May 3. L. L. Sharp installed temporary agent Black Rock, Ark., May 3. T. D. Wages installed permanent agent Blue Springs, Miss., May 4. R. A. McClelland installed temporary agent Olden, Mo., May 4. L. S. Melton installed permanent agent McNab, Ark., May 4. F. A. Scribner installed permanent agent Ste. Genevieve, Mo., May 4. J. A. Stevens installed permanent agent Roff, Okla., May 5. E. E. Carriker installed permanent agent Durham, Ark., May 5. F. F. Capps installed temporary agent Wilmot,

Consideration for Humble Folk

The Birmingham (Ala.) News of May 13, printed the following quotation in its famous "Views and Interviews" column. Verily, there is human compassion and regard even among officers of the malignant and so-called "soulless" corporations.

"One of the rare and fine instances of consideration for humble and poor folk that occasionally arise in my business has just come to light," remarked W. H. Clark, of Weir Brothers Realty Company. "I had a client who wanted a certain piece of property, and I found out it was owned by the Frisco Railway. I wrote Mr. J. E. Turner, land and tax commissioner of the Frisco at St. Louis, and in reply he said in part: 'We own a tract in Block 293, fronting on Eighth Avenue, but it is the front part of two lots, one of which belongs to an old colored woman whose name I do not now recall, and the other to her son. I would not be willing to sell this tract to anyone else except these colored people, until after they have had an opportunity to buy same, for the reason that if sold to anyone else than these people it would deteriorate the value of their property materially, and in fact would in a measure shut them off from the street, a thing I would not like to do without first giving them the opportunity to protect themselves.'

"Isn't that a fine attitude? And from the head of a great land department of a great railroad, at that? I never saw finer or more thoughtful consideration."

Forty Per Cent Reduction in Damaged Equipment Made During April

Campaign to Reduce Freight Loss and Damage Claims Needs Help of All Employes

WHEN the Frisco Lines made its new low record in freight loss and damage claim payments for 1925, the railroad world acknowledged that the Frisco's strides had been remarkable in this line of endeavor. The claim total was the lowest in the history of the company, and the lowest ever made by any railroad similarly situated and handling practically the same kind of traffic.

The total paid by Frisco Lines in freight loss and damage claims for 1925, as announced in the April issue of the *Magazine*, was \$473,339.25. This amount constituted a decrease of 18 per cent, or \$103,811.97 over the payment for 1924. The 1924 payment was \$577,151.22.

In an open letter to all employes, Mr. John L. McCormack, superintendent of freight loss and damage claims, urged each worker to aid in bringing about the goal for 1926 which is a further reduction in claim payments of \$75,000, or a ratio of 50 cents per \$100.00 gross freight revenue.

Four months of the new year have been accounted for in the statistics presented later in this article and, according to Mr. J. L. Stephenson, assistant to the general manager, the results are not as satisfactory as had been expected, although the record is a splendid one compared with other roads.

"We have had commendable assistance from our employes in this 1926 effort," Mr. Stephenson said, "but we will need a great deal more if we accomplish our goal in its entirety."

"There was an increase of 14 per cent in total number of cars damaged in 1926 as compared to 1925, but on the

other hand we show an increase of only 1 per cent in the amount of damage to equipment. In March, 1926, we damaged considerably more cars than we did in March of 1925. However, April showed up much better and we made the splendid reduction of 40.5 per cent over March. This record will, I believe, very materially reduce the totals for the cumulative period and will enable us very shortly to show a decrease in 1926 as compared to 1925, both in the number of cars damaged and in the amount of damage."

The Central division is leading every other division of the Frisco proper in the reduction of damage to cars, with only one car damaged so far this year, out of 136,433 cars handled. The per cent of damage is only .0007. The Western division is second with only 3 cars damaged out of 75,365 cars handled. The per cent of damage is .0038. The Western division jumped from sixth place in 1925 to second in 1926.

Among the terminals Springfield is in first place for all three years, with Birmingham second and St. Louis third.

The slogan for May was "Make Every Frisco Man a Committee of One to Reduce Rough Handling of Cars," and was submitted by H. T. Jarrett, telegrapher of Baxter Springs, Kansas. A different slogan submitted by employes in connection with the papers on rough handling in the contest last fall is being used each month.

Employes are urgently requested to aid in the campaign by writing in their suggestions either to the *Mag-*

AN OPEN SECRET

A prominent business man of Kalamazoo, Michigan, said recently:

"A president and general manager of one of the largest businesses in the United States was recently asked this question: 'What is the secret of the success of the business you represent?' Without a moment's hesitation he replied, 'I am.'"

"At first blush that reply sounds rather egotistical, doesn't it? But just wait a minute and think it over."

"During the past thirty years I have come in pretty close touch with many big businesses, manufacturing organizations, employing sometimes hundreds and sometimes many thousands of men, and I recall no single instance where a fairly or unusually successful business has not been practically dominated by the thought, the personality, of one man."

"Yes, I grant you that this one man has to have an efficient organization, that he could not have conducted the business alone, and in many instances his captains and lieutenants have been in many ways more capable than he, but notwithstanding all of these concessions, I still contend that in every successful business you will always find that 'I am' man."

"He must be a far-sighted man; a man who keeps cool when others get hot; a man who is always willing to 'talk things over'; a man who does not make hasty decisions, but who, when convinced he is right, allows nothing to swerve him."

"Show me a successful business and I will show you an 'I am' man, who will occasionally err in judgment, who will occasionally make mistakes, but he will do these things less frequently than does the average man."

azine, to Mr. Stephenson, or to J. W. Skaggs, terminal inspector, chairman of the rough handling committee.

The statement for the first four months of 1926 on the Frisco proper, is as follows:

Division or Terminal	Number Cars Damaged			Amount Damage		Number Cars Handled			Per cent Damaged to Total Handled			Standing of Division or Terminal		
	1926	1925	1924	1926	1925	1926	1925	1924	1926	1925	1924	1926	1925	1924
DIVISIONS														
Central	1	0	10	\$ 15.00		220.50	136433	127684	.0007		.0124	1	1	2
Western	3	10	11	35.00	\$ 163.00	155.00	75365	74200	.0039	.0134	.0187	2	6	3
Southern	16	19	74	723.00	2560.00	1368.48	341109	305039	.0047	.0062	.0251	3	3	5
Eastern	14	2	21	265.78	145.00	580.81	282403	265624	.0049	.0007	.0097	4	2	1
Northern	18	28	74	304.00	878.25	1827.36	352485	339081	.0051	.0083	.0240	5	4	4
River	18	39	119	559.00	1104.00	2620.00	151326	247380	.0119	.0157	.0801	6	7	7
Southwestern	81	38	113	2077.50	1354.00	2462.55	366114	373986	.0221	.0102	.0382	7	5	6
Total	151	136	422	\$3979.28	\$6204.25	\$9234.70	1705235	1732994	.0088	.0077	.0310			
TERMINALS														
Springfield	5	4	29	780.00	365.00	2406.50	260392	252381	.0019	.0016	.0126	1	1	1
Birmingham	13	24	28	2520.00	1151.00	458.50	290775	235351	.0045	.0102	.0126	2	2	2
St. Louis	14	29	46	424.00	1306.00	1654.00	245916	243885	.0057	.0119	.0219	3	3	3
Tulsa	75	75	119	1429.00	2482.00	2125.00	281598	270913	.0266	.0277	.0543	4	5	6
Kansas City	66	71	88	2393.00	1800.00	1571.00	225840	225158	.0292	.0315	.0401	5	6	5
Memphis	130	58	93	5386.20	3420.50	3206.00	393578	409736	.0330	.0141	.0221	6	4	4
Total	303	261	403	\$12932.20	\$10524.50	\$11421.00	1698099	1637424	.0178	.0159	.0265			
Grand Total	454	397	827	\$16911.48	\$16728.75	\$20655.70								

Per Cent Increase 1926 over 1925—Number cars 14%
Per Cent Increase 1926 over 1925—Amount Damage 1%

Hoxie (Ark.) Employes Proud of New Station



The station employes at Hoxie, Ark., are well pleased with their new passenger station, and the accompanying picture shows them standing in front of the new structure.

The station is modern in every respect and replaces one which was destroyed by fire some time ago. This station is joint with the Missouri Pacific Railroad.

Reading from left to right, front row—U. M. Boles, baggageman; Thos. Creager, baggageman; J. R. Campbell, operator; Jno. Wiygul, check clerk; Fred Huffman, bill clerk; Bob Finley, trucker; Harry Bates, messenger; S. P. Donahue, operator.

Back row—Bob Young, porter; Ed. Mattox, bag-helper; Ed. White, bag-helper; E. M. Brasfield, agent; E. T. Reid, ticket clerk; E. A. Whaley, baggageman; W. L. Butler, operator, and J. L. Tilley, cashier.

FRISCO LINES FEATURE AT VAN BUREN BERRY FESTIVAL

(Continued from Page 12)

Van Buren to eastern markets.

From start to finish the Frisco featured prominently in the affair.

A Frisco float designed by Frisco employes and manned by seven beautiful Frisco girls from the Fort Smith offices, drew prolonged applause from the parade crowd and Frisco officials and employes attended the affair almost en masse.

Visiting railroad officials were tendered a delightful luncheon in their honor by the festival committee and the Chamber of Commerce at noon of the festival day. Many business men and women of Van Buren attended and Mr. J. N. Cornatzar introduced the Frisco representatives present.

Following the luncheon Mr. A. W. Meier, general chairman of the festival, called upon Vice-President Hutchison for an address.

"We of the Frisco are particularly glad to participate in the celebration here today of an industry which we had a part in founding," Mr. Hutchison said. "For a great many years the Frisco has given its time and the best of its talent to building and developing the State of Arkansas. There was a time in the past, and not so very long ago either, when it was a difficult thing for our men to interest the people of Arkansas in fruit farming. But we persisted in every way we knew to point out benefits to the state in this particular pursuit. Today we are gratified at the progress. Four million dollars worth of strawberries will move over our lines this

year. That money constitutes the approximate value of a shipment of 2513 cars of this precious Ozark fruit. When I glance back over the years when Arkansas land went begging at twenty dollars an acre, and realize that that same land now producing so bountifully in fruits of one sort and another, is a good buy at \$500 an acre, I can see a dream of the Frisco coming true. Arkansas is coming into its own and we of the Frisco feel a pardonable pride in its tremendous strides.

We are for Arkansas, and we believe implicitly in her future as one of the nation's greatest.

Those who attended from Frisco Lines were: Messrs. J. E. Hutchison, vice-president in charge of operation; S. S. Butler, freight traffic manager; J. N. Cornatzar, passenger traffic manager; M. M. Sisson, assistant general manager; J. H. Doggrell, superintendent of transportation; W. L. Huggins, Jr., director of publicity and editor *Frisco Magazine*; W. L. English, superintendent agriculture and refrigeration; James G. Weaver, division freight agent; C. H. Baltzell, superintendent; S. R. Kennedy, superintendent; S. Kelton, assistant superintendent; C. B. Michaelson, marketing agent; E. C. Collett, division engineer; D. E. Eicher, horticultural agent; G. O. Gilbert, agricultural agent at Talihina; Alfred Ball, secretary to Mr. Hutchison, and Mrs. Elizabeth Temple, home economics department.

Force at West Tulsa (Okla.) Passenger Station



The boys of the West Tulsa (Okla.) passenger station ticket office paused long enough to let the photographer bear down on his bulb one day recently. But that was about all. West Tulsa is too busy a place these days for long interruptions. Let's introduce these courteous men who administer to the needs of the traveling public. They are:

On the right—D. L. King, ticket clerk; W. P. Kent, depot ticket agent; James E. Manning, ticket clerk; J. A. Frye, information clerk; Wm. D. McCool, ticket clerk.

On the left—Pike Hailey, ticket clerk; Eugene Shannahan, information clerk and Ralph A. Heath, cashier.



Clarence Wiehs of the Superintendent of Transportation's office in Springfield makes another cartoon contribution to the Magazine with the above sketch.

CREW ON CHADWICK HAS 222 YEARS COMBINED SERVICE

(Continued from Page 10)

tories spring up, and the stock and poultry farms develop and furnish a splendid source of revenue for the Frisco.

"We used to ship eggs to Springfield in crates—today we are bringing in our third car load", he said. This is only one example of the rapid growth of this Ozark country.

Recall Olden Days

Each of these men remembers the Frisco in the olden days, when hand brakes were in use, and the baby engines of long ago were regarded as monsters.

Every year of their service has brought to them an added part in the gigantic strides the Frisco has made in its progress, and with each year added pride has come, due to the fact that they are truly veterans, and that they have added their bit to the forward-moving wheel in its rapid turning.

And they proudly claim the Chadwick branch has increased one hundred per cent as a revenue producer, and it seems only fitting that these men who have been with the road so many years should be able to work among their people and transmit to them the

result of their years of experience in interesting the farmer in crops—in shipping via the Frisco Lines and explaining the interest the Frisco is taking in the people who reside on its right-of-way, and in making the country through which it passes productive.

FRISCO LINES HAD YEAR OF GREAT PROSPERITY IN 1925

(Continued from Page 13)

built in the company's shops, 881 reconstructed and 5,736 given heavy repairs. A total of 1,551 freight cars, 26 locomotives, 15 passenger cars and 145 work cars were retired.

During the year the property was fully maintained and generally improved. The principal roadway improvements included the laying of 103 miles of new 90-pound rail, applying 640,000 cubic yards of ballast, renewing 1,458,503 ties, renewing 8 1/3 miles of trestle bridges and effecting 15 highway grade separations.

At the close of the year a new low mark for engines out of service was reached, when 113 engines or 11.4 per cent of the total owned were not in use. The number of freight cars out of service awaiting repairs was 1,058, or only 5.58 per cent of the total owned.

In regard to traffic and industrial development, the statement announces that 401 new industries were located on the Frisco Lines during the year, consisting of 18 compresses and gins, 30 canning factories, 51 warehouses, 86 oil distributing plants, 10 oil loading racks, 9 oil refineries, 59 oil well supply houses, 56 material yards, 6 wholesale houses, 40 miscellaneous manufacturing plants, 6 grain elevators, 4 meat packing plants, 4 rock crushers, and 22 miscellaneous industries. The agricultural development for the year in the territory served by the Frisco was "very satisfactory" and "despite unfavorable weather conditions resulting in serious damage to fruit and vegetables, the tonnage derived from this source increased considerably over the previous year."

Further Passenger Traffic Decrease

A decrease in passenger traffic is reported in the statement as "due to expansion in the building of hard roads, resulting in increased use of motor-driven vehicles, principally for short distance travel". There was, however, an increase over the previous year in long-distance travel.

A splendid increase was made in freight handled. The revenue freight loaded on line and received from connections increased 67,000 cars and 35.8 per cent of the increase represented high revenue producing commodities, such as automobiles, oil and iron pipe.

The company further reduced its operating expenses by a substantial decrease in payments for loss and damage to freight, damage to live-stock on right-of-way and damage to property and personal injuries. Loss and damage claim payments per \$100 of freight revenue for 1925 were \$0.67, as compared with payments of \$0.88 in 1924.

FIFTEEN HUNDRED FRISCO VETERANS TO ANNUAL REUNION

(Continued from Page 15)

each male adult and \$1.50 for each member of their family or lady guest.

Excellent hotel accommodations will be afforded, and the Colonial, Ozark, Marquette, Sansone, Lafayette, Ben Franklin and Metropolitan have made rates ranging from \$4.50 for a double room with bath down to \$1.75 for a double room without bath. Single room prices range all the way from \$4.00 with bath to \$1.25 without bath.

All veterans are requested to advise the Secretary, J. L. McCormack, room 105 Frisco Building, Springfield, as far in advance of the reunion as possible, whether or not they will attend and the number of persons in their party. Hotel reservations will be made if desired. Advance information as to the number that will attend is necessary in order to enable the committee to properly arrange for the barbecue, banquet, etc., and much time, inconvenience and congestion upon the first day of the meeting could be eliminated if each member who expects to attend, would secure tickets and reservations in advance.



Fort Worth Defeats Sherman Five to Four in Ball Game, May 2



Here are the members of the victorious Frisco Red Sox, Ft. Worth, Texas. Reading from left to right, standing: Moorman, Grace, Walker, Granger (Manager), Robinson, Parrott, and Bishop. Seated: Helton, Wallis, High and Cheshier.

TWO crack Frisco ball teams locked horns in Fort Worth, Texas, May 2, when the Sherman Bearcats, mechanical department ball club, accompanied by seventy-five fans and fanettes, invaded the territory of the Fort Worth Frisco Red Sox and went down to a hard-fought defeat. The score was Fort Worth, 5—Sherman, 4.

O. H. McCarty, vice-president and general superintendent of the Texas Lines, pitched the first ball, and J. W. Surles, master mechanic, caught it.

The game was cleanly and closely fought, and was replete with thrilling plays. Each side was credited with eleven strikeouts. Sistrunk of the Bearcats, knocked a home-run which was duplicated by Robinson for the Red Sox. The latter, however, failed to touch first base, and his effort could not be counted. Robinson later redeemed himself by lining out a long hit in the final inning which scored Grace with the winning run.

After the game the Frisco players and approximately one hundred and fifty other employees and their families repaired to Forest Park, where two hundred pounds of fish were fried and a picnic supper was enjoyed.

To R. W. Courtney, electrician, goes credit for arranging the meeting. Among the ladies who presided at the luncheon were noted Mesdames

Craft, Courtney, Wacey, Adams, Blentlinger, Reams and others.

"Prize Fan" honors go to W. A. Morgan, general car foreman, for Sherman, and G. A. Madden, engineer, for Fort Worth.

The next meeting between these clubs is scheduled for May 31, at Sherman, and a full day of entertainment is promised the Fort Worth employees and their families.

THE LINE-UP

Sherman	Fort Worth
W. H. O'Connell.....c.....	W. M. Walker
W. Campbell.....p.....	I. Helton
C. P. Sistrunk.....1b.....	W. B. Wallis
J. Raney.....2b.....	J. Devaney
E. Brooks.....3b.....	S. Lanham
C. Reid.....ss.....	W. P. Richardson
L. Cherry.....lf.....	G. W. Parrott
L. Rogers.....cf.....	J. Grace
J. L. Estes.....rf.....	O. L. Robinson
Leo. Miller.....Mgr.....	H. A. Granger

Dan Duncan pitched one inning for Sherman, but suffered a broken finger when he attempted to stop a line-drive with his bare hand.

—B. B. L.

The Kansas City Frisco ball team played the Ft. Scott, Kansas, team at Harkey Park, Ft. Scott, Sunday, May 9 and lost 6 to 1. The game was called in the eighth inning, in order for the Kansas City team to catch the Sunnyland.

SIDELIGHTS ON THE FRISCO CLUBS

THE FRISCO ball club of the St. Louis general offices has a record so far this season of three games played and all won by good margins. On May 1 the Frisco lads won 5 to 2 from the Triple A team of the Manufacturers' League. On May 8 the Friscoans defeated the More-Jones team 16 to 3 and on May 15 they hung up a score of 20 to 7 over the Mercantile Trust Company. The results of the games on May 22 with the Sunlights, and on May 29 with the Royal Arc could not be secured in time for this issue of the Magazine.

The team members are: R. Sack, C. Ernst, H. Conley, W. Ragland, J. Kinworthy, M. O'Brien, J. Rigoni, W. O'Neil, J. Eckert, D. Glimpse, J. Zweifel, J. McAuliffe, Al Durozier, M. Tretz and J. Lyons (manager).

The schedule for the season is as follows:

June 5, Frisco vs. Triple A.
June 12, Frisco vs. More Jones.
June 19, Frisco vs. Mercantile Trust.
June 26, Frisco vs. Sunlight.
July 3, Frisco vs. Royal Arc.
July 10, Frisco vs. Triple A.
July 17, Frisco vs. More Jones.
July 24, Frisco vs. Mercantile Trust.
July 31, Frisco vs. Sunlight.
August 7, Frisco vs. Royal Arc.

All Frisco workers are cordially invited to attend the games. Diamonds will be bulletined in various departments of the offices.

Frisco Junior baseball team at Seventh Street Station, St. Louis, composed entirely of Frisco boys under 21, has won five straight games. All the scores were so one-sided. They made a total of 78 runs, only 26 runs being scored against them. The teams they have met and downed are as follows: Boeman's Stars, Peters Branch of the International Shoe League (Muney Team), Freight Handlers, South Side Cubs and the Federals.

The battery consists of Chas. Kretchovel and Petie White. Kretchovel's pitching is so neatly done that no team has secured more than five hits and he has an average of seven strike outs per game. O'Neil at first, Zindel at second, Haug at third and Doomis at short, form a smooth infield. It has to be a mighty high and wide ball to get through. The "garden gang" had little to do, but it is hoped they keep slugging the ball all season, as they have started doing. Haug and Kretchovel have three home runs each, Depke two, O'Neil

has stolen five bases and Petie has 12 assists in five games.

Manager Depke would like to take his team to Springfield or some other place on the line and any team desiring a match game, will kindly get in touch with Al Depke at Seventh Street Station, St. Louis, Mo.

