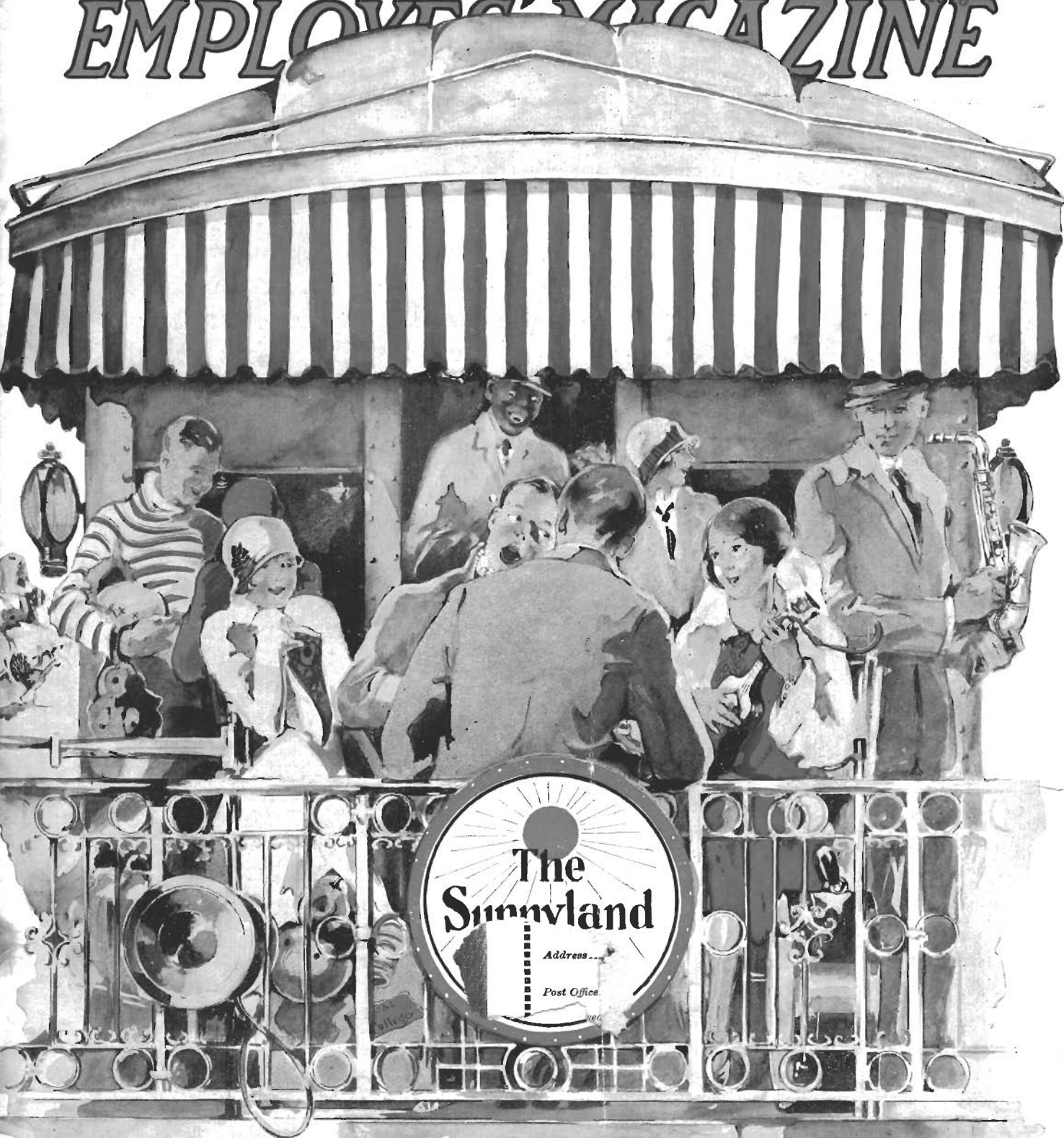


THE FRISCO EMPLOYEES' MAGAZINE

NOV 10 1925



November 1925

Volume III Number II

Virginia Moberly

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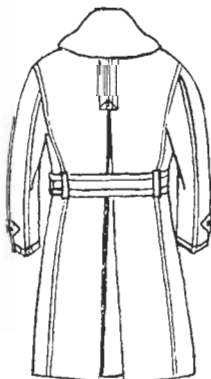
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Address

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Age Own ☐ Rent ☐ Nationality or Color Married ☐ Single ☐

Present Occupation

Employers Name

Give names of merchants who know you personally.

Name Town State

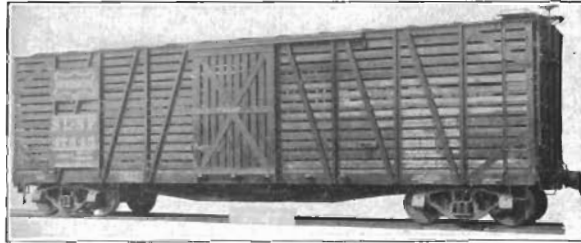
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If you have ever bought goods on credit by mail tell us from whom. If there is anything else you wish to tell us about yourself, write on a piece of paper and enclose it with this coupon. But the coupon alone, fully filled out will do. That's all we want to know and we're ready to ship the coat at once. No red tape. No C.O.D. Our Reference: First National Bank of Chicago.

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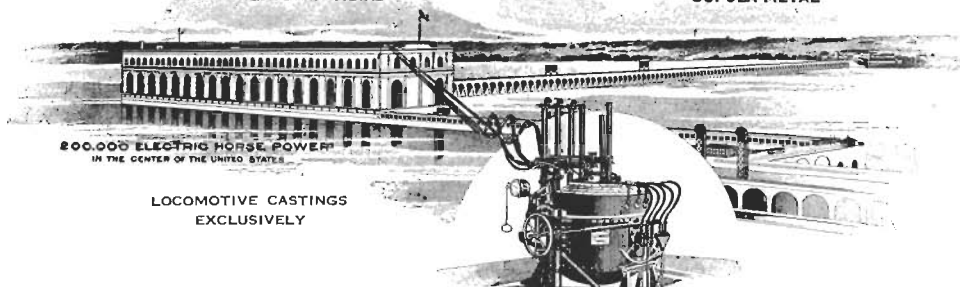
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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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

MARTHA C. MOORE, *Associate Editor*

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VOL. III

NOVEMBER, 1925

No. 2

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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.

"The Sunnyland" Christened With Elaborate Ceremony at Kansas City, Mo., October Five as Maiden Trip to Florida Starts

Miss Jeanne Koontz, Frisco Daughter, Is Sponsor—Mayor Albert I. Beach of Kansas City Officiates—Train Receives Rousing Reception Along Right-of-Way

WITH a triumphant blast of the whistle and a prolonged shout of enthusiasm from the large crowd of officials and spectators, "The Sunnyland," new Frisco train to Tampa and St. Petersburg, Florida, left Kansas City, Missouri, at 9:00 o'clock on the dot the morning of October 5.

The new train was christened with a pomp and ceremony befitting its merits, and all along the right-of-way from Kansas City to Birmingham, Frisco employees and Frisco townsmen lined the tracks to wave "The Sunnyland" God-speed.

Many Departments Aided Plans

For months ahead the passenger department had busily ironed out the details of the Sunnyland's routing and schedule—in conjunction with the Southern and Seaboard Air Line Railways. For weeks ahead of that eventful maiden trip, many Frisco departments had a hand in its triumphant debut as a new train to Florida. Newspapers throughout Frisco territory ran stories of the new service, and on October first the detailed plans were finished.

Engine "1042" was chosen for the first run, and shopped at Springfield for decoration in honor of the event. "Sunnyland" was painted in gold on the tender, and "Frisco" was done over in gold under the cab windows. The engine was tuned from pilot to tender and sent to Kansas City on Sunday, October 4, for the last touches before the big day.

Sunday night W. B. Berry, master mechanic at Kansas City, issued final instructions to the roundhouse force. For several hours that night, hostlers and helpers willingly completed the decorating work.

Two large American flags were fastened securely in the flag-holders, and the handrails on the boiler were wrapped with red and white bunting from the cab to the boiler head. The pilot was also decorated in the colorful material, and when engine 1042 pulled the new train under the sheds at the Kansas City union station

at 8:30 o'clock the next morning, she bore her Frisco colors gaily and gallantly.

A royal welcome awaited the new train!

Never before in the history of Kansas City had new railway service been so enthusiastically received, and besides the official welcoming committee and the fair sponsor, more than a hundred other railway workers in the great terminals had joined Kansas City newspapermen and photographers to witness the event.

Hon. Albert I. Beach, Mayor of Kansas City, Mo., arrived at 8:45 o'clock and escorted Miss Jeanne Koontz, daughter of Mr. J. R. Koontz, vice-president in charge of traffic, to the head end where the christening ceremonies were held. Miss Koontz made an attractive sponsor for the splendid train.

Mayor Beach presented a bouquet of two dozen Imperial roses, the gift of employees in the passenger department at St. Louis, to Miss Koontz, while photographers from Kansas City newspapers recorded the event.

The official Kansas City photographer for the Frisco Magazine and the Frisco department of publicity took pictures of the various events for use of on-line newspapers and the Magazine.

Goodell Held the Throttle

H. H. Goodell, of Kansas City, a veteran of 40 years' Frisco service, held the throttle of the new train and posed with fireman R. L. Harmon for a picture, as Miss Koontz shook Harmon's hand and wished him a successful trip.

Five minutes before the new train pulled out on its maiden trip, Miss Koontz broke a bottle of Florida water over the pilot and "The Sunnyland" was officially christened.

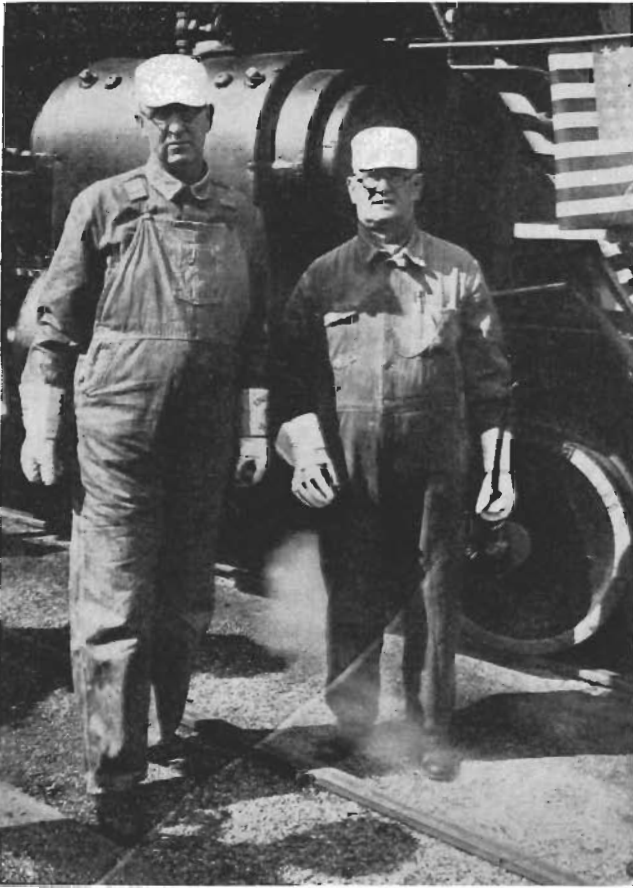
As the train sped on its way to Springfield, residents of towns along the line turned out to wave her on—Hillsdale, Paola, Pleasanton, Prescott, Fulton—and at Fort Scott a veritable ovation greeted the new service.

A welcoming party of several hundred thronged the platform at Springfield, including many Frisco em-

ployes, and the official photographer of that city again recorded her reception. "The Sunnyland" arrived on the minute—1:55 p. m.

Engineer Goodell gave way to J. W. Welch, 942 State Street, Springfield, a veteran of 39 years; and Fireman Harmon relinquished his gauges to C. W. White, 1637 Sherman Avenue, Springfield. Richard A. Gerard, of Kansas City, 36 years of service, who rode out as conductor, turned over his tickets and diagrams to M. D. Welch, veteran of 38 years, who resides at 3702 Carns Avenue.

Promptly at 2:00 p. m. Engineer Welch took the



Fireman White (left) and Engineer Welch

train out again—this time for another on-time run to Memphis.

Through Missouri and Arkansas crowds welcomed the train at every station even though they had to wave quickly, so speedily did the train disappear.

Motion Pictures En Route

An event of unusual interest thrilled the passengers at Jonesboro, Arkansas.

Lee D. Balsly, of 265 South Front Street, Memphis, manager at that city for Paramount Pictures, had read of the new train in a Memphis paper that morning. In company with a companion, he rushed 64 miles to Jonesboro, carrying with him motion-

picture reels of "The Pony Express", and boarded the train. In a few minutes Balsly had rigged up a motion picture screen in a Pullman, and invited the passengers in. For an hour the picture showed to an appreciative audience, but the arrival at Memphis at 9:15 o'clock (on time to the second), necessitated ending the film before the final close-up. But the passengers voted the entertainment original and pleasing.

Pictures of the christening ceremonies, together with stories on the services, appeared in many newspapers along the Frisco lines, and as far south as Tampa, where the Tampa Tribune "front-paged" the event.

The necessity of two trains daily to Florida became apparent to Frisco officials when the influx of persons from the Middle West to Florida crowded the "Kansas City-Florida Special" to its capacity. The Florida Special is a train twenty-five years in service, and its summer business has always been light until this year. As many people were carried to Florida on this train the past summer as rode it last winter, however, and the addition of the regular winter Florida travel to the tremendous tourist travel, occasioned the addition of "The Sunnyland".

Mr. R. B. Butler to Vacant Post

MR. R. B. BUTLER, acting superintendent of the Southern Division, was appointed superintendent of that division, effective October 5, succeeding Mr. C. H. Claiborne, deceased. A notice of Superintendent Claiborne's death appeared in the October issue of the Magazine.

The railroad experience of the new superintendent, extensive as it is, has been spent entirely with the Frisco, and he is justly proud of that record.

He was born on a farm near Weaubleau, Missouri, located on the Frisco "High Line", July 24, 1884. His first work with the Frisco was in July of 1904, when he began as a night operator at Fort Scott Junction on the Northern Division. He served on the Kansas City sub a little later and in October 1910 went to the dispatcher's office at Fort Scott as dispatcher and night chief dispatcher. In March, 1918, he was made chief dispatcher on the Afton sub-division.

He was appointed assistant superintendent of the Eastern Division March 1, 1920, in charge of the Rolla sub-division and was transferred to Springfield as assistant superintendent of the Lebanon and Springfield subs in July, 1923. July first of that year he was made acting superintendent of the Western Division and remained there until September first of this year when he went to the Southern Division at Memphis.

Mr. Butler's many friends on the Frisco will be glad to hear of his promotion.

Reclamation Plant Maintained by Frisco at Springfield Saves in Excess of Million Dollars a Year

More Than 340 Varieties of Equipment Go Through Plant Each Month, Ranging From "Adzes" to "Wrenches"

Part I.

THE magnificent reclamation plant of the Frisco Railway, located at Springfield, Missouri, and performing one of the most important works of any of the many Frisco departments, is, perhaps, the most misunderstood part of the entire railway.

It is not misunderstood, of course, by those who are directly interested in the reducing of operating costs—because those gentlemen realize the tremendous good the plant is performing. Nor is it misunderstood by the stores department, to which a gigantic amount of credit is turned each month which represents the savings affected by the reclamation plant in literally "reclaiming" from scrap, more than 340 separate items.

In the years before 1913 this "reclaiming" process was unknown.

A broken rail was thrown away. Unfit equipment was junked. Hundreds of articles which could have been put in shape by a little work were sold as scrap—because the equipment for their rehabilitation was not available.

When the reclamation plant was built in 1913, it started as an adjunct to the north side shops at Springfield. But so rapidly did it prove its worth, that in September of that same year, it was enlarged and moved to its present location.

In August, this year, the plant actually saved the Frisco Railroad \$111,441.51. In September that saving was \$106,929.00.

This tremendous amount—more than a million dollars a year—involved the reclaiming of many articles from "adzes" to "wrenches" right through the alphabet. The report of their reclaiming and return to service required the use of five large sheets of paper.

This, then, is the story of a remarkable plant—and

the Frisco can point with pride to the fact that it was the second "reclaiming" department to be installed on any railroad in America. The Santa Fe was first—the Frisco second—and Frisco reclaiming plant men are in charge of the plants now being operated by many other railroads which have patterned their reclaiming departments after that so admirably conducted by the Frisco Railroad.

Leysaht Is Superintendent

The plant is under the direct supervision of Mr. A. W. Blume, general storekeeper, and under the active supervision of Mr. L. J. Leysaht, superintendent of the plant. He has a most efficient corps of workers, including his chief clerk, Mr. Harry Brown, his office force, a foreman of each shop, a yard foreman and two assistants, and a round-house foreman—constituting

a staff of some ten foremen and assistants.

The purpose of the plant is to receive all scrap from every point on the Frisco lines, work it over and recondition it for further use. The orders from the store department govern the output of the shop each month. Each stock clerk makes out requisitions on the reclamation plant, covering a period of thirty days and the reclamation plant plans the work accordingly.

Yearly the plant is being enlarged, thousands of dollars spent in new machinery, which increases the output and makes it possible to handle an added amount of scrap.

The force employed depends entirely on the amount of scrap on hand, but averages around 325 men a month. Some 300 cars of scrap a month are received at this plant and on an average of 150 cars shipped out. At the present time, there are 75 cars on hand to be reclaimed and disposed of, however, there are as high as forty awaiting disposition monthly.

We believe that this is one of the most remarkable stories ever appearing in a railway publication. It has taken a deal of time to prepare it, and that time is well spent. This article will acquaint 30,000 employes with a magnificent work which their railroad is doing to conserve its resources. And conservation of equipment is a prime factor in railroad operation of today. It should convince each employe of the Frisco that the savings of small items are beneficial. When "scrap" can be redeemed, reclaimed, and put back in service with a saving of more than \$100,000 a month—that effort is a well worth while thing. This is Part I of the story of the reclamation plant. Part II will be printed in the December number.

W. L. H., Jr.

But to follow some of this scrap through the shop, and to gain an idea of the great variety which is handled. As soon as a car of scrap arrives at the plant, the rail, which is always the most bulky, is unloaded and inspected by a special representative of the engineering department and either sold as scrap, or sent to

hand, and it took six men eight hours to unload a car, and each man received thirty-five cents an hour.

The hoist can unload a car of scrap in one hour at a cost of \$1.50 per hour, including the wages of the crew.

The plant is divided into shops. When scrap brass is found in among the scrap, it is taken to the brass house, where it is graded and shipped back to the Magnus Company in St. Louis. The Frisco has an exchange contract with this firm, whereby it accepts scrap brass, reclaims and applies it on future orders. The reclamation plant ships on an average of four cars of brass to this company per month, each car averaging \$10,000.00 worth of brass.

This, it should be remembered, was shipped to this plant as scrap, and after a trip to the brass house, an assorting process, reloading in a box car and shipping east has netted \$40,000.00 on brass alone for one month.

At the brass house the babbitt is melted from the journal bearings and scrap lead is melted up and pigged, and placed back in service.

There is a machine, "home-made" for stripping dry batteries of zinc and wax and brass parts saved. The



General view of the Reclamation Plant Yard, from office of superintendent, showing loaded scrap cars and rail yard.

the rail yard to be reclaimed.

The balance of the material goes to the reclamation plant scrap yard proper, where it can be sorted and transferred from inbound cars to outbound cars.

Some Sold for Scrap

The scrap that can bring more money sold as scrap, is assorted and reloaded for outbound shipment.

During the month of August, which was an average month, there were 3,500 tons of miscellaneous scrap received. Besides this, an average of 1,500 tons of rail was placed in the yard for further disposition and reclaiming.

When the scrap is properly unloaded by one of the two Brown hoists, each of which operates on a track and do their own switching, it is taken to one of the eight or nine shops for further handling.

One hoist is used exclusively in the handling of rail and either of them can lift a load of five thousand pounds easily. The hoists are operated by an engineer and fireman and two follow-up men who direct the job of loading or unloading as the case may be. Formerly this work was done by



View of claw bars, track chisels, track mauls and line bars, before being repaired.

wax is made into sealing wax and used in sealing important packages of railroad mail. When sold, the wax brings twenty cents a pound. The zinc is sold

as scrap. Although the latter two materials are not profit-making ones for the plant, they pay for their reclaiming, and there is quite a demand for the sealing wax.

The most profitable reclaiming work done is that of reclaiming the following articles: couplers, rails, springs, hose jacks, shoe keys, lamps, angle bars, tie, brace and follower plates.

Rail Work Is Large

The rail proposition has reached an enormous stage. The rail yard is one of the most imposing in the plant and the speed and accuracy, to say nothing of the profitable reclaiming work done, is certainly amazing.

Here the rail is sorted and reclaimed, and averages 30 cars a month, or a total monthly saving of \$2,300.00.

The history of rail is a most interesting one. Heretofore a large number of rails have been scrapped, at a total loss, were in the days before the reclamation plant.

A rail can be as sun-kinked as is possible for it to be, and a few moves through one of the up-to-date straightening machines, straightens it—ready for use. This process costs \$1.15. An average of thirty-five rails are straightened and made ready for service in one day. If the rail has to be straightened, sawed off and redrilled, it costs only \$1.95 per rail. The two rail presses, one operated by hand and the other by air save many thousands of dollars each month.

New Rail Saw a Wonder

One of the most amazing machines in the entire plant is the new rail saw. When entering the ground, its buzz is somewhat deafening—but only for a few seconds. Its work is quick and sure. The deafening sound means that it is sawing a ninety-pound rail in two pieces in only fifteen seconds.

This saw is a Ryerson High Speed Friction Rail Saw, and is for the purpose of sawing off rails to be redrilled and placed back in service—sawing into lengths for guard rails, switch points, frogs

and also for sawing various other metal, such as angle iron.

The huge saw wheel is forty-eight inches in diameter and three-eighths of an inch thick. It makes 1,750 revolutions per minute, and is one of the finest of its kind in existence.

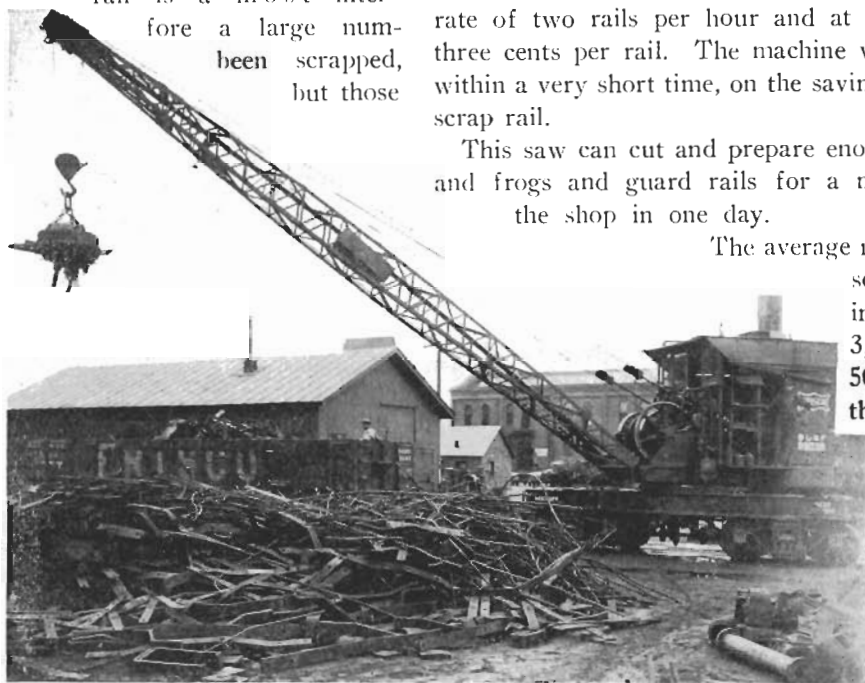
Machine Costs \$9,000.00

This machine was purchased early in the summer of 1925 at a cost of \$9,000.00. Formerly it required two men twenty minutes to cut one rail. Now the entire operation consumes only two minutes, which includes handling the rail, from the ground to the saw and back to the ground again.

Recently a test was run with this machine. Rail was sawed off at both ends, four holes drilled, at the rate of two rails per hour and at a cost of eighty-three cents per rail. The machine will pay for itself within a very short time, on the saving made from this scrap rail.

This saw can cut and prepare enough switch points and frogs and guard rails for a month's output in the shop in one day.

The average number of tons of scrap rail received in one month is 3,500. Each month 500 tons are run through the shop and reclaimed, and about 1,000 tons per month are shipped out. The cost to handle rail with the hoist is 25 cents per ton.



Hoist lifting up by magnet, a load of miscellaneous scrap—loading car.

As stated above, \$2,300 a month is the average saving from scrap rail, which reverts back to credit.

An average saving of \$4,473.00 a month is made in the reclaiming and re-conditioning of air, steam and signal hose, there being around 3,235 handled.

Thirty Thousand Springs Included

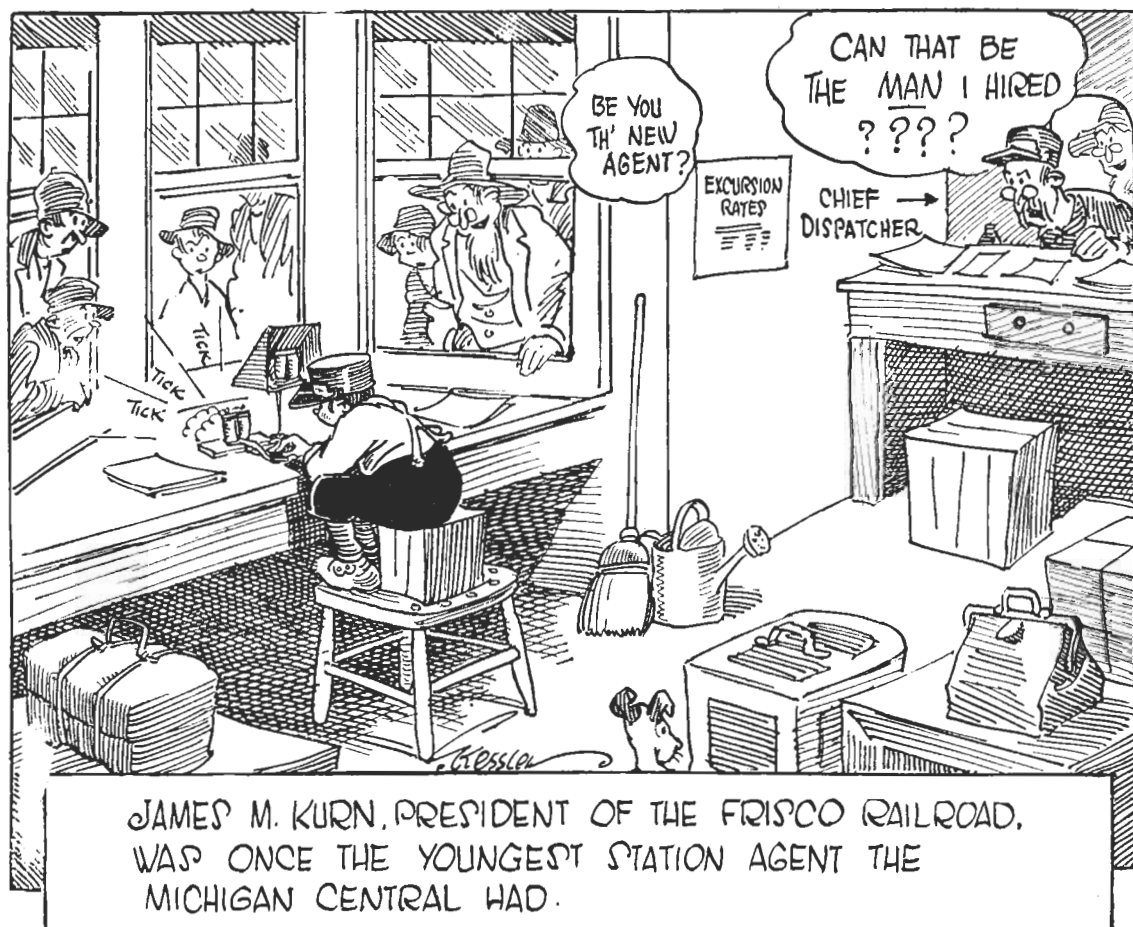
Thirty-nine thousand two hundred and thirty pounds of elliptical springs are re-conditioned, at a total credit of \$1,632.82, while 7,920 pounds of coil springs net \$240.00 credit.

A total of 248 couplers is a good average reclaim per month, which brings a credit of \$10.00 each, or \$2,480.

Jacks of all descriptions are repaired and some sixty-two are handled a month, bringing a credit of \$460.00.

MAKING THE GRADE—

A CARTOON BY KESSLER IN N. Y. EVENING GRAPHIC



There may be a lesson in the above cartoon by Kessler, which appeared in the New York Evening Graphic of October 13. There is, certainly, pictured therein, an insight into the process of workmanship which made J. M. Kurn president of the Frisco.

The cartoon was evidently inspired in Kessler's mind by the first few paragraphs of a story by Edward Hungerford, noted railway writer, which appeared in the October issue of The American Magazine.

The story of that first job, exactly as Mr. Hungerford wrote it, is as follows:

THE telegraph instrument on the table in front of the chief dispatcher of the Michigan Central Railway burst into a clatter.

"DS!" it sounded. "DS, DS, DS."

As that was the dispatcher's call, the chief took his pipe out of his mouth, leaned forward and threw the switch.

"I, I, I," he replied in staccato Morse, meaning that he was all attention. He closed the switch again and waited.

"My name is James M. Kurn," the instrument said. "My father is the agent at Bay City. I want a job as telegraph operator."

The chief dispatcher considered for a moment. He did have an opening for an operator. The man at the

sending end certainly knew telegraphy. Morse code more crisp and clear had never come over his wire. Then he reached for his own key.

"O. K.," he tapped out. "Report at West Branch tomorrow and relieve the man now on duty. You will take charge of the station."

West Branch was a little town and the railroad had only one employee there. Whoever held the job combined in his single person the functions of agent, operator, baggageman, freight handler and sweeper-out.

Several weeks passed, and the chief dispatcher began to notice that the new man at West Branch was holding down the job very capably.

Then, about three months later, the chief dispatcher made an inspection trip over the road. One day he swung

off the train at West Branch and looked for the operator. He could see no one in the station except a fourteen-year-old boy, who was checking over some freight bills.

"Where's the operator?" he demanded.

"I'm the operator," was the astounding reply.

"Are you the fellow who applied for a job by wire three months ago—and got it?" demanded the chief.

"Yes sir."

"How old are you?"

The boy admitted that he was just fourteen.

The chief dispatcher shook his head.

"My boy," he said, "you are entirely too young for a responsible posi—"

(Now turn to Page 26, please.)

Frisco Led Railways of Nation in Adoption of Sensational New Paint "Duco"

One Hundred Fifty Passenger Coaches and Twenty Locomotives Now "Duco" Finished—New York Writer Visits Shops

By ARRETTA L. WATTS

IN one respect, at least, the president of the Frisco Lines is "way ahead" of the Prince of Wales, and, this is the reason why.

As everyone knows, the Prince is a great traveler. He has but recently completed an official visit to South Africa and to South America. While in Buenos Aires, the street railway company planned a trip for him on the underground system of that city, and, in order to be sure the car was suitable for the historic occasion, they "took a leaf" from the official records of the Frisco, and had the special car finished in Duco, made in the U. S. A.

It was a great treat for His Royal Highness, even if his experience did come more than a year after the Frisco Lines set the pace for all the other railroads in the United States by adopting this new "liquid cotton" finish.

Today the Frisco has 150 passenger coaches, and 20 locomotives finished in Duco, and the modern and extensive shops at Springfield, Mo., are the goal of visitors, railroad people and others interested in seeing the working processes of spraying "liquid cotton" on the big surfaces of railroad trains.

It's a real treat to go to Springfield, down in the heart of the Ozarks, and follow "Charlie" Carter, master painter of the Frisco Lines, as he goes about directing the work of "sleeking up" the cars, a job he's been at now for thirty-two years, and one which, safe to say, no one knows more about. He can tell you about every kind of finish that's ever been put on or taken off of a railway coach or locomotive, the kind, color and method of application. No one of the 30,000 employees of the Frisco is more pleased than this master painter as the spic and span cars in their glossy, durable "liquid cotton" coats are turned out bound for Florida, Texas, and other parts, many of them through the very cotton fields that contribute the basic material for their covering.

The Problem Solved

"It has always been a problem," said Carter, "to find a satisfactory

finish for trains running through extensive territory with diversified climatic conditions, the Southwest with its alkali, the North with its cold, and the South with its heat, and some sections with sand and hard winds. After a year of service, our cars finished in "liquid cotton" show no effects of weather or hard usage. In fact they look even better than they did when they started out with their

Miss Arretta L. Watts, who wrote this story especially for the Frisco Magazine, has for the last year done a great deal of publicity and survey work for the Dupont-Duco people, manufacturers of Duco paint. Miss Watts resides in New York City, and is an industrial writer of prominence. She recently visited the Frisco offices in St. Louis and her wish to visit the paint shops in Springfield was granted. This is the story of what she saw and heard at Springfield.

W. L. H., Jr.

new coats. The Duco finish seems absolutely impervious to alkali, heat, cold and other climatic or atmospheric conditions.

"Another big item in favor of the 'liquid cotton' finish, which 'has got me,' is that it saves time in the shops. Under the old method, in order to properly refinish a car, it was necessary to have it in the shop twenty-four days. Today we put on three coats of Duco finish, and the car is ready for service in seven days, although so far we are keeping it in twelve days to play safe. When one considers that a car is worth ten dollars to the road every day it is in service, it is not difficult to figure the saving in the new method.

"There is a further saving of time in using this finish, in that it is not necessary to cover the furniture and other surfaces that are not being finished because the new finish dries so quickly it does not stick to anything three feet away. In fact, so rapidly does it evaporate that it is necessary to hold the spray within eight inches of the surface that is being sprayed.

"The spraying itself goes much faster than the old brush method. For example, one man can spray a coat of 'liquid cotton' on a coach in an hour and a half, whereas it takes

four hours to apply a coat of paint on the same amount of surface by brush. We allow twenty minutes for drying between the application of the three coats, which we use on all our coaches, so it is evident how fast the work goes.

Duco Not Explosive

"Some people are under the impression that because 'liquid cotton' is made from gun cotton which is used in explosives, it has high explosive qualities which make it objectionable. It is inflammable, but is absolutely non-explosive. In fact, there is far less danger in using 'liquid cotton' from the point of its inflammability than there is in using varnish remover. Under shop tests, varnish remover will ignite with flame six inches above the vessel containing the same, gasoline will ignite five inches above the container, while liquid cotton will not ignite unless placed as near as one and a half inches above the liquid line in the container.

"It has been a question for years," said Carter, "as to which would be the most successful in the paint industry, the practical painter or the chemist, but I'm ready to take off my hat to the Duco chemist."

The Frisco thinks so well of the "liquid cotton" finish that it is now used on all passenger cars and locomotives, on every part of the exterior of the coaches except the canvas or steel roof and the bottom. It is also used on the linoleum aisle strips, the backs and cushions of the seats and on the curtains.

What is this "liquid cotton" finish, this new by-product of cotton that has made another market for the cotton planters of the South?

How It Is Made

The making of "liquid cotton" goes back to the World War, and is the result of converting a war time industry into a peace time pursuit. When the war ended, there were several large industrial plants which had manufactured gun-cotton and which were, so far as the average person could see, useless unless they could be adapted to peace time manufacture.

(Now turn to Page 25, please)

New Plan for "Better Service Contest" in Effect With This Issue

Help Get the Business Is Request to Employees—Soliciting Forces Restricted in Plan

FOR six months the traffic department in St. Louis, headed by Mr. J. R. Koontz, vice-president, has carefully weighed the dozens of suggestions that have come in response to the "Better Service Contest." In the opinion of the committee on awards, composed of Messrs. S. S. Butler, freight traffic manager; J. N. Cornatzer, passenger traffic manager, and Henry F. Sanborn, assistant to Mr. Koontz, there has been good in each of the numerous suggestions. Of course, some have been better than others—ten writers have won the coveted gold buttons—but an idea for a new angle on solicitation or improved service or more courteous treatment has been gleaned from every suggestion on the now bulky "Better Service Contest" file.

Now the committee is ready for action!

"We are thoroughly convinced that the loyal employees of the Frisco want to help get more business," Mr. Butler said. "If there was ever any doubt of that in the minds of any of our officials or employees, that doubt has been completely removed through the splendid response to this 'Better Service Contest.' Realizing this, we have tried to devise a way by which the employees who want to help us get freight tonnage and passengers will have their efforts recognized. And in order that credit may go where credit is due, we have in this new plan, restricted the soliciting forces in both the freight and passenger departments from participating.

"This is to be a plan of co-operation—of joining together in a common aim—and we want the employees of our offices and shops and out on our lines—to feel that they, too, are welcomed into this effort for more business in November and December, and throughout 1926."

The working plan is as follows:

1. No solicitors, either passenger or freight, or agents or any other employee who gets business in performance of his regular duty, will be allowed to participate in this contest.

2. All employees in all branches of service other than those mentioned above are eligible to the contest.

3. Get business wherever you can, from competitive points, either passengers or freight.

4. It is imperative that the business originates at a competitive point and is consigned to a competitive point.

ST. LOUIS-SAN FRANCISCO RAILWAY CO.

ENTRY BLANK—"BETTER SERVICE CONTEST"

On.....I secured.....
(Date) (Passengers or freight in tons or carloads)

from....., in the following.....
(Name of firm giving business) (Name)

.....
(Commodities here)

This business moved from.....to.....
(Competitive point) (Competitive point)

and was consigned to.....
(Name consignee here)

(Signed)

(Position)

(City)

(Immediate superior officer)

Otherwise your entry card in the contest will be disqualified.

5. Fill out the blank on this page and send it to Henry F. Sanborn, assistant to the vice-president, St. Louis, immediately.

6. The names of all employees performing this service will be printed each month in the Frisco Magazine.

7. The man and woman employee chosen each month by the committee as getting the most business will be awarded "Better Service Contest" buttons.

8. The eighteenth day of each succeeding month is hereby set as the final time to receive the blanks.

The committee wants at least five hundred entries for December. They must be in Mr. Sanborn's hands by November 18, in order for your name to appear in the December Magazine list—and in order that you may qualify for the gold button.

Agent J. D. Parsons of Talequah, Okla., was awarded the "Better Service Contest" gold button for this month, due to his splendid work in fighting the bus and truck competition at his city.

The truck lines between Muskogee and Talequah were demoralizing the Frisco's business, and Agent Parsons "went to bat."

He appeared before the Kiwanis club with a 30-minute speech, and was

ably seconded by B. L. Keenan, publisher of the Republican-Star; W. G. Banker and others. Agent Parsons told the Kiwanians that the Frisco payroll in Talequah was considerable, and that the total moneys expended daily in Talequah by the Frisco, including taxes, amounted to more than \$100. He put the matter squarely up to the Chamber of Commerce, also, and the result was a resolution in favor of the Frisco as opposed to the bus and truck competition, passed by the Chamber of Commerce and signed by D. O. Scott, president, and A. B. Cunningham, secretary.

B. E. Montgomery, agent at Malden, Mo., and H. J. Nelson, agent at Conway, Mo., were awarded honorable mention by the committee.

The Tax Increase

Railroad taxes are increasing at the rate of approximately five per cent annually. They were \$8,400,000 greater in 1924 than in 1923 and during the first six months of 1925 they were \$6,565,000 greater than during the first six months of 1924.

August Net Revenues

Net railway operating revenues for August, 1925, were \$124,805,665, the largest in any month in the past five years, save one, October, 1924, when they were \$127,105,089.

Night—Eternal Night

A Short Story of Carelessness and its Tragic Ending, by an Author Who Knows, Yet Remains Unknown

IT WAS one of those days in late autumn when the sky hangs low and gusty winds scurry around corners, carrying a promise of winter.

It was nearly supper time for the Clark family, and dainty, little Mrs. Clark had stuffed the twins into their woolly, warm sack coats, and sent them to meet their daddy on his way home from work, as was her custom ever since she had thought them large enough to go out unaccompanied.

Somehow she could perform her duties much more efficiently when they were gone, and she felt they were safe. She loved them so, that when they were about, their sweet prattle and the still sweeter sight of them, caused her to almost forget the work in hand and revel in the happy realization of her girlhood dreams. Her girlhood dreams—a man like Jack Clark for a husband, a little home, and a little boy and a little girl to brighten it and fill the days with sunshine.

All of her dreams had come true. Her cup was full and overflowing. And as she turned the roast, "French" fried potatoes, set the table, and performed the hundred and one lesser duties incident to the preparation of an appetizing meal, her every movement was vibrant with the sheer joy of living—her face was smilingly serene, and the Peace of God dwelt in her eyes.

He'd be coming any minute now, He would come stomping up the steps and shoulder in the door; and little Jacqueline would be in his right arm with her angelic, little, pink cheek pressed hard against his smooth, red one. And little Jackie would be in his left arm, wearing his old, greasy Stetson, boyishly boastful: "Yook, Mumsie; don't I yook like daddy?"

And He would be smiling that youthful, captivating smile of his, the smile that made her love him and trust him that day they first met, years ago, at the Shopcrafts' picnic, when he was just an apprentice and she a slim, blue-eyed girl of fifteen. And somehow, even with a child in each arm, he'd manage to take her in his arms, too, and kiss her—always the kiss of a sweetheart! She thrilled to think of it!

She had better quit thinking about him, and watch that roast, or the supper would be spoiled.

Well, everything was ready. He would be coming any minute now. She

poised her head quaintly, and listened; then she glanced at the clock.

It was five-thirty. He was never later than that. Maybe he had stopped at the corner to buy the children some candy. He shouldn't give it to them before supper.

Mrs. Clark was worried. She listened again. Then she sat down. Could something have happened? Maybe the twins were too small to go out on the street alone. She must not let them go again until they were larger. What would he say if any harm befell them? What—?

A noise, the scurry of tiny feet on the porch, a wide-flung door, and the twins burst into the kitchen, breathless, panting, tongue-tied with fright!

It should not be difficult for every person who reads this article to understand why its author remains unknown. In this short but gripping story is summed up a great deal of the misery caused by carelessness in this busy industrial world of ours. And it is needless. Prevention is so easy. This is a plea that you do your part each day.—W. L. H., Jr.

"What's the matter?" their mother asked sharply, as she sprang erect. "Where's daddy," and she shook little Jackie.

But it was Jacqueline who answered, puffing.

"Him down street. Him have to walk slow. Mens bringin' him. Him have white cloth all 'round him head. Him hurt!" Her baby mouth trembled and the big, blue eyes swam in tears.

The world went black before the mother's eyes. She reeled and almost fell. Her husband, her sweetheart, was hurt! She rushed to the door.

Jack Clark was coming up the steps of the porch, unsteadily, gropingly, supported on each side by a friend. A wide bandage covered his eyes.

"Sweetheart"—he began.

"Never mind, dear," she murmured as she kissed him. He must not know how frightened she was.

To the men: "I'll take him now. Thank you so much for helping him." Tenderly she lead him into the house and made him lie down on a divan.

He tried to speak, but he could not. He turned his face from her and his big frame shook with sobs.

"Never mind, dear," she said again, with heaven in her voice and indescribable anguish in her heart. "Whatever it is, you know I'll take care of you."

The children stood frightened, mute. They had never known their daddy like this.

"Mumsie," little Jackie whimpered; "it's night; turn on the light."

The stricken man raised himself and seemed peering through his bandage intently at the little mother.

"Yes," he faltered, "it's night, eternal night for me! I was working—and I took off my goggles—thinking I didn't need them. An accident—and the doctor, he said—I would—never—see again!" And once more he wept helplessly.

Think!

Picture, if you can, the contrast between Mrs. Clark's anticipations of future happiness when she started that evening meal, and the bleak outlook which must of necessity have been hers when the words of her husband came to her ears.

Imagine her state of mind as she went about the task of clearing the table of the untouched meal; as distressed and silent, she put the children to bed, their thoughtless ebullience seeming to her as out of place in that house as levity in the presence of the dead.

Imagine again, if you will, the hopeful words whispered into the wakeful ear of her husband when all was still, belying the expression in her face where must always lurk the haunting realization of her endless burden.

But Think!

Night, eternal night! For her as well as for her husband. And just because he thought he didn't need his goggles.

Over fifty thousand employees of the railroads of the United States sustained injuries to their eyes during the year 1924.

One thousand and nineteen of these were employees of the Frisco!

Some escaped with only slight injuries. Some will always have weak eyes. Some sustained total loss of sight of one eye. Some will never see again!

It is up to you, Mr. and Mrs. Reader, to take care that a similar scene to that above is not enacted in your home.

Some Personal Experiences of a Railroad Rail

(By The Rail Himself, as Told to J. G. TAYLOR, Special Engineer)

I AM a steel railroad rail. I am 39 feet long and 5 1/2 inches square (technical term) and for every yard of my length I weigh 90 pounds. I am proportioned about 40% head, 22% web and 38% base. I came into being in a great metropolis in the South which would never have existed unless nature had caused the ingredients of which I am made to lie in immense quantities in close proximity. There are thousands and thousands in my family and the railroads cannot get along without us.

After coming out of the rolling mill, I was stacked up in company with my fellows in the mill yard where I rusted for a time, the reason for which I learned later. Steel rail was high and the alert railroad purchasing agents were waiting for a more opportune time to buy.

But after so long a time, a long cut of coal and stock cars were run along side our pile and we were very carefully deposited one by one in the cars. I later learned that we had been sold to a railroad bearing the euphonious cognomen of "Frisco" and which up to a few prior years had not amounted to much. Then a real railroad Moses coming out of the cranberry marshes instead of the bull rushes who knew his groceries from A to Z, including several et ceteras. He took hold of the property, and since that time all the various bottles of red ink have dried up, stocks and bonds have soared and physical condition together with power and cars and everything that goes to make up a first class railroad have greatly improved.

I was rather proud to function in my humble capacity on such a railroad, but I had some of the chestiness knocked out of me when I finally arrived at the point where my checkered career commenced.

In the first place, instead of being carefully unloaded, I was dumped unceremoniously from car onto an uneven surface and a couple of my ribs hurt. Later, I was placed in track, but in a very uncomfortable position because the trackmen had failed to adz and broom ties properly, and had not driven down spike stubs. I felt about as comfortable as a pampered drummer feels when he lights in a bowl and pitcher hotel with its corn-cob bed, re-inforced concrete pillow,

twelve-inch square towel and the well worn piece of "Grandpa's Wonder" in the soap dish.

I was not destined, however, to occupy my exact location for long, as rail was being laid in cool weather and the know-it-all track foreman thought he could lay me without proper expansion shins. I showed him where he was wrong on the first hot day by jumping out of my bed and making the acquaintance of the right-of-way fence posts. I heard this performance called a "sun kink" by the man who later replaced me.

This delightful treatise, which Mr. Taylor has cleverly put into the "head" of the railroad rail, abounds in useful information to the layman as well as to the track-worker. If rails had animation and could speak, we imagine they would utter protests much similar to these. Mr. Taylor does not, of course, intend to criticize any particular person, and his suggestions toward efficient track laying are given in the best of spirits.

W. L. H., Jr.

Before the sun kink episode, I had forgotten to state that a bunch of Bohunks had surfaced me and spaced the ties under my bearings, but these men did not know much about tie spacing and some ties were placed close together and others far apart and while I had the proper number of ties in my length, they did not give full service. Also, when I was spiked to the ties there was another smart guy who did not believe in making liberal use of the gage. This caused my running side to be out of true and when a noisy engine came along with considerable lateral thrust, this condition kept increasing until I got wide gage and on a day that I shall never forget, a pair of wheels dropped inside gage and turned a couple of freezer cars over. I was not injured particularly, but some of the strawberries were and there was a great hullabaloo about truing up the gage. But I know if ordinary attention had been given this matter from time to time, I would have felt better and functioned better. In applying ballast under my base, some of the ties were well tamped and some were not, resulting in the bending of my back and I had to have frequent chiropractic treatments to keep in any kind of condition at all.

We rails, during the quieter periods, are great gossips, in fact we are as bad as a bunch of brakemen when they get together in Casey's back room after the fruit jar with its colorless contents has made the rounds several times, and get to know each other all up and down the line. I have heard some weird experiences from some of my brothers.

One fellow I know well, told about being laid on a curve spiral and while he had no complaint to make about his line position, the trackmen in giving him elevation did not gradually give elevation between the posts, but wanted to give the entire elevation almost within his length. This resulted in a bad jerk to trains and the foreman who cut such a dido was "butterflied" to death asking what was the matter with ends of curve at this big cut. He did his best to remedy conditions, but did not have sufficient gray matter to reason out the cause. All he had to do was measure the distance between his posts, take half of it, and at this point give half of curve elevation indicated on post, then work both ways from this point, running elevation out to nothing at one post and to the full elevation at the other post, taking great care to have his elevation uniform not only on the spiral but around the entire curve and on the spiral at the other end.

Another fellow told me that he had no sooner been placed in track which happened to be in a sag until some wild man came along with a heavy engine at airplane speed and bent him up so badly for line and surface that he and a number of his companions had to be removed and laid by the side of the track. He felt very much ashamed occupying this undignified position where all who rode might see, but he was eventually picked up and sent to a plant that straightened him up and made him as good as new and his badly lacerated feelings returned to normal.

He further stated that he personally saw many curious things while visiting at the plant that restored his usefulness. By his side laid what he considered a midget rail, but when he asked him how old he was, he told him he had been in the main track for over 25 years. As he was only 24 years his junior he shut up and

(Now turn to Page 26, please)

SERVICE MEETING DEC. 3-4

Second Annual Conference Scheduled at Springfield, McCormack Announces

Meet in Interest of Better Service and Claim Prevention—Good Work This Year

THE second annual conference in the interest of better service and claim prevention, will be held at Springfield, Mo., on December 3 and 4, according to an announcement sent members of general committee, operating committee, special committees, and the chairmen of divisional and terminal committees a few days ago. John L. McCormack, superintendent of F. L. & D. Claim payments, and secretary of the general committee signed the announcement which was approved by Vice-President Hutchinson, chairman of the general committee, and General Manager Fraser, chairman of the operating committee.

The first general conference was held October 15 and 16 last year, and such a lively interest has been maintained through the activities of the divisional, terminal and special committees, that the general conference planned for April, was postponed.

Progress made in the prevention of all classes of claims and the improvement of service generally, has been highly satisfactory, McCormack's announcement says, and the general committee wants reported at the December meeting, all things accomplished during the year just passing.

Heads of the committees are as follows:

GENERAL COMMITTEE — J. E. Hutchison, chairman; E. H. Bunnell, vice-chairman; J. L. McCormack, secretary.

OPERATING COMMITTEE—J. H. Fraser, chairman; J. L. McCormack, secretary.

OPERATING SUB-COMMITTEE—C. J. Stephenson, chairman; J. L. McCormack, secretary.

Fuel committee, Robert Collett, chairman; train and car service committee, H. C. Holmes, chairman; yard and station operation committee, O. L. Young, chairman; operating budgets and reports committee, R. H. Kerr, chairman; car accounting records and yard reports committee, H. W. Johnson, chairman; station accounting records and reports committee, A. R. Thorn, chairman; perishable and seasonal freight committee, W. L. English, chairman; live stock committee, E. F. Tillman, chairman; personal injury and property damage committee, F. B. Holland, chairman; equipment committee, G. W. Moore, chairman; rough handling committee, C. J. Stephenson, chairman; weighing and inspection committee, J. W. Dugan, chairman.

Dainty Frisco Daughter at Memphis Fair



Little Miss Dorothy Crow was one of the daintiest and most attractive entrants at the Tri-State Fair held recently in Memphis, Tennessee. Miss Dorothy was entered by her proud parents in the "Doll Baby Parade," and the above picture of her was taken by Joseph Curtis of the Memphis News-Scimitar. It is easy to see why W. F. Crow, 284 Lucy avenue, Memphis, is a "hustling" traveling freight agent for the Frisco Lines.

Employees Eligible for Positions With I. C. C. in Washington, D. C.

Receipt of Applications for Transportation Tariff Examiner Close November 28

Receipt of applications for transportation tariff examiner will close November 28. The date for assembling of competitors will be stated on the admission cards sent applicants after the close of receipt of applications.