The Frisco Tigers of Springfield, members of the White River League, have had a splendid record to date. The league opened on May 16 and the Tigers won their first set-to with Aurora, 11 to 7. In games played outside the league and before its formation, the Tigers won five straight games from Ozark, E. Neu Clothiers, Marshfield, Crane, and Springfield Business College. Members of the White River League are Aurora, Monett, Branson, Ozark, Crane and Springfield.

Logical, Anyway

Teacher: "Define trickle."

Boy: "To run slowly."

Teacher: "Define anecdote."

Boy: "A short, funny tale."

Teacher: "Use both words in a sentence."

Boy: "The dog trickled down the street with a can tied to his anecdote."—Reliance News.

Tulsa Club of Frisco Lines Has Even Up Record for Early Season



The Frisco Baseball Club of Tulsa, Oklahoma, is pictured above. The club has played nine practice and regular games so far this season, winning four, losing four and tying one.

Members of the team as they appear in the photograph are, reading from left to right: Earl Benson, Mike Saxon, Hugh Johnson, P. P. Eagan, John Patton, Francis Hayden, G. G. Harrison, Fay Warren, H. L. Porter, W. A. Bailey, Glen A. Blanchard, R. W. Hudspeth and Dewey Allen.

The two bat boys on the left are sons of Fay Warren, while the youngster seated at the right is the son of W. A. Bailey.

The Jovial Horticultural Agent Is Jollied by a Texas Wit at Comanche

MOST Texans know what their native "pie-melon" is like, but to the Missourian and Tennessean, it might be described as greatly resembling a watermelon, but with a rind so hard it takes an axe to cut it.

The joke happens to be on D. E. Eicher, chief agricultural agent for the Frisco at Springfield, Mo., and the incident which brought about the following letter occurred when Mr. Eicher was being piloted by one C. F. Denny, a farmer from Comanche, Tex., over some land in the interest of the further development of the fruit, grape and berry industry at Comanche.

He Was Shown a Pie-melon

The letter would indicate that Mr. Eicher broke both blades of his knife trying to cut it and finally had to burst it with a fence post.

Here is the letter:

"My dear Mr. Eicher:

I wish to thank you for your recent letter and assure you that I was more than glad to have the opportunity of showing you as much of our territory as was possible in the short time that you were here. I was very much interested in the possibilities outlined by you with reference to the further development of our native melons, but after giving the matter further consideration I question the advisability of attempting any improvement on anything already so nearly perfect.

You will recall that in your talk to us you stressed the fact that there were some commodities that

had a good local market but were not suitable for shipping purposes. Now the melon I have in mind I can unhesitatingly recommend as a good "shipping melon". I am sure also that your company will be interested in it as it will eliminate the necessity of assembling and preparing special equipment for handling as it can be loaded in a coal car, stock car, box car, refrigerator or flat car without danger of sustaining damages. Also you will not need to trouble yourself about handling this as Red Ball freight, because it will be in as good condition if it gets to its destination next year as if it was handled more promptly.

Another recommendation for this species of watermelon is the fact that it can be planted along near the most traveled highway with safety. The tourists, horticulture specialists, etc., will soon learn not to molest it, as you probably know from your own experience that after a person has carried one of these remarkable melons, weighing about sixty pounds through the deep sand for a distance of half a mile or more, and then break two blades of a knife and a fence post trying to open it, that this person will not likely bother one a second time.

Now, I feel like all that is necessary to put this most remarkable melon into prominence is to get a good market for it.

I am this day sending you one, that all concerned may determine as to

A SPRINGTIME SUGGESTION

By EDWIN BANTA

(From The Sullivan (Mo.) News of May 6)

O I've done a bit of wandering
And rambling in my time,
And I've read of California
And of Florida's sunny clime.
I have been to the big city
Where the lights are bright and gay;
Where there's always something doing
But you've always got to pay.
Well, all of these are nice enough
If they appeal to you,
But you always spend your money
And what have you when you're thru?
If you want some happy, healthy fun
That makes you feel just fine
Just drift on out to Sullivan
On the Frisco Railroad Line.

In springtime when the air is warm,
And all the skies are blue,
And the birds are all a-singing,
And the pansies peeping through,
And you feel as if you'd like to go
And have some honest fun—
I'll slip you the information
On how it can be done.

Just get some fishing tackle;
Get out and wander down
To the rippling, rolling Meramec
Just four miles out of town.
And I'll bet you'll be surprised
At the hours that swiftly pass
As you wander on its shady banks
And match wits with the bass.

whether or not it is a good shipping melon. Yours very truly,
(Sgd) C. F. Denny."

The Pension Roll

ARTHUR MARION IRVINE, tool room man at Ft. Scott, Kansas, was retired from active service March 31, 1926, due to reaching the age limit. He was born March 1,



A. M. IRVINE

1856, near Marshall, Mo. His father was a stock and grain farmer. Mr. Irvine received his education in the public schools near Farville, Mo., and at an early age began work as clerk in a drug store. On October 11, 1888, he entered Frisco service as a car carpenter at Memphis, Tennessee, and on November 1, 1899, was promoted to the position of general car foreman. On May 1, 1898, he was transferred to Ft. Scott as car foreman and wrecking master, and later made steam derrick foreman. Here he served from May, 1915, until September, 1922. Due to an injury he was given the position of tool room man on December 1, 1922, in which capacity he served continuously until his retirement. On October 1, 1890, he married Belle Houston, and to them were born two girls and one boy. One of the girls died on August 11, 1911. Mr. and Mrs. Irvine reside at 320 Judson Street, Fort Scott, Kansas. The remaining daughter is married and the son is in Denver with the Associated Press. Continuous service of thirty-seven years and five months entitles Mr. Irvine to a pension allowance of \$62.55 a month, effective from April 1, 1926.

George Kingsland Bates, northern division engineer, was retired from active service December 2, 1925, at the age of 65 years, due to permanent disability. Born in Milwaukee, Wisconsin, April 25, 1861, he received his education in the public schools of Fort Scott, Kansas, where his father was foreman of the shops at that point. Mr. Bates started his railroad career in



GEO. K. BATES

Six veterans, with a total of 176 years, five months service, were pensioned at the meeting of the Board of Pensions, held April 24, 1926, in the offices at St. Louis, Missouri.

1880 at the age of nineteen cleaning coaches in the Fort Scott yard for the old Gulf Railroad. Later he worked as engine wiper, yard engine fireman, yard engine engineer, and engine dispatcher. In 1890 he went west and worked for a western railroad, but returned to Kansas in 1892, and started running an engine on the old Greenfield & Northern Railroad. He has been on this branch run from 1892 until January 1, 1926. His continuous service dates from June 1, 1892, when he returned from the western road. The old Greenfield & Northern Railroad with which he began his service was sold to the Memphis Railroad on July 1, 1895, and that road in turn was sold later to the Frisco. On September 17, 1899 Bates married Loula Hulston of Greenfield, Mo., and to them were born two children, Louis Bates, Jr., and Georgia Louise Bates. The son died some time ago. Mr. and Mrs. Bates and daughter reside at 202 E. College Street, Aurora, Mo. Continuous service of thirty-three years, six months entitles him to a pension allowance of \$76.15 a month, effective March 1, 1926.



CHAS. F. JEWELL

Charles Franklin Jewell, northern division engineer, was retired from active service on February 14, 1926, at the age of 52 years, due to permanent disability. He was born on July 10, 1874, at Ellsworth, Kansas, and received his education in the schools near his home. His father was a farmer, but at the age of nineteen years he decided upon a railroad career and left the farm entering Frisco service in January, 1893, as a section man at Neodesha, Kansas. He was promoted in turn to engine wiper and firebuilder, locomotive fireman, and finally on January 15, 1903, to locomotive engineer. On December 25, 1895, he married Miss

Amanda Toomey of Neodesha, Kansas, and to them were born one girl and two boys. Mrs. Jewell and the three children are living and reside at the family home 1015 Indiana Street, Neodesha, Kansas. Continuous service of thirty years, eleven months entitles him to a pension allowance of \$68.20 a month, effective from April 1, 1926.

George Milton Howard, telegrapher, Kansas City terminals, was retired from active service on February 14, 1926, at the age of 63 years, due to permanent disability. He was born February 18, 1863, at Knox, Indiana. His father was a traveling salesman. The family moved to Monticello, Indiana, and Mr. Howard received his education in the public schools of that city. At the



GEO. M. HOWARD

age of eighteen years he began his service in the capacity of telegrapher with the Pennsylvania Lines at La-Crosse, Indiana. He also worked for the following roads: C. St. P. M. & O. Railroad at Lesueur, Minn.; the Santa Fe at Los Vegas; Texas & Pacific at Denver; Missouri Pacific at various stations; Kansas City Southern at Mena, Ark., and the Texas & Pacific at Hodge, Texas. On October 6, 1897, he began his Frisco service at Lockwood, Mo. He served also at Fort Scott, Paola, Hillsdale, Merriam and Rosedale in Kansas, and served at the Kansas City Missouri terminal for twenty years. He served a few days at Union Station, Kansas City, handling Frisco trains during the Democratic Convention in 1904. On July 1, 1889, he married Miss Belle Burdette of Yates Center, Kansas, and to them were born four daughters and three sons. Mrs. Howard, one daughter and one son are dead. Mr. Howard resides at 1620 Dodd Street, Kansas City, Kansas. Continuous service of twenty-eight years, three months entitles him to a pension allowance of \$36.20 a month, effective from April 1, 1926.

Oscar Belton Willis, central division engineer, was retired from active

service at the age of 50 years, due to permanent disability. He was born May 10, 1875, at Spartanburg, S. C., and was educated in the schools near his home, where his father was engaged in farming. He helped with the duties on the farm and served during the Spanish American War. On December 25, 1901, he entered Frisco service as a fireman out of Paris, Texas, and was promoted to the position of engineer on August 27, 1906. On May 27, 1906, he married Rhode Smith, who died July 18, 1918. On May 10, 1922, he married Bathus Lewis. Mr. and Mrs. Lewis reside at 918 North 5th Street, Fort Smith, Ark. Continuous service of twenty-four years and one month up to January 30, 1926, entitles him to a pension allowance of \$31.80 a month, effective from March 1, 1926.



OSCAR B. WILLIS

Elnathan Walter Allen, operator, Cement, Oklahoma, was retired from active service March 7, 1926, on reaching the age limit. He was born March 7, 1856, at Whitefield, Illinois, and attended schools near his home where his father was engaged in farming. His first work was at Danville, Kansas, for the Santa Fe in charge of their agency. He also worked in the following locations: Norwich, Kansas and Tonkawa, Okla., for the Santa Fe. Then he came with the Frisco at the Eddy, Oklahoma agency. After this service he worked for the Rock Island at Anadarko, Oklahoma as rate clerk; Oklahoma City, Okla., as rate clerk; and for the Frisco at Oklahoma City as rate clerk and also at Fort Sill, Okla.; Indianola, Okla.; Cache, Okla.; Fletcher, Okla. as helper; Chickasha, Okla., as operator and finally to Cement, Okla., in the capacity of operator. His first steady work for the Frisco began on January 15, 1903, at Eddy, Oklahoma. He married Mary F. McClung of Winfield, Kansas (exact date unknown) and to them were born two boys, Chas. Herman and Arthur Paul. Both boys are living and Mr. and Mrs. Allen reside in Cement, Okla., the scene of his long service. Continuous service of twenty-two years, three months entitles him to a pension allowance of \$25.75 a month, effective from April 1, 1926.



E. W. ALLEN

In Memoriam

FRANK HON

Frank Hon, pensioned locomotive wiper, died at his home at Neodesha, Kansas, on April 19. He was born in Germany, (town not known) on March 10, 1849. After coming to this country he entered the service at Neodesha in May 1900, remaining with the Frisco in the mechanical department up until the time of his retirement on March 31, 1922. He was paid a pension allowance of \$20.00 a month, and at the time of his death had received a total of \$900.00.

GIDEON FURNESS BECKLEY

Gideon Furness Beckley, pensioned conductor, died at his home in Kansas City, 5103 Grand Avenue, on May 15, 1926. He was born near Louisville, Ky., on September 20, 1855, and entered the service of the old Memphis Lines as a brakeman in February, 1898, and served continuously as a brakeman and conductor until the time of his retirement on account of physical disability, in December, 1922. Mr. Beckley's pension allowance was \$32.90 a month and up to the time of his death had been paid a total of \$1,108.60.

A SECTION FOREMAN'S RECORD

Can any section foreman on the Frisco Lines equal the record of Harry Hahn, veteran section foreman on the 43rd track division, Sapulpa, Oklahoma?

On the five miles of main line double track on his section, seven miles of side track and twenty-nine switches he has not had a slow order, nor a wheel on the ground in four years.

"I have been able to accomplish this by keeping after the track daily, and doing the necessary work before it gets to the point where a slow order is necessary," he remarked.

HOW THE WORLD CREEPS FORWARD

A man's real creed is not what he does but what he wants his son to do.

A woman's truest convictions are not those she shows in her own conduct, but can be seen in the kind of conduct she seeks to impose upon her daughter.

When we ask, therefore, what is the best education, we should not look to ourselves for the answer, but ask ourselves what sort of an education we would like for our children.

You may be undisciplined yourself, but you would not send your son to school to learn self-indulgence and laxity.

Righteousness is hard to live up to, but somehow we go on expecting it for our children. They probably will miss it also, but wish it still for their children.

—Exchange.

LEBANON SUB'S BEST

A remarkable performance by one of the Frisco's new engines, No. 4152, was sent the *Magazine* by D. L. Forsythe, general road foreman of equipment. Engineer Ed Rice and Fireman L. B. Mack took engine 4152 from Springfield to Newburg on Train No. 36. They departed at 10:15 a. m., were on duty eight hours and thirty minutes with delays of three hours and twenty minutes, making actual running time five hours and 10 minutes. The engine had 46 loads, 19 empties, 2,715 tons, 323,085 gross ton miles, and consumed 14 tons of coal which showed a performance of 86 pounds per 1,000 g.t.m. No coal was taken at Lebanon and three tons left on arrival at Newburg. Mr. Forsythe believes this performance the best ever made on the Lebanon Sub, and predicts a fine showing by these particular engines on train haul and fuel.

Frisco Women May Study Industrial Problems

Organization of Women In Industry Perfected at St. Louis Meeting

All interested women voters of the Frisco Lines general office building, St. Louis, may soon be allowed the privilege of entering into a study program inaugurated for the first time in the history of women's suffrage. The Frisco Railroad has appointed a representative to the Missouri Committee of Women in Industry, which was organized in St. Louis on September 1, 1925, in Martha C. Moore of the *Magazine* department at St. Louis.

The study program which this committee has adopted will include a comprehensive study of the following subjects: The State Constitution; Initiative and Referendum; Election Laws; Workmen's Compensation; Child Labor Laws; Education Laws; Minimum Wage; Eight Hour Day, and other subjects of vital interest to the women in industry.

The St. Louis Committee is composed of women employees representing business institutions affiliated with the Associated Industries of Missouri. Committees have also been formed at Kansas City, St. Joseph, Jonlin and Springfield, Mo.

The purpose of the St. Louis committee and others, is to study all so-called "social legislation," both national and state; to investigate all proposed legislation affecting women in industry; to present to the public, and more particularly to organizations of club and church women, the viewpoint of the women in industry, on matters of legislation in which they are particularly interested.

A state committee was formed on May 7, when the different representatives of the various committees met in St. Joseph, Mo., the St. Louis chairman, Mrs. W. C. Blood, of Scruggs - Vandervoort - Barney Dry Goods Company, was elected president.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

Seasonal Hints for a Slender Figure

SOMEWHERE in the dim and distant era of the little red school house, psychology was defined as the science of the mind. Things have moved apace since those days and the once prosaic science has been made to serve a wide and varied range of uses.

We survived the terrorizing vogue for Freudian vagaries—when telling a dream became a compromising risk—only to be thrown into consternation by the startling revelations of the Behaviorists. For this latter group mind and thought themselves do not exist. These terms are but survivals of an ignorant past and human beings are mere test tubes in which chemical reactions may occur. Verily, psychologists lead us into strange and alarming paths.

But lo! a ray of hope. One of the newer cults has blazed a beacon on the heights. Psychology, we learn, may now be used for slenderizing purposes. A few mystic passes in the air, some deep reflective thoughts and we may "cast off" pounds, literally pounds of the "too, too solid" in a week.

If you are skeptical—and some among our Frisco readers may be so—far be it from us to insist that you subscribe to the latter cult. In that case, we would advise those for whom weight reduction is still an all-absorbing problem to try out what may be accomplished by partaking more liberally of a diet of fruits. Hollywood stars have heralded the correlation existing between a pineapple menu and modish attenuation. We all know that few fruits are fattening, and that the food value of all of them is unquestioned. Further, they stimulate the appetite and aid digestion. A few seasonal recipes may be welcome.

Strawberries are effective and delicious simply served on their own stems. Arrange the strawberry leaves in a glass fruit saucer, placing in the center a little pile of powdered sugar. Dip the strawberries into ice cold water to free them from grit and pile them, points upward, around the mound of sugar.

Pineapples and strawberries are given a truly festive and dressed-up appearance when they are served in dainty little orange baskets.

Symphony Salad

½ cup grated pineapple	Mayonnaise dressing
1 cream cheese	Lettuce
	1 green pepper

Wash the peppers, remove stem, seeds and midribs. Cut in slices to form rings. Fill the rings with cream cheese, place on lettuce leaves and pile fresh grated pineapple in the center of the ring and a border of mayonnaise dressing around the outside of the ring.

Strawberry Sherbet

4 cups straw- berry juice	1 tablespoon gel- atin dissolved in
¼ cup orange or pineapple juice	¼ cup cold wa- ter
	2 cups sugar

Boil the strawberry juice and sugar for five minutes. Add the gelatin and stir until dissolved. Add the other fruit juice and freeze. Served in green glasses it gives a fine color note to the menu.

Pineapple-Strawberry Salad

Combine equal measures of shredded pineapple and firm red strawberries. Sprinkle lightly with powdered sugar and arrange in lettuce cups. Serve with sea-foam salad dressing. The fruit should be very cold. Serve as soon as prepared.

Sea-Foam Salad Dressing

1 cup sour cream	1 tablespoon
1 tablespoon lem- on juice	sugar
½ teaspoon gran- ulated gelatin	¼ teaspoon mus- tard
2 tablespoons cold water	Salt and paprika

Soften the gelatin in the cold water and dissolve it over hot water. Whip the cream; when it begins to thicken, add the dissolved gelatin, and just before it is stiff enough to use add the lemon juice in which the dry ingredients have been mixed. Beat well and pile lightly on but do not mix with the fruit. Sprinkle finely minced mint leaves over the dressing.

Strawberry Puffs

1 cup flour	2 cups straw- berries
2 teaspoons bak- ing powder	1 egg
¼ teaspoon salt	1 tablespoon melted fat
¼ cup sugar	½ cup sugar
½ cup milk	

Mix and sift the dry ingredients, add the milk, beaten egg and fat. Cut the strawberries, add the sugar and mix thoroughly to dissolve the sugar. Place three tablespoons of this strawberry sauce in a custard cup and cover with a tablespoon of the batter. Steam the puffs for twenty minutes and serve warm with cream and sugar or foaming sauce.

Foaming Sauce

2/3 cup straw- berry juice	Whites 2 eggs
	1 cup sugar

Boil the sugar and juice until the sirup threads. Pour it over the well-beaten egg whites and beat until smooth and thick.

Pineapple Sandwich

Spread thin slices of white bread with butter, then spread with a generous layer of fresh pineapple marmalade. Cover with a slice of bread. Over this place a thick layer of cottage or cream cheese which has been moistened with mayonnaise dressing. Cover with another slice of buttered bread. Press lightly together and cut in narrow strips.

BEWARE OF THE MOTH

At the risk of bringing the imprecations of our readers about our heads, we are going to break into the big league of calamity prophets by calling attention to the two hundred million dollar havoc wrought by moths annually in the United States.

This article is written in the wish that every single one of you will be spared the poignant memories that are ours—memories of a favorite coat which constituted the summer menu of a greedy colony of these destructive pests.

Almost tenderly we folded the garment away in spring, rejoicing in the thought that it would do for another winter. Alas for human hopes! The following fall revealed the garment, literally perforated with holes—holes in every conspicuous place. We will vouch for the veracity of those scientists who claim that the descendants of a female moth can destroy a hundred pounds of wool a year—equivalent to the amount produced by thirteen sheep. The work done on that coat proved it!

To outwit the moth is another of those many labors calling for eternal vigilance. Remember that wool, fur, hair and feathers are their favorite diet and before storing your clothes for the winter take every precaution against these unwelcome "guests."

We offer the following suggestions:

Before putting clothes away for the summer, inspect thoroughly for moth eggs.

Hang the clothes in the hot sunshine for a day or two; or press them with a hot iron; or soak them in boiling water.

Keep the lid of your cedar chest shut.

Hang clothes where it is light. Brush and shake them twice a month.

If possible, use air-tight containers such as paper bags, sealed pasteboard boxes, or paper wrapping, for storage.