The examination is to fill vacancies in the Interstate Commerce Commission, Washington, D. C., at an entrance salary of \$2,100 a year. After the probational period of six months required by the civil service act and rules, advancement in pay may be made without change in assignment up to \$2,700 a year. Promotion to higher grades may be made in ac-

cordance with the civil service rules.

The duties of the position are to examine tariffs of carriers to determine whether their construction, including rates and charges, is in conformity with the law and regulations of the Interstate Commerce Commission, and to perform related work.

Competitors will be rated on letter writing on a subject having to do with the duties of the position, and practical question with reference to rates and tariffs. Full information and application blanks may be obtained from the United States Civil Service Commission, Washington, D. C., or the secretary of the board of U. S. civil service examiners at the post office or customhouse in any city.

This Season's Ford Joke—

Mule—"What are you?"

Ford—"I am an automobile."

Mule—"Gwan! If you're an automobile, I'm a horse."—Times of Cuba.

What! Another War in Texas?

THEY have a lot of fun down in Texas—don't think they don't!

Everyone south of the Red River and a lot of folks north, east and west of it, knows W. B. "Dad" Burnet, a Frisco shipper of note, and proprietor of one of the largest stock ranches in Texas, near Menard.

Then, too, lots of folks know G. G. Beckley, claim agent for the Texas Lines. Folks who are acquainted with both of these gentlemen know that when they get started at that popular indoor sport of "Heaving the Gentle Raspberry," or "Cavorting with the Festive Bull," things both funny and tragic are bound to happen.

These gentlemen generally follow the policy of "Do It by Letter."

Here are the latest developments: Callan, Texas, Sept. 15, 1925.

G. G. Beckley, Esq.,
Claim Agent and Cow Coroner,
Fort Worth, Texas.

My dear sir:

It is my painful duty to inform you of the melancholy fact that six young and helpless, but high-bred and innocent pigs met a sudden and horrible death on your right-of-way at Callan, Texas, on or about October 13, 1925; all of which was a great shock to their friends and relatives as well as an unfortunate reverse in fortune to myself.

From the testimony of eye-witnesses and others the facts are as herein-after related:

I own a pedigreed Arkansas brood sow whom I named "Frisco," because she takes everything into her system. Although the Frisco is mostly full of water, she generally contains fleas. She, being of a trusting and confiding nature, selected a spongy place in the middle of your track and gathering her progeny about her, proceeded to let them partake of nourishment. While the happy family was thus tenderly engaged, your infamous "Menard Flyer" came along ON TIME, when no one was looking for it, and broke up this noble group, and mutilated beyond recognition or repair six members of this porcine household. The mother is inconsolable. The father?—I have not heard how the father takes it, but that is beside the point. I am not one to scatter gossip, at least. It is sufficient to state that the pigs were known by their mother's maiden name. "Frisco." The deceased are described as follows:

1. Cochran Frisco—Known by his white hair and sunny disposition.

2. McCarty Frisco—Easily recognized as the biggest one in the bunch.

3. Preston Frisco—Wanted everything in sight and then was never satisfied.

4. Rudd Frisco—Ate more and grunted louder than the others.

5. Truitt Frisco—Never known to give up anything that he got hold of.

6. Fanny Frisco—Would lie perfectly still and never move.

Conceive, if you can, the sadness of the scene! This frolicsome family, full of contentment and sweet milk, sleeping at train time in almost absolute certainty of being undisturbed, and then to be cut down and ground up by one of your old rusty iron kettles and suddenly to awake in paradise, far, far away from dear old Texas and remote from any Frisco terminal shown in your folders.

Your scholarly section boss posted their death notices on his tool house and gave their ages as being exactly five weeks. It is surely remarkable that you can hire a man at \$37.50 per month who has the intelligence to look a dead pig in the face and tell his exact age to a day—something his own mother could not do.

In view of this bereavement, we trust to be favored with your check for at least fifteen dollars (\$15.00), and as much more as the pedigree, ancestry and illustrious cognomens of this bunch of pigs call for; and in return, we promise to erect a suitable monument commemorating the lamentable event.

Yours truly,

(Signed) W. B. (DAD) BURNET.

To which Mr. Beckley replied as follows:

My dear Mr. Burnet:

Herewith FW&RG Voucher No. 687 for \$1.80, representing dead pigs at 30 cents apiece, which is a high valuation, and I wouldn't pay this except you owe me \$2.00 on the Dixie Series and I want to be sure you have the money.

I regret that your tearful story leaves me unmoved and heartless. In the first place, your water-soaked, flea-ridden pigs had no business on our right-of-way. In the second place, you refer to a spongy place in the middle of our track, when you know darn good and well it hasn't rained in Callan in six months. In the third place, the "Menard Flier" was NEVER on time, so I have caught you in another one. Fourthly, if the sow had been the right kind of a mother, she wouldn't have jumped off the track, leaving her futile and wretched family to shift for themselves, and if she didn't jump off the track, how in the thunder did it happen that she didn't get killed, too, in which case I would have written you this voucher for an even \$2.00. Fifthly, I suspect your infantile razor-backs died of colic and you deliberately threw them in front of our train, and sixthly, I don't believe you ever had any pigs.

Yours truly,

(Signed) G. G. BECKLEY.

P. S.—I forgot to inclose the voucher, for which you will please pardon me and don't forget to send me that check for \$2.00.

G. G. B.

MUD CANCELLED SHOW

"The Bohemian Girl" Company
Forfeited Large Receipts
—Bus Mired

Lesson in Superiority of Train Service Given Producer and Theater Management

SPRINGFIELD, Mo., folks got a real lesson in the unreliability of bus transportation recently.

On Monday night, October 5, after standing in line for two blocks waiting to buy tickets at one of the local theatres for a performance of "The Bohemian Girl," a well-known opera, the theatre was jammed and people were turned away at 8:30 p. m.

The expectant crowd nervously squirmed and whispered. The curtain failed to go up. Finally at 9:00 p. m., the management threw on the screen the next day's motion picture.

At 10:30 p. m. the company had failed to arrive and at a little after 11:00 p. m., the management announced that the company was traveling overland in a truck was mired in the mud some miles from Springfield and could not possibly present the opera in Springfield that night.

A few went to the box office, where their money was refunded, but the majority disgustedly filed home.

It brought to the minds of those who had waited all evening, the contrast of train and bus service.

With all the fast trains running over the Frisco to nearby towns, it seemed beyond all reason that this company should risk the loss of an evening's performance by using such an unreliable method of travel—especially when Frisco trains could deposit them safely and on time.

C. S. Roth Joins Frisco

C. S. Roth, for eight years claim agent with the Seaboard Air Line Railway at Norfolk, Savannah, Charleston and Richmond, joined the Frisco family on September 25 as claim agent under Mr. Harry Hudgen, chief claim agent. Mr. Roth will work out of St. Louis, Mo. He also holds the title of safety supervisor. Mrs. Roth and their 12-year-old son have moved to St. Louis and will make their home here. Roth is an attorney, and has been admitted to the bar of the State of Virginia.

Eastern Division Appointments

According to a circular issued from the office of Mr. E. L. Magers, superintendent of the eastern division, effective October 5, Mr. W. W. Little was appointed day trainmaster and Mr. C. K. Simms was appointed night trainmaster in charge of Lebanon, Springfield, Clinton and Osceola subdivisions.

Irresponsible Operation of Bus-Lines Draws Fire of Missouri Editor

THE October 1 issue of the Democrat Tribune, widely circulated newspaper published in Jefferson City, Mo., contained a story on its first page that is of particular interest to railway employees.

The story concerned itself with the plight of a penniless couple left in Jefferson City by a bus company, and appeared under the following headlines: "Bus Co. Stranded Penniless Couple in Jefferson City. Contracted to Take Them from Kansas City Here, But Bus Stranded in Otterville. Refused to Make Rebate."

The news story follows:

The irresponsible methods employed by the unregulated bus lines of the state as forcibly called to the attention of Secretary Talbot of the Welfare Association today when Mr. and Mrs. Henry H. Gordon, en route from Kansas City to Rolla were stranded here without funds.

The Gordons purchased a ticket in Kansas City and boarded a bus which under the terms of the contract

was to carry them to Jefferson City where they were told they could get another bus to take them to Rolla. The fare from Kansas City to Jefferson City was \$4 each, which they paid.

At Otterville the bus stalled and the driver said he was unable to proceed. "What about a rebate," asked Gordon. "You're in hard luck. We can't expect to control the elements," the bus driver told him and refused to make a refund. The Gordons had just enough money to get to Rolla and after they paid railroad fare to this city they were penniless. It was up to the local provident association to see them on their way to their destination.

There have been numerous complaints against bus lines contracting to take passengers to a destination and then stranding them and refusing to make a rebate. Until the legislature puts the control of busses under the public service commission with other carriers that practice will continue.

CLAIM AGENTS MEET

Springfield Host to Central Association October 9 and 10

Two-Day Session Devoted to Discussion of Freight Claim Problems and Remedies

ON Friday and Saturday, October 9 and 10, Springfield was the host to the Central Freight Claim Agents and Freight Claim Prevention Officers' Association.

Representatives from practically all the leading railroads of St. Louis and Chicago attended. The two-day session were held in the colonial Hotel.

After a business session in the morning of the first day, luncheon was served at the hotel. The evening was given over to a banquet and dance, under the direction of the Kiwanis Club.

The second day, at the business session a general discussion took place on the subject of claims and claim prevention. A great deal of time was devoted to the subject of perishable freight and the advisability of inaugurating a system of inspection and handling similar to the one now in effect at Chicago. This is said to be most satisfactory to both shippers and receivers, and has resulted in a saving of more than \$100,000 a year to the carriers at Chicago alone.

Mr. Joe Marshall and Mr. F. E. Windurme made interesting reports to the meeting. They have been making a nation-wide survey and study of costs resulting in claims, conferring with shippers and shipping organizations such as the National Traffic League, National Perishable Shippers Association and many other important associations and their reports were of great interest.

Others of Note Present

Among other men of note, interested in the subject of freight claim prevention who attended the meeting, were Mr. Louis Pilcher, general secretary, section seven, American Railway Association, and Mr. C. E. Bingham, chairman of the Central Claims Conference, who presided at the meeting.

In the afternoon of the second day, the guests were taken on a tour of Springfield and the Ozarks, which ended at the dinner hour at Sequiota Park, Springfield's State Fish Hatchery, where a fall picnic dinner of fried chicken, sandwiches, salads, coffee and cider was served. This dinner was also attended by a number of the Frisco officials.

This is the first time that a conference of this kind had ever been held at Springfield, or anywhere west of St. Louis.

More than sixty freight claim agents and claim prevention and transportation officials and their wives were present.

Home Town Fans to World Series Via Frisco Lines



Fred Clarke, former big league star, and business manager this year for the World's Champion Pittsburgh Pirates, had a loyal group of rooters from his old home town, Winfield, Kans., cheering his team on during the world's series just past. The loyal chaps who made the trip from Winfield to Pittsburgh via Frisco Lines are shown in the above picture taken outside their special Pullman coach just before starting on their pilgrimage.

R. B. Spencer Promoted

Effective October 16, Mr. R. B. Spencer, acting master mechanic of the southwestern division, with headquarters at Sapulpa, Okla., has been appointed master mechanic of that division, vice Mr. B. P. Myers, retired.

Mr. Myers has been with the Frisco for many years and his departure will be regretted by Frisco employees.

Railroads' Net Income

Net operating income of Class I roads for the eight months ending August 31, 1925, was \$662,762,605, or 4.65 per cent on property investment. Class I roads in the Western district had net operating revenues aggregating \$208,605,381, or 3.62 per cent. Twelve Class I roads operated at a loss during these eight months, and nine were in the Western district.

A RAILROADING PREACHER

Rev. H. F. Bohn of Methodist Church Is Accounting Dept. Employee

"Expense of Rearing Seven Healthy Children Brought Me to the Railroads," He Says

SITTING at his desk each day in the passenger accounting department of the Frisco offices, St. Louis, Rev. H. F. Bohn, an ordained minister of the Methodist Church of St. Louis, Mo., is actively engaged in a calling far removed from that of the ministry.



REV. H. F. BOHN

Although he was ordained in 1923, and until 1916 spent his entire time in church work, he says of his previous work:

"I had seven good reasons for giving up my work with the churches—seven healthy children to clothe and feed. I love my church work more than anything else in the world, but the pay was not enough to rear a little family."

Rev. Bohn has been with the Frisco since 1916, having first entered railroad work under Mr. T. A. Hamilton. He was later transferred to the valuation department where he remained for seven years, then transferring to the passenger accounting department.

"The Gang" at Meeting of Stores Department in Springfield, October Nine



The above picture was taken at the close of a joint meeting of traveling storekeepers, division and local storekeepers and stock clerks of the general store, which was held in the general storekeeper's office at Springfield, Mo., October 9. E. N. Laret, assistant to Mr. Ben S. Wood, vice-president and chief purchasing officer attended the meeting.

The entire structure of the annual inventory to be started October 31 was discussed, and many plans for handling the details were made and discussed. The meeting was generally conceded to have been one of the best ever held, by those present.

In the picture, the following persons appear:

A. W. Blume, general storekeeper, Springfield, Mo.; A. N. Laret, assistant to V. P. & C. P. O., St. Louis, Mo.; A. G. Denham, chief clerk to general storekeeper, Springfield, Mo.; C. E. Wright, traveling storekeeper, Springfield, Mo.; J. C. Kerr, traveling storekeeper, Springfield, Mo.; E. M. Fitzgerald, traveling storekeeper, Springfield, Mo.; L. B. Pechner, general lumber foreman, Springfield, Mo.; H. E. Brown, chief clerk to superintendent South shop, Springfield, Mo.; H. F. Brown, storekeeper, South side, Springfield, Mo.; C. E. Wheatley, division storekeeper, Springfield, Mo.; C. B. Smith, division storekeeper, Sapulpa, Okla. S. R. Gardner, division storekeeper, Fort Smith, Ark.; A. C. Defries, division storekeeper, Kansas City, Mo.; Chas. Stausing, division storekeeper, Chaffee, Mo.; J. M. Walker, division storekeeper, Enid, Okla.; J. A. Blankinship, division storekeeper, Memphis, Tenn. K. P. Guin, division storekeeper, Texas Lines, Sherman, Tex.; F. G. Collar, local storekeeper, St. Louis, Mo.; T. F. Phillips, local storekeeper, Monett, Mo.; S. E. Fellows, local storekeeper, Newburg, Mo.; P. V. Hampton, local storekeeper (West side), Springfield, Mo.; G. E. Westbrook, local storekeeper, Birmingham, Ala.; J. M. Sisk, local storekeeper, Amory, Miss.; C. W. Kerr, local storekeeper, Joplin, Mo.; F. S. Vail, local storekeeper, Pittsburg, Kans.; L. P.

Cochran, local storekeeper, Neodesha, Kans.; E. C. Fuson, local storekeeper, Wichita, Kans.; R. P. Manley, local storekeeper, Fort Scott, Kans.; A. M. Burnmu, local storekeeper, Thayer, Mo.; H. L. Akridge, local storekeeper, Hugo, Okla.; A. N. Beck, local storekeeper, West Tulsa, Okla.; O. S. Momany, local storekeeper, Oklahoma City, Okla.; C. O. Mitchell, local storekeeper, Afton, Okla.; W. J. Patterson, local storekeeper, Francis, Okla.; R. A. Faust, local storekeeper, Cape Girardeau, Mo.; A. T. Todd, local storekeeper (Texas Lines), Fort Worth, Tex.; O. H. Miller, section stock clerk (general store), Springfield, Mo.; F. W. Pomeroy, section stock clerk, Springfield, Mo.; J. E. Gannon, section stock clerk, Springfield, Mo.; F. M. Bishop, section stock clerk, Springfield, Mo.; O. Kemm, section stock clerk, Springfield, Mo.; J. W. Meyers, section stock clerk, Springfield, Mo.; O. C. Meyer, section stock clerk, Springfield, Mo.; J. W. Walker, section stock clerk, Springfield, Mo.; E. A. Thomas, section stock clerk, Springfield, Mo.; F. W. Dyer, section stock clerk, Springfield, Mo.; A. M. Click, section stock clerk, Springfield, Mo.; D. R. Case, section stock clerk, Springfield, Mo.; R. W. Yates, section stock clerk, Springfield, Mo.; R. G. Price, section stock clerk, Springfield, Mo.; W. D. Price, section stock clerk, Springfield, Mo.

Railroad work is quite different and his chief delight now is to do supply work in the churches near his home in Webster Groves, Mo.

For this he receives small remuneration, but does the work because of his love for it. At the Methodist Conference held in St. Louis recently, Rev. Bohn was appointed to fill the pulpit at St. Luke's Methodist Episcopal Church on the corner of Texas and Potomac Streets.

For a number of years he preached at Sullivan, Mo., and has also given his services to a church at Pacific, Mo., where he is well known by the Frisco folk.

Rev. Bohn has a daughter who was formerly employed in the passenger accounting department of the Frisco in St. Louis and served in that department for five years.

Four of Rev. Bohn's children are preparing for church work, either in this country or in the foreign field. One of these, Joe Bohn, is now a Frisco machinist in the Lindenwood shops.

Rev. Bohn is a man of engaging personality. He is greatly loved by his parishioners and his work with the churches has been very successful. His friends are many and scattered through many states.

"Mother" Clark, 81 Year Old Frisco Booster, Has Had Many Exciting Experiences

*Shook Hands With Pershing, Reared Eighteen Children—
Christened Battleship—And Can Dance Splendid Jig*

A GREAT many of the 1200 veterans who attended the Veterans' reunion at Springfield last May, will remember "Mother" Clark, the eighty-one-year-old wife of John Clark, Frisco pensioner and veteran, of Kansas City, Mo.



Mr. and Mrs. John Clark

Mother Clark astonished those attending the convention with her spryness, and when the Frisco orchestra broke into "Turkey in the Straw" at the picnic at Sequoita park the second afternoon, the elderly lady danced as neat and perfect a jig as any of the old-timers had seen.

A reporter for the Magazine interviewed Mother Clark in Kansas City, Mo., a few days ago, and found her already long life crowded to the brim with fun and service. She has traveled far and wide and participated in a great many exciting and eventful things.

"... Sure, I've met General Pershing—shook his hand, too. I've heard all the famous bands in the world; I've started two or three libraries; I reared ten orphan girls and four orphan boys, besides my family of three sons and one daughter; I've lived in the days after the Civil War in the midst of a town of 'Johnny Rebs' and I was the only Yankee; I've led the services for the Naval Y. M. C. A. at the christening of a big battleship; every one of my family have run on the Rich Hill Branch ... " and she paused for a moment while she poured the reporter a cup of tea.

It would be much easier to tell just where she had not been, or what she had not done.

Mr. Clark, eighty-three years old, with fifty-three years of service to his credit, listened with sparkling eyes while she related her varied experiences. Mr. Clark was formerly a conductor, and his services date back to the time when trains ran only to the river at Kansas City and ferried across.

September 17 was their fifty-eighth wedding anniversary. "Mother" Clark made the remark that she was just learning enough to begin to live.

She is actively interested in the W. C. T. U. of Kansas City in their work in the prisons, and her work takes her traveling over the country at all hours and times.

Mr. Clark remarked that they went on a little vacation of a week, and when the week was up, he was ready to return home, but "Mother" Clark suggested they "bum" around for another two weeks.

129 Years Frisco Service

She is most proud of the fact that the service of the entire family for the Frisco totals 129 years. Her sons, Walter and Roy, are conductors. The Clarks' have lost one son, Ed, and a daughter, who was drowned while the family was living in Moberly, Mo.

Living in the days of Jesse James, "Mother" Clark tells of some harrowing experiences she witnessed in the days right after the Civil War. They took up their abode in the town of Moberly, Mo., when it was a town of only four hundred inhabitants, and lived there for many years.

"Mother" Clark comes from Latrobe, Pa., where she and Mr. Clark were married on September 17, 1867. Her father was a cousin of Richard Mansfield, the famous actor, and she claims the credit of the naming of Mansfield, Ohio, for her great uncle, and of McKeesport, Pa., for her grandfather.

"Mother" Clark is of Irish-Scotch descent and her vitality and pep equal a woman of thirty years. Quick in her speech, her wit is delightful, and she is more than a match for some of the deep thinkers with whom she comes in contact.

On her seventy-seventh birthday "Mother" Clark was presented with an easy chair. She remarked, with a shrug of her shoulders, "Sure I guess it was an invitation for me to stay home—but they'll be mistaken. It's little I'll ever get to use that chair, for which I'm deeply grateful!"

G. H. JURY PROMOTED

G. H. Jury, who was appointed assistant superintendent of the Eastern division, in charge of the Lebanon and Springfield sub-divisions on October 5, started his railroad career 18 years ago as a telegraph operator for the Santa Fe at Pittsburg, Kans. In 1909, two years later he was an operator for the "Katy." Then followed similar work with the Kansas City Southern and the M. N. A. In 1914 he went to the Missouri Pacific as car service agent and dispatcher and later was a dispatcher with the Texas & Pacific. In May, 1918, he came to the Frisco as a dispatcher at Newburg and was promised to night chief in January, 1919. Until his recent appointment he was night chief at Newburg and Springfield and day chief at both points. His many friends will receive the news of his promotion gladly.

Three Years' Car-Loadings

Car loadings on American Railways for the eight-month period ending with August for the past three years were as follows: 1923, 37,303,239; 1924, 35,701,943; 1925, 37,846,925. This year's loadings, therefore, are 543,685 greater than in 1923, and 2,144,981 greater than in 1924. Loadings are still averaging over one million a week.

Has Ancient Cook Book

One of her prized treasures is a cook book which has been in her possession for fifty-eight years. As far as she can recall, this is one of the first, if not the very first cook book to be compiled. Old and browned with age, with its binding stitched by herself, it is of great value to her.

In her busy life, "Mother" Clark has always set a wonderful table. Her culinary art has not been neglected, neither has her family, and her joy is in telling of the little orphan family which she has reared.

"What was the most exciting experience you can recall, Mother Clark?" she was asked.

"When a burglar got into my room. It was long ago and I happened to know there was a shot gun in the room, and also a baseball bat. I heard him step in the window and I hollered, 'Come on you sneak. I'm ready for you. I've got a gun and a baseball bat.'"

The burglar made a hasty retreat.

Mother Clark is all that her name signifies. She loves people—young people and old people, and her mission in life is lending aid wherever she can. She has been a mother to more than one little family and, she feels that she will serve for many more years.

She has friends in every corner of the globe, and she and Mr. Clark are contented and happy in their little home on West Forty-first street, Kansas City, Mo.

IS GROWING BUSINESS

Trunk and Luggage Trade Has Grown by Bounds

Veteran St. Louis Trunk Manufacturer Credits "Extensive Traveling" for Change

In these days of extensive traveling, it is only natural that a decided impetus should be given to the trunk and luggage trade.

In St. Louis, where luggage equipment is made for all parts of the world, manufacturers and jobbers are reporting a heavy and constantly increasing business. This year, according to conservative estimates, will prove to be a banner one in number of pieces sold, but likely will fall a little short of the more than \$5,000,000 business transacted in 1920, the post-war period, when prices were nearly twice as high as they are now. The 1924 trade was a little better than \$4,000,000.

"This is proving to be the biggest year we have had in number of sales," said John A. Meisel, veteran trunk manufacturer, who began working in a trunk factory here 52 years ago. "But we will have to travel fast to equal the 1920 record in dollars and cents. The great showing that year, however, was caused by the fact that an article that costs \$12 today sold for about \$22 at that time.

"The trunk manufacturing business in my time has seen wonderful development. In the old days every man in a factory knew how to start and complete a trunk. He sawed the lumber by hand, nailed it together, put on the covering and finished his product. Now each man has only one particular thing to do. One saws the lumber by machinery, another directs the nailing and others look after special details so that it takes eight or ten experts to finish an article. This is all accomplished with modern machinery and appliances.

"With the people educated to travel, luggage equipment, such as trunks, traveling bags and suitcases have become a necessity instead of a luxury, as they were in the early days. And there has been a constant improvement. The wardrobe trunk, for example, makes traveling easier by eliminating the trouble of unpacking when its owner arrives at his destination.

"Hat boxes for women have come into favor in recent months to such an extent that they have caused heavy reductions in the sale of handbags. But this may prove to be only a fad and one never knows how soon milady will switch back again to the handbag or something else that strikes her fancy.

"St. Louis ranks second in the world in the manufacture of luggage equipment, being surpassed only by Petersburg, Va."

Old Timers at Seventh Street, St. Louis, 29 Years Ago

In response to the Magazine's request for pictures of the olden days and the old timers, the accompanying picture arrived. It was taken at the Seventh Street station, St. Louis, 29 years ago and includes the employees at that point.

This picture was taken October 1, 1896. Five of the group are in the employ of the company at the present time, H. C. Clermont, overcharge claim department; A. B. Clark, agent, old Orchard, Mo.; John Maxwell, car record office, Tower Grove; Florian Rychlicki, overcharge claim department; E. R. O. Mueller, assistant auditor, freight accounts.



The men in the picture are:

Top row: N. D. Rankin, J. G. Binnington, James Griffin, Dan Collins, F. X. Backof, D. G. White.

Second row: A. L. Pitcher, Ray Sutherlin, B. M. Godfrey, C. E. Russell, H. C. Clermont.

Third row: Thos. Clark, H. W. Tremlett, L. W. Beckman, A. B. Clark, John Maxwell.

Fourth row: N. Siebothem, T. Renaud, James Malone, J. W. Gantz, J. H. Mace, agent; James Gurney, Jr., chief clerk; Florian Rychlicki.

Seated: A. Johnson, W. C. Emerson, J. P. Williams, E. R. O. Mueller, J. F. Gaab, A. L. Braggins.

CHESTER SAYS—

It takes a great many little pebbles to make a beach.

Which reminds one what an infinitesimal part of this great universe one is.

And remember, we are but an entity within The Entity. The Whole, of which we are a part, is dependent absolutely on each of us doing our bit.

Which, boiled down, means nothing more than that Co-operation is our very life-blood. This is the one outstanding feature that has done more than any other one thing to bring about the success of the Frisco, and it behooves each of us to further and perpetuate this ideal.

Great oaks from little acorns grow

—is true; however, the other side of the story isn't very often told, namely, of the number of little acorns that don't even become sprouts.

Sympathy is but a shallow treat.