Pack clothes with moth balls or flakes.

Furs should be brushed, beaten and aired thoroughly every three or four weeks.

When your clothes grow old, give them away. They are fine homes for moths.

Every time you see a moth, swat it.

No! Indeed!

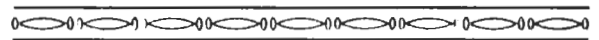
"How about some nice horse-radish?" said the grocer to the bride. "Oh, no, indeed! We keep a car."



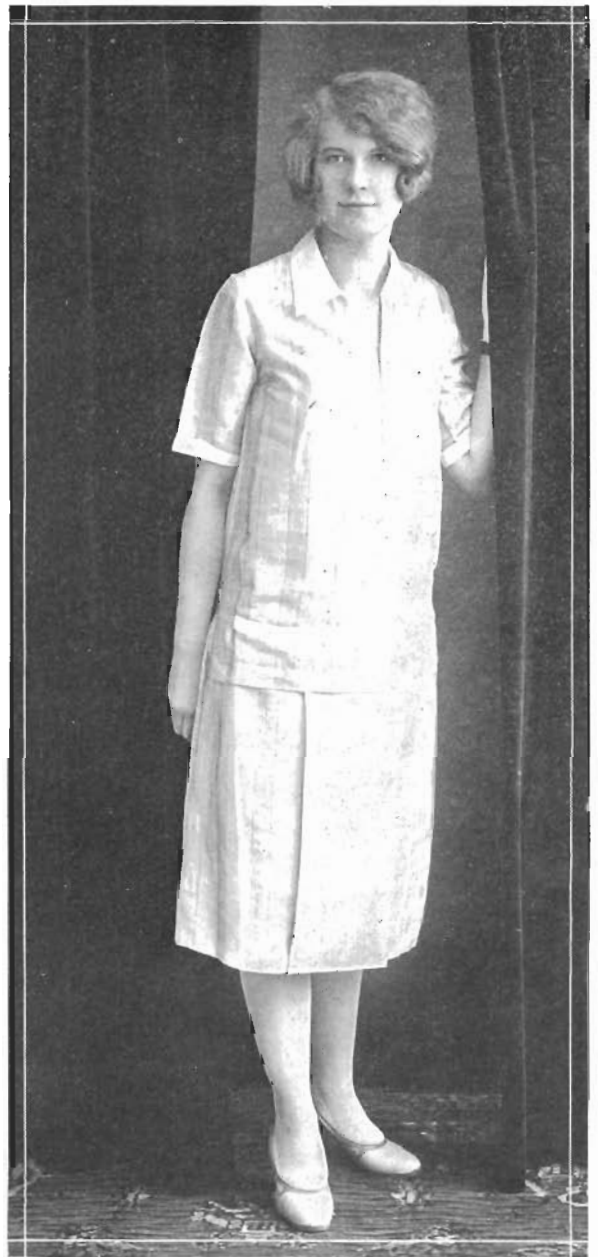
This distinctive summer coat, worn becomingly by Miss Viola Hoey of the office of auditor of freight accounts, is a charming innovation for the summer wardrobe. The coat is made of Rayon silk, in colors, both tub and sun proof. It fills a long felt want and its popularity is assured. For cool mornings, or chilly summer evenings, it is indispensable, and thanks to its reasonable price, one may include a dress to match, and secure an inexpensive ensemble, appropriate for any occasion.

A new Rayon silk dress, worn by Miss Helen Proost, of the office of auditor, freight accounts. This dress may be matched with a coat of corresponding colors and material, thus forming a splendid ensemble outfit for the summer days. This particular model gives the appearance of a two-piece frock, however, the tuck which gives it this appearance, only extends to the side, where it is caught up by a tie. The dresses are of colors, both tub and sun proof and are finding great favor with the business girl.

Fashions by B. Nugent & Brothers D. G. Company
Saint Louis, Missouri



The Cool New Styles for Summer





The TWILIGHT HOUR

A Page Just for Children



WHEN A FELLER'S ITCHIN' TO BE SPANKED

By PAUL LAURENCE DUNBAR

W'en us fellers stomp around, makin'
lots o' noise.

Gramma says, "There's certain times
comes to little boys

W'en they need a shingle or the soft
side of a plank;"

She says "we're a-itchin' for a right
good spank."

An' she says, "Now thes you wait,
It's a-comin'—soon or late,

W'en a fellers itchin' fer a spank."

W'en a feller's out o' school, you
know how he feels,

Gramma says we wriggle 'roun' like
a lot o' eels,

W'y it's like a man that's thes home
from out o' jail.

What's the use o' scoldin' if we pull
Tray's tail?

Gramma says, tho', "thes you wait,
It's a-comin'—soon or late,

You'se the boys that's itchin' to be
spanked."

Cats is funny creatures an' I like to
make 'em yowl,

Gramma alwus looks at me with a
awful scowl

An' she says, "Young gentlemen, ma-
ma should be thanked

Ef you'd get your knickerbockers
right well spanked."

An' she says, "Now thes you wait,
It's a-comin'—soon or late,"

W'en a feller's itchin' to be spanked.

Ef you fin' the days is getting awful
hot in school

An' you know a swimmin' place where
it's nice and cool,

Er you know a cat-fish hole brimmin'
full o' fish,

Whose a-goin' to set around school
and wish?

'Tain't no use to hide your bait,
It's a-comin'—soon or late,

W'en a feller's itchin' to be spanked.

Ol' folks know most ever'thing 'bout
the world, I guess,

Gramma does, we wish she knowed
thes a little less,

But I alwus kind o' think it 'ud be
as well

Ef they wouldn't alwus have to up
an' tell;

We kids wish 'at they'd thes wait,
It's a-comin'—soon or late,

W'en a feller's itchin' to be spanked.

Help Yourself

"Is this the weather bureau? How
about a shower tonight?"

"Don't ask me. If you need one,
take one."

A True Story of Co-operation

THIS month the Twilight Lady is going to talk to her little readers on accident prevention—or rather, she is going to let a school teacher and her little pupil tell what they are doing in the interest of this great work.

There was a big Accident Prevention Meeting at Pittsburg, Kansas, recently and many officers of the Frisco Railway were present.

The meeting was well attended, in



Miss Williams and Eddie Raunicker
shaking hands on "Always Accident
Prevention"

fact there was standing room only. The crowd was made up of Frisco employees and their families—school children and interested residents of that splendid city.

In the crowd that listened to the addresses that were given, was a Cherokee, Kansas, school teacher—Miss Bertha Mae Williams. During the meeting she took down notes of the different points so that she might in turn, give the message to her children. On her return to Cherokee she commissioned Eddie Raunicker of the Junior High School to the task of making a poster—a picture of which appears with this story.



The poster above was drawn by
Eddie Raunicker

The idea came from a phrase which Mr. Sisson, assistant general manager, used in his address, that "every person should be a safety watcher himself, and a watchdog for the safety of others."

Isn't this a splendid picture of those words which Mr. Sisson gave to that great throng of people, interested in accident prevention?

When Eddie finished the poster he said—"I'm going to appoint myself a watchdog, and an agent in the interest of accident prevention."

Miss Williams is shown, shaking hands with Eddie, and she has written that she is convinced the student and the teacher should join hands in the study and practice of accident prevention!

A few more splendid examples of this kind, and these accident prevention agents will be more convinced than ever that their work is having a splendid effect on the school boy and girl of today, who will be the citizens of this great country, tomorrow.

Why He Didn't

He: "I never saw such dreamy eyes before."

She: "You never stayed so late before."

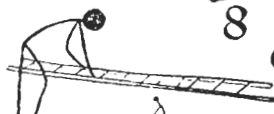
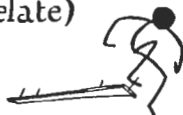
THE TEN LITTLE WORKERS



10 Little Workers, standing in a line
One pulled a foolish stunt
Then there were 9



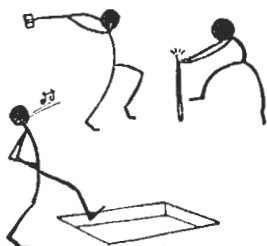
9 Little Workers, (sad to relate)
One stepped on a nail
Then there were 8



8 Little Workers, thought not of heaven
One used a broken ladder
Then there were 7



7 Little Workers, in an awful fix
One wouldn't guard his eyes
Then there were 6



6 Little Workers, said "let'er drive"
One stopped a flying chip
Then there were 5



5 Little Workers — open trap door
One took a tumble
And that left 4



4 Little Workers, busy as could be
One tried to light his pipe
Then there were 3



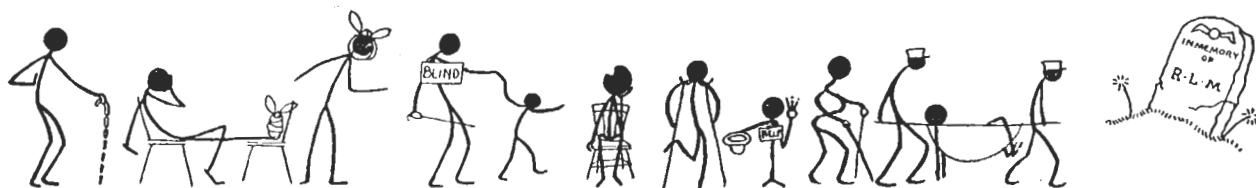
3 Little Workers, with much work to do
One oiled the moving gears
Then there were 2



2 Little Workers, after work was done
Didn't use the hand rail
Then there was 1



1 Little Worker learned from their fate
It pays to think of Safety
Before it's too late.





FRISCO BABIES

1—Marjorie Cook, 1100 E. 10th St., Okmulgee, Okla. 2—Mary, daughter of C. W. Horine, Monett, Mo. 3—Kenneth Loy, nephew of W. W. Clark, Chelsea, Okla. 4—Charles, son of J. Hatton, Wichita. 5—Aldean, daughter of Emery Hagewood, Springfield. 6—Helen and Martha, granddaughters of J. S. Smith, Tupelo, Miss. 7—Josephine, daughter of A. Disselhoff, Kansas City. 8—Helen, daughter of C. P. Freudenberger, Springfield. 9—Philip Miller. 10—M. A. Tinnin, son of C. E. Tinnen, Morley, Mo. 11—William and Louise, children of A. Disselhoff, Kansas City. 12—John Ives, grandson of J. A. Ladd, Memphis. 13—Nadine, daughter of Prather Langley, Springfield. 14—Charles and Vivian, children of C. H. Biddle, Neodesha.





1



2



4



5



3



6



7



8



9

FRISCO BABIES

1—Elizabeth Ellen, age 2½; daughter of L. M. Riley, Lindenwood shops. 2—Mildred, age 9; Ruth, age 7; Mary, age 6; Carolyn, age 4, daughters of E. H. Baxter, Ft. Scott, Kan. 3—Jane Frances; daughter of T. H. Wade, Winfield, Ala. 4—Mary Ellen, age 4; Oscar Hubert, Jr., 9 months, children of O. H. Summers, Bridge Junction, Ark. 5—Clarice Evonne, 11 months, daughter of X. K. Waters, Ft. Smith. 6—A. P. Jr., and Billie, sons of Yardmaster Rose, Memphis. 7—Mary Susan, 7 months; daughter of Frank H. Parris, Rolla, Mo. 8—Sue Anne, age 9; daughter of B. W. Stone, freight accounting department. 9—Bernard Edward, 18 months; son of M. H. Waltrip, Monett, Mo. 10—Kenneth Irl; son of Hugh V. Dyche, eastern division. 11—Margaret Jane, age 2½; daughter of H. E. Wilson, Springfield, Mo. 12—Paul Calvin, 10 months; son of L. L. Owen, Vinita, Okla.



11



12



10

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

St. Louis-San Francisco Railway Co.

Edited by WM. L. HUGGINS, Jr.

827 Frisco Building

St. Louis, Missouri

This magazine is published in the interests of and for free distribution among the 30,000 employees of the St. Louis-San Francisco Railway. All articles and communications relative to editorial matters should be addressed to the editor.

Single copies, 15 cents each
Outside circulation, \$1.50 per year

Vol. 3

JUNE, 1926

No. 9

**A Loyalty Record**

AT NINE o'clock this morning Frisco train No. 1259 left Springfield, Mo., for Chadwick, thirty-three miles away. At 4 o'clock this afternoon it will return to Springfield, and the six men who constitute its crew will depart for their homes—another day's work for their company faithfully performed.

To the casual observer that is simply the routine of railroad operation and nothing upon which to comment.

When it is known, however, that the six men on train No. 1259 have what is believed to be a record among American railroad crews for combined service—225 years—the story presents another aspect. The story of this remarkable record is published on other pages of this *Magazine*, but it is deserving of further comment here.

There is no finer thing in American industry than the loyalty and faithfulness which men give to the service of "their" company. Such a spirit is second only to the cardinal virtues of loyalty to God and country, and without it the wheels of American business would clog with the paralyzing lethargy of noninterest.

For forty-five years Engineer Lyons and Conductor Parvin have worked at their respective positions with the Frisco Lines, Murden and Leitwein for forty years, McBride for thirty years and Childers for nineteen years.

During that period they have boosted constantly for "our" railroad, made friends for

"my" company, and given full measure of service for full measure pay. As the years sped along, they advanced up the ladder, and as their seniority increased they "bid in" on the "preferred run" which they now hold.

Today, with retirement to the Frisco's honor roll of pensioners not many years away, each is rounding out a lifetime of service on his railroad which has been full to overflowing with usefulness and service.

These six stalwart veterans have many companions in service on Frisco Lines—men who also have dedicated their lives that this company may become better and better with the passing years.

At Springfield, Mo., the last of this month the clan of veterans will gather for the annual reunion.

It will be the premier celebration of the year on the Frisco Lines, and the crew of No. 1259 will be there for two days of good times and good "cats" with fifteen hundred fellow veterans.

And from one end of the Frisco Lines to the other, the "youngsters" in the game who are looking forward to membership in the loyal organization of veterans, will wish them good luck and good cheer.

These Frisco Boosters

THE Frisco employes of Columbus, Kans., rose to the defense of their railroad with commendable spirit a few days ago when Telegrapher O. G. Walker wrote an article on "The Frisco Railroad—What It Means to Columbus", and Editor Huston of the Columbus Daily Advocate published it.

The article was a plea for consideration by the traveling public, and Mr. Walker drove facts at the readers of the Advocate by enumerating the total Frisco payroll in Columbus, the taxes paid by Frisco Lines in Cherokee County and the important part the road played in the interests of the community.

The effort was by all views a splendid one. Mr. Walker was not asked to do it, and no one had suggested it to him. He wanted to boost his company and chose this method as reaching the largest number of people at one time.

The same splendid plan could be used by Frisco employes in every on-line city, as a means of aiding to bring the public to a realization of the importance of rail transportation to the business life of each community.



Out of Season

"Our boss discharged three pretty stenographers today."

"Isn't it rather early in the year to be 'canning peaches'?"

True Blue

Little Isador Shapiro rushed into the grocery store. Banging a dime down on the counter he panted—

"Gimme for ten cents animal crackers—take out the pigs."—Whiz Bang.

All for Her

"When you have an argument at your house, does your wife take part?"

"No—she takes all of it."

Counted Out

An Englishman one hot summer day was playing golf with a Scotchman. The Englishman had a sunstroke in a bunker and the Scotchman made him count it.—Exchange.

Danger

Ruth had been taking shots in the arm as a typhoid preventive.

"Mother," she complained, after the doctor had departed from his last visit, "if they don't quit giving me so many punctures I'm going to have a blowout."

Investigators!

Tell a man there are 267,543,201 stars and he'll believe you, but if a sign says "Fresh Paint" he will make a personal investigation.

Help! Help!

"Help, help!" yelled the fat man, struggling in the water.

"All right, old man," shouted the advertising solicitor, jumping up from the park bench, "how about a few lines in the want column?"

Golf

"The energy used on the golf courses every afternoon," said Uncle Ike, "would furnish power enough to mow 70,000 lawns, beat 60,000 rugs and wash 789,234 dishes."

Excelsior!

The shades of night were falling fast. The fool "stepped on it" and rushed past.

A crash—he died without a sound. They opened up his head and found—
EXCELSIOR!

—Safety Service Magazine.

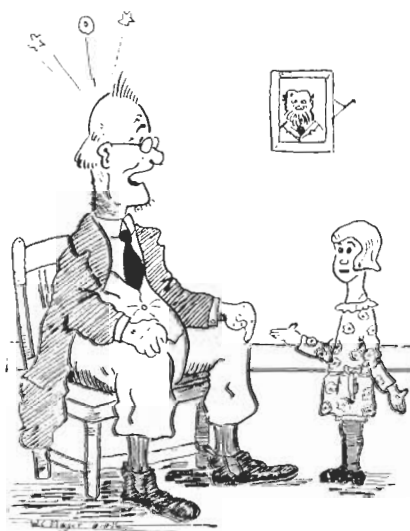
The Real Problem!

A revival was raging in a Virginia colored church. The fruits had been considerable. One obdurate soul however, resisted the efforts of the elder. Called to account for his reluctance, he replied:

"Yo' see how it is Elder. I'se got a problem. I don't see how I'se gwine git mah shirt on ovah mah wings when I gits to Glory."

"Dat ain't yo' problem," retorted the exhorter promptly. "Yo' problem is how is yo' gwine git yo' hat on ovah yo' horns."—Everybody's Magazine.

Quack! Quack!



"Oh Grandpa! Make a noise like a frog."

Grandpa: "Why?"

"Because Pa said when you croak we get a thousand dollars."

Traffic Note

"I have a terrible rumbling on my stomach. It's like a wagon going over a bridge."

"It's most likely that truck that you ate this morning for breakfast."—Oregon Orange Owl.

A Police Dog

Newsie: "Hey, lookit—de swell darg I got!"

Little Girl: "Oh, ain't he fine? What kind is he?"

Newsie: "I guess he's a police dog—I found him hangin' 'round the cook."

A New Bob

Mother had come in from the farm to visit her daughter in the city. After the greeting she noticed her daughter's bobbed hair. Her eyes opened wide in astonishment.

"Well, fer pity's sake, Lizzy," she exclaimed, "you never even writ me you had the typhoid."—L. & N. Magazine.

Asked for the Proof

Signor Garlicko caused much merriment when he came forward to apologize for the non-appearance of the great soprano, Madame Ella Vator, one cold night.

"Madam Vator ees a leetle horse," he said.

Noticing a ripple of laughter among the audience he repeated the statement that Madame Vator was a "leetle horse, a leetle horse; had a leetle colt."

Whereupon a facetious occupant of the gallery brought down the house by crying out:

"Well then, trot her out!"

Might Spoil Them

Book Agent: "Have you any children?"

Farmer: "Yes."

Book Agent: "You're just the man. Why not buy them an encyclopedia?"

Farmer: "Waal, it might be alright for the girl, but, by gum, the boys are no better than me, and I had to walk to school all my life."—Exchange.

Justified

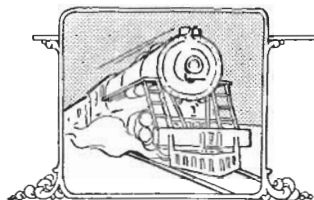
"Jedge, yo' honah," complained an irate colored lady to the court, "dis yeah no 'count husban' o' mine drinks."

"Yassuh, jedge, yo' honah, Ah does drink some," admitted the husband. "But, jedge, dat woman don' treat me right. Why, Ah pawns de kitchen stove t' git a li'l money an' she don't miss it fo' two weeks."

Real Versatility

"My dear young lady," said the clergyman in aggrieved tones, as he listened to the extremely modern young woman tear off some of the very latest jazz on the piano, "have you ever heard of the Ten Commandments?"

"Whistle a few bars," said the modern young lady, "and I think I can follow you."



The FRISCO MECHANIC

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



Luck and Opportunity—A Discourse in Common Sense

By ROBERT R. PENNYCAOCK

LUCK is nothing more than being on hand when opportunity comes, and having the foresight or common sense to avail one's self of the opportunity. The idea suggests to the mind a lesson on the state of affairs round about you, which alters your future. The great Shakespeare has said:

"There is a tide in the affairs of man

Which taken at the flood leads on to fortune;

Omitted, all the voyage of their lives

Is bound in shallows and in miseries."

That splendid poetical metaphor means—those who are not alive to the opportunities around them are people who say they never have any "luck" and thus attempt to explain away the cause of why they are poor and miserable.

Opportunity lies all about you—no matter what your station in life. If it did not, we would read of no great men today, our own great generals and admirals, our captains of industry and finance and our great statesmen so renowned in the records of history. Great men are those who have seized the opportunity nearest to hand and made the most of it. You do not always have to go far from home to find your "luck" or your chance. But don't forget when you see your opportunity, you must have the brains, foresight and determination to seize it.

Let me quote as closely as I can recall a few lines from a paper I picked up one day in a street car. It was headed "Opportunity":

"Master of human destinies am I;
Fame, Love and Fortune on my
footsteps wait;

Cities and fields I walk; I penetrate
deserts and seas remote,

And passing by hovel and mart
and palace,

Soon or late I knock unbidden at
every gate.

If sleeping, wake; if feasting, rise
before I turn away,

It is the hour of fate.

And they who follow me reach
every state

Mortals desire, and conquer every

foe save Death;
But those who doubt or hesitate,
Condemned to failure, penury and
woe,

Seek Me in vain, and uselessly
implore;

I answer not, and return no
more."

There is a call for the deepest and most serious thought in these words. They always call to my mind the great painting, "The Light of the World" (by Holman Hunt, an English artist). It is a picture of Christ knocking at a door with rusted hinges and overgrown with a neglected vine. He was listening for a response. The picture conveyed the idea that someone inside failed to respond and lost his opportunity and "The Light of the World" passed on.

Grasp Your Opportunities

Many chances make up your early lives, and they grow fewer, and alas! still fewer as you grow older. Therefore, make the most of your time along good and decent lines while you can—in your home, in your associations and in whatever occupation or profession you may find yourself. Read well in every sense of the word, think well, play well and *work well*, everything in time and place, to the best of your ability, if you wish to attain promotion, prosperity and happiness and especially the three together.

There are opportunities lying at your door. Seize them and save lifelong regrets. "Whatsoever thy hand findeth to do, do with all thy might!" Those words are quoted by that great and profound philosopher, Thomas Carlyle.

A VETERAN BOOSTER



JAS. C. LEAKE

James C. Leake, foreman of inspectors and coach cleaners at Monett, Mo., is perhaps the oldest veteran in years of service in the Monett car department.

He entered the service of the Frisco April 3, 1888, thirty-eight years ago and has been in continuous service since, having missed only one pay day and off duty only two weeks, due to illness in his family.

His first service was as a car repairer. Later he was advanced to the position of inspector and in 1900 was made car foreman and later appointed to the position which he now holds. A member of the Veteran Employees' Association, Mr. Leake boasts of his long service for the best railroad in the United States—the Frisco!

No, Not Daddy

Child in street car: "Daddy, Daddy!"

Mother: "Hush, darling, that isn't daddy—that's a gentleman."

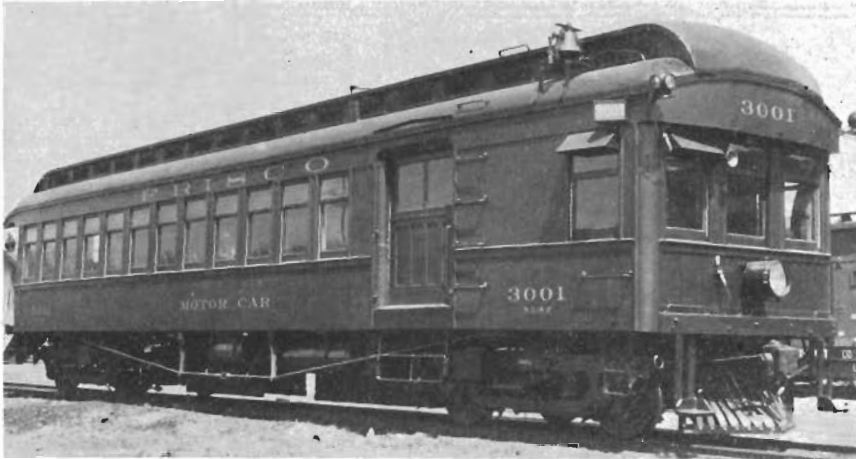


The accompanying photograph of a huge sign board, tells a grim and ghastly story.

It is hoisted on long poles in view of a point where the electric line, running from Tulsa, Oklahoma, to Sand Springs, Oklahoma, crosses the highway, in the suburbs of Sand Springs.

The sign tells its own story.

Motor Car Constructed in Springfield Shops at One-third Cost



"THIS is our first venture in making or rather constructing a motor car in our own shops," L. A. Toupin, motor car inspector of the Frisco Lines said, as he pointed with pride to the 3001 (shown above) just out of the south coach shops, Springfield, Mo., where it was made from a coach.

"This car cost us just one-third as much as the ones which we have built especially for the Frisco, and we think it is one of our best."

The car was constructed under the supervision of Toupin and L. W. Melcher, vice-president of the Railway Motors Corporation of De Pere, Wisconsin.

Mr. Toupin, with a Frisco crew and in company with Mr. Melcher was preparing for a trial trip to Chadwick, Mo., when the reporter secured this interview.

In rebuilding this car, two 104 h. p. power units were applied which gives the car a maximum speed of forty-five miles per hour either forward or reverse.

One new feature of this car is that the entire mechanism is underneath the car sills—the only machinery in the car being the operators' station. The car is operated on the same plan as a motor car, with a gear shift, clutch, brake, speedometer, etc.

On a preliminary test on the Greenfield hill, which is the steepest grade on the Frisco System or about four per cent, this motor car handled a standard coach as a trailer over the grade, stopping and starting on the heaviest portion of the grade, both with one motor and then with two. The station to station time from South Greenfield to Greenfield, up over this grade, was about one minute and twenty seconds less than with other equipment. Tests are now being made to determine the proper gear ratio and units, to meet a universal condition on the Frisco System.

The car is equipped with roller bearings and the ease of riding, absence of vibration and noise, and com-

fort of passengers is very noticeable.

Mr. Melcher, who supervised the construction said of the 3001, "the Springfield shops should be commended on their workmanship in the construction of this car."

The car has been assigned to the Salem Branch for service.

How Dry I Am

Guest: "Gosh, but I'm thirsty!"

Hostess: "Just a minute and I'll get you some water."

Guest: "I said thirsty, not dirty."

CONSTITUENT ELEMENTS OF MATTER AND THEIR RELATIONS

(Continued from Page 19)

bustion to a very limited extent and enters the flues at a much lower temperature than the other gases. This results in a cooling of some of the flues, accompanied by a contraction that sets up unequal strains in the flue sheet and eventually causes flue leaks or failures.

Air entering a firebox in this manner very long at a time tends to reduce the firebox temperature below the igniting point of the hydro-carbon gases. It is well worth while to remember that in case the hydro-carbon gases are not separated, they will not burn. The result is, they pass out through the stack unconsumed. Approximately fifty per cent of the heat valuation of ordinary soft coal is represented by hydro-carbon gases. The door under all conditions should be closed between scoops.

In order to become efficient and economical in the use of fuel as applied to a locomotive, you should cultivate within yourself four qualities; first, careful and accurate observation; second, disciplined and discerning judgment; third, exact and correct reasoning; fourth, constructive imagination, and work for results.

A charge of coal thrown into a locomotive firebox is the beginning of a series of actions and reactions in delivering its power to the draw-bar. The power delivered at the draw-bar is determined by the amount of coal burned from the charge, and not by the amount fired.

Splendid Stretch of Roadbed on Southwestern Division




Some excellent work is being done on the roadbed of the Southwestern Division by Foreman Henry Roberts and his extra gang.

The accompanying picture shows a small stretch of roadbed on the Chickasha Sub between Wheatland and Mustang, Oklahoma.

Any patron, viewing this track from the back of an observation car, would surely comment on its perfect condition.

Mr. Roberts, the foreman, has received numerous comments of the fine work which is being done under his supervision.



Frisko Family News

NORTHERN DIVISION

TRANSPORTATION DEPARTMENT FORT SCOTT, KANS.

LEO D. CHUMLEA, Reporter

Miss Pauline Scherman, who for the past year has been steno for the assistant superintendent, has gone to Joplin, Mo., having been assigned the position of steno for General Agent J. M. Conley.

Leon Huff and Leonor Houghton are now driving new Star cars.

M. R. Williams, completion clerk in the accounting department, has gone to Birmingham, Ala., to take a similar position.

J. A. Reid, division engineer, while riding motor car between Columbus and Joplin, Mo., fractured his right arm, the door swinging shut while he was standing in the doorway.

Anyone who wants a good and sure way to commit suicide should come to Ft. Scott and stand in front of the office at the door at 5 p. m., when Nellie, Blanch, Gladys, Dorothea, and Evelyn make their dash for Wall and Main streets.

The yard office force took up a collection and bought their pet his yearly present (a dog tax). Everyone likes Jack; he is just a good big old dog, has not an enemy in town, and always has a paw to offer you. He has been with yard office for about two years.

MECHANICAL DEPARTMENT FT. SCOTT, KANS.

WALLER R. HECK, Reporter

Engineer Perry N. Hammer is taking a forced lay off account of an injury to one of his fingers. While working on the magneto of Motor Car No. 110, at Aurora, his finger was very badly cut and he was fortunate in not losing it.

Geo. Ermatinger is attending a fuel convention in Chicago this week. He went via St. Louis and picked up his two daughters, Lucile and Veronica, and they are in Chicago with him.

Fred Clem, and employee of the Frisco roundhouse here, was successful in securing a place in the Frisco Band that accompanied the Tulsa Chamber of Commerce on their trip through the East. Fred plays the alto horn. He played in the U. S. Navy Band for two years on the U. S. S. Louisiana, and after his discharge from the Navy took a 3,000 mile trip with the Cowboy Band.

Joe Sellers and brother, Comer, have returned from a trip in the South. They visited their parents at McKenzie, Ala., and also visited the southern terminus of the Frisco at Pensacola.

Chas. Halm has returned from a trip to Detroit and Flint, Michigan. He was gone for about 60 days. He also visited his sister at Westport, Indiana, while on this trip.

The Roundhouse Volley Ball Team won the most games in the Volley Ball Schedule which ended May 8. The back shop team came in for second honors, while the boilermakers trailed along in the rear. The boilermakers have

strengthened their team and expect to make a better race in the schedule that is now starting.

Elmer Jaquay is taking a thirty-day vacation and his place is being filled by Leslie Christel. Boilermaker Emil Kerlin is doing the inspecting in place of Christel.

A musical entertainment and dance was given by the Frisco Employees at Eagles' Hall on May 6 for the benefit of the Frisco Baseball Fund. This entertainment was not attended as well as expected and there was very little raised for the fund. Manager "Dutch" Kerlin is not discouraged and is going to start a collection among the employees to raise the necessary funds.

Sam Hudson is getting in training for the "Ole Frisco Swimming Hole" at Redfield this summer. One warm day last week he was standing over a drop pit in the back shop with about two feet of water in it and suddenly took a plunge. He was fortunate in not being injured.

Service on the Rich Hill-Linton branch was discontinued on April 29, and Engineer Gumm and fireman have taken a freight run between Kansas City and Fort Scott.

Preparations are being made for the installation of a new 100-foot turntable at Fort Scott. The present table is only a 75-foot table and the pit will have to be enlarged, which will mean quite a little work and the roundhouse mechanics will have to work on the engines on the outside for about two weeks.

MECHANICAL DEPARTMENT KANSAS CITY, MO.

DORAL L. DENISON, Reporter

Thomas Cazzell has been sporting a new Dodge coupe.

Theodore Buschmeyer spent a few days in Corder, Mo., visiting his folks. Mrs. Virgil Outlaw and son, Junior, have been very ill the past month.

It seems as if quite a number of the boys have reported their children sick with everything from whooping cough to measles, but all are doing nicely.

Thomas Davis, machinist helper, is the proud possessor of a new home, which he purchased recently.

Mr. and Mrs. A. H. Monfort were called to Miltonvale, Kans., on account of the sickness of Mrs. Monfort's mother.

William Drew spent a few days at home with the flu.

Engines 1331, 828 and 1336 were pulled from the erecting shop this month, after being overhauled.

Albert McFarland has been sick with the grippe, but is now able to be back on the job.

John Stermole is still on the sick list. We are very sorry to hear of the illness of Blacksmith Dan Clifford's father.

We all extend our deepest sympathy to Mr. and Mrs. Geo. Perrett in the loss of their daughter.

Claud Gowers is back on the job again in the absence of John Stermole. Charles Sedge, mill worker, has been very sick the past month and we are hoping for his quick recovery.

Mike Murphy is enjoying the Warwick Blvd. extension going through his place, and also a new 140-foot retain-

ing wall which cost him five hundred dollars.

Clarence Ehni, machinist in the roundhouse, has undergone an operation for nose trouble, but is reported doing very nicely.

We are glad to see our friend William Teeple back on the job again.

Elmer Carlson, assistant night roundhouse foreman, has been sick for a few days and his place was filled by John Nachbar while he was off.

Colfax Hoopes, stationary engineer, was united in marriage to Mrs. Mary Miel on April 1, 1926. The honorable Henry Cox, our noted orator, officiated as best man for his old friend of a number of years. Mr. Hoopes was given a rousing cheer by the Frisco boys.

William Swan and Elmer Burg had a very narrow escape from a serious accident when Swan's car was struck by a Ford coupe and overturned. All escaped with minor cuts and bruises.

Mrs. Mike Murphy has left for Willow Springs, Mo., where she will help her son, Mike, Jr., move to Pittsburg, Kans., where he has been transferred to take up the duties of boilermaker.

Daniel Hurley has left for St. Louis where he will enter the hospital to undergo an operation for a growth on his knee.

Joe Plourd has reported that he is ready to go to work again.

We have had quite a lot of co-operation in getting news this month and wish to thank all those who have helped.

OFFICE DIVISION PASS. AGENT KANSAS CITY, MO.

E. V. WALTERS, Reporter

Well, Mr. Davidson, this is the last time we will have the pleasure of writing you up in this column as one of our scandalous office bunch. We congratulate you on your promotion and are glad to see you go up in the world. Good luck to you in your new field, and come back for a visit often, please.

Mr. Giffce has now been initiated in our gang, having moved his hat from the Union Station office and placed it on our hatrack, and is in line for congratulations, having been promoted from depot passenger agent to city passenger agent.

Now, ladies and gentlemen, allow me to introduce Roy E. Maring, our new depot passenger agent, who comes to us from the yard office. We hope you will like your new position and that you and "Mac" will like each other. We think McCune O. K. and feel sure that you will.

MASTER MECHANIC'S OFFICE, KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Quite a few changes have taken place among the office personnel since our last issue. Miss Lucyle Block, who succeeded Miss Erma Reece as stenographer, resigned and was succeeded by Arthur A. Whisler. Dan Tafe, who has been employed for several years as head car clerk, resigned, and was succeeded by the writer. The position of A. R. A. clerk was filled by the appointment of C. W. Luckey, as car clerk

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Name

Address

Frisco

June

at Rosedale during the month of February, and who got the Texas fever so bad he had to quit and go back, but he is with us again, and from all indications intends to make Kansas City his future home.

Mrs. James Edwards, mother of our own Bill Edwards, arrived home the first part of May after an extended visit to the old home in Scotland.

C. T. Grafues, car inspector, has been looking 'em over at Sheffield, but decided Rosedale is the better environment and returned to work here on May 10.

A few days ago an item in the Kansas City Star stated that H. M. Shivers was held up and relieved of seven dollars. H. F. Shivers, division editor, states emphatically that he is not the one, as he was never known to possess such an enormous sum at any one time.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION—ENID

Our Slogan—Boost or Blow

A. L. KINKADE and GRACE CAMPBELL, Reporters

A very instructive and educational accident prevention and better service meeting was held at Pawnee on Sunday, May 16, at which meeting there were 41 officials and trackmen from the Perry and Avarad subdivisions present.

Mighty sorry to hear that the son of Brakeman G. C. Tribble was struck by an automobile, resulting in a broken leg. Last reports reaching us indicate he is getting along very nicely.

Conductor Fred Oliverson has just returned from the St. Louis hospital where he has been for sometime undergoing treatment for an injured knee.

Brakeman Worthington is now learning the names of all our patrons, even those belonging to the "Cherry" family.

Following submitted by Brakeman McGeorge:

"A TEST IN COLORS"

"A certain railroad conductor, on asking a student brakeman if he was color blind, and being informed that he was not, gave him the following test: 'Take this BLUE pencil, go down to that RED light and tell that GREEN operator to put his John Henry WHITE on this YELLOW train order.'"

Following submitted by one of our western division employees:

"It ain't the guns or armament
Nor the tune the band can play,
But it's the close co-operation
That makes us win the day.
It ain't the individual
Nor the army as a whole,

But the everlasting teamwork
Of every blooming soul."

—Kipling.

The party submitting this piece changed it to the following:

"FRISCO"

"It ain't the whistle or the bell
Nor the tune that they can chime;
But it's close co-operation
That cuts the overtime.
It ain't the individual,
Nor the men as a whole;
But it's the close teamwork
Of every blooming soul."

Our civil engineering force is to be increased by the addition of one rodman and one chainman. There isn't a busier bunch of men anywhere than these fellows and even with the two additional men, we know there won't be any trouble finding plenty for them to do.

Very sorry to temporarily lose the trainmaster's clerk, Elma Williams, from our midst, account of eye trouble. Hope to have her back with us again very soon, fully recovered.

Everybody on the western is getting ready to handle one of the largest wheat crops we have had for several years and there is no doubt but that it will be handled in first-class shape.

Our superintendent is getting right up in style—with several new office chairs and a new carpet on the floor, things sure shine.

A number of our division officials spent a day recently in Vernon, Fredrick and Clinton, getting acquainted with our patrons. They all report a very fine time and the luncheons served them seem to have hit the right spot.

CENTRAL DIVISION

ACCOUNTING DEPARTMENT FT. SMITH, ARK.

FLORA BOLLINGER, Reporter

E. H. Evans, traveling accountant, has recently completed a check of joint facility bills on the central division and has returned to St. Louis.

J. R. Wilhoit, former completion report clerk in this office, has been transferred to Ft. Scott as shop accountant. We regret very much the loss of Jimmy and his "happy melodies" and wish him success in his new undertaking.

O. F. Nelson of the mechanical department has been assigned to the completion report desk. Mr. Nelson is an old friend among old friends, having come to Ft. Smith at the time the accounting offices were put on the division, and we are glad to have him with us.

Mr. and Mrs. L. O. Mouser and children are visiting friends and relatives in Springfield, Mo. Mr. Mouser will return to Ft. Smith while Mrs. Mouser and children will remain in Springfield for a number of days.

SUPERINTENDENT'S OFFICE FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Mr. and Mrs. Robert Beard are visiting relatives in North Vernon, Ind.

Harry Booth's father and mother, from Rich Hill, Mo., spent a few days here, and while here we also had the pleasure of meeting Mrs. Shirley Booth as she and Shirley came over for the week end.

Mr. and Mrs. Roy Wallace and Mr. and Mrs. Harry Nicholson, of Springfield, Mo., were guests of Mr. and Mrs. A. T. Thorson last week.

Muriel Kennedy, son of Supt. S. R. Kennedy, spent a week with his father recently.

Mr. and Mrs. E. W. Smith entertained with a bridge party last week. Those present were: Mr. and Mrs. C. L. Mahan, Mr. and Mrs. E. L. Collette, Mrs.

S. J. Frazier and Mr. and Mrs. J. Johnson Ehing, Mr. Mahan and Mrs. Collette being the winners of a prize.

MECHANICAL DEPARTMENT FT. SMITH, ARK.

IRENE WOESTMAN, Reporter

E. T. McKenna, of Springfield, has been appointed timekeeper in this office, displacing O. F. Nelson, who was assigned position as completion report clerk in the office of division accountant at Fort Smith. Though we dislike to see Mr. Nelson leave us, we congratulate him in his success and hope he enjoys his new work. We welcome Mr. McKenna and trust that he will like his new position.

Hats off to C. B. Coleman, engineer on Bentonville branch, who so thoughtfully sent a box of delicious Arkansas apples to the office force.

Spring and coming summer brings the restless feeling which Car Clerk E. H. Carstensen could endure no longer, so he bought a Maxwell roadster, which will explain his absence on week ends.

Road Foreman Frank Reed and Engineer J. J. Carroll have just returned from a fuel convention held in Chicago during the past week, and report an unusually large attendance at the convention, as well as exceptionally interesting and educational discussions covering papers read before the convention.

STORE DEPARTMENT FORT SMITH, ARK.

KATHRYNE McMAHON, Reporter

S. R. Gardner, division storekeeper at Sapulpa, paid us a visit while he was in Fort Smith spending the week-end with his family.

Mr. and Mrs. R. P. Manley have had as their guest Mrs. Manley's sister, Miss Agnes Hailey of Cassville, Mo.

Ernest Carstensen, car clerk, bought a new roadster.

SOUTHERN DIVISION

TRAINMASTER'S OFFICE BIRMINGHAM, ALA.

VIOLET GOLDSMITH, Reporter

We were very sorry to learn of the death of Baxter Erwin, little son of our former assistant superintendent, B. W. Erwin.

Miss Cammie Adkins was seen at the I. D. C. dance, escorted by Charles Siliman, platform foreman.

Mrs. L. J. Mantoux has been ill for the past week and Mrs. R. E. Camp has suffered an attack of appendicitis. We sincerely hope both Mrs. Mantoux and Mrs. Camp will soon be fully recovered.

BIRMINGHAM GENERAL OFFICE

LAUNA M. CHEW, Reporter

Dr. W. H. Wilder, company surgeon, attended a meeting of the State Medical Association at Mobile, Ala., recently, and we are proud to report he was elected on the Board of Censors, which is composed of ten physicians who examine physicians entering the state to practice.