The success of any enterprise depends largely on the experience of its leader.

Be good; be honest; be cheerful. That's a wonderful combination.

One bad apple will ruin a barrel of them—which brings to mind that many a life, ambition and achievement is thwarted owing to the environment one travels in and the associates he keeps.

Be the Captain of your own Soul, and let it not be subservient to anyone except your Creator.

A YOUTHFUL WRITER

Wilbur Pace, Frisco Son at Monett, Handles Sport for the Times

Fourteen Year Old Also Manages an Orchestra—Wants to Write on "Big Time" Some Day

WHO writes your sport stories for the paper, covering the high school athletics?" the editor of the Monett (Mo.) Times was asked recently.

"We have one of the pupils write it, a boy by the name of Pace," was the reply.



MARVIN WILBUR PACE

Marvin Wilbur Pace of Monett, the youthful "sports editor," is the son of the general yardmaster in the yards at Monett.

Wilbur is beginning his interesting career at the age of fourteen years. He is a healthy looking youngster, with keen, blue eyes and light hair. His ambition is to finish Monett high school and then go to the University of Missouri where he will study journalism.

This year he will finish his second term in high school.

"I'd sure like to see the high school get a printing press and print a little weekly paper," he said enthusiastically. "I figured it all out and showed it to the teachers. You see, we'd like to interest more of the young folks in high school, and if we could get this paper started we could almost pay for it with ads, and besides that distrib-

ute it among the grade schools and maybe get them interested in high school."

He plans and works constantly and his vision is beyond that of most fourteen-year-old lads.

While his particular interest is centered on journalism, and preparing himself for sport writing for some big paper in future years, he is the manager of a midget orchestra of six pieces, and none of the participants are over fifteen years of age. Wilbur secures out-of-town engagements for his musicians and on Saturday they play for the local picture show. He is also a member of the Senior High School Orchestra.

This past summer he won first prize in the Chautauqua Junior Contest between Lawrence and Barry County, with a violin solo, "Simple Aveu" by Thome. The prize was a book of Edgar Guest's patriotic poems, presented by the American Legion.

Football and basketball are his favorite sports, but he would much rather "report" the game than play.

Those of the Frisco family in Monett, where Wilbur is well known, are anticipating a very bright future for him, and he is given every encouragement from the little city which is his home.

OCTOBER CHANGES IN STATION AGENTS

The following changes in station agents are listed for the month of October, 1925:

H. L. Hunnicutt installed permanent agent, Proctor, Okla., October 1.

C. R. Sawtell, installed permanent agent, Warwick, Okla., October 1.

J. P. Moore, installed temporary ticket agent, Mineral Wells, Miss., October 1.

J. P. Nolan installed permanent agent, Drummond, Okla., October 1.

H. L. Eaton installed permanent agent, Garfield, Ark., October 2.

H. D. Bentley installed permanent agent, Norge, Okla., October 2. Mr. H. L. Forsythe had been handling station in M. W. Henry's name without transfer since September 17.

G. W. Francis installed permanent agent, Chester, Ark., October 4.

I. L. Proffer installed permanent agent, Bucoda, Mo., October 5.

J. L. Scales installed temporary agent Boynton, Ark., October 5.

Effective October 5, 1925, Brentwood, Ark., agency closed.

Effective October 6, 1925, Amagan, Ark., opened as a freight agency. J. J. Causey, ticket only agent installed as freight agent.

H. W. McFarland installed permanent agent, Joiner, Ark., October 7.

J. A. Chronister installed permanent agent, Pascola, Mo., October 8.

FRISCO MEN IN PAGEANT

Enid, Okla., Celebration in Honor of Cherokee Strip Big Event

Master Mechanic W. J. Foley and Fourteen Friscoans Took Important Parts in Festival

EVERY year, Enid, Okla., celebrates the anniversary of the opening of the Cherokee Strip, and September 15 and 16 this year marked the thirty-second anniversary. There was a big street parade, old-timers' basket dinner at Government Springs park, horse shoe tournaments and many other features, closing the celebration each day with the "Cherokee Strip Historical Pageant," which was held at Association park, depicting in the acts, the early day history of the Strip, and of Oklahoma.

Those participating from the Frisco offices at Enid and the parts which they took, follow:

W. J. Foley, master mechanic, Governor Claiborne; H. F. Sinclair, claim agent, Father Marquett; C. U. Allen, division accountant, Coronado; Claude Bond, electric welder, Governor Bienville; K. W. Recknagel, M. C. B. clerk, Pirier; Frank Raab, car repairer, governor's attendant; Feliz Dasz, car repairer, governor's attendant; Eugene Johnson, car repairer, Spanish explorer; Owen Splane, car repairer, Spanish explorer; Dave Meier, car repairer, Spanish explorer; Fred Meier, car repairer, governor's attendant; Talmadge Bentley, car inspector, governor's attendant; Alva Coppernoll, car repairer, Spanish explorer; Martin Graves, machinist, Iberville; William Burner, car repairer, Chepart.

The Frisco employes participated in splendid style, and they were most enthusiastically received by the audience.

In one scene, when the Governor and his staff of Frenchmen were strolling across the country, just to get an idea of its climate and soil, one of the bystanders who knew of their railroad connections, smilingly remarked that they strolled around as though they were looking for some place to build a railroad instead of looking over the ground for other purposes.

Another incident came near delaying the pageant. Governor Claiborne, played by our master mechanic, W. J. Foley, was frantically trying to get into the suit of clothes provided for him, a few minutes before his big scene. The trousers were entirely too small, and there was grave danger of the Governor missing the raising of the American flag on French soil, which would have been a mishap indeed. However, just at the last minute, some "knickers" were procured and the pageant went on.

This pageant was the most artistically staged affair Enid has witnessed for some time.

Fuel Economy Embraces Men in All Classes of Service

Several Vital Suggestions Made for Furthering Admirable Record Now Being Made

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

THE conservation of fuel is one of the most vital problems that confronts the transportation company today. The amount of money spent for fuel is, next to labor, their largest item of expense.

The possibilities for fuel economy to large and small users of fuel warrants a minute and comprehensive study of its use. Fuel economy is not confined to any one man, but on the other hand to engineers and train crews, dispatcher, section foremen, mechanical forces; in fact, every employe is responsible for a proportion of the waste and it naturally follows that each individual must be imbued with the spirit of fuel conservation. It is conceded that fuel used in excess of requirement is more often due to its improper use, due principally to lack of effort on the part of the individual.

During the past 36 years I have followed up closely the conservation of fuel, and have reached the conclusion that it is not necessary to have a technical knowledge of fuel to effect economy in its use. But on the other hand, a first class job of railroading is the prime factor in fuel economy. In analyzing some of the conditions that result in the conservation of fuel we find that by following out the suggestions shown below they will go a long way toward correcting the inefficient method of fuel waste. For the sake of brevity, I will not attempt to elaborate on the suggestions listed, as I feel to take each suggestion and go into the details of it would entail entirely too much space, but if followed out would be your greatest factors in the saving of fuel:

Some Vital Suggestions

Loading of locomotives to their full rated capacity; have switch lists ready at stations for locals and other trains so there will be no delay; have baggage and mail trucks out and properly located to avoid delays to passenger trains; loading of cars to capacity; proper distribution of time on card so schedules can be made without wasting fuel; train dispatching, that will avoid slowing down or stopping trains; avoid slow orders on road as far as possible, and prompt removal when cause has been taken care of; operating of fuel stations with proper handling of fuel; avoid the overloading of tanks; placing paper on grates when coal burning engines

are to be fired up; making up of trains in station order, short loads on the head end; yard air to be installed to expedite testing of brakes; location of water tank where trains can be started easily; storing of less efficient power when business drops off, keeping engines in service that handle big trains and are light on fuel running of engines over one or more divisions in freight and passenger service; proper maintenance and handling of steam heat equipment; handling of brake valve in the proper manner on all trains, but especially on long freight trains to avoid stuck brakes; efficient and proper manner of drafting engine to work free, steam and save fuel; grates in proper condition and fastened to prevent getting cocked, allowing fire to fall through to ash pan; avoid engine being fired up too far in advance of leaving time, and avoid popping when set out for service; hot water boiler washout plant to be used; water to be treated and boiler blown out to prevent foaming, and scale accumulating; avoid excessive use of blower when fire is being knocked; flues, grates, combustion chambers, and arches to be kept clean and flues bored; steam and air leaks in smoke box to receive special attention, as well as steam leaks in whistle valve throttle, piston, valve packing and cab valves; have injectors the proper size so a good uniform job of pumping can be done to avoid shutting off injector every few miles; preheating fuel oil; use of stack covers; sanders to be in good shape, and the pipes lined up to deliver the sand to the rail; close dump on coal cars to avoid waste on line of road; engines to be worked at the shortest possible cut-off, consistent with the handling of the train and making of the schedule; intelligent work report by engineers of work necessary on engines; roundhouse forces performing work as reported; closing jets on stoker when not in use; use of exhaust steam for heating; closing of freight car doors; purchase of the proper kind of fuel; seeing that the condition of engines are first class in every respect.

If the items above referred to are carefully followed out a very material reduction will be made. If we can get our employes interested to the extent that they are in firing their furnaces at home, a wonderful reduction would be made.

Another Good One

This picture of Engineer Kingdon, Fireman Short, was taken on the completion of their trip of August 18, 1925, Newburg to Lindenwood, on engine No. 57. They handled 56 loads or 2955 tons, 333,915 gross ton miles, consumed 17 tons of coal or a fuel performance of 102 pounds per 1000 G. T. M.



gine No. 57. They handled 56 loads or 2955 tons, 333,915 gross ton miles, consumed 17 tons of coal or a fuel performance of 102 pounds per 1000 G. T. M.

MORE GOOD FUEL RECORDS

EASTERN DIVISION: Fuel Supervisor W. A. Crawford reports a trip made on October 8 by Engineer A. A. McClellan and Fireman F. A. Dillon, engine 45, Train Extra West, Newburg to Springfield; called for 3:30 a. m., left at 4:00 a. m. with 46 loads or 1880 tons, arrived at Springfield 9:40 a. m.—on duty 6 hours 10 minutes. Handled 223,720 G. T. M., burned 15 tons of coal or 124 pounds per 1000 G. T. M. Mr. Crawford inspected the engine after arrival at North Springfield and advises the fire was in 100% condition, which showed fireman had taken great interest in his work and that engineer had done first class job of operating the engine. This was an exceptionally good performance for west-bound train with this tonnage as they were more than 100 tons light.

On September 20, engine No. 58 on Train 2/38, Engineer James Howe and Fireman Tice, Newburg to St. Louis, handled 63 loads or 2597 tons on 13 tons of coal. This figures 88 pounds per 1000 G. T. M. and it is also interesting to note that this crew ran Stanton coal chute.

Engine 4143, Train Extra West, Springfield to Monett, on September 19, Engineer H. J. Davidson, Fireman B. C. Holt, handled 50 cars or 1758 tons on 4 tons of coal. Gross ton

miles 77,352, fuel consumption 106 pounds per 1000 G. T. M.

SOUTHWESTERN DIVISION: Engine 1513, Train No. 9, of October 1, Afton to Sapulpa, Engineer J. Dwyer, Fireman H. Davis, 1446 car miles, burned 610 gallons of oil or 43 gallons per passenger car mile. Some time ago this engine was complained of at a fuel meeting at Sapulpa, but has been worked over and is now doing very good on fuel.

Engine 4134, Train Extra East, Sapulpa to Afton, on October 2, Engineer V. P. Couch, Fireman L. R. Morford, Handled 228,416 G. T. M. and burned 1511 gallons of oil or performance of 6.6 gallons per 1000 G. T. M. This trip reported by fuel supervisor who advises engine well handled by crew who are very much interested in the performance of their engine, and this is verified by the above fuel performance.

NORTHERN DIVISION: Train 1/162 on September 10, Engine 1329, Fort Scott to Kansas City in charge of Engineer F. E. Hoffhaus, Fireman R. F. McClain, handled 3033 tons, consuming 12 tons of coal, or 81 pounds per 1000 G. T. M. Ordered to leave Fort Scott at 8:30 a. m., arriving Kansas City 3:45 p. m. Total time on road 7 hours 45 minutes, total time delayed on road 2 hours 22 minutes.

SOUTHERN DIVISION: On October 2, engine 4000, Train Extra, Memphis to Amory, in charge of Engineer Snipes, Fireman Jones, handled 256,163 G. T. M., burned 10 tons of coal or 79 pounds per 1000 G. T. M.

Engine 4003, Train 136, September 29, Engineer Starkes, Fireman Mathews, Amory to Memphis, handled 245,245 G. T. M., burned 10 tons of coal or 81 pounds per 1000 G. T. M.

Engine 4003, on Train No. 135, September 30, Memphis to Amory, Engineer Spencer, Fireman Mathews, handled 241,948 G. T. M., burned 10 tons of coal or a performance of 82 pounds per 1000 G. T. M.

TEXAS LINES: October 4, Extra 735, Stepp and Brown, Sherman to Dallas, 78 miles. On duty 5 hours 45 minutes. Handled 108,866 G. T. M., burned 725 gallons oil or 7 gallons per 1000 G. T. M., equivalent to 84 pounds coal per 1000 G. T. M.

October 4, Extra 706, Cash and Roberson, Sherman to Fort Worth, 95 miles, on duty 7 hours 15 minutes. Handled 140,192 G. T. M., burned 1063 gallons oil or 8 gallons per 1000 G. T. M., equivalent to 96 pounds coal per 1000 G. T. M.

October 5, Engine 707, 2/35, McClain and Criswell, Sherman to Fort Worth, 95 miles, on duty 8 hours 45 minutes. Handled 137,072 G. T. M., burned 1123 gallons oil or 8 gallons per 1000 G. T. M., equivalent to 96 pounds coal per 1000 G. T. M.

October 5, Extra 1261, Walker and Lackey. Brownwood to Fort Worth, 138 miles, on duty 10 hours, 30 min-

Engine Rating and Its Effect on Fuel Performance

By M. H. RODWIG, Supervisor Fuel Economy

In considering engine rating and its effect on fuel performance, we first need to get clearly in mind the method used in measuring the fuel performance of engines. As it is well known, this is based on pounds of fuel consumed per gross ton mile.

To determine the fuel consumed to handle a ton of freight one mile, we must first procure the amount of coal consumed to handle a given tonnage over a district, then multiply the tonnage handled by the miles run, which will give us the gross ton miles for the train; then, divide this into the pounds of coal consumed, which will give us the number of pounds of coal burned per gross ton mile.

In view of this, it is evident that the larger the tonnage that can be handled per train mile, the less fuel will be consumed per gross ton mile. However, it is possible to over-rate the engines to such an extent as to cause them to double hills and run into excessive overtime, which will naturally cause the fires to become dirty and clinkered, and in the place of saving fuel, these conditions will waste fuel, consequently in rating engines, tests should be run in order to determine the most economical rating.

Conditions Should Govern

In running these tests, local conditions should govern, as the same practices will not apply on all districts or sub-divisions. For example—we have a sub-division of a hundred miles and it is comparatively level except for one or two hills that are the ruling

utes. Handled 115,610 G. T. M., burned 1246 gallons oil or 11 gallons per 1000 G. T. M., equivalent to 132 pounds coal per 1000 G. T. M.

October 5, Extra 1240, Dean and Rose, Brownwood to Fort Worth, 138 miles, on duty 11 hours 40 minutes. Handled 106,731 G. T. M., burned 1143 gallons oil or 11 gallons per 1000 G. T. M., equivalent to 131 pounds coal per 1000 G. T. M.

October 6, 1/35, engine 697, Wyatt and Mooney, Sherman to Fort Worth, 95 miles, on duty 8 hours 45 minutes, handled 130,560 G. T. M., burned 1063 gallons oil or 8 gallons per 1000 G. T. M., equivalent to 96 pounds coal per 1000 G. T. M.

October 6, 2/35, engine 706, Smith and Mason, Sherman to Dallas, 78 miles, on duty 7 hours 20 minutes, handled 126,622 G. T. M., burned 717 gallons oil or 8 gallons per 1000 G. T. M., equivalent to 96 pounds coal per 1000 G. T. M.

grades. After handling the train over these ruling grades it would be possible for the engine to handle from 3 to 500 tons more over the remaining part of the sub-division as over the ruling grade. If there was no tonnage to fill with after passing the ruling grades, I believe the engines should be rated over these ruling grades up to the very limit of what they could handle, even if necessary to occasionally double, for the reason that the amount of extra coal used in handling the engines when working at full stroke over these grades would be less than the amount saved afterward when the engines would be handling excess tonnage on the level.

The speed of the train is an important factor to consider in the rating of an engine. In the conclusion of an article published by the A. R. A., I find the following:

"that for each weight train in each direction there will be a definite speed at which the minimum coal consumption will result and with speeds either higher or lower than this definite speed there will be an increase in coal consumption. Generally speaking, the handling of heavier cars and heavier trains and operation at unexcessive speeds will greatly assist in reducing the fuel bills."

A table in the same article shows the most efficient speed at which to handle a given tonnage over a level track. For instance, with a train of 2900 gross tons the most efficient speed is 20 miles per hour, while a higher or lower speed than that will increase the fuel consumed per ton mile. Accordingly, in making tests, the speed of the train should be carefully considered in connection with other conditions.

Summing this question up, as I see it, even were engines rated solely to determine the least amount of fuel that would be burned per gross ton mile, I believe that a number of tests should be run in order to determine the most economical rating that should be given locomotives for the reason that there is such a variation in the way different trains will handle. I believe that the engines should be rated to what they will pull under ordinary conditions, however, when the conditions are unfavorable, such as high winds, stormy weather or low temperature, the rating should be changed to conform to the adverse conditions that the locomotives have to contend with.

(Signed) M. H. RODWIG,
Supervisor of Fuel Economy.

Frisco Employees' Hospital Association

Receipts and Disbursements after June 30, 1925, through September 30, 1925

Balance brought forward from June 30, 1925.....\$ 16 696.95

RECEIPTS:

From assessments on members.....	\$58,128.91		
" interest on daily balances in bank.....	68.00		
" interest on securities in treasury.....	4,086.86		
" donation by St. L.-S. F. Ry. Co.....	125.00		
" sundry accounts collectible.....	1,141.40		
" proceeds sale U. S. A. 3% Treasury Cfts. of Indeb., Series TD-1925, Sold July 31, 1925, at 99%.....	\$19,975.00		
accrued int., June 15 to July 31, 1925.....	75.41	20,050.41	83,600.58
			<u>\$100,297.53</u>

DISBURSEMENTS:

For payrolls.....	\$25,269.31		
" professional, ordinary and emergency services.....	11,703.95		
" labor, material and supplies.....	5,929.62		
" provisions.....	3,776.50		
" drugs.....	4,947.09		
" light, water, ice, gas, fuel and telephones.....	1,547.29		
" all other expenses.....	1,669.18		
" \$10,000, face amount, Kinloch tel. Co. First Mtg. 6% Bonds (mature Aug. 1, 1928), purchased July 17, 1925, at 103½.....	\$10,350.00		
plus ¼ of 1% commission.....	25.00		
and accrued int., 5 months 16 days.....	276.67	10,651.67	
" \$10,000.00, face amount, Rock Island-Frisco Terminal Ry. Co., First Mtge. 5% Gold Bonds (mature Jan. 1, 1927), purchased July 31, 1925, at 100.4065 (4.70% basis).....	\$10,040.65		
and accrued interest, 30 days at 5%.....	41.67	10,082.32	
" \$4,000, face amount, Current River R. R. Co., First Mtge. 5% Bonds (mature Oct. 1, 1927), purchased Aug. 12, 1925, at par.....	\$ 4,000.00		
and accrued int., 4 months 11 days.....	72.77	4,072.77	
" \$1,250.00, face amount, St. L.-S. F. Ry. Co., Prior Lien Series A, 4% Bonds (ma- ture July 1, 1950), purchased Aug. 22, 1925: \$1,000 par value at 76.....	\$ 760.00		
250 par value at 76½.....	191.25		
accrue int., 1 month 19 days at 4%.....	6.80		
commission.....	1.88	959.93	
" \$750.00, face amount, St. L.-S. F. Ry. Co., Adjustment Mtge. 6% Bonds, Series A, (mature July 1, 1955), purchased Aug. 22, 1925, at 92½.....	\$ 693.75		
and accrued int., 4 mos., 19 days at 6%.....	17.37		
commission.....	1.13	712.25	\$ 81,321.88
Balance September 30, 1925, p. m., at First National Bank, St. Louis, Mo.....			18,975.65
			<u>\$100,297.53</u>

THE ASSOCIATION OWNS:

	Par Value
U. S. A. 3% Treasury Certificates of Indebtedness, Series TD-1925 (mature Dec. 15, 1925).....	\$ 10,000.00
U. S. A. 4½% Treasury Notes, Series A-1926 (mature March 15, 1926).....	10,000.00
Illinois Central Rd. Co. Equipment Trust 4½% Gold Notes, Series K (mature Aug. 1, 1926).....	5,000.00
U. S. A. 4½% Treasury Notes, Series B-1926 (mature Sept. 15, 1926).....	15,000.00
Rock Island-Frisco Terminal Ry. Co. 1st Mtg. 5% Gold Bonds (mature Jan. 1, 1927).....	10,000.00
Southern Railway Co. Equipment Trust 5's (mature March 1, 1927).....	5,000.00
U. S. A. 4½% Treasury Notes, Series B-1927 (mature March 15, 1927).....	15,000.00
New York Central Lines 5% Equipment Trust Certificates of 1924 (mature June 1, 1927).....	5,000.00
Current River Railroad Co. First Mtg. 5% Bonds (mature Oct. 1, 1927).....	4,000.00
Edison Electric Illuminating Co. of Boston 4½% Coupon Gold Notes (mature Jan. 15, 1928).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. Equipment Trust 5's (mature April 1, 1928).....	2,000.00
Chesapeake & Ohio Ry. Co., Series V, Equipment Trust 5% Notes (mature July 1, 1928).....	20,000.00
Canadian National Rys. Co. Equipment 4½%, Series H, Gold Certificates (mature July 1, 1928).....	20,000.00
Kinloch Telephone Co. First Mtge. 6% Bonds (mature Aug. 1, 1928).....	10,000.00
U. S. Third Liberty Loan 4½% Bonds (mature Sept. 15, 1928).....	7,500.00

(Now turn to next page, please)

Frisco Led Railways of Nation to "Duco"

(Continued from Page 12)

ing purposes. While the manufacturer was concerned with using factories and equipment costing millions of dollars, and while the chemist was striving to find a peace time product for gun cotton, the cotton growers and warehouses were seeking new markets for their cotton. The burden fell on the chemical engineer. It was he who had to find out what materials could be mixed with cotton to produce a new peace time product.

The order which the manufacturer gave him was to produce an air-drying finish as tough and durable as baked enamel, yet with the beauty of color varnish; a finish of sufficiently low viscosity to be applied with a pneumatic spray, yet carrying a large enough proportion of solids to have the build and covering capacity of the best varnish or enamel; and finally, a finish with a hard glass-like surface that could be applied to the cheapest toy or the most costly piece of furniture with the minimum cost of labor, time and equipment.

The manufacture of "liquid cotton" is an elaborate and exacting process. The cotton linters received in bales from St. Louis, Memphis and other southern points vary in color from a gray to a medium brown, due to the presence of oils, wax and small particles of hull fibre. Before nitration, all of these impurities must be removed completely. This is accomplished by chemical baths and bleaching, followed by a thorough drying. The next step is nitration, which is an important step in the process and is effected by mixing with it a correct proportion of nitric acid, which is obtained from nitrate imported from Chile. It is at this stage of the process that the differentiation is effected, which makes this substance that is to result in "liquid cotton" finish differ from gun cotton of explosives.

Cotton Is Cleaned

After nitration, the cotton is cleaned until the chemical tests show that the cellulose nitrate has attained a chemical stability sufficient to insure extremely long life to the product made from it. Dehydration of the nitrated cotton is then accomplished by displacement of the water with alcohol in hydraulic presses.

At this point the product is what is called "cotton cheese" resembling a block of American cheese one sees in the grocery store. It is then ready to be dissolved in amyl acetate and the solution filtered. A small amount of gums or resins, serving the triple purpose of imparting adhesive properties, elasticity and gloss, is added to the solution, the result being a type of clear lacquer. Then follows the incorporation in the lacquer of finely ground pigments which produces Duco in colors, which is then ready to be sprayed on railway equipment, automobiles or furniture.

Frisco Employees' Hospital Association

(Continued from Page 25)

New York Central Rd. Co. 4½% Equipment Trust Notes of 1917 (mature Jan. 1, 1929).....	1,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Feb. 1, 1929).....	2,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes, (mature March 1, 1929).....	4,000.00
Pennsylvania R. R. Co. Equipment Trust 5% Gold Notes, Series B (mature April 1, 1929).....	7,000.00
St. Louis Bridge Co. 1st Mortgage 7% Bonds (mature April 1, 1929).....	10,000.00
Cincinnati, New Orleans & Texas Pacific Ry. Equipment Trust 5's (mature April 1, 1929).....	3,000.00
Southern Pacific Co. Equipment Trust 5's (mature May 1, 1929).....	5,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Aug. 1, 1929).....	1,000.00
New York Central Lines 4½% Equipment Trust Notes of 1922 (mature Sept. 1, 1929).....	4,000.00
St. Louis Southwestern Ry. Co. Equipment Trust 5% Notes (mature Sept. 1, 1929).....	4,000.00
New York Central Lines 4½% Equipment Trust Notes of 1924 (mature Sept. 15, 1929).....	6,000.00
Pennsylvania R. R. Co. Equipment Trust 4½% Notes, Series C (mature Oct. 1, 1929).....	2,000.00
Baltimore & Ohio Rd. Co. Equipment Trust 5's (mature Dec. 1, 1929).....	2,000.00
Canadian National Rys. 4½% Guaranteed Gold Bonds (mature Feb. 15, 1930).....	10,000.00
New York Central Lines Equipment Trust 4½% Notes (mature May 15, 1930).....	10,000.00
St. L.-S. F. Ry. Co. Equipment Trust 6% Gold Notes (mature Jan. 15, 1935).....	10,000.00
U. S. Fourth Liberty Loan 4¼% Bonds (mature Oct. 15, 1938).....	35,000.00
U. S. First Liberty Loan (Converted) 4¼% Bonds (mature June 15, 1947).....	15,000.00
St. L.-S. F. Ry. Co. Prior Lien, Series A, 4% Bonds (mature July 1, 1950).....	14,000.00
St. L.-S. F. Ry. Co. Adjustment Mortgage 6% Bonds (mature July 1, 1955).....	5,000.00
	\$298,500.00

St. Louis, Mo., Oct. 8, 1925.