Dr. R. A. Woolsey, chief surgeon, St. Louis, was in the city a couple of days attending the meeting of the Alabama Power Company Association of Surgeons.

J. E. Springer, general agent, Atlanta, Ga., and C. C. Mosley, district freight agent, Jacksonville, Fla., were in Birmingham this week, attending the annual meeting of the traffic offi-

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Miss Violet Goldsmith, stenographer, trainmaster's office, accompanied by Miss Fitts, left Saturday for a two-weeks' vacation.

Friends of Mrs. Riley Camp, wife of the chief clerk to the trainmaster, Birmingham, regret to learn she is in the Birmingham Baptist Hospital where she underwent an operation for appendicitis, but we are glad to know she is doing nicely.

The writer, with her son and brother, spent the week-end in Winfield, Ala., visiting Mr. and Mrs. H. H. Thomas.

Agent E. L. Duren and wife of Winfield are taking a vacation in Kansas and Missouri.

STORES DEPARTMENT—MEMPHIS

WARREN PUCKETT, Reporter

On Wednesday, June 9, the annual big basket picnic at Imboden, Ark., will be held. This is the first time it has been held at Imboden. This picnic is sponsored by the Thayer-Frisco Picnic Association, which is composed of the good people of Thayer, both railroad employees and merchants. Those who attend are urged to bring a full basket of good "eats," enough for dinner and supper. There will be plenty of fun during the day, and special trains will run to the picnic grounds. A game of baseball will be played between Memphis and Thayer. A large delegation is planning to go from Memphis. Remember the date, Wednesday, June 9.

B. Sinks, air brake foreman on the southern division, has recently purchased a new Pontiac Six.

Business was somewhat on the rush around Memphis during May 17, 18 and 19, as the Frisco handled several sections going to the Confederate Veteran reunion which was held at Birmingham on the above dates. There was also a couple of sections that went through Memphis recently over the Frisco lines, carrying several hundred Negro ministers to their annual meeting at Kansas City, Mo.

Hyman Kappell, stockman clerk, Memphis, is contemplating taking a trip to Miami, Fla., and then to Cuba sometime during the month of July, on his vacation.

OFFICE OF SUPT. TERMINALS MEMPHIS, TENN.

LELIA LENIHAN, Reporter

A. A. Loeffel, chief yard clerk, is the proud father of a daughter, who made her arrival on April 29.

The little five-year-old son of Yardmaster W. F. Billings is quite ill at this writing, with pneumonia.

Mrs. J. J. O'Neill, wife of superintendent of terminals, is in St. Joseph hospital, very ill, having undergone a serious operation on the fourteenth. We wish for Mrs. O'Neill a speedy recovery.

MECHANICAL & CAR DEPT. NEWS MEMPHIS, TENN.

MR. STANSBURY, Reporter

We held our regular meeting Tuesday evening, May 4. After business was transacted, we retired to the greatest get-acquainted social that was ever held at this point, numbering about 250.

W. M. Underwood, general chairman of shop crafts, made an interesting talk on the progress of the association. B. G. Gamble, master mechanic, following, gave a good safety first speech. W. T. Clark, car foreman, spoke on socials, and W. H. Gimson general foreman, spoke on the loyalty the employees had shown, and advised girls present, if they were figuring on a

good man, they would make no mistake in choosing a Frisco boy, concluding, the speaking, dancing followed. The music was great and the refreshments were plentiful. The Orange Crush Bottling Company officials were present with a souvenir for all. The evening was enjoyed by all. Attendance was well represented by our supervisors. We appreciate having them with us and hope we may have them with us next time and all times.

B. M. Henny, time keeper, has the "Capt. Latzhammer's" gout in the left foot.

Mr. Metzger, machine shop foreman, gave us a talk on organizing a baseball team.

Chas. Morgan, painter's helper, fell off an engine recently and broke his arm.

M. E. Brewer is the proud owner of a new Star coupster.

C. P. Murphy relieved Mr. Harlow as stationary engineer. Mr. Harlow resigned.

Dennis Henley, pipe fitter, is back on the job. He extends his thanks to those who visited him while sick.

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

At the present writing the City of Birmingham is the host of the 26th Annual Reunion of the Confederate Veterans and the Frisco had a big part in transporting many of the "vets" on several special trains. Birmingham has turned the key of the city over to the "boys in grey" and the homes are filled with veterans living the old days over again, talking of family acquaintances and particularly of how quick they were handled in on the trains. The old boys are not "tuned in" for the fast living of these modern days.

The near reporter located in the trainmaster's office, Miss Violet Goldsmith, departed for a two weeks' vacation in Cuba with a girl friend. We should see lots of nice pictures when she returns, as this is to be a "sight-seeing" exposition.

Mrs. R. E. Camp has been confined for an operation for appendicitis and is now improving rapidly.

Mrs. J. A. Whitten, wife of chief clerk, was attending the Southern Baptist convention in Texas.

Mrs. Nellie McGowan would like to know if there is a storekeeper on the line who could supply "60 cubic yards of excavation," since there was none in the general store stock.

We extend our sympathy to John Graves in his mother's death of May 2. The office extends since sympathy.

J. Henry Hargrove, revising clerk at East Thomas, has been married for several months. It was agreed, though, that no report would be made until the school session was finished. The bride was Miss Frankie Francis of Nettleton, Miss., and came to Birmingham two years ago as a teacher in the Bayview school. We extend the happy couple congratulations for a prosperous future.

MEMPHIS TERMINALS

LANGSTON—WILLIAMS, Reporters

We are all waiting expectantly for the house warming which it is hoped will be given by A. E. Biggers, bill and voucher clerk, upon the completion of his new home at Whitehaven, Tenn. What do you say, Audie—suppose we have a watermelon feast along with it?

Virginia Cole of division accountant's office spent a week the latter part of April in the hospital at St. Louis, but reported back to work none the worse over her confinement.

Since Don Fellows has taken over the mechanical accountant's work, we have seen him frequently. Every one

of his acquaintances in Memphis are glad of the promotion and wish him every success.

A. E. (Al) Davidson is now permanently located in Memphis but of course, spends a great deal of time on the line. We are very fortunate in obtaining Mr. Davidson as an addition to our personnel and hope he is to be with us for some time to come.

We are in receipt of a challenge from Amory, Miss., for a tennis match,



The only man who could talk to the Superintendent

"SOON after I began studying," a student wrote to us the other day, "we had a change in management at our plant. I certainly was glad then that I had decided to study in my spare time. For, thanks to my I. C. S. course, I was the only man in the organization who could talk to the Superintendent in his own language. As a result, I was promoted over men who had been here from ten to twenty years. My salary has been increased 90 per cent in the last ten months."

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which has been accepted, and meeting will take place in the near future. Let's hear from some other points that have a team.

Wish to extend our congratulations to Jimmie Wilhoit, our fellow reporter, upon his assignment to position of shop accountant at Ft. Scott.

SUPERINTENDENT'S OFFICE MEMPHIS, TENN.

BERTHA HARRIS, Reporter

M. F. Shannahan, chief clerk, is spending ten days in Denver visiting Mrs. Shannahan, who has been in that city for the past year account ill health.

E. R. Waddell, file clerk, is on his vacation.

Kate Massie of the traffic department, Mary Buhler and Bertha Harris were guests at a bridge party given by Mrs. Hill Pegues, May 11. Mrs. Pegues, was formerly, Hazel Jean Wingo, and a member of the Frisco family.

WILLOW SPRINGS, MO.

J. S. ABBOTT, Reporter

Many changes have taken place this month. Effective May 16, the Current River passenger trains were taken off. Mixed runs have taken their place. The J.L.C. & E. engines have been received and are now in service on these runs.

Boilermaker M. P. Murphy has been transferred to Pittsburg, Kansas.

Boilermaker L. S. Wallner from Monett, relieved Mr. Murphy.

SOUTHWESTERN DIVISION

OFFICE OF SUPERINTENDENT SOUTHWESTERN DIVISION

JENNIE F. AITCHISON, Reporter

V. R. Copp, popular rodman in the engineering department, has been transferred to Pensacola as transitman in the engineering department of the M. S. B. & P. Mr. Copp has made hosts of friends at Sapulpa who congratulate him and wish him every success in his new position.

H. Berchard, who is being graduated from the School of Mines at Rolla, Mo., this June, succeeds Mr. Copp as rodman.

S. G. Manlove, road foreman of equipment, attended the graduating exercises of the Greenfield High School at Greenfield, Mo. His daughter, Genevieve, is a member of the graduating class of 1926.

Joc Armbrust of the Sapulpa terminal and J. R. McMillan, roadmaster's clerk, were among those who took the Consistory degree at Guthrie the first week in May. Rube Valker of the Sapulpa terminal and Chas. Saner, engineer, attended the ceremony.

W. B. Holland and wife are enjoying an extensive tour throughout the West, visiting Denver, Idaho and Twin Falls.

Miss Mabel Spence, timekeeper, is taking a much needed rest and spending her vacation at Fort Smith, Fayetteville and Tahlequah; the latter being the home of Miss Spence's mother.

Children of several Frisco employees appear in the list of the graduating class of the Sapulpa High School and carried honors conferred. Miss Roberta Suttlemyre, daughter of Engineer Tom Suttlemyre, had the honor of delivering the valedictory at the graduating exercises and the class poem at the class day exercises. She was also elected a member of the Chapter of the National High School Honor Society, which membership requires that in order to be eligible, one must acquire four points, namely: scholarship, character, service and leadership. Miss Erma Smith, daughter of Mrs. Smith sten-

ographer to the chief clerk, was also elected to this Chapter. Miss Smith will be a senior next year. Mrs. Smith also has a son, Raymond Henry, who was graduated from the Sapulpa High School this year. Mr. Smith won a letter in athletics. Other children of Frisco employees who were graduated from the local high school are Velma Burch, daughter of Nat Burch, car distributor. Miss Burch played in the band and orchestra during her term. Iva Dodd, daughter of Engineer W. O. Dodd. Geneva Downie, daughter of B. & B. Carpenter Jas. Downie. Esther Gardner, daughter of Engineer E. L. Gardner. Miss Gardner won a letter in the Glee Club. Robert Hill, son of Assistant Superintendent E. L. Hill. Mr. Hill delivered the parting charge to the Juniors at the class day exercises. He also took part in the Senior play, "Thank You". Juanita Scott, daughter of Water Service Repairman G. L. Scott. James A. Zachritz, son of Switch Engineer Zachritz. Mr. Zachritz also took part in the senior play.

STORES DEPARTMENT SAPULPA, OKLA.

OTIS R. RULE, Reporter

Miss Ruth E. Smith, comptometer operator, has left the service, and Dorothea Hyde has been appointed to fill the vacancy.

Miss Edith Shafer, stenographer, was off a few days with tonsillitis, but is now back on the job.

On May 1, the colored Ladies' Aid Society served dinner at the shops. The majority of the store force reported a fine dinner.

The store room does not look like the same place with the new material platform gracing the front yard.

F. W. Willard, recently promoted to storekeeper at Francis, is moving his family there this week.

SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK,
Reporters

General Foreman B. W. Swain, Sapulpa, has been appointed vice-president of Frisco Mechanical Supervisors, vice J. Crews, resigned.

Fireman Sam Henry, of Sapulpa, is still away from duty, account of illness, as well as Engineer J. W. Binkley and Fireman A. D. Bolling. Tool Room Attendant Geo. Abramovitz, of Sapulpa, is still in the St. Louis hospital, account illness.

Howard McIntosh, 12 to 8 a. m. caller at Sapulpa, is just about the classiest caller we have. Most of his calling is done in a Ford coupe, while Robert Webb, 8 a. m. to 4 p. m. caller at Sapulpa, has joined the ranks of the Night Owls. He now stays up with his radio every night, trying to get China.

D. P. Dodd, carman at Sapulpa, was called to Boynton, Okla., on April 20, account illness of his mother.

Engineer P. B. Cross, of Oklahoma City, has laid off for sixty days, account illness.

Tank Truckman John Holtzclaw, who has been absent from duty for some time, has been given an additional sixty-day leave, though his eye, with which he has been having serious trouble, is gradually improving.

Roundhouse Foreman A. L. Beeman has been absent a number of days, account illness.

Roundhouse Clerk A. B. Crume, of Francis, is taking a sixty-day vacation and has been relieved by W. F. Paine.

Engineer John Quinn, of Oklahoma City, is taking a sixty-day vacation.

A splendid improvement has been made in the supply house at Sapulpa. Some very complimentary remarks have been passed on its clean condition.

The Frisco Association of Metal Crafts and Car Department employes held a banquet in their hall, at Sapulpa recently, with an attendance of two hundred. Very interesting addresses were made by Messrs. W. M. Underwood, W. E. Bunch, car foreman at Sapulpa, and B. W. Swain, general foreman. Entertainment was furnished by the Yeomen Orchestra, and there were also a number of good readings and solos by members of the employes' families. Everyone reports having spent a very enjoyable evening.

Southwestern division may well claim the honor of handling the most, as well as some of the biggest and best Booster specials. Everyone speaks well of the good handling that has been given by the Frisco on the numerous trade trips and educational tours.

Machine shop at West Tulsa is nearing completion. General Foreman Parker expects to dedicate same with a barn-dance.

The officials, fuel supervisors, traveling engineers and firemen on the southwestern division took their first vacation last week, having spent a few days in Chicago, attending the fuel convention.

MECHANICAL DEPT. NEWS WEST TULSA

G. H. STORY, Reporter

We regret very much the resignation of Mr. J. Crews, general car foreman of this division, who is leaving us to join the General American Tank Car Co. as superintendent of shops at New Orleans, La. Mr. Crews has been associated with the Frisco for the past seven years and has been one of the leading factors in bringing the car department of this division to its present state of efficiency. We feel the General American is exceedingly fortunate in securing the services of a man of such high caliber, and take this opportunity to extend to him congratulations on the success which we know he is bound to achieve.

Ye reporter was beginning to think that none of these boys around Tulsa were "marrying men", but am glad to announce that the bracelets have been applied to two of our first-class machinists. These two fearless gentlemen are John N. Imblum and Louis A. Mitchel, who were both married about May 1.

E. B. Timmons, first-class car carpenter, has requested that challenge be issued to the local Frisco team to play a game with the car department employes. Mr. Timmons, who is a piece worker, is so used to working on a piece-work basis that he also wants to play the same way. He thinks that if Cleo. Wilkins, assistant piece-work supervisor, could be induced to write a schedule on baseball, say at about a dollar a hit, this would be sufficient incentive to insure a victory for his gang.

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Commissioner Streets and Public Works

SUPERINTENDENT TERMINALS TULSA, OKLAHOMA

EDNA A. WOODEN, Reporter

On Sunday, May 16, there was an accident prevention meeting held in the Y. M. C. A. building, Sapulpa, for the benefit of foremen and men of the maintenance department with an attendance of about ninety-five track and bridge foremen and laborers, together with General Foreman of buildings and bridges, M. D. Gibbs and Roadmasters Rollen, Shubert, Lewis, White and Trisler; also C. T. Mason, superintendent, H. F. Busch, division engineer and C. C. Mills, superintendent of accident prevention.

The meeting convened at 10:30 a. m. and adjourned about 2:00 p. m. All who attended reported a splendid meeting and one that will be very beneficial from a standpoint of ACCIDENT PREVENTION and general good in many different ways, both for the men and the company. Numerous talks

were made by Mr. Mills, Mr. Mason, Mr. Busch, several roadmasters, as well as by many different foremen. Each and everyone in attendance were very much interested in the subjects discussed, which were mainly with reference to accident prevention.

After adjournment, through the courtesy of Mr. Mason and Mr. Busch, invitations were extended to those present to have luncheon at the Harvey House.

C. H. Hensley expects to leave with Mrs. Hensley, May 20, for St. Louis, where she will enter the Frisco hospital. Mrs. Hensley has been in poor health for some time, and it is the hope of all that when she returns she will be much improved.

G. A. Blanchard, yard clerk, who has been in the Frisco hospital at St. Louis, left Sunday, May 16, for his home in Englewood, Calif., where he expects to remain until his health will permit him to return to duty. It is the sincere hope of every employe in Tulsa terminal that Mr. Blanchard will soon be able to return.

Our baseball team while they have met some reverses, due to unavoidable changes in the lineup, sickness and other causes, are very busy these days with their practice work and perfecting their organization, all of them being firm in the determination that if any team beats them to the pennant, they will certainly have a race on their hands.

TULSA FREIGHT OFFICE TULSA, OKLA.

MINNIE J. KRUSE, Reporter

Diversion Clerk "Moon" Mullens has traded for a large, seven-passenger automobile, and "Kayo" Hebert has purchased a Dodge touring car.

Ford Hufford of the cashier's office had the misfortune to have his Chevrolet coupe stolen a short time ago.

Carl Morris, messenger boy, has been assigned the position of record flier, relieving Alton Hamm, who has taken over the duties of night messenger, Former Night Messenger Merel Smith

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312 E. Dewey SAPULPA, OKLA.

being assigned the position of dockman at the baggage room. The messenger service between Tulsa and West Tulsa is so heavy, the new night messenger has found it necessary to purchase an Oakland touring car to make the trips.

Merel Smith has been very ill the past two weeks, but expects to return to work today.

Glenn Blanchard, yard clerk at Madison Street, who has been in the Employees' hospital at St. Louis the past two weeks, returned the early part of this week and left almost immediately for California where he will remain for sometime account of his health. We are all wishing him a speedy recovery.

Dewey Allen, chief clerk, Madison Street yard office, returned from Dallas the early part of the week where he was called on account of the illness of his sister. Dewey is a busy man these days, since he has been made manager of the Frisco baseball club.

The baseball club made their first out-of-town trip Saturday the 15, when they went to Denison, Texas, to play the M-K-T team. A number of enthusiastic rooters left for Denison Saturday night to see the game.

OKLAHOMA CITY MECHANICAL DEPARTMENT

AMELIA GARRETT, Reporter

Emmett Buchanan, machinist apprentice, has been transferred to Springfield, Mo., to finish his last six months' apprenticeship.

J. W. Binkley, engineer, who has been off duty for almost a year, on account of an injury, expects too return to work within the next few days.

Engineer John Quinn has been granted a sixty-day leave of absence. Ed. Austin, car inspector, came down to work the other day wearing a broad smile and announced the arrival of a new son, Jack, at his home.

E. J. Espelin, assistant foreman, and family spent the week-end in Kansas City, visiting his mother.

Engineer P. B. Cross, who has been off the last sixty days on account of illness, has returned to work.

R. H. Francis, road foreman of equipment, has just returned from New Orleans, La., and Chicago, Ill., where he attended the Airbrake Convention at New Orleans and the Fuel Meeting at Chicago.

All you lovers of "sweet poppies" are urged to pay Oklahoma City a visit sometime during this summer and see what she produces, as a donation was taken among the employees for the purpose of a poppy field which has been cultivated near the shop.

EXECUTIVE GEN. AGENT'S OFFICE TULSA, OKLA.

W. B. BAXTER, Reporter

W. F. Macgregor, executive general agent at Kansas City, was a very welcome visitor in this office a few days ago. Mr. Macgregor accompanied the Kansas City boosters' special. His genial smile and sunny disposition make him a welcome visitor wherever he goes.

G. W. Green, industrial commissioner from St. Louis, was in the office a few days ago. Mr. Green's services are in constant demand in this section. There is always something new going on, which demands his attention.

Soliciting Freight Agent R. C. Culter and Mrs. Culter visited in Kansas City recently.

Miss Marie Johnson, passenger representative from the Tulsa city ticket office, has just returned from Milwaukee where she attended the ninth biennial world convention of the Y. W. C. A. Miss Johnson was elected and went to the convention as a delegate

from the Tulsa Y. W. C. A. and as passenger representative of the Frisco, arranged a through car for the delegates from Tulsa, Muskogee and Okmulgee. Miss Johnson, in addition to being a delegate to the convention, acted as escort for the party on behalf of the Frisco.

Miss Bernice Gamble, P. B. X. operator, is able to be up again after spending seven weeks in the hospital where she underwent two operations. She is not yet able to resume her duties, but is convalescing nicely and we will all be glad when she is able to come back to work.

The Tulsa Frisco Baseball Team, which is a member of the Petroleum League of Tulsa, is rounding into form. We have played four games so far, winning one, tying one and losing two. A good many changes have been made in the lineup and we now have one of the strongest teams in the league and expect to win the Petroleum League pennant. Saturdays and Sundays are open dates and we would like very much to hear from other teams up and down the line.

SAPULPA, OKLAHOMA 40th AND 43rd TRACK DIVISIONS

J. A. MACMILLAN, Reporter

Edward Dillon of West Tulsa is in the hospital at Sherman, Texas. Mr. Dillon has been in bad health for some time. We hope that his trip to Sherman will restore him to good health.

Mrs. Frank Blackburn and children of Racine, Mo., have gone to Carthage, Mo., for a visit with relatives.

Work will soon begin on a new 930-foot spur track to serve the Producers and Refiners Petroleum Corporation at Tulsa. New spurs and sidetracks are being constantly built to take care of the increasing business. due to the excellent service given by the Frisco.

The Taubeman Supply Company are building a new industrial track 1,150 feet long at East Tulsa.

The division is all brightened up with a coat of whitewash.

One of the most successful accident prevention meetings was held at the Y. M. C. A. building, Sunday the 16. Foremen from the 40th and 43rd track divisions were in attendance 100 per cent with Roadmasters Rollen and Trisler. Many interesting talks were made and all who attended felt the meeting was very beneficial. After the meeting all enjoyed a good dinner at the Harvey House, which was provided by the management.

RIVER DIVISION

MECHANICAL DEPARTMENT CHAFFEE, MO.

JAMES HALEY, Reporter

H. E. Hubbard, general foreman, is the owner of a new Nash sedan.

Effective May 10, the shopmen went to work at 7:30 a. m. and went off duty at 4:00 p. m., in place of the old hours, 8:00 a. m. to 4:30 p. m. This change was made account of the hot summer days and will probably be in effect all during the summer months.

Walter Smith, head car inspector, returned to work May 1, after an absence of over a month on account of an injury to his ankle.

John H. Ponder, mill machine man, was transferred to Sherman, May 7. Good luck while in Sherman is the wish of the shop employees at Chaffee.

Norman Kay, machinist apprentice, is the owner of a new Ford coupe.

The new Hotel Byrd opened for business May 2. It will stand the most rigid inspection and has a modern dining room in the back of the lounge

room. Most likely all of our Frisco visitors on inspection tours, etc., will try it out.

There was not an accident in the locomotive department during the month of April.

Three Frisco employees experienced hard luck a few days ago. Engineer E. H. Getting, Earl Green and Ed. Hester of the store department lost their homes in a fire which started in one of the houses and spread to the other two.

The Knights Templar special from Kansas City was handled from Cape Girardeau to St. Louis on its return via Frisco Lines, in two hours and forty minutes. Considering the mileage as 132 miles from Cape Girardeau to St. Louis, this was very fast time, and should give the Frisco Lines another big boost.

The river division handled one of its popular excursions to St. Louis from Southeast Missouri territory and had

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A New ILLINOIS Model



10K Filled Regular
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IT is with pleasure that we announce a new 16 size, 60 hour, 6 position, 21 jewel **Bunn Special** railroad model—The Greatest Railroad Watch Value Ever Offered.

The **Bunn Special** of today—similar to previous models of this movement is the pioneer and leader in the railroad watch field—a super timekeeper—having incorporated in its construction a motor barrel of special design with a mainspring sufficiently strong to run the watch for 60 hours on each winding—the most important improvement made in railroad watches in years.

In addition to the many other features in the 60 hour **Bunn Special** the following advantages made possible by the long run will be of interest:

Greater accuracy.

Isochronal errors practically eliminated for the first 24 hour period.

Accuracy of the watch in all of the six positions materially increased,

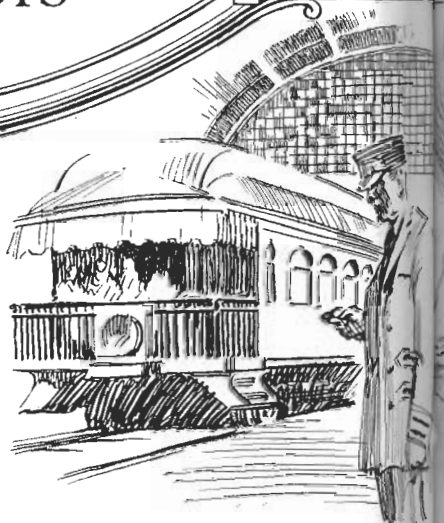
Entirely eliminates the possibility of a watch running down through failure to wind after the first 24 hour period. However, the watch to maintain the highest efficiency should be wound regularly every 24 hours, the possibility of a railroad man forgetting to wind his watch two days in succession being very remote.

In case the watch is allowed to run 48 hours without rewinding, it will still maintain the accuracy of the average railroad watch, and will continue to run for at least 12 hours.

Breakage of mainsprings reduced to a minimum due to the very thin and light spring used.

Every watch specially tested for long run and absolutely guaranteed to run 60 hours.

Greater confidence on part of the user and the general public from a standpoint of safety.



Six Position BUNN SPECIAL

*Standard for All
Railroad Service*



The 60 Hour Bunn Special Has 9 Adjustments—6 of which are for position, 1 for heat, 1 for cold, and 1 for isochronism.

The minimum requirement of railroads maintaining time service is 5 position adjustments—the 60 hour Bunn Special is adjusted to 6 positions—the additional adjustment adding greatly to the efficiency, accuracy and uniformity of the timekeeping qualities of the watch.



**Cross Section
Illustrating
Construction of
Pendant and
Crown**

NO INCREASE IN PRICE

The 60 hour Bunn Special may be had, either as a movement at \$50.00, for special casing or as a complete watch fitted in 14K filled green or white cases at \$65.00, or in regular gold filled cases at \$60.00.

The special cases by Wadsworth were primarily designed and built to protect the fine movements within and are the result of their years of experience in the making of fine watch cases.

Both styles of cases are fitted with screw backs and bezels, the metal used being much thicker than is usually found in standard 16 size cases.

The bows are absolutely non-pull-out, while the large crown in connection with the pendant is so designed as to be entirely dust-proof.

One of the principal advantages in purchasing a complete watch is the fact that the movement is adjusted, timed and rated in its case at the factory, assuring the maximum accuracy as a complete watch.

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EXTRA HEAVY PENDANT

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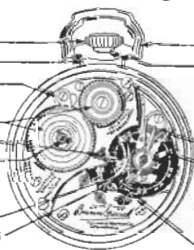
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BALANCE WITH SOLID GOLD SCREWS

DOUBLE ROLLER ESCAPEMENT—ENTIRE

ESCAPEMENT CAP JEWELLED

STERL ESCAPE WHEEL

GUARANTEE

We desire to emphasize the fact that the reputation and years of experience of this company in making of fine watches are fully behind this new model and we are pleased to recommend it as the highest grade 21 jewel railroad watch manufactured.

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nineteen coaches. The schedule outlined was carried through without a flaw.

Roundhouse Foreman O. L. Baker and Boiler Foreman M. L. Mitchell are living the life of widowers. Mr. Baker's wife is visiting in Springfield and Mr. Mitchell's wife is visiting in Greenwood, Miss.

Frisco friends of Leo Sternberg will probably be glad to hear that he will be used as relief foreman over the division when the summer vacations commence. Leo is fast climbing the ladder to success.

OFFICE OF DIV. ACCOUNTANT CHAFFEE, MO.

ILA COOK, Reporter

Miss Imogene Frazier, who was married recently, is the eldest daughter of Superintendent S. J. Frazier of the western division. As Mr. Frazier was for many years connected with the river division, with headquarters at Chaffee, Miss Imogene has many friends here who wish her many long years of wedded happiness.

W. C. Henke was called to Springfield on Tuesday, May 4, because of the illness of his mother. After a very serious operation, we are glad to say that she is improving rapidly.

We have started a campaign among ourselves to beautify our lawn. We have made a good start by planting vines along our tennis courts and securing Mr. Moran's aid in any of the ventures toward making Chaffee a place to be remembered by passersby as well as by visitors.

Miss Irene Rigdon spent Sunday, May 9, in St. Louis.

Mrs. J. L. Mumma is in Joplin attending the bedside of her father who has been and is still seriously ill.

Miss Anna Golden has been one of the patients in the Frisco hospital this month.

Misses Stella Kaiser and Mabel Stausing from Cape Girardeau, Miss

Hortense Watts of Newburg, Mo., and Miss Zelma Stelter of Ste. Genevieve were the house guests of Miss Ila Cook last week.

Mrs. J. A. Moran returned Wednesday from Wichita, Kans., where she attended the funeral of her niece.

Mrs. R. L. Cooper entertained on Friday, May 14, with a bridge party in honor of Mrs. Bert Barnes and Mrs. McCamey of Memphis, Tenn. Mrs. Barnes was here visiting her mother over the week-end. She will be remembered as Miss Bert Moore by her many Frisco friends.

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Assistant Superintendent and Mrs. J. W. Claiborne have had as their guest for a few days Mrs. C. H. Claiborne of Memphis.

Mrs. Jas. Ferguson and little daughter have been visiting relatives in West Plains.

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Cletis Price, of the Cape Girardeau station force is taking care of the file job in the general office for awhile.

The river division again showed a good example of Frisco service when a special train of Knights Templar left Cape Girardeau, May 12, at six o'clock, and arrived at Union Station, St. Louis, at 9:10 p. m., making the trip of 132 miles in three hours and ten minutes. Engineer J. P. Rice and Conductor T. M. Stokley handled this train and can justly feel proud of the trip. There is no question but what every passenger enjoyed this excellent service and is a Frisco booster.

Harold Hopkins is spending a twenty-day vacation visiting his sister in New Orleans.

Miss Hortense Watts, daughter of Assistant Superintendent O. N. Watts of Newburg, has been visiting with friends in Chaffee.

Mrs. J. L. Mumma has been visiting in Joplin, Mo., where she was called on account of the illness of her father.

Conductor and Mrs. A. M. Townsend, who have been making their home in Hayti for some time, have returned to Chaffee for awhile. The Townsends have also been visiting with E. O. Daughtry and family at Hugo, Okla.

A number of the clerks from the Chaffee general office and freight house and a few from Cape Girardeau force went to Blytheville, Ark., April 22, to meet with the Frisco clerks of that point.

B. & B. AND WATER SERVICE DEPARTMENTS CHAFFEE, MO.

VICTOR L. THOMAS, Reporter

Two new additional mechanics have been added to the water service department. LaRue Proffer and Thomas Hampton. Mr. Hampton was formerly a pumper at Neely's and Nash, Mo.

W. H. Brooke, general foreman of B. & B. motored to Hot Springs, Ark., recently, accompanied by Mrs. Brooke.

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 CAPITAL AND SURPLUS \$1,000,000.00

Mr. Brooke has been in ill health for sometime and we hope that his visit to Hot Springs will put him back on his feet again.

W. J. Alsobrook and his gang have just recently put on an addition to the present vegetable platform at Blytheville, Ark. The vegetable raising in this part of the country is getting so large that it was necessary to furnish these facilities. There is something like five hundred acres of potatoes which will soon be harvested and will be moved through this platform. This section of the state is getting the reputation of being one of the greatest vegetable producers in the country.

Sidney Crowley, of Roseman's gang, met with an accident recently while working on bridge 32.8. A bar which Mr. Crowley was holding under the rail slipped and caused him to fall a distance of about seventeen feet and break his arm.

The water service department has

been busy lately putting up a ten-inch water crane at Crystal City. This new crane adds very much to the general appearance around that place. It took about two weeks to complete this job.

W. H. Pryor, J. D. Allison, M. H. Stubblefield and several others from Chaffee attended the Annual Conclave of the Grand Commandery, Knights Templar of Missouri, held in Cape Girardeau, May 11 and 12.

We have now fully completed our tennis courts at Chaffee for the year 1926. We have a carload of chat spread over these courts which has packed down until it is as good as a cement bottom, if not better. We have spent approximately \$75.00 in bettering the condition of these courts and in behalf of the Frisco Tennis Club of Chaffee, I take this opportunity to thank the Ed. Heely Stone Company of Cape Girardeau, who have so generously assisted our club in our work of improving the tennis courts.

For the month of April the B. and B. department showed a large oval in the personal injury column. We are certainly proud of a report like this, as it goes to show that our forces are getting to be more careful every day, not to injure themselves or to cause an injury to their fellow-workmen.

EASTERN DIVISION

MECHANICAL DEPT. NEWS
SPRINGFIELD, MO.

ALTA NORTHCUIT, Reporter

De Vere C. Houston, assistant electrical engineer, was married on April 23 to Miss Jean Marks of St. Louis. The bride has a number of friends here, having graduated from the Springfield high school. She later attended the American Academy of Dramatic Arts in New York City. Mr. Houston has been associated with the Frisco several years and is well known in Springfield. He received his education at Drury College and the University of Michigan, and is an alumnus of the Kappa Alpha Fraternity. Mr. and Mrs. Houston are at home temporarily at 741 East Normal avenue.

Sorry to report that F. S. Routt is now in the St. Louis Hospital for a tonsillar operation.

Earl C. Gilman of Kansas has accepted the position of secretary to J. K. Gibson. We extend a sincere welcome to Mr. Gilman, and feel sure that after having lived in the Ozarks for a while he will lose all desire to return to the Sunflower state.

Mable Campbell took her vacation early this year. She has just returned from a month's visit with friends and relatives in Southern California and reports a most enjoyable trip.

The many friends of Rodger Primm, son of W. A. Primm of this office, were pleased to see Rodger's smiling face about the office a few days ago. Rodger has been in Florida for the past several months.

We are just wondering if Lyle Jones would be any more of a shiek with the ladies if he should allow his cute little mustache to become a veritable jungle of face fungi.

SEVENTH STREET STATION
ST. LOUIS

AGNES M. LARKIN, Reporter

George Dowling, one of the most popular and versatile clerks at Seventh Street Station, has left the service to enter the traffic department of Evens & Howard Fire Brick Co., thereby succeeding Mr. Jos. Condon, former rate clerk at this station.

OFFICE OF SUPERINTENDENT
TRANSPORTATION
SPRINGFIELD, MO.

EULA STRATTON, Reporter

The clerks and stenographers of the transportation department are all artists in their line, especially the girls as they hurry about their work in gaily colored artist smocks. We are all 100 per cent when it comes to wearing smocks and find them most convenient. Thanks to the St. Louis office for starting it.

Miss Mabel Jernigan has left the typing bureau of this department to accept a position with the refrigeration department.

Vacations are here in full blast. Miss Gertrude Sprohs is back from a delightful vacation spent in California and the chief of the typing bureau, Miss Hallie Welch, is now enjoying one in the heart of the Ozarks.

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"The Gang" at Seventh St. Station, St. Louis



Take a lingering glance at the girls at Seventh Street Station, St. Louis, Mo. A more attractive bunch would be hard to find, and may it be added brains accompany the beauty.

They are, reading from left to right and starting at the bottom row: C. Walsh, Flo Larkin, Catherine Barrett, Leona Jones and Irene Nufer. Second row: Virginia Powell, Emma Ruesche, Nathalie Haeblerle and Martha Plotz. Third row: Anna Ondr, Flo Tuhro, Marie Ewers, Helen Condon and Catherine Meehan. Fourth row: Mary Berra, Helen Lehr, L. Shadwell, Agnes Larkin, Margie Loftus and Catherine Chapman.

C. H. Huss, the former reporter of this column and pay-roll clerk in this office, has left this department to accept a position with the State Highway Commission Company of Michigan and will be located in Detroit.

"In the spring a young man's fancy turns to thoughts of love," etc., or so it was with Virgil. Anyway, we congratulate Mr. and Mrs. Virgil Hartley, whose wedding was solemnized recently.

We extend to Mabel Jennigan and her family our deepest sympathy in their recent bereavement.

Table Rock Lodge is located high in the Ozark hills, on the Gasconade River, bathing, boating and fishing; 3 miles from Jerome by river. Good meals and good beds, reservations only. Write for folder. Address R. R. No. 5 DIXON, MO.
L. S. SHAFFNER

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

L. L. Bangert, J. D. Turner and R. D. Gilbert, in conjunction with a representative of the W. W. & I. L., have been making some special tests on the proper method of packing and handling of egg shipments, and a marked improvement is expected.

Angeline Golden is spending a two weeks vacation in Detroit, Mich., and expects to make the boat trip from Detroit to Buffalo and later view Niagara Falls.

Ray Lodge of the O. S. & D. department is in receipt of the following Western Union wire, dated at Spokane, Wash., from Bob Tisdale (formerly a claim investigator): "Forward me at once special delivery two Tom Thumb wigglers." Enthusiastic anglers will be interested in knowing that the said order was promptly filled and Ray now is in receipt of a letter from Bob, thanking him for sending his favorite plug and advising that fish come out on the bank for this bait, and all you have to do is to sit

with a club in your hand and hit them on the head.

Mrs. Wm. Drago (formerly Annabel Watters of this office) has moved to Birmingham, Ala., to join her husband, who was recently promoted to the position of general yardmaster at that point.

At noon on May 6 the girls of the office gave a picnic spread, or dinner, in honor of Katherine Young, who left on the 8th to visit her brother in Hollywood, Calif. Katherine was presented with a beautiful bouquet of red roses with the best wishes of all for a delightful and pleasant trip.

The employees of the office were shocked and deeply grieved to learn, on May 4, of the death of Newton Dorris, South Side switchman, and husband of Mrs. Era Robinson Dorris (formerly a dictaphone operator in this office).

Earl Head, claim investigator, spent a week of his vacation visiting his parents in Dexter, Mo., and touring Southeast Missouri in his new Star coupe. He reports catching some fine fish in Current River.

Harold Wilkes of the O. S. & D. department, a member of the Frisco Band, reports having the time of his life when he accompanied the members of the Tulsa Chamber of Commerce on their "Boost Tulsa" trip throughout the East.

Little James Reed Acton, eight-year-old son of Mrs. Loree Acton of the filing department, has just been notified of his selection for membership in the League of Curtis Salesmen, an honor organization maintained by the Curtis Publishing Company for boys who sell its publications. James started selling the publications last fall. Admittance to this organization depends upon regular school attendance and a record of efficient service to customers.

Mrs. Hannah Dickerson of this department and Mrs. J. M. Fisk, widow of J. M. Fisk, conductor, will leave June 5 on an extended trip to Tusculumbia, Ala. (where they will see the world famous Muscle Shoals Dam). They will visit in Charlestown, W. Va., and Winchester, Va., making the return trip via Washington, D. C., and Bloomingdale, Mich.

Mr. and Mrs. J. L. McCormack will leave on the night of June 10 en route to Chicago, Ill., where they will join the members of the Chicago Claim Conference in the B. & O. special train

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CHAFFEE - - - MISSOURI

to Norfolk, Va., which city will be host to the members of Section VII, Freight Claim Division of the A. R. A., who will attend the 1926 convention, June 15 to 18, inclusive. They will make the trip from Baltimore, Md., to Norfolk by boat and return by rail through Washington, D. C., and St. Louis.

R. L. Truitt, superintendent F. L. & D. claims of the St. L. S. F. & T. Rwy. Co. at Fort Worth, Texas, and wife will represent the Texas Lines while attending the same convention.

MONETT YARD MONETT, MO.

FRANK L. KYLER, Reporter

The strawberry movement has begun and from here on out the yard business promises to be a real job of work. Not that we are in the habit of doing any sitting around, but what I mean we will be hitting the ground on the run from now on out, as Monett believes in giving the strawberry movement the very best handling possible.

The new tracks at the ice plant have been completed and are now in use. The track to the berry shed has been connected up at the west end, which will be a great help in handling the local shippers' business with the strawberries.

Harry C. Flemings, in company with other Knights Templar, attended the recent convocate at Cape Girardeau.

Mr. and Mrs. Linzy Loyd visited relatives at Van Buren the first of the month. They also attended the strawberry festival held at Van Buren.

Mrs. Earl Gray, wife of switchman Earl Gray, who was seriously injured when her car was struck by passenger train No. 13, is recovering nicely and is able to be cared for at her home. Mrs. Gray suffered several severe bruises and other injuries, and her car was totally wrecked.

Mr. and Mrs. Harmon Gray have returned from a very pleasant motoring trip to points in Oklahoma and Texas, where they visited relatives. They were accompanied by Mrs. Gray's parents, Mr. and Mrs. Barney Bush.

ROLLA, MO.

BESS LEA, Reporter

Glad to see the familiar face of conductor Bob Rawlins back on his

run again, having been off recently account injury.

Mr. and Mrs. Claude Roderick of St. Clair are receiving congratulations on the arrival of a little lady, who has been given the name of "Mazie Virginia."

G. E. Cromer, dispatcher, Newburg, has purchased a beautiful new home and recently moved his family here. We welcome them to our fair city.

F. W. Peterson, agent, St. Clair, who is on sick leave, is now located in the Modern Woodmen Sanitarium in Colorado. Word has been received that he is recovering.

J. W. Zimmerman, agent, Valley Park, will soon join Mr. Peterson in Colorado, and we hope they both will return soon, greatly benefited in health.

F. E. Smith was the successful bidder for position as clerk at Pacific, Mo.

TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Editor

Foreman Oliver and gang have just completed stringing two new copper wires between Sapulpa and Oklahoma City, to be used as a dispatcher's telephone circuit. This is a great improvement over the old iron circuit they have been using.

The joint and exclusive Western Union employees in the office have been permitted to buy stock in the Telegraph Company, based on one share for each \$500.00 per year salary or fraction thereof. Everyone took advantage of the offer.

C. H. McDonald, Jr., has resigned as telegrapher in the Springfield relay office to accept a position with the Associated Press at Junction City, Kan.

Roy Helms of Joplin resumed his duties as division lineman May 13 after having been off for a few days on account of sickness. He was relieved by Albert Tribble.

Miss Grace McClanahan, chief telephone operator, Monett, visited the Springfield P. B. X. employees May 12.

Operator D. M. Pickel of Sapulpa is filling temporary vacancy caused by the resignation of C. H. McDonald.