F. H. HAMILTON,
Treasurer.

Some Personal Experiences of a Railroad Rail

(Continued from Page 15)

showed great respect to the little fellow. The midget told him that when he came to the plant he was badly shot, both ends battered, his surface resembling a corduroy road, and he inwardly thought, although he hated to admit it, that his days of usefulness were over. But one day a bunch of men grabbed him, straightened him for line and surface, cut off his dipped ends, bored new holes and fitted him up with second-hand bars, whose fishing had been raised to just fit under his worn head and when he was again placed in track with a lot of his buddies that had been treated in a similar manner he felt as good as new.

A Rail Conversation

He overheard a conversation between a couple of rails, one of which looked very peculiar to him in that his entire side had been cut away and he only had half his head. He told him that he was known as a curve worn rail, but he was satisfied in his own mind he would have been in far better condition if he had been kept in good line and regular elevation. Also, he told him that they had placed tie plates under him when he was first laid but they were of ancient cheap type that permitted him to cant out instead of in and

that his brother on the opposite or low side of track was served the same way. Whiskers accumulated on his outside edge and it was not long until he was flattened out so on both sides that he had to be sold as scrap, although he was comparatively youthful. Other boys complained about parties who were supposed to have charge of them never looking them over closely, and they resented this at every opportunity by cutting up all kinds of tricks, such as breaking off one side of their heads, almost invariably on gage side, breaking in two where not properly supported, breaking in an irregular way (called by the high-brows "transverse fissures"), running or creeping and carrying the ties with them because anti-creepers had never been properly applied and in sufficient number, heads chipping off and dipping and lots of other annoying things. If the boy on the back porch had used his head a little to study conditions he would have become more closely acquainted with us.

Comfortable Next Time

Our rail after being fixed up at place before mentioned, found himself in an entirely different part of the country and was matched up with a very large number of same aged youths as himself, but when he was put back in track where he felt thoroughly at home he was comfortable simply because a man that understood his business had put him to bed, had tucked him in properly, and cushioned

underneath him so thoroughly that it would appear he was good for many years of service even if the power and loads are heavy and speed high.

I realize, as do the balance of our family, that we can carry the loads all right for an indefinite time if they will only treat us right in the first place and keep on treating us right.

This talkative old boy further told me that while he was at the plant he learned a lot about what could be done with a rail. He said he saw rails that were not long enough to put back in the track to advantage made up into switch points and so far as he could see they were as good as the points that come from the manufacturer. He said the same about frogs, switch stands, guard rails, plates and a thousand one other things too numerous to mention. He also stated that they renovated track fastenings, making them about as good as new, claw bars, spike mauls and track chisels. They fixed the latter by putting a band around them so that chips could not fly out of head putting out somebody's eye. He was much impressed by all these performances and as soon as he got back home he spread it all up and down the line.

Making the Grade

(Continued from Page 11)

tion like this, I'll relieve you today. You go back to school."

Once more, so far as the chief dispatcher was concerned the incident was closed. A year passed. Then one day, as he was studying his train sheet, a voice at his elbow inquired.

"Mister, do you need a good operator?"

The chief swung round. It was the same boy, back again. The chief shook his head.

"Nope," he retorted. "You'll have to grow a little son, before you can hold down a man's job."

The boy walked out of the office without a word.

Six months later, as the chief was walking up the street from his office someone fell into step with him. A now familiar voice sounded in his ear.

"Mister, don't you need a good operator? I'm an inch taller now!"

The chief dispatcher was a little exasperated.

"Say, what's the idea?" he demanded. "Why are you in such a rush about a job?"

"I'm gonna be a railroad man," was the retort, "and I don't want to waste any more time startin' than I have to!"

Something about the tone in which this was delivered struck a sympathetic chord in the chief's heart. He was himself a man who put the welfare of the road before everything else, and intuitively he knew that here before him was a born railroad man. He surrendered.

"You get the job!" was his verdict.

The Pension Roll

AT a meeting of the board of pensions in St. Louis on September 25, six veterans of Frisco service, with continuous service totaling 169 years, were retired and placed on the pension roll.

Harry Carleton, switch engineer of Sapulpa, Okla., was retired at a meeting of the pension board on September 25.

Carleton was born at Baton Rouge, La., on October 9, 1864. His father was a farmer and Carleton's first position was on a dairy farm, at the age of thirteen years. Moving to Hempstead, Texas, he engaged in work on a dairy farm, but later became associated with the G. C. & S. F. Railroad at Temple, Texas, as locomotive fireman and later as a locomotive engineer. On April 28, 1902, he began service with the Frisco at Fort Smith, Ark., as locomotive engineer and later was transferred to Sapulpa, Okla., where he was located at the time of his retirement. Carleton has two children, Thelma and Harry, Jr., who reside with him and Mrs. Carleton at Sapulpa. Due to a stroke of apoplexy which incapacitated him for active service, he was retired with a pension allowance of \$35.15 a month, after Frisco service of 23 years.

Stephen James Powers, passenger conductor on the northern division, due to impaired sight was put on pension allowance of \$75.45 a month after serving for forty years and six months on the Frisco. Powers was sixty-five years of age at the time of his retirement. His birthplace was near Madison, Wis., on a farm.

He received his education in the public schools of Iowa, and he began work as fireman on a switch engine at the age of seventeen years, with the M. & St. L. Railroad at Minneapolis. Later he went with the C. St. P. M. & O. at St. Paul, then with the Northern Pacific at Glendive, Mont., and again changed to switchman for the Missouri Pacific at Atchison, Kans. He entered Frisco service on January 7, 1885, as a brakeman on the Northern division. On November, 1887, he was promoted to the position of conductor and in July, 1892, was made a passenger conductor out of Kansas City. Powers has two sons, John and Joseph Powers, who

are passenger conductors. He and Mrs. Powers are living at 7544 Prospect avenue, Kansas City.

Stephen Luther Smith, passenger conductor on the Southern division out of Amory, Miss., has just been granted a pension and retired because of permanent disability. Smith was born on June 4, 1862, at Graysville, Tenn. His father was a section foreman and he received his education in the schools of Alabama. Smith lost both his father and mother while



S. L. SMITH

he was quite young and went to live with an older brother on a farm, and Smith started working at the age of twelve years. Here he remained until he was twenty. Securing a position with the L. & N. Railroad he left the farm and started his career in the capacity of a fireman. Later he was given a position as brakeman and finally conductor, staying with the L. & N. nine years. He held similar positions with the Central of Georgia for two years, and in 1893 came with the Frisco as a conductor, at the age of thirty-one years. He is the father of eight children, two of which are twins. The Smiths reside at 1127 North Twenty-eight street, Birmingham, Ala., which has been their home for forty-three years. A pension allowance of \$50.35 a month was granted Smith at the time of his retirement. He served twenty-nine years and five months with Frisco.

Marshall Banister Case, stationary engineer St. L.-S. F. & T. Railway Sherman, Texas, was retired by the



M. B. CASE

pension board due to reaching the age limit. Case was born near Phelps, Ontario, New York, on August 30, 1855. His father was a farmer, and he received his education in the country schools of New York state just in the winter season, when the work was not

wauke Northern and the Santa Fe, but he does not recall the dates definitely. For several years after his service with the Santa Fe he left the railroad game, but came back to it in June of 1907 at Sherman, Texas, in the capacity of a machinist for the Frisco. He held the positions of the electric power plant at this general foreman and head engineer point. A. B. Case, a son, is employed as a machinist at Sherman, Texas. Case has had seventeen years and eleven months continuous service with the Frisco and was given a pension allowance of \$21.85 a month.

Oscar Willard, engineer out of Cherokee, Kans., was another loyal Frisco man to be retired on pension due to permanent disability. Willard had a record of thirty-four years and ten months continuous service, and at the time of his retirement he was sixty years of age. The pension board made his allowance of \$75.80 per month.

Alfred Reynolds, colored, sand dryer in the mechanical department at Fort Smith, Ark., reached the age of seventy years on August 30, 1925, and was placed on the pension roll with a record of twenty-two years and one month Frisco service to his credit, up to the date of his retirement on August 31. Reynolds was born on a plantation near Russellville, Ark., August 30, 1855. His first position was that of a house servant. Later he worked on a plantation near his home at Russellville, until he came to the Frisco on July 5, 1903. He has held the positions of cinder pitman and sand dryer at Fort Smith, continuously until his retirement. He has three children, Daisy, age thirty; Cora, age twenty-seven, and Ira, twenty-five, all living near him at Fort Smith. He was granted a pension allowance of \$20.00 a month.

IN MEMORIAM

Pensioned Conductor Frank Buckley whose service with the railroad dated from September, 1899, died at his home in Monett, September 28.

Mr. Buckley was born at Carlisle, Indiana, on April 14, 1860, and entered the service of the Frisco as freight brakeman on the old Kansas division. He worked later as freight conductor, then as passenger conductor, in which capacity he was employed at the time of his retirement on August 27, 1925.

Mr. Buckley was given a pension allowance of \$43.25 a month.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A LADY BALTIMORE CAKE

Favorite Pastry of Mrs. Emery Haguewood, Springfield, Is Delicious

She Passes Recipe on to Magazine Readers With Suggestion That Housewives Try It

MRS. EMERY HAGUEWOOD is shown in the accompanying picture preparing a Lady Baltimore cake, at her home in Springfield, Mo.

"You simply can't have a failure with this cake," Mrs. Haguewood remarked. It is one of her favorites



MRS. EMERY HAGUEWOOD

and it is given to the magazine readers in the hope that they will be equally successful in following her recipe:

- Take $\frac{3}{4}$ cup of butter
- 2 cups of sugar
- 1 cup milk
- 1 teaspoon of flavoring
- $3\frac{1}{2}$ cups of flour
- $3\frac{1}{2}$ tablespoons baking powder

Whites of 6 eggs (beaten well)
Cream the butter and beat in the sugar gradually. Sift together the baking powder and flour three times and add to the butter and sugar alternately, with the milk and flavoring. Add the whites of eggs last.

Bake in three layers.

To make a lovely icing for the cake, use the following recipe:

- 3 cups of sugar
- 1 cup boiling water
- 3 eggs (whites only)
- 1 cup chopped raisins
- 1 cup chopped nut meats
- $\frac{1}{2}$ cup chopped citron
- $\frac{1}{2}$ cup chopped cherries
- 2 tablespoons lemon juice

Stir the sugar and water till the sugar is dissolved. Let boil until it

FASHION HINTS FROM VOGUE

The following fashion hints, taken from a recent issue of Vogue, will no doubt prove interesting:

The costume is always thought out as a whole. Care for every separate detail is not sufficient because there are no separate details. Each one must be considered first in its relation to the ensemble. The importance of the costume as a whole cannot be overestimated.

Skirts remain **definitely** short, just below the knee.

Hats are usually very small with a highish crown and narrow brim. The brim is sometimes left straight like a sailor, or more often rolled up in front or on the left side. Some beige hats are very large and flat.

Velvet is the **most** important millinery trimming.

Evening gowns of soft velvet appear at the French resorts and will be a strong note in the mode next winter.

Fur-lined coats will also be a feature of the mode of the coming season, warm, smart garments so cleverly fashioned that they retain the slim lines essential to chic.

Fox is worn to the exclusion of almost any other fur piece. Silver, blue or red fox are the favorites.

Jewelry becomes more and more important. The jewelers now fashion jeweled buttons, belts, clasps, pins and ornaments of every sort.

Many bracelets continue to adorn the arm. The chic woman always has a real jeweled pin in her hat and another at her shoulder or waist-line.

The hair continues to be bobbed, but is combed and arranged in some individual manner. It is usually smooth, with a suggestion of a large wave.

Stockings show a tendency to harmonize with their dress. Brick, gray, pale pink (not the usual peach) and white have appeared.

makes a hard ball in water. Pour upon the white of the eggs, beating constantly. Continue beating until cold. Add fruit and spread on cake.

Miss Wilma Terry Sends In Her Dad's Favorite Recipe

Talihina, Oklahoma, Girl Finds Pineapple Pie Best Suited to Father's Taste.

Miss Wilma Terry of Talihina, Okla., daughter of coal chute foreman at that point, writes the Homemakers' department the following letter:

"I have noticed the cake recipes but never saw any pie so I thought I would tell you how we make pineapple pie. I am only twelve years old, but I like to surprise Daddy with a big pie. He thinks they are dandy.

"He is coal chute foreman at Talihina. We have lived here thirteen years. Daddy has been in service for the Frisco that long. We came from Grandin, Mo., here.

"You will have to arrange my recipe if you publish it as I don't know how to fix it to make it look nice, but if you try the pie you will say it sure does taste good."

And below is the recipe which "Daddy Terry" likes his pies baked by:

- 1 can pineapple (this will be sufficient for three pies)
- 2 cups of sugar
- 5 tablespoons of corn starch or flour
- Yolks five eggs.
- $\frac{1}{2}$ box cocoanut

Have the fruit boiling and stir the sugar and flour together and then use enough sweet milk and egg yolk to mix.

Pour in the fruit after it begins to thicken and stir in the cocoanut.

Have your crust all ready baked. Then take the whites of the eggs well beaten, and spread over the filling, and brown.

Let's have some more recipes from our younger girls. It is delightful to know that they are interested in home-making.

Stuffed Cabbage

Grind a half pound beef and a half pound pork, add one-half cup rice, one onion cut fine, salt and pepper and one beaten egg. Pour boiling water over cabbage leaves and cover tight for ten minutes. Fill each cabbage leaf with a tablespoon of the mixture. Roll up and put in large flat pan. Cover almost with boiling water. Add a teacup of tomatoes, and boil one hour and twenty minutes.

Miss Frisco Clad in Fashion's Latest



One of the newer balbriggan outfits, with velvet combination, attractively worn by Miss Erma Reece of the master mechanic's office of Kansas City, Mo. A fox fur completes the outfit.



Miss Fanchon M. Johnson, of the office of Mr. B. J. Gleason, local freight agent, Kansas City, Mo., makes a charming model in this sport coat, with wide bordering of brown shades, and dyed squirrel collar, a most popular adjunct to a fall wardrobe.



A very late flare skirt satin model, with highly-colored chain-stitch embroidery. The hat, of wide brim with smocked crown, makes the outfit most charming. The model is Miss Irene Morrison, of the office of G. F. Macgregor, executive general agent, Kansas City, Mo.

**Grown-Ups
Please
Be Quiet**

THE TWILIGHT HOUR

**A Page
Just For
Children**

NOVEMBER—that month when winter is whistling around the corner and evening time brings ruddy glows from fireplaces and the air is crisp and cool.

November also brings Thanksgiving with golden brown pumpkin pie with crispy crust.

Nan and Joe Lewis had been counting the days until Thanksgiving. School let out for a week then, because, you see, it was a country school. They lived on one of the most beautiful farms in Missouri, and right near the Frisco railroad.

It was great fun to go to the place where the trains went by and wave at the engineers. Why, Nan and Joe just thought the Frisco was the finest railroad in the world, and they were quite sure no other road had such beautiful big engines, or went so fast.

Near the place where the Lewis farm was located, the ground was slashed with high precipices and deep ravines. One of the old engineers, Mr. Smith, a friend of the family, had told them that the Frisco had spent lots of money to cut out the road along that division, and to insure safety for the public at all times, a number of track walkers were employed. They walked the track night and day, for fear some huge stones would roll down and cause a serious accident.

One day Nan and Joe saw one.

"Are you a track walker?" asked Nan.

"Sure, and where did you find out me occupation?" answered old Patrick, with a cheery smile.

"Oh, we know all about you and what you do. It's a lonesome job, isn't it?" Joe asked.

"Sure and it is—but it means safety for the lives of all of the good folk who ride the Frisco. If a big boulder should tumble down the hill—it must be gotten off quick. But I mustn't linger. No. 801 will be clipping along presently and it's quite a ways I have to be going before she comes. S'long and it's hoping, I am, that I'll see you again." And away he went, followed by their admiring eyes, for to meet anyone connected with the Frisco Railroad was a great treat for Nan and Joe.

Thanksgiving morning dawned, cool and clear. The November sun crept up over the hill.

Pumpkins had been gathered, and mother was removing from the oven, three of those delicious brown pumpkin pies. There in the oven was the turkey, sizzling and brown, stuffed so full of dressing that his sides stuck out. The sweet potatoes were crisp and sugared. The gingerbread was cut into big squares and filled two plates.

Mother was fussing and hurrying about the kitchen while grandmother was setting the table. Company—of course. She was setting the table for ten!

"Daddy" Lewis was reading the paper in the living room. Nan and Joe had one of the biggest pumpkins they could find in the patch, cutting out ears and eyes.

"Oh, I know what let's do!" suddenly exclaimed Nan. "Let's take this pumpkin down to the railroad track this evening when it gets dark and maybe the engineer will see it."

"Gee, that's a good idea. I'll bet that poor old engineer hasn't had any Thanksgiving dinner today. Wish we could give him some of ours. Anyway, if he's forgotten about it bein' Thanksgiving, we'll make him remember it when he sees this pumpkin face," and Joe cut away, rounding out ears and eyes and a mouth.

My, what a dinner there was at the Lewis home that day! All the relatives from miles around came and they had to add four extra chairs, and even then, Nan and Joe had to eat in the kitchen—but the turkey drumsticks tasted just as good.

Evening came, and just before darkness, all the company went home. It had been a great day and everybody was truly thankful.

"Daddy, may we go down just to the pasture fence and set this pumpkin on a post to show to the old engineer when he goes by?" Nan eagerly asked, when the last guest had departed.

"Yes—but no farther. Come back within an hour."

"Daddy" Lewis always was such a good sport, and so Nan and Joe bundled up and picked up the big pumpkin face. Besides matches and a candle, Joe carried with him his electric flashlight, because the wind was blowing strongly and the candle might be snuffed out.

They reached the fence—placed the pumpkin on the post and sat there, anxiously peering into the darkness and listening for the familiar sounds of the approaching train.

Joe threw the flashlight this way and that, eagerly discussing with Nan, just what the engineer would do when he saw it. Maybe he might blow his whistle and they would know for sure that he knew who they were.

Then suddenly Joe's face became tense. His flashlight was centered on a huge boulder right in the middle of the track!

"Look, Nan—a boulder! The train is coming soon, too. It must have just rolled down. What'll we do?" Joe was white as a sheet.

"I—I—don't know," stammered

Nan. "We must stop the train, though—the track walker said it meant many lives to keep the track clear. Let's put the pumpkin right in the middle of the track—that's all we can do."

"—hurry, Nan—help me lift it. We'll put it in the center of the track and then we'll flash my flashlight. Oh, Nan—maybe we'll be in time!"

They headed straight down the track as fast as they could run. Gaining a distance of some quarter of a mile, they placed the pumpkin in the middle of the track and lit the candle. Their only hope was that the wind would not blow it out before the engineer got a glimpse of it.

"Now, Nan—you stand there and throw the light on me and I'll scream and wave my arms. Isn't that it coming?"

The night, clear and cool, brought sounds of the approaching train.

"Oh, Joe—let's say that little prayer we say every night."

The candle flickered, but held its own against the wind. Closer and closer came the train and finally its headlight pierced the night. Joe and Nan worked frantically—Joe waving his little arms and Nan, tense and trembling, threw the light full in his face and across his shoulders.

What was that terrific noise—!

"Nan—Nan," Joe shouted, "He's putting on the brakes. Oh, Nan—he saw us." Nan didn't hear because of the terrific grinding of wheels and brakes, but she knew what was happening.

Some few feet further on the train came to a dead stop and Nan and Joe walked up to the engineer's cab and told him of the huge boulder.

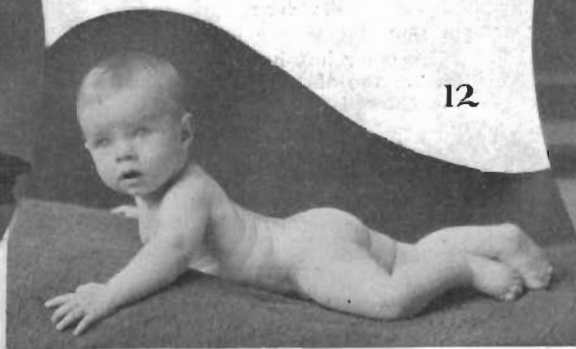
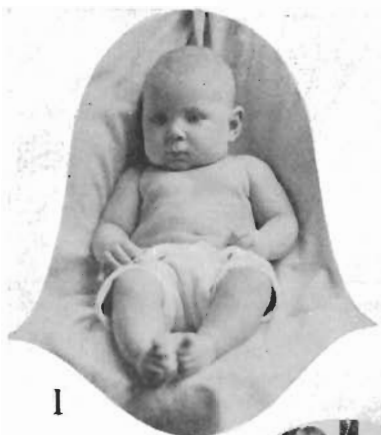
It was an hour before they finally got it all removed. The track walker had made his rounds just a few minutes before the huge boulder dropped on the track and if Nan and Joe hadn't decided to show their pumpkin face to the engineer, well—this story might have ended another way.

The funny old pumpkin face had performed its task nobly, and fragments of it lay scattered along the track. The engineer and fireman took Nan and Joe up in their arms and told them what a wonderful thing they had done.

The whole trainload of people crowded in around the two youngsters and it was there that "Daddy" Lewis found them and learned of their heroic deed.

But that was long ago. Joe grew up and became an engineer and he often tells his little son of the incident.

And Nan? Nan met a beautiful Prince and they married and she lived happily ever after, too.



FRISCO BABIES

1—Georgia Ann, 4 months, daughter of H. C. Strickler, Sapulpa. 2—Dorothy Westbay, age 5, granddaughter of J. W. Ruggles, Monnett, and H. H. Westbay, Ft. Smith. 3—Virginia E., 6 months, daughter of Harold Doerr, interline clerk. 4—Beverly, Mary John and Betty Jean, granddaughters of H. A. Van Ness, Oklahoma City. 5—Grandson of Engineer W. F. Amick and son of Kirby Taylor. 6—Jack, age 2, son of Dr. J. D. James, Springfield. 7—Arthur H., Jr., age 8, son of A. H. Tichenor, St. Louis, Mo. 8—W. T., age 8, son of Section Foreman Hiram Wyatt. 9—Frankie Lucille, age 2, daughter of Glen O. Sisson, Neodesha. 10—Robert, age 1, son of C. W. Archdale, Monnett. 11—Wallace Dutton, grandson of W. P. McNair. 12—Harold, son of W. D. Price, Springfield.



Yes, sir! We still have model wives! (1925 models!)

I'll Bite

"Why does a stork stand on one foot?"

"I'll bite, why does he?"

"If he lifted the other foot, he'd fall down!"

Wait!

Lady (to waiter in station restaurant): "Did you say I had twenty minutes to wait, or that it was twenty minutes to eight?"

"Nayther. Oi said ye had twenty minutes to ate, an' that's all ye did have—an' yer train's jist gone."

One objection to the short skirt is supposed to be that it makes women look shorter—but again, of course, there is the consideration that it usually makes men look ever so much longer.

Not Guilty

First Stenographer: "The idea of you working steady eight hours a day! I would not think of such a thing!"

Second Stenographer: "Neither would I. It was the boss that thought of it."

Alright

"Why does a prohibitionist prefer a blonde?"

"Because he fears a brew-net!"

(Notre Dame Juggler)

Oh!

"How do you know the ancient Hebrews slept five in a bed?"

"Because Moses slept with his forefathers!"

Atta Boy!

"Which would you rather have—a lion eat you or a tiger?"

"Neither—I'd rather the lion ate the tiger."

The fool and his money are soon parted, and nature should arrange a similar alienation of the fool and his car.

Ouch

One day I walked
Among the flowers,
I came across some bees,
I thought them most industrious,
Hunting sweet things 'neath the leaves.

I turned my back
Up toward my shack,
And one of the damn things stung me!
Period.

Same Thing

Doctor: "Madam, your husband is suffering from voluntary inertia."

Wife: "Oh, the poor man, and I have been accusing him of being lazy!"

You would certainly expect that rents would be low now, with so many people living in their automobiles.

Not Now!

Doctor: "Are you an epileptic?"
Mose: "No, suh, ah votes a straight ticket now!"

A fool and his money are soon parted in order that others may make both ends meet.

A New One

"That isn't the same story you told me before."

"No, lady, you didn't believe the other one."

Business this summer was not as good as we hoped for, but it was better than we expected.

Evidence

He told the flapper of his love

The color left her cheeks;

But on the shoulder of his coat,

It showed for many weeks!

Wives are women who tell husbands when to change their socks; husbands are men who kick about the grocery bills!

An optimist is a man who is going to get married.

Keep Off!

The fall evening gowns for 1925 remind one of barbed wire fences.

They protect the property, but don't obstruct the view!

Hired

Mistress: "Can you serve company?"

New Maid: "Yes mam, either way."

Mistress: "What do you mean, 'either way'?"

New Maid: "So's they'll come again and so's they won't."

Some birds are not satisfied with the natural noises their flivvers make, but they have to have a few tire chains clanging on the fenders to add to the din.

A Chicago Romance

Papa loves mamma,
Mamma loves men,
Mamma's in the graveyard,
Papa's in the pen.

—Ames Green Gander.

No one leads a more trying life than a police judge.

The Inferior Masculine

"There's no chance for us any more," complained a young fellow out of work. "Everywhere women are snapping up the best jobs. Now just look at that!" and he pointed to two pretty girls meeting nearby, rapturously kissing each other.

"Well, what of that?" asked one of his listeners.

"Oh, just another woman doing a man's work," replied the youth bitterly.

A guest in a New York hotel reached for a bed quilt and thought he had found a one-dollar bill.

No Suh!

"Ras, I heah you is gone into business," said Miss Amy Brown.

"Yas, dasso," answered Rastus Pinkley. "I'se raisin' chickens an' sellin' 'em."

"What's de matter? Has you los' yo' appetite?"—Boston Transcript.

The part of the auto that causes more accidents than any other is the nut that holds the steering wheel.