E. Wolfe, division lineman, Tahlequah, is off account sickness. J. W. House is relieving him.

Operator J. D. Anderson from Southeastern Junction is relieving operator Waiser, who is on a thirty-day vacation.

TELEGRAPH GANG JONES, OKLA.

E. L. BRAY, Reporter

This gang is on the move every day now. We are stringing a telephone circuit from Sapulpa to Oklahoma City, and are stepping down the line, making about six and one-half miles per day on an average. Roscoe Yancey is doing the office work, cutting the new circuit in at every office. It is to be used as a dispatcher's circuit.

Lineman S. M. Worthy says a wire-stringing job is the way to get over an operation for appendicitis, if exercise is what is needed to recuperate.

We have had two good conductors in John Thompson of Sapulpa and "Rosy" Chesnut of Oklahoma City. We have had very little delay by trains.

Groundman W. S. Peebles bid us farewell Monday, May 3, and returned to his home in Springfield.

Conductor Chesnut is a very industrious employee. He distributed material while we were short-handed. This was a great help to us. We thank you, Mr. Chesnut.

We figure on getting back to Aurora soon, and I think all the boys will be glad to get back.

No accidents this month.

TELEGRAPH GANG TAHLEQUAH, OKLA.

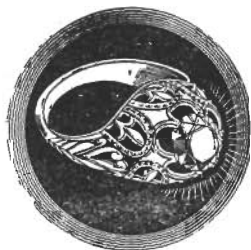
W. E. WARD, Reporter

We are getting along very well for the country to be built out of solid rock. It sounds like a company of artillery to hear us at work. We have several new men on the job, and this

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D	H
Dilworth Jewelry Co. Jasper, Ala.	Haltom, G. W. Ft. Worth, Texas
F	M
Farmer-Cannon Jewelry Co. Birmingham, Ala.	Hafner Watch & Optical Co. Dallas, Texas
Finley, R. W. Chaffee, Mo.	Mace, J. H. Kansas City, Mo.
Fink, John, Jewelry Co. Fort Smith, Ark.	R
	Russell, E. E. Altus, Okla.
	S
	Standard Jewelry Co. Muskogee, Okla.

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is an ideal place to initiate them.

D. P. (Deacon) Jones came to this gang May 4. He is from St. Clair, Mo. S. A. Stratton of Springfield has been with us since May 3.

Lineman Ben F. Edmonds has been transferred back to this gang again. This gang claims to have the champion checker player, A. E. Hudson wears the belt.

We also have the champion cooks of the Frisco. They are Mr. and Mrs. Pat McCarthy.

Lineman J. W. House of this gang is doing relief work at Talihina.

We report no accidents this month.

TELEGRAPH GANG OKMULGEE, OKLA.

MARSHALL WILSON, Reporter

We have just experienced a furious cyclone which did great damage in the vicinity of Okmulgee. It completely destroyed twenty-seven spans of telegraph line, but glad to say we have the line in good condition again.

TIRES RUN 44,000 MILES On One Inflation

Chicago, Ill.—What is proving to be a big economy and labor saver to auto owners is the recent invention of F. C. Hughes, Suite 543-E 424 North Holman Avenue, Chicago, Ill. His invention, a new air tight valve cap, enables car owners to pump up tires and never touch them again. Tires equipped with this remarkable cap have run over 44,000 miles. Leading tire manufacturers approved this invention. With it, the constant inflation of tires is unnecessary and tire mileage is more than doubled. Mr. Hughes wants agents and will send proof and sample free. Write him today.—Adv.

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Cold Storage Ice Ice Cream
CAPE GIRARDEAU, MO.

Our cooks, Mr. and Mrs. Thompson, are back with us again after a few weeks vacation.

We have just completed the rocky limits of Preston, Okla., having had quite a time dynamiting.

Ben H. Edmonds was transferred from this gang back to Woodall's gang near Muskogee, Okla. J. M. Saxton came here in his place. We all wish Mr. Edmonds the best of luck.

No accidents this month.

TELEGRAPH GANG LOCKWOOD, MO.

B. W. ELLIOTT, Reporter

R. C. Wise left us the first of the month for the Hayti division. We all wish him the best of success.

Estimate 579 of 1925 is nearing completion. It has been a "No-Accident" job and we hope to make the next one the same. In fact, we have had no accidents for an entire year.

TELEGRAPH GANG MAMMOTH SPRING, ARK.

J. E. NUSSBAUM, Reporter

This gang arrived here April 26 and jumped right in to work on this estimate, which extends to Hardy, Ark., a distance of about 16 miles, with plenty of hills and rocks to go through.

Lineman Clarence Wuellner left the service of the Frisco April 19 to take a job as lineman for a power company near Monett.

Tom Sickmyre of Springfield came to the gang as groundman May 2.

Lineman Bob Tribble was sent to Joplin as relief man.

Mr. Musgrave and Mr. Daugherty, chief inspector for the Western Union, spent May 11 and 12 with this gang.

J. E. Nussbaum is taking a vacation and is touring through the States of Missouri and Arkansas in his Ford.

Mr. and Mrs. Keller, who formerly were cooks on Camp No. 84, are now cooking for this gang.

DIVISION ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

By H. H. MCGARVEY

Vacations are now starting. "Chin" Boren is the first in this office to leave. He is taking a week off and expects to spend the last three or four days on White River fishing. We have planned on having a big fish fry when "Chin" returns, as that boy can sure haul them in.

Nearly every one in the division accountant's office and superintendent's office is planning his vacations this year on White River instead of taking some long train ride. This proves that the Ozarks are the best vacation grounds in the world.

Walter Rice, assistant superintendent's clerk, is off account of illness. Hazel Baker is running Walter's desk while he is gone.

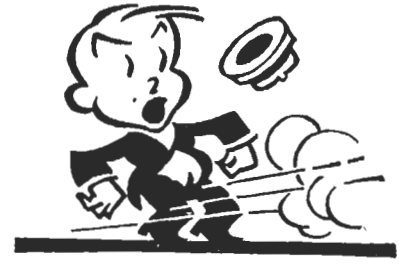
If anyone has tire trouble call Walter Hudson. Walter says he enjoys fixing a tire and would much rather fix one than let someone else do it. Don't think Walter will have much trouble keeping busy, as he will do the work just for the fun of it.

OFFICE OF SUPERINTENDENT SPRINGFIELD, MO.

ADA E. BAKER, Reporter

Strawberry movement has started and prospects are will have a record crop—665 cars from eastern division points.

Fuel conservation meeting was held at North Springfield May 6. Meeting



Number Seven Goes By

Baggage man Brown is feeling fine. It's lunch time, and he has just opened his Stanley Lunch Kit with his steaming hot coffee—two cups full. The Kit got a nasty jolt this morning when it fell off the shelf, but jolts mean nothing to a Stanley.

STANLEY VACUUM BOTTLES

are made of steel, with a porcelain lining, fused on—just as clean and sanitary as glass—yet guaranteed against breakage.



No. 203 LUNCH KIT, complete \$8.50
with pint SUPERVAC Bottle.

The first cost is the last cost, as there will be no expensive and annoying breakages.

At Good Drug, Hardware,
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STANLEY INSULATING CO.

GREAT BARRINGTON, MASS.

was attended by thirty-nine officers and employees.

New engines showing up and much activity around north roundhouse setting them up under the supervision of division accountant's office, superintendent's office and oil house employees.

Chief Clerk Wood attended the Grand Commandery meeting, Knights Templar of Missouri, May 11 and 12, at Cape Girardeau. H. C. Fleming, yard conductor at Monett, also attended as representative of the Monett Commandery.

C. C. Scott is the first to tell the fish story. Mr. Scott said water was a little cold at first, but after wading for an hour or more you became numb and did not notice it. He stated a "fish fry" was enjoyed later that night by the fishers.

Walter Rice, assistant superintendent's clerk, is off account poor health. We hope to see him back after two or three weeks rest, sunshine and mother's cooking.

Jim Walsh (Smiling Jim), our messenger boy, placed on temporary job as station helper at Marshfield first of month. Hurry back, Jimmie.

Hardy MacGarvey, accountant's office, is driving his OWN car now.

Ford Lane has returned to work after several days absence account sickness.

SIGNAL DEPARTMENT SPRINGFIELD, MO.

MATILDA C. HOFFMAN, Reporter

Announcements have been received of the marriage of Miss Clara Walton to Thomas Euclid O'Rear on Wednesday, March 17, at Jasper, Ala. Mrs. O'Rear is the only daughter of J. Wal-

ton, leading signal maintainer at Jasper. The signal department wishes them much joy and many years of happy wedded life.

Arrived at the home of Mr. and Mrs. H. P. Hilton, March 13, twin girls, Laura Lucille and Alice Louise, weight six and six and one-quarter pounds, respectively. Congratulations, and we hope to have a picture of the babies for the magazine before long. Mr. Hilton is signal maintainer at Lockwood, Mo.

Little Raymond Kennedy, son of signal foreman and Mrs. C. A. Kennedy, was two years old Sunday, May 9, and celebrated the occasion with a birthday party.

Signal inspector Harry Barron and wife have been enjoying a visit from the former's brother, Bert Barron and wife, who were en route from Florida to their home in Mansfield, Ohio. Mr. Barron thought the scenery in the Ozarks wonderful, being equal, if not superior, to any they had seen on their trip.

WEST SHOP FAMILY NEWS SPRINGFIELD, MO.

NAYDEAN G. BLAKELY, Reporter

F. A. Beyer, superintendent; W. W. Shackelford, schedule supervisor, and M. L. Ryan, safety inspector, were in St. Louis April 27 to 29, inclusive, attending the American Railway Association Safety Section meetings, which were held at the Statler Hotel. Practically all roads in the United States were represented and the meetings were interesting as well as instructive.

Meet the new shop accountant—west shops—L. B. "Speedy" Reed. We ex-

tend our sympathy to the southwest division—their loss is our gain.

George Dwyer, clerk to general foreman, was ill eight days last month. The Sunnyland Minstrels must have been too much for our Irish singing sheik.

Don B. Fellows, former shop accountant, was recently transferred to H. S. Coleman's office in the general office building.

Tulsa Educational Special, a twelve-coach train, left Tulsa, Okla., May 2, the passenger list including one hundred twenty-five prominent business men of Tulsa. The Frisco Band, composed of the following men, was the official band:

J. A. Gehr, director; Claude Demore and A. Weaver, tuba; W. H. Schaller, baritone; Walter Delo, L. S. Campbell, C. E. Jairett and R. W. Reed, trombone; Harry O. Wies, Eli M. Hasler, L. J. Gibbs and Geo. Hasler, clarinet; W. C. Weiss, bass drum; Kenneth Lee, snare drum; R. L. Miles, Fred Clem, L. M. Epps and H. L. Wilks, alto; George Springer and Kenneth Friend, saxophone; C. A. Wight and George Wheatley, cornet; Hubert Mason and Ralph Matthews, drum majors.

The office bunch received a card from Ralph Matthews, drum major, who said the entire passenger list, including the band, would, no doubt, shake hands with the President next day. St. Louis was the first stop. The public royally greeted the special, including "our boys" all along the way. The Frisco men returned May 19 after having visited twenty-five principal cities.

Jessie Robards took several days of her vacation recently.

James L. Berry, bollermaker, has a fine new son, Billy Joe, born May 5. Congratulations, Mr. and Mrs. Berry.

Mrs. C. E. Grundburg, wife of material supervisor, together with her sister, Miss Beulah Shepard, secretary to A. W. Blume, are taking a wonderful vacation trip this year. Kansas City to Los Angeles via Grand Canyon to Arizona, Los Angeles to San Diego, San Diego to San Francisco, then to Ogden, Utah, from Ogden to Denver and Denver to Kansas City via Omaha. June and a trip like this—what more could you want?

Arthur McGrath, machinist, has been seriously ill for some time. Mr. McGrath has improved and we hope he will be back soon.

Leo Buchanan is acting stock clerk in place of G. W. James, who is on leave of absence.

Mr. and Mrs. August Day will visit their daughter at Dolores, Colo. Mr. Day is in the store department.

G. L. Walton, clerk to P. V. Hampton, received the third degree April 26 at Gate of the Temple (Masonic Lodge).

We're Missourians at the west shop all right! Mules and Missouri are well known all over the country, and you should see the new shop mule that's going to take its place among the clerks and supervisors out here.

A. J. Pickering has been off account of sickness.

Miss Mabel Boren, secretary to F. A. Beyer, took a two-day vacation recently.

"I love to watch the rooster crow. He's like so many men I know. Who brag and bluster, rant and shout And beat their manly chests without The first d— thing to brag about." (This report by a lady reporter, boys—Ed.)

Speedy Reed, new shop accountant, is contemplating purchasing the machine shop from W. W. Shackelford. Speedy agrees with the rest of the country—that the west shops are the best west of the Mississippi River.

The west shops extend sympathy to B. B. Sallee, machinist, and Mrs. Sallee in the death of his fourteen months old son.

John E. Williams, blacksmith, announces the birth of a fine baby boy. Mrs. Williams formerly was Miss

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Treva McTeer, who worked at the general office building. We expect the young Mr. Williams will be a Frisco boy, too, some day.

J. E. Foster, chief clerk, is improving and is at his home now. Mr. Foster is planning for a trip to California in June. We extend our best wishes for a real trip, Ed, and hope it does you lots of good.

"A wise old owl sat in an oak,
The more he heard the less he spoke"
Is considered by most to be a good joke.

But we have a joke on pipefitter Walker.

And the joke's not because he's such a big talker.

It's due to his carrying an owl in his dinner can.

Leading all of us to believe he's such a wise man.

R. E. Moran, piecework checker, west freight, has been transferred to the auditor's roll for special work. Dick, how could you? You know you were the sunshine of the whole west shops.

W. O. Coy, former piecework checker at Hugo, Okla., is working in place of R. E. Moran.

Joe Paisley, clerk, reports the catching of one bass on White River Sunday.

A. E. Roberts is back from Birmingham, where he has been receiving equipment from the Tennessee Coal and Iron Company.

AGENTS' ACCOUNTS DEPT. ST. LOUIS, MO.

LILLY KULAGE, Reporter

We all extend our deepest sympathy to Marie Kleyer on the death of her father.

A. H. Fietsam is now conspicuous by his absence, having been working on switching matters at Tulsa, Okla., for the last several weeks.

Traveling auditor Joseph Loeckener is the proud daddy of a baby daughter, born May 11. Hearty congratulations, Joe.

Clem Horn, our beloved office boy, is breaking into the big league, now having been awarded Walter Hinds' position, statements of difference filer. Here's hoping you make good, "Kurly Lox."

Our new office boy, Bob Lyons, is holding down his reputation, "Bob on the job," pretty well.

And last, but not least, Arthur Stoehr caused quite a sensation the other day when he strutted that NEW straw hat, and a "Sweet William" in his lapel. Mr. Stoehr is the legal adviser for the clerks in the A. A. department.

Traveling auditor Drebelbis is away on a two weeks vacation in the Ozarks.

OFFICE OF GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBLE, Reporter

Olive Bernet employed a week of her vacation house cleaning. She had to come back to work to rest up. She was well pleased to find a new number twelve Remington upon her return.

A number of our men folk are also engaged in house cleaning. Pete Powell is building and painting lattice work; while Harley Atkins, as his hair attests, is painting the bathroom walls.

Dunbar spends his days chasing elusive business cars in preparing the report for the I.C.C.

Miss Anna Willigan can scarcely await the time to start for Europe. Her fondest dream—to see the Prince of Wales—may soon be realized.

Coble has been suffering from lack of sleep, his two children undergoing a combined attack of whooping cough and measles.

OFFICE SUPERINTENDENT OF TERMINALS, SPRINGFIELD, MO.

DOLYNE SCOTT, Reporter

John Summers, secretary to Mr. Bruton, is back with us again after a two months' sick leave. John appears to have lost a few pounds, but otherwise looks much the same, and we are glad he is able to work again.

Miss Dollie Hinkle, who worked with us during John's absence, has gone back to the freight house to accept a

permanent position as comptometer operator.

W. A. Drago, general yardmaster at Birmingham, paid us a short visit today. Mr. Drago is in Springfield, moving his family to Birmingham.

C. L. Rimbey, night chief yard clerk, is taking an extended vacation in Tucumcari, New Mexico. Expect we will have a number of vacations to report in a short time. One of the yard clerks told me this morning that next month would be a month of rejoicing and profanity, as some fortunate ones would be off on their vacations and the ones left on duty would do the "cussin'."

Charles J. Spencer, father of yard clerk, Jessie O. Spencer, died in a local hospital April 22, 1926. The deceased was a veteran employee of the Frisco system, having been employed for twenty-seven years as a machinist.

Newton G. Dorris, switchman, died in the Frisco hospital at St. Louis the morning of April 27, 1926. Mr. Dorris had been employed in the Springfield terminal for almost twenty years.

Conductor George Messick, formerly employed as conductor out of Springfield, was seriously injured in an accident in the Monett yards the morning of May 18, resulting in the loss of one limb. His condition is reported improving.

FUEL DEPARTMENT—ST. LOUIS

LOUISE S. GIBSON, Reporter

The Frisco fuel department was represented at the International Railway Fuel Association meeting held in Chicago May 11 to 14, by the following: Mr. and Mrs. M. H. Rodwig, St. Louis, Mo.; Mr. and Mrs. C. J. Beshears, Memphis, Tenn.; Mr. and Mrs. Geo. I. Schneider, Sapulpa, Okla.; Mr. and Mrs. W. A. Crawford, Springfield, Mo.; Mr. and Mrs. P. V. Hammersly, Ft. Smith, Ark.; Messrs. J. E. Whalen, St. Louis, Mo.; F. X. Nachtmann, St. Louis, Mo.; J. H. Curry, Henryetta, Okla.; C. E. Bissell, Pittsburg, Kans.; D. B. Reed, Birmingham, Ala.; H. T. Conley, St. Louis, Mo.; R. L. Carpenter, Henryetta, Okla.; H. E. Martin, St. Louis and Broe Mitchell, St. Louis. Aside from receiving much good from a fuel standpoint, at the convention, all enjoyed a pleasant trip.

We are very sorry to report that Miss Alice Cooke is ill at the Frisco



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hospital. Her condition, however, is reported as steadily improving and we hope to have our "smiling red-head" with us again soon.

Miss Mollie Edwards, correspondent for the passenger traffic department,

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Miss Agnes Larkin, correspondent for the Seventh Street local office and Mrs. Louise S. Gibson of this department spent Sunday, May 9 in Tulsa, Okla.

OFFICE OF CAR ACCOUNTANT— SPRINGFIELD, MO.

MARIE ARNOLD, Reporter

They say "Love makes the world go round" and we know that it also makes some people go round and round. Rubena MacMillan was in a most ecstatic state after her announcement of her resignation on the seventeenth and the world surely wore a rosy hue for her. Her first excitement culminated in falling down the stairs at the shower given for her at the home of Catherine Lyons on South Fremont. After 14½ years of service, Rubena had many loyal Frisco friends, who wish her much joy and a long life as Mrs. G. A. Ermatinger.

Last minute news received is that Edna Aton resigned on the 29. Edna has been interested in the transportation department for some time, choosing to run the passenger record located in that department. We wish her a happy life as "Mrs. Pat."

Elizabeth and Edith Dunbar have joined the ranks of the "gasoline wag-

on tribe" and are fast learning the use of such terms as carburetor, vulcanize, boulevard stop, no left turn, step on the gas and other terms that fit their Chevrolet as well as all the other brands of cars. Elizabeth's favorite expression is "Gimme air!"

Oswald Rainey and wife were called to Windsor, Mo., May 15 by the illness of Mrs. Rainey's cousin. They made the 150 mile drive in 5 hours.

R. J. Lewis spent two weeks up and down the line of the M. S. B. & P., getting acquainted with the agents and acquainting them with the mysteries of demurrage and storage. He says the swimming in the bay at Pensacola is fine at this season. Our new traveling demurrage supervisor, Fred J. Wilson, accompanied Mr. Lewis.

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

With the completion of the exterior construction of the Bell Telephone building in sight, a long favorite topic for comment with those of the west wing of the twelfth floor is about to become passé, and Charley Kern and company will have to return to that old standby "Diamond Dust" or "How I would manage the Browns and Cardinals."

Gus Weiss took one-half day of his vacation recently and attended the circus. Boys will be boys!

Charlie Sprich has almost completed his garage. We think he is going to buy an automobile. (Maybe a Ford).

We have learned with regret of the illness of P. W. Gunn's mother and wish her a speedy recovery.

"Mickey" Trefz, he, of the fleet-footed gunboats, outfielder, is now very much overjoyed that he has made the Frisco team. We do not know if they looked up his record last year in the Munny finals.

F. H. Husted, commonly known as "Cap," is still incapacitated with the rheumatism.

Ed Campbell, interline clerk, thought he had to break in a new boy when "Bud" Dozier walked into the office with his mustache shaved off.

Oliver Swift had a very rough ride on the goat of the B.A.R.E. May 6.