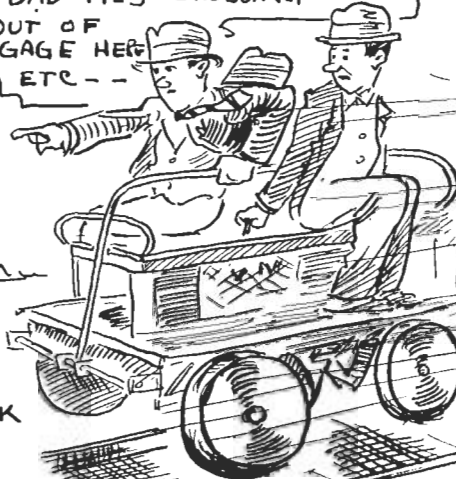
"AMONG OURSELVES" THE SECTION MEN-

YOU REPORT RECEIVING
1700 FEET OF RAIL AND
THEN SHOW USING



2000
FEET-
WHERE
YOU
THE
DID
GET
RAIL?

TWO BOLTS OFF
THERE - LOW JOINT HERE
SPLIT HEAD RAIL THERE
BAD TIES - CROSSING LOW -
OUT OF GAGE HERE
ETC - -



THE ROADMASTER'S CLERK
CAN PUZZLE ANY
FOREMAN -

IT WOULD TAKE
50 MEN TO LIFT
A RAIL WITHOUT
A "SINGER"

A ROADMASTER
CAN SEE ANY
THING GOING
40 MILES ON
A MOTOR CAR -

NOW - MR. FLANNIGAN - I WANT
YOUR ACCIDENT REPORTS
BRIEF - UNDERSTAND?



"YESSUR"

JOHN GODSEY

THE NEXT
REPORT -

Supt -
Eng 1209
off again
on again
gone again
Flannigan



TRACK
WALKER
OUT ON A
STORMY
NIGHT -

The FRISCO EMPLOYEES' MAGAZINE

Published on the First of Each Month

By the

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Edited by WM. L. HUGGINS, Jr.

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Vol. 3 NOVEMBER, 1925 No. 2

**A Truth That Jolts—**

A MAN who daily rubs elbows with the figures of railroad operation of all roads in the United States, appeared before a body of keen business men in a middle western city recently, and delivered some straight-from-the-shoulder facts that jolted.

He told them that the revenues from less than twenty days' operation of all Class One railroads in 1924, were all the companies had left, after the payment of expenses, with which to pay dividends to stockholders, and to improve and develop their properties.

Only twenty days out of three hundred and sixty-five.

What would your average business man think and do if his business was so regulated?

This railroad diagnostician went on to tell his hearers that it required all of the revenues from 163 days operation to pay the wages of the employes; 27 days to pay for fuel; 89 days to pay for materials and supplies; 15 days to pay the rent on leased lines, hire of equipment and other fixed charges aside from interest.

Without giving his audience time to draw its breath, he continued with the information that it took 21 days to pay taxes; 32 days to pay interest on mortgage indebtedness, and he concluded by reminding them that if they took the trouble to add up those days, his statement that less than 20 days remained in which to earn dividends for stockholders, provide for the improvement and development of railroad property, would prove out.

Such figures need no editorial comment.

They stand alone. Every employe can understand from them what danger his railway is facing.

Think This Over

D ID you ever hear a successful man say the world was against him? Did you ever hear an up-and-coming worker whine about someone "framing" him, or putting rocks in his path?

We never heard of it, and we've heard lots of men complain of this and that—poor treatment—favoritism that wasn't directed their way—some superior discrediting them when it "wasn't my fault"—all the petty, little complaints that clutter up every official office and scatter around every industry.

Let's give it a whirl along this line.

The head of a big railroad—the Frisco for instance—must necessarily be a man who has succeeded in a large way. He is at the top, and he didn't get there by crying over his luck, or whining because some one "put obstacles in my path." If there were obstacles in his path he removed them. He isn't going to have a lot of maudlin sympathy for some chap who likes to whine. But he is, as sure as you're alive, looking for men who do things.

Did you ever stop to think that institutions assure to their employes the three things that every worker has come to regard as essential; first, a living wage, second, certainty of employment as far as circumstances permit, and third, a fair plan of promotion?

Think those three points over a moment.

And then ask yourself, fairly, if the Frisco hasn't guaranteed those things to you.

Then go out and make it. It's up to you.

Power

A RTHUR STRINGER, formerly a Pere Marquette Railway employe, has made a notable contribution to literature in "Power."

A railroad story from cover to cover, it is filled with the virile fight and continual struggle that every railway man knows is his portion. There are incidents in it that every Frisco employe will recognize—and men whom every employe knows.

The Editor recommends it heartily and enthusiastically, as the best railroad fiction,—based on fact, mind you,—on the book stalls this year.

A
MAGAZINE WITHIN
A
MAGAZINE

The Frisco Mechanic

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

VOLUME II

NOVEMBER, 1925

No. 2

The FRISCO MECHANIC

Published and Edited as a Department
of the

Frisco Employees' Magazine

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

Associate Editors

WM. UNDERWOOD Chairman
HOWARD PICKENS Secretary

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

FRISCO ASSOCIATION MEETS

Fourth Annual Conclave Held in Frisco Bldg. at Springfield, Mo.

W. M. Underwood Re-elected General
Chairman—C. C. Connelley of
St. Louis New Officer

ON September 23, too late to be included in the October magazine, the Frisco Association at Springfield, Mo., held its fourth annual convention in the assembly room in the Frisco Building.

There were over fifty delegates in attendance from the different locals over the system.

Conditions over the entire railroad were discussed and it was the general opinion that they were good in every shop.

Mr. W. M. Underwood was re-elected as general chairman for the ensuing year. One addition was made to the board, that of Mr. C. C. Connelley of St. Louis. This was a new position created on the board to represent St. Louis only, which makes a total of twelve men constituting the board, with Mr. Underwood, and Mr. J. L. Way of Sherman, Texas, presiding as chairman general and vice, respectively.

Mr. S. F. Cooper of Springfield was elected general secretary in place of Earl Titterington, the only retiring member of the board.

Four other members were re-elected namely, Mr. Victor Mounger of Sapulpa, chairman of the southwestern division; Mr. J. E. Rucks, of Birmingham, chairman of the southern division; Mr. G. T. Youell, of Memphis, chairman of the southern division; Mr. L. J. Lyons, of Springfield, chairman of the west shops.

Mr. H. L. Worman, superintendent of motive power met with the men at Springfield, and received praise by every member of the executive committee for his kindly consideration to the association.

The Arion Entertainers—Frisco's Popular Fun and Music Makers



The "Arion Entertainers" is a group of performers composed of Frisco employees of the Springfield, Mo., offices and shops.

For several months the members have been organizing their little company and appearing on programs at Frisco stunts.

The organization boasts a Hawaiian string band, a male quartet, magicians, a harmonica band, and a number of soloists.

The entertainers are booked for a number of concerts and miscellaneous programs at Springfield and the surrounding cities for the fall and winter. Their program is of a vaudeville nature and highly entertaining.

The accompanying photograph is of the vocalists and impersonators in the company. In the picture are: Loren Lawless, in Scotch costume; Elmer Jarratt, ("Hoe Cake") negro impersonator; Howard Pickens, soloist; Jewell Prater, pianist, and LeRoy Prater in the costume of an Arabian sheik.

This little company would be glad to assist in Frisco programs and their services can be secured by writing to this organization, through the magazine department.

New Frisco Daughter

The mechanical department of Springfield, Mo., extend congratulations to Mr. and Mrs. George F. McKenna, on the arrival of a young daughter at their home on September 17.

Mr. McKenna is secretary to Mr. H. L. Worman, superintendent of motive power, and Mrs. McKenna, before her marriage, was employed in the offices of the Frisco, at Springfield.

The baby has been named Mary Catherine McKenna.

New Motor Car in October 3

On Saturday, October 3, motor car 2121, the second of the new motor cars to be delivered to the Frisco by the Electro-Motive Company of St. Louis, Mo., started on its initial trip to Hayti, Mo., in charge of Mr. L. A. Toupin, general motor car inspector.

This car will be placed on what is known as the "Ham Run," between Campbell and Caruthersville, with a side trip from Kennett to Leachville.

The car will handle a trailer, consisting of a combination baggage and mail car.

Car Department Employees At Enid, Oklahoma



The car department employees at Enid, Oklahoma, stopped their busy duties long enough to gather around box car No. 32013 recently and look at the photographer's instrument of flattery. The employees at Enid are a 100 per cent group. They went over that way in the recent insurance program, and their 100 per cent watchwords are "Safety First" and "Efficiency".

Frisco Machinist Admitted to Tennessee Bar Following Night Study

George Kinkle, Former Association President, Leaves Service to Practice Law in Memphis

George Kinkle, former president of the Frisco Association at Memphis, Tenn., has attained his goal, which led him through many months of diligent study and nights at a night school.

His ambition was to be a lawyer. To this end he worked during his leisure hours. Though a machinist by trade he worked in the shops at Memphis, Tenn., and due to his unusual personality and good business judgment, was elected president of Local No. 19. He has been with the Frisco a number of years.

He has now received his diploma from the night school of law at Memphis, Tenn., and is leaving the Frisco to start a practice in that city.

Upon learning of his retirement from Frisco service, the system committee of the Frisco Association wrote Mr. Kinkle a splendid letter of congratulations and encouragement, offering their services in his behalf.

Reclamation Plant Employees Held Safety Meeting October 6

Claim Agent J. N. Gallagher in Charge —Successful Meet Largely Attended

The employees of the reclamation plant, Springfield, Mo., held a very successful safety first meeting on October 6.

Mr. L. J. Leysaht, superintendent of this shop generally presides over this meeting, often turning it over to one of his supervisors.

This time the meeting was in charge of Mr. J. N. Gallagher, claim agent.

Three representatives from the roundhouse attend each safety meeting, together with two from the blacksmith shop, one from the oxweld plant, one from the machine shop and three from the yard. The coach shop generally sends about four men. The foreman of each department is also in attendance.

Recently a new ruling has gone into effect, that any man who has received more than one personal injury, shall attend this meeting. If he receives more than one it is generally conceded that he is careless and to attend one of the safety meetings, might be of value to him in avoiding any future accidents.

A SPLENDID PERFORMANCE

Two Hours and Fifteen Minutes Sufficient for Rush Job

Engine 1100 Quickly Repaired by Seven Men Making Record in Similar Attempts

A RECORD in performance that should be brought to the attention of Frisco folks is submitted by Mr. F. A. Lampton, foreman of the south side shops, Springfield, Mo.

Engine 1100 came in recently on train 101, arriving on time or at 4 p. m. Six minutes later the engine was at the cinder pit and at 4:09 was over the drop pit. The first binder was down at 4:17, the second one at 4:20. Knuckle pins were out at 4:27 and wheels were in drop pit at 4:36. The left back driving box was off the journal at 4:38. The right back journal off the box at 4:41. The left back box was on the boring mill at 4:43 and off at 4:52. The right one was on the boring mill at 4:55 and off at 5:03.

The left back box was placed back on the journal at 5:04, and the right back box at 5:12. Wheels went under the engine at 5:20. The right binder was up at 5:40 and the left one at 5:46. Rods were coupled up at 5:27. Brake rods, ash pan rods, pins and cotter keys replaced and engine moved out of the house at 6:15 p. m.

The back driving boxes were taken to the machine shop, during this operation and bored scant 1/32" larger than they were when taken off. This on account of boxes being hot and crown brasses having a glazed surface.

Two mechanics and two helpers were used on this job, and from 4 to 5 o'clock there were three other men helping to get this work done. The regular machine force handled the driving boxes on the boring mill.

It is doubted if any place, or on any railroad, this record could be excelled.

Full credit for the work is given by Mr. Lampton to the following men:

Earl Williamson, second class machinist; V. V. Chapman, first class machinist; Fischer C. Bass, third class machinist; John Snarr, second class machinist; George Dillard, machinist apprentice; Herbert McKenna, first class machinist; M. C. Hallock, first class machine man.

For such a large shop and plant, handling all scrap material for the railroad, the personal injuries are very few, only one reportable accident for the month was given, and that was not of a serious nature.

The men in every shop are realizing that safety first is one of the greatest rules to work by, and they are striving for a clear record each month.

ANOTHER GROUP AT ENID

Who said Enid, Oklahoma, didn't excel in car work? How could they help but have a splendid output with these three men supervising.



They are (left to right) D. W. Lilley, assistant car foreman; J. R. Ferguson, general car foreman, and William V. Caywood, piecework checker.

To know any one of them is to know a real supervisor and a man whom all the employees admire greatly.

Co-operation, efficiency and a bit of a human touch is the explanation of their success. And it might be added, SAFETY FIRST with respect to every operation.

Sunday October Third Was Busy Day at Monett, Mo.

Seventy-seven Cars of Stock for East, Sent Out in Two Hours.

Business literally boomed through Monett, Mo., on Sunday, October 3.

Between the hours of 9:00 and 11:00 in the morning, seventy-seven cars of stock were handled out of Monett for eastern markets.

An average handling of over 300 passenger cars in every twenty-four hours is recorded at Monett, while from 2000 to 2100 freight cars are given the necessary handling during each day.

The heavy movements are due to the fact that four divisions enter Monett, which necessitates the switching of cars from one train to another for the different divisions.

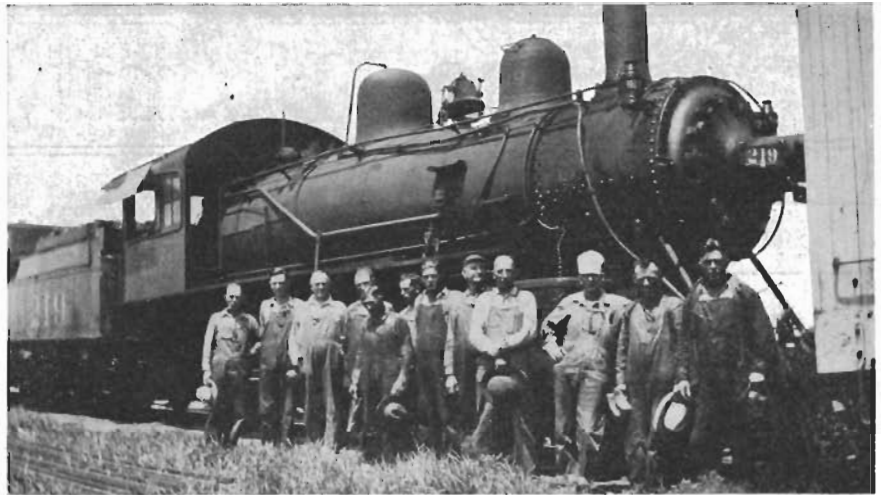
But the casual observer will notice that the work goes on systematically and quickly, insuring prompt and efficient handling, and the force at Monett should be highly complimented on the splendid service.

An Editor's View of It

Instead of prosecuting the railways for merging as formerly, an act of Congress is now seriously proposed compelling consolidations as being in the public interest. What next—Breeder's Gazette.

On The Iron Near Altus, Oklahoma

Grouped around engine 219, are the crew and men in charge of pile driver 99056, which is working near Altus, Okla., on the Chickasha Sub.



This pile driver is in charge of W. A. Lantz, foreman, and in the picture will be found the following crew: Frank Woodard, C. L. Sargent, S. W. Callwell, R. C. Tucker, R. C. Mitchell, Robert Rodgers, John Cook, George Huffacer and Jake Hammersley, driver engineer.

Conductor W. M. Dorris, W. O. Rutledge, brakeman; A. B. Smith, engineer, and Paul Harwood, fireman, made up the crew handling engine 219.

WATER

ONE OF THE LARGE ITEMS OF
EXPENSE OF A RAIL ROAD

DON'T WASTE IT

STOP THE LEAKS

Almost Unbelievable, But an absolute FACT that a Leak of the following Sizes at a Normal pressure will waste the following Amounts:

- 170 Gallons in 24 Hours.
- 970 --- -- -- --
- 3600 --- -- -- --

A Leak 1/2 inch in diameter with Water at 15¢ per 1000 will Cost \$4135.00 in One Year.



This Is a Good One

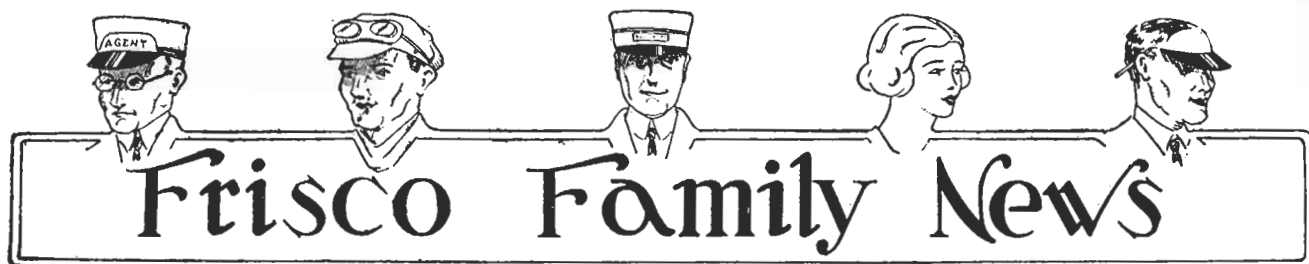
"You can't be too careful!" That is what J. E. Nussbaum wrote the magazine department the other day.

To substantiate his statement he forwarded this story, which he claims is true: A Missouri farmer purchased a stick of dynamite for the purpose of blowing up stumps. He laid the dynamite by the barn and went in to put his team away. A pig found the dynamite—swallowed it and

walked into a stall where a span of mules were tied.

One of the mules kicked the pig and the jar set off the dynamite. The explosion blinded the farmer, killed one of the mules and tore the harness off the other, blew the end out of the barn, and almost killed the pig.

Perhaps exaggerated—but the moral is that dynamite is dangerous, and if it must be handled and used, make it perform the task for which it was purchased without leaving a trail of arms and legs for a block or two.



SOUTHERN DIVISION

STORES DEPARTMENT MEMPHIS, TENN.

WARREN PUCKETT, Reporter

The very first thing that I am going to say this month, will be something about the good drawings that are coming in for the magazine each month from our good friend, "John Godsey," at Birmingham. His drawings remind me of the Sunday funny paper with the kids, for that is the first thing they want to see, so it is with me, the first thing I look at when I pick up a new issue are the cartoons from John at Birmingham. We should be proud that we have a cartoonist like John on the system, and we are especially proud that he is located on the southern division, which division, we believe, is the best on the SYSTEM.

Hoorah for the annual inventory of store stock, which will be taken on October 31, as usual. The writer has had the experience of one inventory, and knows exactly what they are, and believe me, it is nothing to laugh about, as it calls for a lot of hard work, and plenty of it. We are now in pretty good shape for this "Fete" and feel that we can strut our usual stuff on this inventory, and feel sure that we will hit around the same figures that we did last year, if not better. Several instructive meetings have been called relative to this said inventory.

One word must be said about the condition of our store room. Brother Roper just recently gave us a "No. 1" job of painting throughout the office of the store room, which was put on in duplicate and adds much to the beauty of the office.

Just a line or two must be said in this issue relative to the new crack train, "The Sunnyland," which was recently put on from Kansas City to Jacksonville, Fla. I must say that it is some train, and will bear the very closest inspection. Nothing was omitted to give the traveling public all the accommodations that they are duly entitled to. This train gives the Memphis people a daylight trip to Kansas City, with something like two hours better time than what we have had before.

Mr. R. B. Butler has been recently appointed to fill the vacancy that came about, due to the death of our late superintendent, Mr. C. H. Claiborne, as superintendent of the southern division. We welcome Mr. Butler on this division, and feel sure that he will like the atmosphere in and around Memphis as most everybody that comes to Memphis and lives six months will never be satisfied anywhere else. That's not bolony, either, for the writer came to Memphis from Atlanta, Georgia, and knows exactly what a good city is.

"Hello there, Fort Worth baseball fans." You people out there seem to have a pretty good baseball team, don't you? Well, you had better tune up for next year, for the Memphis Club will

give you all you are looking for. Atlanta had a good team this year, but you had a little too much for them. Memphis gave you some good games last year and if we win the pennant next year in the Southern League, and you happen to win it in the Texas League, then Memphis will more than likely take the Dixie Series. Manager Clyde Milan is doing his best now to take it.

Memphis and the Tri-State territory have just finished one of the best fairs in history, however, the gate receipts this year were not quite as large as they have been, due to the rainy weather. The fair in general was considered the best in many a year. You people at Dallas, who boast of having the best fair in the South, run over to Memphis sometime to see our fair, and see what a real fair looks like.

Many thanks to the editor for running the picture of the doctors and nurses in the Frisco Hospital at Saint Louis in the October number. Now we know what to expect when we go to Saint Louis and already I feel like I am going to have to undergo some kind of operation in order to come up and get acquainted. Many good things have been said about the good service that is rendered in the different Frisco hospitals.

Two things in general that make you feel glad that you are a Frisco employee. The first is the hospital and medical treatment that the employees receive from a mere few cents each month from their checks, which is never missed. The second is the liberal insurance policy that we have just received thru the efforts put forth by our president, Mr. J. M. Kurn. This is by far the best insurance that anyone can get for the money and wish it were possible for us to take as much of this insurance as we like instead of limiting us to a certain amount.

BIRMINGHAM TERMINALS

JOHN L. GODSEY, Reporter

Seeing his name in the Frisco Magazine, Pete the pie man who is selling pies for the Home Bakery Company, decided to repay the reporter and presented him with a pineapple pie. It is not necessary to say that this pie was enjoyed as everyone at East Thomas knows something of "Pete's Pies."

Seebie Gann returned to work after several weeks of confinement due to a serious accident some time ago. The day before the accident Seebie was offered an accident policy but did not take it.

Marvin Darrah secured enough courage to have his tonsils extracted. This operation was performed in the new scientific way, that is, without loss of blood.

The cold wave struck on October 10, and found the entire office force working in coats and hats. The heat was lacking, and Mr. Hobson had plenty of work all at once on this day.

Arnold Carden sent his wife and baby off to Georgia and then walked peacefully away with her trip pass. This is one good way to get rid of the wife,

all right, but what we want to see is how Carden is going to look when his wife comes back home.

"Uncle John" Connelly has been very ill for two weeks, but came back to the office this morning, although he was in no condition. We hope that he will be fully recovered and be back with us in the near future.

Tom Mealey and Hatcher, at the belt office, would make expert shoe salesmen, knowing the different types of shoes on the market. Mealey likes the brogan type, while Hatcher is not so particular. But the next shoe salesman won't have such an easy time collecting \$6.85 for a pair of shoes worth 98 cents.

Jim Todd, the old office porter, is bumping on the section gang to resume his duties as "track walker." We hate to see Jim go, but Jim says he can make more money and his "ole 'oman" has to eat.

The world series has taken its toll, but not so much as it did last year. Seems Hawkshaw Collins was the only one able to raise enough to look like a bet.

Yard Clerk Faucett is "thanking the stars" that his accident was only a small one at the Ninth Avenue yards, and will not hesitate to advise anyone to "always be careful."

MEMPHIS TERMINAL MEMPHIS, TENN.

R. E. FLEMING, Reporter

Have recently completed roof over automobile platform at Memphis, which is a decided improvement in our facilities for unloading automobiles.

General yardmaster D. Hightower, who recently went to hospital at St. Louis, has returned and is now back on the job.

G. B. Jones, one of our old time clerks, was retired at Memphis on September 30, having attained 70 years of age.

LOCAL FREIGHT OFFICE MEMPHIS, TENN.

VIRGINIA GRIFFIN, Reporter

G. B. Jones, who entered the service of this Company October 29, 1913, was retired September 30, 1925, having reached the age limit. He has been employed by this office a little over a year as team track clerk.

W. D. Welch, platform foreman, moved into a new home about the first of October, which is at 830 North Willett. Mr. Welch was born and has lived in Fort Pickering until this time, which is only a few blocks from this office, and as N. Willett is quite a distance from here, guess it will take him some time to get used to that part of the city.

L. A. Cardwell, who was clerk on outbound platform, is now team track clerk.

Sam. J. Allen, clerk on outbound platform, spent several days the first of this month in Grenada. Sure he went to see a girl.

W. D. Welch and wife spent October 6, 7 and 8 in St. Louis, having gone up there for the Veiled Prophet, but on account of rain the conclave was postponed.

B. S. Linville and wife are now spending a few days with relatives, C. A. Redden and family, who is assistant general freight agent, St. Louis.

TRAINMASTER'S OFFICE BIRMINGHAM, ALA.

VIOLET GOLDSMITH, Reporter

Went through the freight house for some news, and all I got was, "Just say we are too busy to go any place or take a vacation." However, Miss Adkins says her father has purchased the hotel at Mt. Pinson—so any one who happens in town and gets real hungry might see her.

Mr. and Mrs. Shirk paid Birmingham a flying visit—passing through on No. 1302 enroute to St. Louis.

Mr. Camp's little daughter, Mary Angeline, had a stroke of infantile paralysis, but is able to be up some now, and we surely hope she will fully recover in a short while.

WESTERN DIVISION

TRANSPORTATION DEPARTMENT WESTERN DIVISION, ENID

Our Slogan—Boost or Blow

A. L. KINKADE and ELMA WILLIAMS,
Reporters

Western division employees feel very deeply the loss of superintendent Claiborne who passed away recently, inasmuch as he was superintendent on the western a short time and well known by many.

Former assistant superintendent Shirk was in Enid a few days ago looking up and renewing old acquaintances. We were glad to see him looking so well and more than pleased to have him drop in on us.

Employees on the western hereby extend hearty congratulations to acting superintendent Butler on his recent promotion to the Superintendency of the Southern Division; we feel he was one of us as he was with us during the absence of superintendent Bevans during July and August. Our best wishes go with him for his continued success.

Arthur Lippe, remembered by the western division as a former employee in accountant's office, died of heart trouble in St. Louis, October 5. Mr. Lippe was to join Mrs. Lippe in California that week. Our sympathy extended to Mrs. Lippe.

Dutch Voltz, Ed. Early, Hugh Collins and John Thompson formed an expeditionary force and sailed to Florida and back. They report prospects good, but declare they'll hold their land and take chances on the frogs staying until the boom gets louder. You will note one conductor escorted by three engineers.