Aaron C. Zvorak, interline clerk, was late the other morning and turned in this excuse—"Late 5 minutes this morning, account accident on Hodlamont Line. Colored woman hit by street car between Kingshighway and Aubert Avenue."

Miss Nellie Shaefer, key punch operator, is now convalescing from an operation for appendicitis performed at the Frisco hospital on May 11. We all wish her a speedy recovery and hope to see her cheerful face among us soon again.

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Misses Anna Smith and Virginia Leahy, key punch operators, were transferred to the zone accounting bureau at Seventh Street Station, under the jurisdiction of E. R. O. Mueller on May 2.

Our waybill filers were very much disappointed to have "Ey" Dale "the sunshine of the file room" leave them, when she secured a position as key punch operator for which she fitted herself by hard labor at the night school. She is wished every success by her former associates and all who come in contact with her.

"Andy" Roach of the Glass House

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Woodruff Bldg. Springfield, Mo.

had better beware of rubber bands in future. He hit himself in the eye with one and the injury resulting therefrom caused him to lose several days.

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Did you ever see asparagus with leaves on it? One of our force who has recently "answered the call back to the farm" claims to have this variety but upon inspection we found it to be rhubarb.

Otis Burg, mail and baggage hand-

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:-:

323 McDaniel Street

ler is confined in the Frisco hospital in St. Louis where he recently underwent a successful operation for appendicitis.

We are looking forward to a great future for one of our clerks as a "painter." He has been re-decorating his home inside and out and from the amount of paint on his clothes we think he would be a better "landscape" artist.

Every citizen of Monett is proud of our new park which has recently been acquired and by "public spirit" the beautifying and conveniences have been possible. The latest addition is a large dining table with seating capacity of forty, the gift of the Frisco car department. It was constructed after work hours and is of very substantial construction. Its supports are black, seats green, and lettering of white. Is situated near the driveway on the west under shade trees and lights and commands a fine view of the city.

All signs of the approaching summer have appeared but one, the chief yard clerk in his palm beach shoes.

The Monett ball team, member of the Barry County League has been materially strengthened by the addition of some of our Frisco ball players; Sid Timmons, pitcher; Carl Archdate, catcher and J. Woods, center field.

PASSENGER TRAFFIC DEPARTMENT—ST. LOUIS, MO.

MOLLIE S. EDWARDS, Reporter

There have been several changes in the department during the past month. F. J. Burke has accepted position as assistant to H. C. James and Emmett A. Rebholz took the position on the refund desk vacated by Mr. Burke. We wish them success in their new positions.

J. E. Payne, formerly chief clerk to E. G. Baker, D. P. A., has accepted a new title "city passenger agent, St. Louis." Frank Shea succeeds Jim and we all wish them both success in their new steps. Jim is one of the promising young men of the passenger department. He started railroad life in the passenger accounting department June 1917 then came to our department in August 1920, having accepted position in the milk department, then was made chief clerk to Mr. Baker, having held that position for a year and one-half. Jimmy has gone up the ladder rapidly and it is the wish of all that he won't stop until he has reached the top.

Eddie Bernard says the general passenger office folk missed one of the niftiest laugh-producing skits staged during the history of amateur theatricals, when they failed to attend the minstrel show "What Tha?" given at the Alhambra Grotto May 1st by the Carondelet Chapter, Order of DeMolay. Arthur Hihn, of our department, the proud possessor of an overgrown black beard, played the part of a "sweet sixteen." Oh! yes, Eddie also says Arthur was gowned most becomingly in the very latest from Paris, hat, shoes, stockings and gown harmonizing in a beautiful shade of pink.

GENERAL STORE ROOM SPRINGFIELD, MO.

BERTHA V. REED, Reporter

Irvin Wilkerson, who was formerly employed in the store accountant's office is now employed in the north machine shop.

The unusual has happened. We understand that Jack Gannon, stock man, was out making garden as early as six a. m. He must have received in-

structions to go to work or move and thought it was cheaper to go to work.

Tom O'Kelley, chief clerk to division storekeeper has purchased a building lot in the new addition.

Mrs. Hattie Freeman, 50 years old, wife of P. C. Freeman, 816 West Thomas Street, died Friday, April 23, in a local hospital. Interment was made in Greenlawn cemetery Sunday, April 25. We extend sincere sympathy to the bereaved. Mr. Freeman is employed in the store accountant's office as ice accountant.

We welcome Mabel Burg in our midst. She is employed in the valuation department having accepted position made vacant by Lois Beach. Miss Beach is now Mrs. Leon E. Ellis and resides at Hotel Wedgwood, Chicago, Ill. Congratulations, Lois.

Glad to see E. A. Thomas, stock man, back on the job. "Tom" just returned from the Frisco hospital.

Roy McCoy, trucker, is seriously ill at his home 876 Franklin. We wish Roy a speedy recovery.

T. E. Alsop, checker, has returned to work after being absent a few days account of being in the Frisco hospital.

Since reporting the last meeting of the store room girl's club, we have been entertained at the home of Effie Ott on Sherman Avenue and by Nola Rook at the home of Mrs. Hazel Mann on Turner Avenue.

J. G. Akridge, John Walker and John Sparling went fishing on White River recently. John Walker was sitting in one end of the boat fishing while the other two men were fishing from the bank and John caught a mud turtle and didn't stop to take it off the hook, just threw pole, line and turtle into the river, jumped to the bank and in doing so the boat capsized.

J. H. Wilson, trucker, Claude Tuck, checker, and J. G. Akridge, platform

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foreman, enjoyed a fishing trip on the Osage River near Niangua, Mo., Sunday, May 16.

Several of the employees at general store attended the ball game Sunday, May 16—Springfield and Okmulgee, score being nine to five in favor of Springfield.

Hulin L. Akridge, storekeeper, Hugo, was called to Springfield, May 6, account of the death of his grandmother Mrs. Nancy Dysart.

OFFICE, GENERAL YARDMASTER
MONETT, MO.

HELEN NOTHERN, Reporter

George Messick, yardmaster in Frisco yards, Monett, was seriously injured, Monday, May 10, when switch engine and incoming train were side-swiped. Mr. Messick had only recently accepted the position of yardmaster at Monett, having come from the Eastern Division, having been in the service twenty-six years. He has made many friends since he came here who regret his misfortune very much. Mr. Messick is now in the hospital at Springfield.

Monett is preparing to handle the largest strawberry crop ever handled through this terminal, having laid three new tracks at ice plant and one that is known as "the berry spur" at the loading platform. We have also put on an extra switch engine to be used during the hours that the berry movement is heaviest, and an extra train clerk, working from the hours of 2:00 a. m. till 10:00 a. m. During the first eleven days of the season Monett, has handled 704 cars of berries, 118 cars express, and the other 55 freight.

W. D. Steele, district claim agent, left May 15 for Los Angeles, California, where he will attend the claim agents convention. Mr. Steele will return by way of Casper, Wyoming, for a short visit with his son, formerly of Monett.

Lewis Maritan is taking a sixty-day leave of absence for the purpose of looking after his strawberry crop. Victor Cox was successful applicant for his vacancy.

We of the Frisco family at Monett are glad to welcome Miss Josie Cassity home again. Miss Cassity was form-

erly stenographer to district claim agent, but for the past few years has been employed in St. Louis. Miss Cassity recently married Floyd Callaway of this city.

J. D. Turner of the freight claim and damage department will be in Monett during the strawberry season to look after the handling of the 1926 crop.



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FRISCO BUILDING, ST. LOUIS
C. S. Murray, Manager

News and Views of the Supervisors

WM. B. SKINNER, Reporter

J. Crews, general foreman of the car department at Sapulpa, has resigned his position to accept a superintendent's position with the General American Tank Car Company of New Orleans. While Mr. Crews will be greatly missed by his co-workers, we wish him every success and sincerely trust that he will always remember the host of friends he is now leaving by his advancement.

B. W. Swain, general foreman at Sapulpa, has been elected to the office of vice-president of the southwestern division mechanical supervisors. Mr. Swain takes the office of Jess Crews, who has left the service.

Following officials of the Texas Lines have been made honorary members of the Mechanical Supervisors Association: J. W. Surles, master me-

chanic; C. B. Dorchester, director; R. A. Chapman, director; N. C. Dorchester, agent.

J. F. Longworth, general car foreman at Fort Scott, has traded in his enclosed "Lizzie" for a shiny, new Dodge sedan. Needless to say, he is more proud of this new purchase than a little colored boy of a little red wagon!

J. E. Haskell, air room foreman at the west shops, Springfield, attended the Air Brake Convention, which was held at New Orleans. "Barney" reported back to work on the tenth and remarked that it had rained all of the time.

R. H. Gardner, president of the mechanical supervisors, called a meeting of the executive board of the supervisors at Springfield on May 31. This

was the regular meeting to go over the business of the association for the past year.

A moving-picture film, "The Two Jewels of Industry," sponsored by the Carborundum Company of Niagara Falls, was shown at Convention Hall, Springfield, on the night of April 27. This picture was brought to Springfield by supervision of the Frisco in Springfield. It gave a very specific idea as to how grinding wheels were manufactured. Many of those present praised the film, and, as a whole, we considered it very educational. Approximately three hundred shopmen and members of the supervision were the audience. Music for the occasion was furnished by the Reed Junior High School Orchestra, under the direction of Miss May Haseltine. Plans are being made to have this picture shown again in about six months. The association wishes to give special thanks to J. H. Jackson, whose untiring efforts helped to make the evening a complete success.

The supervision of the Texas Lines has planned a big picnic for all employees of the Texas Lines, to be held at Sherman on May 31. The main feature to consist of a ball game between Sherman and Fort Worth and a large barbecue. Arrangements are being made to run a special train from Fort

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Worth to Sherman. Several other features are being planned to make this day a regular "Frisco get-together affair."

George W. Elick, father of Robert E. Elick, tool room foreman at the west shops, passed away on Saturday, May 1, in St. Mary's Hospital, Quincy, Ill., after a brief illness. Interment was made at the old home in Quincy. Mr. Elick was a man of sterling character, competent, admired by all with whom he came in contact, and his untimely passing is much regretted by his many friends.

At the Frisco dance on Thursday evening, April 8, in Fort Scott, the supervision was represented by Harry Moore from the roundhouse and J. F. Longworth and J. J. McCarthy from the car department. Mr. Longworth handled a job of calling in a square set, at which he excelled in an admirable manner.

Joe Barkley, wrecker foreman at Fort Scott, made a great discovery on April 13 while making his rounds on the rip track. He had occasion to enter an empty Frisco automobile car to examine the interior. In one corner he spied a gunny sack, and giving it a kick with his foot he heard a tinkle of glassware. Upon opening the sack what did he behold but an assortment of WHITE MULE in some eight or ten jugs and bottles. After the office force had all taken A WHITE of said hooch it was turned over to the special agent, who made the remark, after testing it with his olfactory nerves, that it was probably made from old railroad spikes. Mr. Barkley valued his find at about forty dollars, basing his figures on the latest quotations on hooch from Frontenac, Kan.

C. W. "Charlie" Carter, master painter at the west coach shop, Springfield, is taking his vacation from the first to the fifteenth of May. Charles was seen at the 101 Wild West and Injun Show, eating red lemonade and drinking peanuts.

Clarence A. Wight and George B. Hasler, foreman at the west shop, accompanied the Tulsa Chamber of Commerce on an extended vacation and good fellowship tour of the principal cities of the eastern states. As members of the Frisco Band, they were entitled to all expenses free of charge.

G. D. Alford, piecework inspector at Fort Scott, has moved his family up from Springfield and has taken an apartment in the New Stout Building.

Frank Sillix, forge shop foreman at the west shops, spent his vacation from May third to the tenth at the old home town, Topeka.

Adolph Johnson, piecework checker at west coach shop, enjoyed the time, elapsing between the first and fifteenth of May, at White River doing considerable fishing. It has been reported that he nagged a seventeen-pound catfish.

R. E. Elick wishes to thank the supervision of the Frisco for the beautiful flower offerings that were sent him at the death of his father, George W. Elick, former tool temperer at the west shops.

The following which appeared in the Springfield Republican on April 27 we believe is appropriate for publishing in these columns: "In this age of prosperity we venture to predict that the new Frisco Depot, now under construction at Springfield, will be a much finer structure than President Kurn originally planned. One improvement calls for another. The new station will be a stimulant and an inspiration to every property owner in the vicinity of Springfield to perk up and put their holdings in spick and span condition. Thus the entire city will take on a more inviting aspect and every foot of real estate receive a reflex benefit."

J. M. Stagner, assistant machine foreman at the west shops, is spending his vacation—fifteenth to the thirtieth of May—in Denver and points west.

J. A. "Johnnie" Pullar, driving box, shoe and wedge gang foreman at the west shops, is contemplating going to the "WET" country for his vacation. Havana, Cuba, is his destination, and he avows he is going there to FISH.

People who live in glass houses should not throw geological specimens.

C. E. Grundburg, material supervisor at the west shops, has placed a large order with a local grocer, consisting of rye bread and canned "Willie." Upon being approached as to why this order was placed he made known the fact that he was going to spend his vacation "Craw-dad huntin' on the Dry Sac."

S. C. Wilson, night boiler foreman at the west shops, spent the first two weeks of May visiting his two farms in Taney County, Missouri.

R. E. "Dick" Moran, piecework checker at the west freight yards, is doing temporary work for G. W. Moore. While away William McCoy from Hugo is attending to his duties.

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FRISCO MECHANIC FAMILY NEWS

SPRINGFIELD, MISSOURI SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The past month marked the passing of one of our oldest employes around the south shops. Charles J. Spencer died April 23. "Uncle Charley," as he was lovingly called by every one, entered the service of the Kansas City-Fort Scott and Memphis railway here twenty-seven years ago and has been continuously at the south shops since. We'll miss that cheery "How-do-you-do" and friendly salute. Our sympathies are extended to the widow and children.

Our sympathies are also extended this month to R. M. Porter, of the coach shop, who has suffered the grievous loss of his mother.

Floyd Earnhart, of the coach shop, is proudly telling every one about the sweet young lady that took up her abode at his house recently. Helen May is her name, and she weighs seven and one-half pounds.

Enoch Freeman, also of the coach shop, is boasting the arrival of an eight-pound girl at his home recently, who has been named Mildred Ellene.

Nadine, the young daughter of Prather Langley, of the roundhouse, has been quite sick with pneumonia fever, but we are glad to say her recovery seems complete.

Walter Lozar, machinist in the roundhouse and wife have returned from a trip to the south, having visited

several points in Mississippi and other southern states.

We were addressed by Mr. Harrison, of the accident prevention department, Thursday, May 6. His address was both entertaining and instructive. Such talks are bound to be beneficial to every one. Come again, Mr. Harrison. Mr. Harrison also addressed members of Local No. 1 at their regular meeting in their hall, Friday evening, May 7.

Walter Delo and Albert Weaver, south shop members of the Frisco band, who toured the East, reported they had a great time.

Homer Ritchie is the new foreman of the reclamation plant machine shop, taking the position made vacant by Wm. Matlock, who has left the service.

Glenn Rader, gas motor department, has returned to work after several weeks off, account of sickness.

We were in error recently when we made the announcement that L. J. Leysaht, our superintendent, had a new Lincoln. It was only being demonstrated to him. He finally selected a new Master Six Buick sedan.

William "Jack" Frost, oxweld foreman, couldn't resist the beautiful appearance and fine riding qualities of the Buicks, so he purchased a new Master Six sedan.

Lon De Mott, coach shop, felt the call of the Buicks, and has purchased one also. Orville Yaney, test-out man, has traded his old model Buick for a late model Buick.

Walter Cox, blacksmith, has a new boy at his home, but we are unable to give the young man's name, as Mr. Cox

has not been on the job for several days. Mrs. Cox is suffering from a severe attack of ptomaine poisoning. Her condition has been serious, but we are hoping she recovers nicely and in short order.

William Maples, reclamation plant, and Grace Clark, of this city, were married May 1. Bill passed the cigars and received congratulations from everyone.

Frank Wall, of the roundhouse, is at present in the Employee's hospital, having his tonsils removed.

Jake Fuzell, coach shop, is visiting his old home in Virginia and will spend most of the time fishing in the many well stocked streams around there.

It is with regret that the boys of the south shops learned that the condition of Wm. Underwood, general chairman F. A. M. C. and C. D. B., is such that he had to enter the Employee's hospital for tonsil removal. Latest reports are that Brother Underwood has recovered sufficiently to be removed to his home, where we hope he continues to improve.

Walter Schindler, machinist and shop draftsman, has been granted a three months' leave and will visit most of the big cities in the East, and will also visit his parents' and old home in Silesia, Germany.

Ed Bridwell, dead work foreman in the roundhouse, is the owner of a new Ford coupe.

Harry Brown, chief clerk to Superintendent Leysaht, reports having boarded train No. 3 recently and noticed a very small lad who seemed to be the center of attention by the passengers in general and the train crew in particular. Upon inquiring, he was informed that the boy's father had only recently died and his mother, unable to care for him and work, was sending him to relatives, where he would be cared for. The train crew were showing him every affection possible, which again shows the courtesy and efficiency of Frisco employes and service.

ALL-FRISCO SPECIAL CARRIES TULSA BOOSTERS


(Continued from Page 11)

The visitors were welcomed at the St. Louis union station at 6:45 o'clock the morning of May second by a large delegation of St. Louis Chamber of Commerce members, Frisco officials and the photographer of the *Frisco Magazine*.

After an informal reception, they were escorted in cars to the Jefferson Hotel for breakfast, where Mr. Walter B. Weisenberger of The National Bank of Commerce in St. Louis bade them welcome to St. Louis. After a drive through the parks and residence sections, the tourists returned to the Jefferson Hotel and marched to the station, headed by the Frisco Band of Springfield, Mo.

Vice-Presidents J. R. Koontz and F. H. Hamilton and Traffic Managers Butler and Cornatzar were among the officials at the station to bid the special a successful and triumphant journey eastward.

Among the prominent Tulsans on the special were Messrs. G. R. McCullough, Frisco Lines director; W. O. Buck, C. A. Mayo, F. W. Insull, Frank Hinderliter, C. D. Owen (said to be the first white man to settle in Tulsa), Col. C. B. Lynch, H. O. McClure, B. A. Bridgewater, William Holden, J. W. James, and others.



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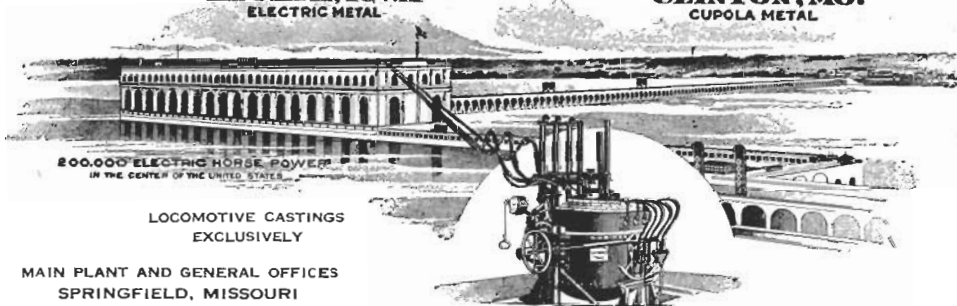
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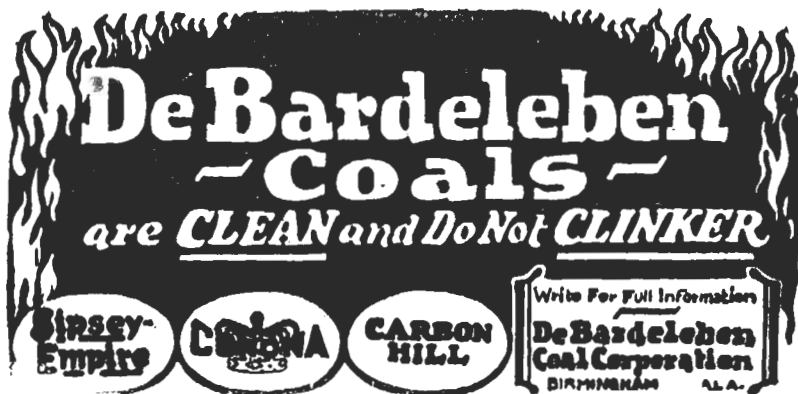
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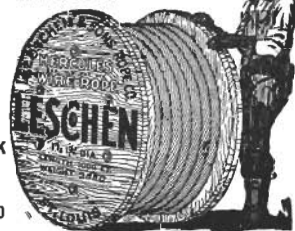
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Lv. Tampa	" "	10:55 pm
Lv. Atlanta	Southern Railway System	4:40 pm
Ar. Birmingham	" "	10:35 pm
Lv. Birmingham	Frisco Lines	12:30 pm	11:30 pm
Ar. Memphis	" "	7:40 pm	7:20 am
Lv. Memphis	" "	8:00 pm	7:45 am
Ar. Kansas City	" "	9:15 am	8:25 pm
Lv. Kansas City	Rock Island Lines	11:00 am	9:15 pm
Ar. Denver	" "	7:40 am	3:00 pm
Ar. Colorado Springs	" "	7:40 am	2:45 pm

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