A. L. Kinkade and mother are spending a few weeks in California visiting relatives, thus the limited report for October.

Lew Lawless and his crew with the ditcher just out of Winfield, seem to be enjoying good health and lots of laughs, with Tommy Manion as the star. Tommy is one of those honest to goodness clever Irishmen. He's eligible and now looking with prospects of purchasing a Ford coupe at Floral. He rushed in one evening, "Oh shucks, dog-gone, by gee by ging-o, if that gun had just fired I'd have brought back eight squirrels." Another worry of Tommy's, he's working in Kansas and his duck license is good in Oklahoma.

Funny most youngsters insist on squeezing their pets, and operator Brown says the boys never get over it.

Bill Manson is acting chief clerk, freight office, Enid, during absence of Jimmie Reynolds. Jesse Hill acting ticket clerk and H. G. Campbell claim clerk.

Geo. Brooks, former Fred Harvey man at Enid, is now one of our Frisco brakemen.

Grace Campbell, B. & B. clerk, spent a few days visiting in Cape Girardeau, she just will go back. By the way, Campbells have moved to their new home at 504 No. Van Buren.

We are all working hard now to pay off our world series bets, so we'll have something to be thankful for.

Mrs. T. W. Dunworth was called to

Wichita, account her mother's illness. As soon as mother was better Tom went up and accompanied the wife home.

Mrs. James Yarbrough, wife of section foreman, is to be given credit of securing four passengers from Blackwell to Grand Rapids, Mich., and return account Convention of Grand Army of Republic. Mrs. Yarbrough makes these conventions every year, always patronizes the Frisco and takes the others along. She's one of those loyal employees not on the pay roll.



Where the trained man wins

WHETHER you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for *you* to decide.

If you really *want* a better job and are willing to devote a little of your spare time to getting ready, the *International Correspondence Schools* can help you. More than two hundred and fifty of the railroad systems of the United States and Canada have endorsed the *I. C. S.* method of instruction and recommended it to their employees.

You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked

the line of work you want to follow and mailed it to the *I. C. S.* for full particulars.

Marking the coupon is simply the act of investigation—in justice to yourself you can't afford to do less—and it doesn't obligate you in the least.

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Oldest and largest correspondence schools in the world
Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Cost Accountant |
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| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> Private Secretary |
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| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Elc. Lighting & Railways |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Mining Engineer |
| <input type="checkbox"/> Architects' Blue Prints | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising |
| | <input type="checkbox"/> RADIO |

Name _____
Present _____ Employed _____
Occupation _____ By _____
Street _____
and No. _____
City _____ State _____

Canadians may send this coupon to *International Correspondence Schools Canadian, Limited, Montreal, Canada.*

Employees of this road will receive a Special Discount

Report reaches us, operator Hall at Enid has installed four new tires and new battery on his Ford and waiting for A. F. E. to repaint same.

Harriet Baker has bobbed her hair and P. D. H. says it improved her looks 10,000% and she was already good looking.

J. H. Richardson, now acting chief clerk at Arkansas City, account Mrs. Richardson resigning. As soon as relieved, Mrs. Richardson contemplates a visit to Cherokee, Oklahoma.

Those in Blackwell for the shiner's blow-out October 17 were: Bill Phillips, M. L. Cartright and wife, J. F. Ferguson and wife, Bob Worthington and Wallace Constant.

Second trick operator at Blackwell, F. G. Smith, is off for a few days' vacation to be spent with his parents at Marshall, Okla. C. E. Hobaugh is relieving Smith.

Vertise Banner, bill clerk at Blackwell, declares Wallace Constant is leading the hounds in managing the sales of "antiques" during the Shiner's initiation. Vertise declares she did not make a purchase.

CENTRAL DIVISION

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

J. R. WILHOIT, Reporter

Mr. F. C. Hughett assumed his duties as division accountant at Fort Smith on October 1. He is now pretty well acquainted and we hope that in time he will like Fort Smith as well as we do.

Flora Bollinger returned from her leave of absence the latter part of September. She reports a great improvement in health and a very enjoyable time while away.

Many people upon paying just a short visit to Fort Smith receive a rather poor impression of our town due to the fact that they think they see all of it, but do not. As so many visitors wrongly think, the mile length of Garrison Avenue does not constitute the whole of the town. I would suggest that in the future, anyone paying Ft. Smith a visit and wishing to see more of the town, get in touch with our shop accountant, Tom Gibson. Tom is our official guide and can be located on Garrison Avenue nearly any evening. He is always glad to furnish guidance and entertainment for our visitors.

To those who know him it will probably be of interest to hear that I saw Richard Dunn in Monett the other evening. Dick, who is now with an oil company in Tulsa, sent his regards to all his Frisco friends. He said that there were one or two other former Frisco employees working with him.

OFFICE OF SUPERINTENDENT FT. SMITH, ARK.

PAULINE SMREKER, Reporter

Flora Bollinger returned from Washington wearing a beautiful diamond ring and we are wondering what it is all about, but we are all hoping to be invited. Grayce Heyburn is the proud owner of a beautiful fur coat.

Robert Beard and wife took a very active part in Sells-Floto Circus. Mrs. Beard rode the elephant and while Robert says he walked in the parade it is thought he rode with "Bozo," the missing link.

Grayce Harvey spent the week-end with friends in St. Louis.

A Safety First Meeting was held in the superintendent's office, the eighth, which was well attended. Very interesting talks were made by Mr. H. W. Hudgens and Dr. William R. Brooksher, Jr. Dr. Willie says he enjoyed the meeting so much that he is going to try not to miss one. Mr. E. L. Collette suggested that they put a step on the rear of the motor car, this on account of the fact that he skinned his shin twice.

Umpire Johnson Ehing was right, as usual, as he bet on Pittsburg.

NORTHERN DIVISION

AGENT'S OFFICE—MONETT, MO.

PEARL E. LEWIS, Reporter

Someone was heard to remark, "The family news in our magazine is just like getting the paper from our old home town."

Mr. W. J. Morrill, supervisor of safety first for the Frisco in company with George J. C. Wilhelm, local Y. M. C. A. secretary held safety first meetings at all Monett schools this month. They spoke to about 1,400 pupils on this subject and it developed that not one was familiar with the fifteen foot safety rule for railroads and only one the crossing rule of first looking to the left and then the right before crossing street. Mr. Morrill advised it would be well for all pupils to review their A B C's which in safety first language means, "ALWAYS BE CAREFUL." School officials pledged their co-operation in this movement. Mr. Wilhelm drew the attention of the boys especially, to the practice of stone throwing which has been the cause of severe injury and destruction of property including railroads account of broken coach windows.

Agent A. T. Brown has purchased a new model Ford coupe.

Burl Thomas has been assigned to position of bill clerk, east yard office account Lena Bell resigned.

Mack Cotham first trick icing clerk has returned to duty after a visit with home folks in New Orleans, La.

Carl Archdale, transfer clerk, enjoyed a few days' vacation and with his family visited relatives in Joplin.

Agent Brown and Mrs. Brown were St. Louis visitors this month.

"To smoke or not to smoke" is the serious question confronting one of our clerks at the present time. He told his very best girl he had quit the weed when a day or so later met her face to face while enjoying the fragrance of a "Cameo" and he is now wondering if it would be safe to call.

Russell A. Cole who has been among our ranks as a clerk for the past two years has gone to St. Louis where he entered St. Louis University to study dentistry.

About seven years ago a little freckled-face, red-headed boy applied to our agent for a position as messenger boy. He was hired and proved himself to be a very energetic boy. Making the best of his opportunities he began to observe the clerical work in the office and in the course of about two years there was a call for an extra clerk at the east yard office; seeing the opportunity, he offered his services and before he was nineteen years old was a "full fledged regular" supporting his mother and two orphan children. Account of vacancy as check clerk in the freight department, using his seniority and ability, Ralph Waltrip has come back to his Alma Mater and we all give him a hearty welcome, but not as a freckled face boy but a perfect specimen of young manhood. Just another case of where honesty, perseverance and determination win.

The Frisco offices at Monett are now 100%—American?—Yes—also 100% "bobbed" as referring to lady clerks. It took one in particular quite a long time to make the decision.

MASTER MECHANIC'S OFFICE KANSAS CITY, MO.

H. F. SHIVERS, Reporter

Jackson County felt the need of some real first-class pinochle players to serve on the jury so they selected round house foreman Walter Medlock for a week's service.

Coach inspector O. L. Butler is promenading back and forth to work in a "runs like new" Overland. Oscar says

all it needs to be an expert pole climber is a pair of spurs.

Coach foreman Edmisson, not to be outdone by Butler, traded his '17 model Hupp in on a brand new Oldsmobile coach with brass rails and everything.

Wm. Edwards, formerly employed as roundhouse clerk at this point, has been assigned the position of assistant time keeper, formerly held by John A. Moffett, who was compelled to take an extended leave of absence on account of poor health. We all hope to have John back with us soon again. B. F. Luke is filling the position as round house clerk.

Miss Dorothy Johnson has accepted position as stenographer in this office in place of Miss Oneta Hall, resigned.

Master mechanic Berry has already given all the single fellows notice not to try any of Barnett's tricks on his new stenographer.

Dan Tafe, car clerk, the last in this office to take his vacation, has returned from a pleasant and most enjoyable visit with home folks in Los Angeles.

The following firemen working in Kansas City yards recently returned from Springfield where they took final examinations and have been promoted to engineers: W. Plourd, H. E. Cole, R. H. Beneson, J. J. Schorge, J. Kolie and H. E. Synpson. The following road firemen on the K. S. subdivision have recently passed final examinations and are now eligible engineers: M. Bennett, G. L. McWilliams, J. F. Casey, B. Alexander, T. B. Branstetter and R. W. Stoddard.

Miss Eleanor Forster had as her guests Sunday, October 11, Misses Ethel and Hazel Morford of Tulsa, who are valuable employees of the Frisco at that point.

HERMAN'S SUPER-SERVICE SHOE

For Railroad Men

For men who're on their feet all day—HERMAN'S SUPER SERVICE POLICE SHOE means new comfort in their work. For this unusual combination of genuine U. S. Army Munson Last, chrome boarded upper stock, built-in arch-support, heavy oak sole with storm-proof rubber welt, and genuine Springstep rubber heel, insures "old-shoe" foot comfort and restfulness with rugged service over many months.

JOS. M. HERMAN SHOE CO.

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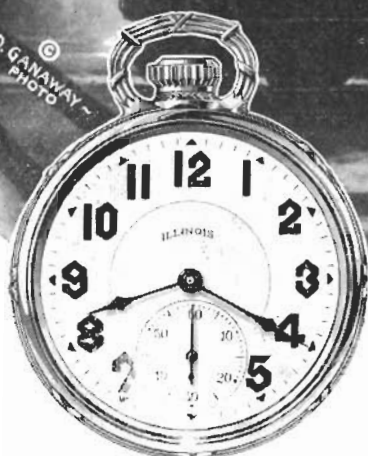
Boston and Millis, Mass.

Makers of over 4,000,000 pairs of shoes for U. S. Gov't



Let us send you illustrated folder and nearby HERMAN Dealer's name.

ILLINOIS RAILROAD WATCHES



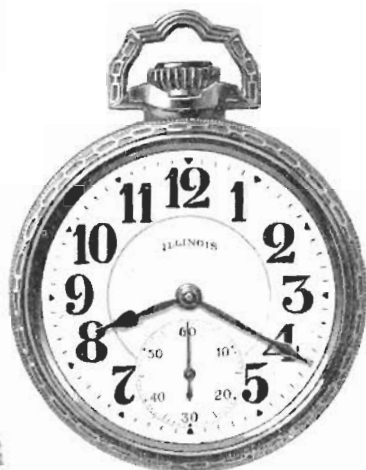
Sangamo Special

14K Filled Green or White Gold
\$90.00

20th Century Limited

Winner 1st Prize

John Wanamaker Photograph Exhibition
Philadelphia, 1921



Bunn Special

14K Filled Green or White Gold
\$67.50



Bunn Special

10K Filled Regular Gold, Only
\$60.00

The Sangamo Special

23 jewels, adjusted to 6 positions: heat, cold and isochronism — Illinois Superior Jeweled Motor Barrel; will run more than 60 hours on each winding.

The Bunn Special

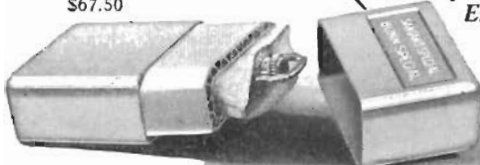
21 jewels — adjusted to 6 positions: heat, cold and isochronism.

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RELIABLE JEWELERS
EVERYWHERE

Illinois Watch Company

ESTABLISHED 1870
SPRINGFIELD, ILLINOIS

Makers of High Grade Watches
Exclusively



PACKED IN ALUMINUM CIGARETTE BOX

Miss Ethel being employed in car foreman's office at Tulsa and Miss Hazel in the office of master mechanic at Sapulpa.

Arthur Thompson, machinist apprentice, made a flying trip to Ft. Scott, October 11, on the Sunnyland and returned on 118.

Ray Paschal, air brake foreman, now "stands by" when he sees a standing street car ahead.

J. L. Harvey, master mechanic of the eastern division, with headquarters at Springfield paid us a visit recently.

Miss Oneta Hall, before she left our services sometime ago, made a flying trip to Springfield and in some way managed to miss her train and was a day late getting back to Kansas City.

The store department at this point is suffering from an acute attack of "infectious" right at this time.

If there's not as much news from this point as you think there should have been, just stop and ask yourself if there wasn't some little item or happening that you knew about that you could have put us next to, and then we would all have known about it.

MONETT YARD—MONETT, MO.

FRANK KYLER, Reporter

Records for September show that Monett Yard handled 59,077 cars, which is slightly over 2,161 cars per twenty-four-hour period as an average. We figured it out and if all the cars, the engines required to pull them, and a caboose for each engine were coupled together the entire length would be over sixty miles. Not such a bad train.

Mr. Chas. C. Mills, supervisor of safety, gave two very interesting talks at the roundhouse and mill shop Thursday, October 8. Thursday has been selected as a special meeting day for meetings of this sort which are held under the auspices of the Y. M. C. A. The local ministers have given their support to these gatherings. Mr. Wilhelm, secretary of the Y. M. C. A., expects to arrange for a series of meetings to be held for the employees of the American Express Company.

The swimming season closed this year with a very fine record. Mr. Wilhelm conducted the classes which were composed of seventy boys and seventy-five girls, of which one hundred twenty-seven were graduated as capable swimmers qualified in rescue and life saving. Mr. Wilhelm, who is an excellent swimmer, gave over one thousand lessons besides those given by others.

Switchman Barth Teehan, who has been in bad health for several weeks,

has gone to the hospital for treatment. Everyone will be glad to see Mr. Teehan recovered and back on the job again.

Switchman H. E. Spain had the misfortune to break an arm while setting a brake one night last week; he is at present receiving treatment at the Frisco Hospital.

Now that the world series is over with, and there remains but little to spell about, the bobbed hair question will again come in for its share of the argument. While we are at it we might as well remark that one of our petite "stenos" has joined the ranks and cropped the curls. Looks nice, too.

My old friend, Wm. N. Randolph, with his article in last month's issue about the two oldest engineers running out of Tulsa, has inspired me to dwell briefly on some of our "Hogheads" and their accomplishments, as follows:

Central Division, Best whistler, R. T. Keithly.

Southwestern Division, Largest, H. B. "Pappy" Westenhaven.

Eastern Division, Fast runner (yet to be decided).

Northern Division, Best Hoghead on the whole system, R. B. "Uncle Eph" Kyler.

And now, about that last named gentleman, let me go farther into details. He sets a mighty good table. I ought to know, I've had my feet under it for nearly twenty years. And he also packs a whale of a wallop in each mitt. Wonder why he didn't use more of them though, but I'm glad he didn't.

Our agent, Mr. A. T. Brown, has lately been seen in what is now termed the Detroit Special. In other words, the nickel plated oil can that made Ford famous.

Lawrence Planchon, who formerly served as night nurse at the local mule and cow corral, has taken a day job as checker. Wm. Scott is at present relieving him. Afraid he won't stay long, as Larry does get so lonely for the howling of the soft-eyed kine.

The Skeeters has went, and loud rejoicing marked their departure; but with their going comes the gentle, yet insistent knocking of old Jack Frost, and ZIP goes the old ten bucks per ton for coal, as the colored gentleman remarked. WOW!

MONETT LOCOMOTIVE DEPT. MONETT, MO.

MARGUERITE FROSSARD, Reporter

We have received several visits from different inspectors—federal and otherwise, recently. Of course, they all made a report—whether good, bad or indifferent, we're not going to say. Guess? Always glad to see them come, as their visits inject new interest into the scheme of things, so—here's to all of you—a standing invitation and welcome.

C. H. Garrison, general foreman, and Paul Holland, roundhouse clerk, spent the day in Newburg recently, roaming over Mr. Garrison's old haunts. Guess they must have made the squirrels fairly dizzy, for they brought back a report of having killed nineteen. (Can't verify this, however, as the report is all we have on record, and you know the weakness of these sportsmen.)

Just a word of warning to all of you concerned! This railroad is going to be revolutionized! We are in the know, because Robert Holland, machinist apprentice at this point, accompanied his father to Chicago to attend the Traveling Engineers' Convention, and came home so imbued with the spirit of modernness, and so obsessed with new and transforming ideas, that some radical changes are bound to result.

The general Fuel Rally staged at Monett on October 7, in the Railway Y. M. C. A., was indeed a grand suc-

cess. There were employees present from all four divisions entering Monett, also a number of Monett business men—representing a total of about 115. We were very fortunate in having present a number of our general officers and particularly favored in having our general manager, Mr. J. H. Fraser, who acted as Chairman of the meeting.

DIVISION PASSENGER AGENT'S OFFICE—KANSAS CITY

E. V. WALTERS, Reporter

This certainly has been an interesting month. First the christening of the Sunnyland, then the world series and in between times juggling coaches on and off train 105 to take care of cotton pickers, also seeing to it that the homeseekers reached Florida safely, has given us a full program without a single dull moment.

Indications are winter must be approaching. We have heard nothing from Mr. Newman on golf for at least two weeks, but on the other hand, it might have been the rainy weather, and again it might have been the world series.

For sale, one bright, new, tin cup; never used. Purchased by Mr. Light to collect some of the precious drops of nectar which would otherwise be wasted in the christening of the Sunnyland, and which at the last moment were discovered to be of clear, sparkling water.

Have you noticed that gray hair over Mr. Davidson's left temple? That was caused by the last homeseeker crowd that he helped to usher to Florida.

A bit of advice to Mr. McCune: Better go on a diet until you have recovered your loss on the Senators. We told you it was dangerous to play with the Pirates.

Music certainly hath charms. If you don't believe it, ask Mr. Werner. He walked all over town to secure an organ for the Eastern Star Special and he personally accompanied them. From reports we gather the concert was a musical feast and the trip a signal success.

After reading an article in the paper entitled "A Cat Licking a Man's Bald Head Causes Hair to Grow," we immediately offered to let "Frisky" give Mr. Giffes a course of treatments, but he demurred. However, Mr. Post, who heard this offer, said he might avail himself of it, if his hair began to show signs of weakening, and as a further inducement for the cat, said he would use pure cream as a massage.

MECHANICAL DEPARTMENT FORT SCOTT, KANS.

WALLER R. HECK, Reporter

For the information of all concerned, I was a little late with my items last month and they did not get in soon enough to be published.

The duck season is now on and a number of the boys are losing a lot of nice early morning sleep to hunt ducks. Robert Bradley was out the other morning and spotted a flock of ducks. He crawled on his all fours for about a half mile to get a shot and some other nimrod scared them up before he was able to get in shooting distance, and now Bradley would like to find some nice quiet place where there are no hunters allowed but himself.

Antonion Garcia, former clerk in the car department here, has been transferred to Kansas City as head painter and has also moved his family to that place.

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Ace Estill, our coal chute foreman, is now grandpa. This is old news, but I have refrained from mentioning it in these items before as Ace wanted it kept quiet for fear everyone would think he is getting old. However, he says it does not make him feel any older and he does not care who knows it now and gave me permission to tell it.

A. J. Hayter, grease cup man, who has been off duty for about sixty days with rheumatism, is now in the St. Louis hospital. The last word received from him he was improving and expects to be home in a short time.

Mr. George Ermatinger and Tom Holland, road foremen, have been kept very busy the past ten days riding the Sunnyland.

Engineer Lloyd, who has been on the day pusher job for five or six years, gave up this job for the new main line passenger pool that went on with the new run, "The Sunnyland." Engineer W. J. Sampson, who was on branch passenger, bid in the pusher job in Engineer Lloyd's place. Engineer Geo. Wood, who was on main line passenger run bid in branch passenger run in place of W. J. Sampson. This now leaves main line passenger run that Engineer Wood gave up under bulletin.

Sam Hudson, who recently married the roundhouse stenographer, Miss Hare, returned from a short honeymoon trip to the Ozarks.

Mr. Moore was recently reciting to a visiting official the difficulties encountered in blowing out engines around Ft. Scott. He said: "If they blow engines out near the depot the passengers kick; if they blow engines out south of town the citizens kick; if they blow engines out in the north yard the car department kicks, and if they blow engines out near the mule barn, the mules kick."

LOCAL FREIGHT OFFICE KANSAS CITY, MO.

DAVID H. TODD, Reporter

Walter Tarp, has just returned from Washington, D. C., where he has been attending the "world's serious."

Josephine Brophy is visiting her sister in Toledo, Ohio. She reports having a fine time and that the best thing connected with it is not having to get up and go to work.

"Famous Sayings of Famous People."

Edith: "Is zat so?"

Elmer: "Believe me, I'll find it."

Chet: "How's your whole family?"

Sol: "I'm easy going Sol."

W. Tarp: "How's your wife?"

Pit: "That won't comply with Rule 90."

Bow: "I'm betting on Washington."

Lacy: "Take him off, Elmer!"

Louie: "I own the only Briscoe in Kansas."

Bill: "My Sayers will do 65 on the Paseo at 3 a. m."

Gus (pitching horseshoes — before throwing): "Take this ringer off!"

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Bobbitt: "Where does Sapulpa ride?"
Ronne: "So long time as."
Shulsky: "Damfino."
Harry Mc.: "Well! Well!"
Geo. W.: "It ain't going to rain no more, no more."

Harry B.: "Aw! Walk away from it."

R. Connors: "Now, don't crowd me."

Take him away from here."

Benson: "How do you know that?"

Pep: "Aw, I knew that was wrong."

Mahan: "Oh, Jim!"

Jim: "Ain't they no remedy for that?"

Winsett: (Silence).

Abie: "Hello! Hello! Vot?"

Clarence: "The score is 3 to 0 in the 5th."

Leonard: "We ought to get out early tonight."

Georgia: "Joe, I wish you would quit duplicating these pro numbers."

Erma: "I don't care, just whatever you say."

Herman: "Why, that hat looks just exactly like mine."

Wagner (after making out payrolls with indelible pencil): "My, but my fingers are sore."

Harold: "Well now, what's wrong?"

Beebe: "Well—I don't know about that now."

Augie: "It's no so bad but that it could be worse."

Alfred: "That red ball is on first 131."

The remainder of the office will be included in an early settlement.

Mr. Beebe, who has been in the service of this company over 33 years, is retiring on a pension. He expects to do a lot of traveling to make up for lost time.

KANSAS CITY COMMERCIAL OFFICE CHATTER

IRENE MORRISON, Reporter

Friends of Mrs. Macgregor, wife of our executive general agent, will be pleased to know that she is now out of hospital and recovering rapidly from her recent illness.

John Sachse has returned from his vacation in the east and reports a wonderful trip. He said the New York flappers made such goo-goo eyes at him that he was unconscious most of the time there. Now talks bowery slang and baby talk quite flippantly. He says we should have seen him in his soup and fish. Is now thinking of changing his Dodge for a Rolls-Royce.

Steve came in late one morning and gave an excuse that he had a blow-out. I've heard other people call it that too when they consumed so much for a meal that it necessitated half a day's rest.

Pete Rose: "Who put all this junk on my desk?"

Andy: "I just put a copla tariffs there. Didn't have enough room on my own desk y'know."

Pete (Pleadingly): "But Andy, couldn't I have just two teeny, weeny square inches in the middle and couldn't you make the pile just a little lower so's I can see over 'em?"

Cheer up Pete. Even Satan has a devil of a time.

Bill says he's going to beat up the next person who takes the tobacco out of his pipe and puts a cork in its place. I promised Andy not to tell who did it, so I won't.

Geo. Kleinhoffer sure gets a lot of "inside dope."

Rudolph Wiltshire will not be our suburban sheik much longer as he is contemplating moving into the city shortly. We will now be able to keep the office free from mud on Saturdays. He sold his cow when he found he wouldn't be allowed to keep it in a city apartment.

Lee Wagner says it isn't everyone has such a forgoose car that it costs \$1.50 to park it.

After several attempts, George Story finally came out winner on the world series.

Mr. Macgregor: "Steve, why don't

Scotchmen like rubber heels?"

Steve: "I don't know."

Mr. Mac: "Because they give."

All the news for this month. See you smothertime.

TRANSPORTATION DEPARTMENT KANSAS CITY, MO.

HOWARD J. HOKE, Reporter

October 5—Interest yes. Never so much since the cow jumped over the moon. Why? The Sunnyland made her maiden trip from Kansas City. Every department, from messenger boy up was represented at the Union Station to see that she pulled out on time. And she did. For a number of days prior to her maiden departure the main question around the terminal was "Is this ready or is it ready for 107." If this whirlwind to the Southland had not pulled out on time it would not have been because Kansas City had not given its attention and support, for everyone, even those not in the department handling, were fired to the acme of interest over the new fast Frisco train. Here's hoping that business will become so heavy it will be necessary to place a number of such trains in service.

No boys, it was not Bill Spivens working at the scale house. It is the same Ralph Plank! Yes he has changed his looks. I mean they were changed for him. It seems that he went to the dentist to get his teeth looked at. The dentist pulled all on the upper shelf so he could see them better. One of Mr. Plank's old sayings, "If I had my teeth I would bite you," would be very appropriate at this time.

The old saying, "He that laughs last laughs loudest" was proven true the last game of the world series. This is the way it happened. Slim Enberg, our caller, was official scoreboard operator for the game. Washington at bat. Clouts out four runs first half of first inning over. Slim hurries away from post. Casually walking through round house. On passing someone he was heard to say "Two to one on Washington." Bet called. Slim then began to figure how he was going to spend his winnings, but oh how smiles changed on his return to his post. Score then standing four to three. Slim was hard to get along with from then on.

When the fatal eighth inning and he heard Pittsburgh gets home run with bases full his lip dropped and it is doubtful if it will return to its proper place before the series of 1926.

Our friend, "T. Pincher" Maring, also got a little set back on a sure bet on the series.

Yard Clerk L. A. Pittenger and J. A. Wasco have returned from their vacation. Both going to see the world series. Mr. Wasco tried the same thing last year but for some reason he saw no games. This reason has not been fully explained yet.

Revising Clerk Leonard duplicated Mr. Wasco's trip of last year. He went to the world series but saw no games. They must belong to some club that requires two shots before you ring the bell.

Coach yard foreman Oliver has cast aside his Chevrolet for a new coach of the Oldsmobile make. Some bus.

No, that is not Thomas Cusack moving one of his signs. It is Lee Taylor going up the viaduct in his new flivver. Talk above moving advertisement, he sure has it with that tire cover.

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H. C. Barnett says lady luck is sure with him. After losing because of the home run in the eighth, the Mrs. comes down to the office and gives him a ticket permitting him to pay to the City of Kansas City, Missouri, the sum of \$3.50 for leaving the family flivver tied too long to the same post. I told him to go down and tell the judge that I said to forget it. His reply was "If you have anything to do with it it will mean a night in jail."

Here I will ask a little advice from some others of the Frisco family. I request to know what should be done when a bull headed employe refuses to discard a fourteen-year-old straw hat when the thermometer registers freezing, said hat mysteriously disappeared one day. Following restraining order, signed and sealed by the five brothers concerning the said hat.

RESTRAINING ORDER

It appearing, that a certain hat, owned and possessed in fee simple, by one C. W. Fink, having been threatened with bodily injury and possible total destruction, and,

It further appearing, that the rights and interests of that part of the public, namely said C. W. Fink, are or will be, injuriously affected thereby.

THHEREFORE BE IT ORDERED, that all yard clerks, including the chief thereof, and various other sundry varmints that have their hooks on the

Frisco pay roll (at present), be, and are hereby enjoined from molesting in any manner whatsoever said straw hat during the period of this injunction, which is PERMANENT.

Sincere sympathy is extended to E. H. Herver in the loss of his wife, who passed away Friday afternoon.

Things that are badly needed at Kansas City:

Dressing room for C. W. Fink.

Alarm clock for R. E. Maring so that he can quit on time.

Everlasting cigarettes for Slim Enberg and Robert Walker so that they won't be mooching.

Bumping post for E. H. Adams so that he can stop his "Leaping Lena" without tearing down the sand house.

Private messenger for H. J. Hoke to carry wires to the telegraph office for him.

More minutes per hour for R. E. Maring so that he can write yard clerks "Please explain" letters.

Stenographer for H. L. Myers to answer his correspondence.

Six inches of Slim Enberg's height, and thirty pounds of N. J. Fracul's weight for Billie Wilson.

Fifteen cents for Swede Olson for Camels. He's out again.

bunch of fluffiness came whirling to the ground. Gesi could almost taste fried squirrel, cream gravy with hot biscuit, as he went to pick up his game; but lo! and behold! only the tail was to be found, and Mr. Squirrel, no doubt, is still scampering through the woods luring other hunters. We expect to see Gesi wearing the tail around his cap real Daniel Boone fashion this winter.

Alonso Finn and wife spent several days visiting in St. Louis last month.

Jaunita Morgan has been assisting in the file room during the absence of Virginia Merritt.

Fuel meeting was held at the City Hall, October 14, with a fairly good attendance. Assistant superintendents and roadmasters were in for the occasion.

Mrs. Mitchell spent a few days visiting in St. Louis during the latter part of the month.

OFFICE OF DIVISION ACCOUNTANT—CHAFFEE, MO.

R. G. LANGSTON, Reporter

Effective October 1, a change took place at this point in the position of division accountant. Mr. L. W. Pipkin, formerly in charge of accounting at Ft. Smith, Ark., transferred to Chaffee account Mr. B. D. Harsha, assigned other duties. We all regretted very much the going of Mr. Harsha, but as it means advancement, every one wishes him success in his new position. In honor of the event an informal dinner was given by the members of the accounting force. Mrs. A. W. Fay, wife of chief yard clerk at Chaffee, deserves all the praise for the successful way in which the affair went over. Mr. Harsha was presented with a beautiful sterling silver belt and buckle by the employees who had been under his supervision for the past year. Short talks were rendered by Mr. Pipkin and Mr. Harsha, the subjects chosen dealing principally with the good fellowship and co-operation to be found among the various offices. Those present were Mr. and Mrs. B. D. Harsha and children, Mr. and Mrs. A. W. Fay, Mr. and Mrs. H. L. Cordrey, Mr. and Mrs. L. W. Pipkin, Messrs. T. J. Sweeney, W. C. Henke, R. G. Langston, Frank L. DeGroat, and W. R. McDonough; Misses Josephine Goette, Irene Rigdon, Ila Cook, Beatrice Spalding and Stella Kaiser.

T. J. Sweeney spent a couple of days in St. Louis recently. Miss Beatrice Spalding visited her sister in St. Louis during the first part of October. R. G. Langston still manages to spend every Sunday in either St. Louis, Springfield or Memphis. W. C. Henke spent Sunday, October 18, in Springfield.

Everyone was surprised the other day when who should walk in but our old friend and playmate, Mr. H. L. Bird of the auditor's office. Naturally the bill and voucher clerk felt rather insecure, but found that everything was still as it should be. "Hap" did not stay with us long, but even though here for a few hours, we were pleased over the visit.

Of course you all remember Mr. Fitzgerald of the store department. Things were brightened up considerably the other morning when Fitz breezed in. We received all the latest comments on the races and world series, together with the many witticisms and clever jokes told as only Mr. Fitzgerald can tell them.

Too much cannot be said for the new crack train now being operated between Kansas City and points in Florida, which has been christened "The Sunnyland." Excellent equipment, fast schedule and the usual courtesy extended to the traveling public by the trainmen. Let's all

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RIVER DIVISION

SUPERINTENDENT'S OFFICE CHAFFEE, MO.

ANNA GOLDEN, Reporter

Traveling Accountant R. Aton spent several days in Chaffee, checking up the timekeeping forces on the river division.

Ed Heard, maintenance clerk, has returned to his desk after a two-weeks' vacation.

"Chick" McDonough has been working a few days at Oran station since being bumped off the file clerk job. Seems "Chick" is trying to get in walking distance of home since selling his flivver.

W. P. Page has resigned from position of file clerk to engage in business for himself. Mr. Page has been with the Frisco family for a long time.

Ray Fatchett is having lots of fun learning Mexican names, since he has been on the M.-W. timekeeping job.

Elizabeth Grieshaber has been holding down the stenographer's job in dispatcher's office while Bill Condrey was in the hospital.

Dispatcher M. H. Stubblefield has been away on a two-weeks' vacation visiting his son in Nebraska. Escal Daughtrey has been moving the trains on the branch lines during Mr. Stubblefield's absence.

Wanted—some one to set the alarm clock for Catherine Welch when she plans going away on the early morning train. It is terribly provoking to spend the day in St. Louis and find yourself still in Chaffee.

Special Agent Stogsdill is now the possessor of one of the new model Fords and is ready to challenge all other car owners as to speed, endurance, etc.

Mr. and Mrs. W. D. Jones of Springfield spent several hours in Chaffee one day last month.

M. E. "Hercules" Gesi may not always bring in the big game, but one thing sure, he has something to prove his story when he comes rushing in the office at seven fifty-nine-and-one-half in the morning. Squirrels were the last big game Gesi went after; and after traversing our nearby woods for several hours in the early morning he finally got on a trail. This was a wise old squirrel, though, and knew a good hunter when he saw him, so betook himself to a hollow log. Not to be outdone, Gesi built a fire and smoked him out, when he immediately ran and took refuge in the top of a nearby tree. Our faithful hunter came down on him with a steady aim and a

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FT. SCOTT

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Ila Cook, Irene and Esther Rigdon motored to Dexter, Mo., Sunday, October 18, in order to enjoy the crisp, invigorating October atmosphere. The return trip was made early Monday morning. From all indications, upon the arrival of the trio, I am of the opinion that the air was plenty crisp. Was it, girls?

Some time ago a tennis tournament was held among the members of the Frisco Employees' Tennis Club, but owing to the inclement weather only the male members were able to complete the finals. The outstanding star was Harold Hopkins, who easily defeated Bob Langston in the finals. Hoppy took the first two sets to the tune of 7-5 and 6-1. We have not forgotten the challenge issued by Memphis some time previous and it is hoped that next spring a match can be arranged between Chaffee and Memphis to see whether they are as good as they claim to be. How about it, Williams?

Tim Murray of the auditor's office had a tough time locating H. H. McGarvey and wife in St. Louis recently.

B. & B. AND WATER SERVICE DEPARTMENTS—CHAFFEE, MO.

VICTOR THOMAS, Reporter

The B. & B. department is very busy trying to close out this year's program. Pile Driver 99063 in the past three weeks, ending Saturday, October 10, drove 613 sticks of piling.

The iron bridge workers are very busy unloading and painting iron girders for several bridges on the St. Louis subdivision.

We are very glad to hear that Ila McClure, one of E. W. Segrave's bridge carpenters, who is laid up in the Frisco Hospital in St. Louis, is coming along very nicely and will probably be able to leave the hospital in about three or four weeks.

The bridge inspection for the 1926 program has just been finished. Mr. Brooke, Mr. Gelwix, Mr. Allison and Mr. Buckley took part in this inspection and all say that they had very agreeable weather in which to conduct their work.

We have just received word that T. S. Trickey, one of our oldest bridge carpenters, has returned to his home from the Trachoma hospital, at Rolla, Mo., where he has been for some time, and we hope that he will be able to return to his duties in the B. & B. department in a short time.

Bridge Inspector Allison has returned from the inspection tour of the J. L. C. & E. R. R. Suppose the Frisco will be taking over this railroad in a short time.

Mr. Pryor has returned from a trip to Memphis, Tenn., where he was busy transacting some company business.

The water service department has just finished renewing and rearranging all the water lines around the Cape Girardeau shops.

The tennis season is about over now and although our department wasn't represented very well this year, we will try and get some of our husky bridgemen to wield a racquet next year. I suppose, however, that they would prefer a good tough game of football. Yes, very much so.

The water service department has been very busy the last few weeks putting all the heating plants in shape for the coming winter season.

W. J. Alsbrook, carpenter foreman, has now finished building the new depot at Risco, Mo., while his right-hand man, Ed Ervin, has just come back from Conran, Mo., where he had a gang putting up a new depot at Conran, Mo.

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EASTERN DIVISION

MECHANICAL DEPT. NEWS SPRINGFIELD, MO.

LOYD LAMB, Reporter

"Let George do it" is an obsolete bit of slang which we must reinstate when the Roosevelt idea of the American family is being advocated. And in response, George, who is Mr. Worman's secretary, came down to work not long ago, grinning broadly and announced the arrival of a baby girl, Mary Katherine.

We also have news from one of the "ex-hired hands", Mrs. Rosamund Horn Going of Louisville, Kentucky, announces the arrival of a baby girl, Rosemary Jean. Congratulations, Mrs. Going, or Rosamund, as we still claim the right to call you. When you come to Springfield, bring Rosemary Jean up to the office and let us see if she is going to be as good looking as yourself.

C. E. McKenzie, our boiler inspection clerk, who was eligible to attend the Frisco Veterans' Reunion ten years before there was a reunion, is what you might call a Ford persuader. It is known that Mack can coax a hit out of the cylinders of his Lizzie when he can't coax a bad breath out of a peck of garlic. Needless to say, the only time it goes to the shop is when it is necessary to call in a half dozen fender benders for a post mortem to decide what caused it to quit tickin'.

How to get rich quick without going to Florida seems to be the question agitating the minds of the public right at present, and when they decide it can't be done, they generally hop the "Sunnyland Special" and they are on their way to the place where money and some oranges grow on trees. However there are a few of us left who still get a kick out of going to California. And Doc Seabough, who is contemplating a trip to the Catalina Islands some time this year, is hoping that a volcano, earthquake, or something doesn't wipe them out until he gets a ride in that glass bottom boat.

Ted Amberg of the Griffin Wheel Company is always a welcome visitor in the office. Toby likes to see him for reclaim on wheels, the girls like to see him for his good looks, and the men

like to see him because he is a good scout.

Everybody around the general offices seemed to be laboring under a great nervous strain during the recent world's series. John Rogers bought blue prints for another hen house after the first game, but admits using them to start a fire in the King heater after the seventh. Even Mr. Routt, who thinks "Red" Grange is a Bolshevik, was caught scanning the sport page.

Miss Eunice Morrow was among the party of Frisco girls who took a trip through the East recently, making all the big towns in their wake. Eunice says that the perils of a city are zero compared with the perils of doing the "Charleston" in a pair of French heels.

When Raymond Ivey has one of his favorite Havana's wedged in his jaw, he looks like he is on the end of a "teeter totter". However, no one can dispute his right to burn this heavy-weight variety now, as he recently celebrated his twenty-first birthday.

SEVENTH STREET STATION ST. LOUIS, MO.

AGNES M. LARKIN, Reporter

M. M. Gogo, night watchman, is at his home recovering from a severe sprained ankle encountered while on patrol duty at Seventh Street the night of October 5.

Chas. Shoemaker is again with us after his peculiar accident. While passing one of the desks, part of Charlie's anatomy became so deeply attached to same that it brought a small sliver of about two inches long as a remembrance. No doubt, Charlie will not forget it as long as he lives. Several of the boys worked on him with pocket knives and a pair of pliers and only after several California hams were cut, it was decided best to visit the hospital. He boarded a Laclede car and stood up all the way out although there were only two passengers on the car. Arriving at the hospital, he was told to have a seat, but again decided it was best to stand. The boys at the office are wondering just how the doctor did it, but Charlie is sitting pretty.

The editor has been fortunate in obtaining a picture of one of our prime favorites. Geo. Dowling has deserted the ranks of Seventh Street and is now vacationing at Gratiot Station. If any

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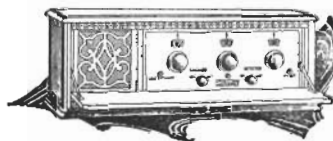
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Favorite sayings or diversions of several of our boys and girls:

Leona Jones and Flo. Larkin—Ukelele jazz artists.

Cath. Barrett—Strong for gymnastics.

Geo. Burkhardt—"Well, I'm going to the Rainbow."

Martin Ferguson—"Pass the Can."

Irene Nufer and Hubert Dean—Song birds.

Agnes Larkin—"Well, I'll ask Leo."

C. Eckhardt and Bud Klein—Charles-ton kings.

Leo Flynn—"Gee, I'm sick."

E. Pleimann—"When is pay day?"

J. Swehla—"Let me have five until pay day."

J. D. Reynolds, chief clerk at Enid, spent a few days of his vacation in St. Louis, making Seventh Street one of his stopping points.

OFFICE OF SUPERINTENDENT OF TRANSPORTATION SPRINGFIELD, MO.

A. T. SILVER, Reporter

Mayor and Mrs. W. E. Freeman of 1334 Benton Avenue have announced the engagement of their daughter Mildred Lucille, to Virgil Bentley Hartley of 1233 Robberson Avenue. The wedding date has not been set.

Virgil is this office's representative in the "Boy Scout Band, the largest organization of its kind in the world", in which he has made quite a reputation as horn blower and soloist. We all hope this wedding is brought to a happy consummation. Virgil is a nice boy and we all are very proud of him when he struts his stuff in the Boy Scout Band.

Alyce Massie, clerk in the car distributing department, was married September 25 to Mr. Eugene Palmer, local representative of the Chevrolet Co. We all wish Alyce well.

Betty Laker recently spent a few days and some money in St. Louis and she is now visiting in New York.

A certain fellow in the demurrage Bureau got quite a kick out of a letter written in our typing bureau by a demure little typist who abbreviated Hugo, Okla., to "Hug, Okla."

Tom Finn, Mr. Doggrell's secretary, is a candidate for the Liberty Magazine prize for heroic deeds. Tom says he once save a woman's life. Ask Tom how he did it.

Miss Anna Greismer died in St. Lukes Hospital, Kansas City, Mo. Tuesday, September 22, funeral at Billings, Mo. Miss Greismer is a sister of Miss Pauline Greismer, red ball clerk of this office. Pauline has our sincere sympathy in her recent bereavement.

Sarah Langsford, typist, and Eva Westenberger, red ball clerk, spent their vacation at Niagara Falls and New York City. They report a wonderful time and some good shows.

Aneita Ball spent her vacation at home and reports a good rest.

Blanche Evans recently transferred to Sapulpa. Bill Gray has started his regular weekly trips to Sapulpa. First trip Sunday, October 4.

Helen Justice and Argyle Mayfield are the new girls in the office lineup. Helen and Argyle, we welcome you in our midst.

Anna Sheehan, red ball clerk, and her mother spent their vacation in Chicago and visiting in Sandwich, Ill. They report a good time—the only regrets Anna has, it was too cold to go in swimming.

T. H. Wommack, chief clerk in the red ball department, and family spent their vacation on the White River at Forsyth, Mo. Tom is so enthused over the country, he is talking of buying a place on one of the rivers near Springfield.

John Breckenridge, passenger car distributor, and wife spent their vacation in Des Moines, Iowa, and Texas points, visiting relatives.

Freda Fielden and sister Alma, typists in this office and the claim department, spent part of their vacation in New York City.

GENERAL ACCOUNTS DEPT. ST. LOUIS, MO.

O. G. MOULT, Reporter

News from this department is plentiful enough but not the kind that we like to report, there having been several deaths, a serious accident and sickness recorded among employees and their families.

Apoplexy claimed as its victim, Arthur C. Lippe, who was stricken while on duty the morning of October 5, and died several hours later at the Frisco hospital. Lippe, born in Germany thirty-eight years ago, was the son of the late owner of Lippe's Cafe, formerly in the Chemical building, and upon his father's death, succeeded him for a short while in the management of the Washington Hotel. Lippe is survived by his wife, who was visiting her

sister in Hollywood, Cal., at the time of his death, and by a brother, Ernest, of Chicago, also a married sister in Germany.

Have also to report the death on October 12 of Mrs. Davis, mother of Mrs. A. B. Ferguson of the insurance department.

The sympathy of friends here was expressed to the bereaved families of both Mrs. Davis and Arthur Lippe by the presence of beautiful floral pieces at the funerals.

Regret to report that Mrs. Mahood, wife of Chris Mahood, and mother of Frank Durfield, is again confined in the hospital. Mrs. Mahood was injured while vacationing at San Diego about a year ago. Friends of Chris and Frank sincerely hope for a complete recovery.

Walter Werner is seriously ill with three broken ribs, a broken hand, an injured spine and bad bruises. Walter was struck by an automobile at 8th and Olive Streets, Thursday, October 1, when attempting to cross the street on his way home from work. His injuries were very serious and he is getting along very nicely, but expects to be at the hospital for several weeks.

CAR ACCOUNTANT'S OFFICE SPRINGFIELD, MO.

MARY HOWELL, Reporter

Anna Kiefer spent a few days at the Petroleum Exposition in Tulsa.

Pearl Grace and Hessie Huff are spending a week's vacation in Washington, D. C.

Eleanor Buchanan of the Per Diem department is away on her vacation.

Frances Owen has just returned from her vacation which she spent in Detroit visiting relatives.

Helen Owen has been forced to take a three months' leave of absence because of ill health. We all wish her a speedy recovery.

Merrill Finley, our cutting machine operator, resigned September 26, to accept a position with one of the Radio shops. Merrill is considered quite an expert in that line. Result is, we have a new cutting machine operator, i. e., James Collins, who comes to this office from the telegraph office. Though small in stature, he is a mighty hard little worker. Glad to have you with us, James.

Ellen Johns' brother, Lawrence, a switchman in Okmulgee, was killed on the night of September 30. The sympathy of the entire office is extended to the Johns family.

Maude Mills spent last Sunday in Kansas City visiting her sister.

"When it rains, it pours!" Three brides out of our office in one week. Mary Clark surprised us all. She tendered her resignation effective September 30, to get married, but she was so quiet about it, we didn't even suspect it, until Mrs. Clarence Conn, formerly Alice Cooper of this office, entertained a few of Mary's closest friends in the office with a luncheon, where her engagement and approaching marriage was announced. She was married on October 4 to Mr. Everett England. We wish her all kinds of happiness.

Then Esther Race resigned September 30, but we weren't so surprised at that. She was married on October 4, to Chester Williams of Kansas City. Best of luck, Esther.

Doris Carter, who resigned Oct. 3rd, was married Saturday night, October 10, to Mr. Walter Sparks. They were attended by "Irene and Bob." Best wishes from all of us, Doris.

We just can't help but wonder who will be the next. Anyway, we hope they wait until we get over this rush.

A few of our baseball fans lost in bets over the series, but Rubena MacMillan figures No. 6 is a lucky number for her, since she won the jack-pot on that number the last day of the series. She says this is the first thing she ever won in her life and is proud of it.

Irene Schaller is all excitement and wants to go to Kansas City immediately. She has just received word that her sister, Mrs. Frank Bowen, formerly Elsie Schaller of this office, has a baby boy.

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OFFICE OF SUPERVISOR CAR REPAIR BILLS SPRINGFIELD, MO.

I. R. ANDERSON, Reporter

Cora Wolkins is spending her vacation among the scenes of her childhood in the grand old State of Indiana.

Mr. Baer has just returned from a vacation spent in his old home town in Ohio visiting old friends of by-gone years. Mr. Baer has been working for the Frisco longer than most of us have been living but he is still as young as any of us.

Gladys Hooper who has been away from the office for the past two months account of sickness has returned to the office. We are all glad to have "Happy" back with us.

Paul Hendricks has recently been transferred to this office from the car foreman's office at Kansas City. In addition to being an M. C. B. clerk, Paul is an artist, banjoist and vocalist. We are not positive whether he is a poet or not, but we rather think he is for he is sure a long fellow.

Bill Vaughan spent his vacation on a farm near Drexel, Mo. Bill says he spent most of his time engaged in his favorite pastime of eating fried chicken. His only objection to farm life was that he had to get up in the dark and go help feed the hogs and drain the crank cases of several cows before breakfast every morning.

Mabel Dwyer says she can't be bothered with common poor people since she won the big jack-pot on the last game of the world series.

John Rogers says that after all his old hens are more dependable as a means of raising extra jack than Walter Johnson ever was.

We have quit wondering what has become of Sally but we would like to know where our traveling M. C. B. clerk J. T. Williams keeps himself since embarking on the sea of matrimony.

Raymond Blankenbaker has been transferred to Kansas City as student piece-

work checker. Ray made a flying trip to Amory, Miss., to visit his folks before going to Kansas City, riding the new "Sunnyland." He said they went so fast that the telegraph poles looked like a picket fence. We wonder if he stood in the vestibule all the way to Amory and back.

On Tuesday, October 13, the office force staged the regular semi-annual food rodeo. On the evening before all the clerks got out their trusty rusty rifles and rounded up various and sundry sandwiches, salads, olives, pies, cakes, etc., and assembled them in the office at noon Tuesday. Believe it or not but this gang of ink slingers, underwoodists and file chasers have appetites that are equal to those of any farm hands or truck drivers. The following were declared winners of the different contests: winner of the free hand long distance eating contest, Earl Caldwell. Bill Vaughan was a close second in this event, but was penalized for loosening his belt before the finish. Plain and fancy eating contest was won by Gladys Hooper. The winner of the potato chip race was Lela Pridce. Helen Yates captured the prize for the non-stop six sandwich event and John Rogers won the cake eater contest. The grand event of the day, the quarter pie dash, was won by Paul Hendricks in nothing flat. In this event Paul proved that one swallow does not always make a summer. Honorable mention goes to all of the other clerks for the competition was strong in all the contests.

The office force welcomes Mr. Gilbert Thompson who comes to this office from the car foreman's office at Monett to take Mr. Blankenbaker's place.

LOCAL FREIGHT OFFICE SPRINGFIELD, MO.

MYRTLE PEARSON, Reporter

Mr. A. D. Mills, chief clerk to Mr. W. C. Smith, is back at his desk after an absence of three weeks. Mr. Mills was severely burned in a fire which damaged his home recently.

I. D. McCullah, Apple King of the Ozarks, is taking a sixty-day leave of absence. The vacancy is being filled by Glen Harcum.

Mr. and Mrs. A. Bowles announce the birth of a daughter, which accounts for the broad smile Arthur has been wearing lately. Mr. Bowles is connected with the Western Weighing Inspection Bureau.

Wonder why Claude's Ford coupe still insists in being parked in front of the office these nights, as he doesn't work here any more? Probably from force of habit.

We were all sorry to hear of the death of Lawrence Johns, who was killed in the Frisco Yards in Oklahoma. Mr. Johns was formerly employed in this office.

Mrs. Robert Newbold, wife of chief claim clerk, is visiting relatives in the East. Robert doesn't seem to know just what to do to pass the time off, so he stays at the office day and night.

Mae Lundstrum is absent from the office with a severe cold. Her place is being filled by Dolly Hinkle.

Bruce Crowe, formerly of this office, is now connected with Sears-Roebuck & Company of Kansas City, Mo.

Mr. and Mrs. A. P. Wells left Sunday, October 18, for a trip to Jacksonville and Key West, Fla.

Johnny says never again will he go by the outbound platform on the way home. For further information see Johnny.

Miss Elva Evans will spend Sunday visiting her mother in Kansas City, Mo.

OFFICE OF GENERAL MANAGER SPRINGFIELD, MO.

ORVILLE COBBLE, Reporter

Grace and Ann bought tickets for the "Bohemian Girl" but were disappointed by the failure of the company to arrive. Now if the Bohemian Girl had been ticketed Frisco she'd have been on hand in time for the show, but she chose to come

overland by auto-bus and got stuck in the mud. Need we point a moral?

But we saw John McCormack, star end man in the Kiwanis minstrel. After seeing Mack square three two-dollar claims with a single dollar, we understand his success as superintendent freight loss and damage claims.

George Lodge has had the head of the jack salmon he caught on the Current River fishing trip mounted. After one look at that open mouth no one can doubt the story of Jonah. Lodge was presented a peacock feather fly by Harry Dawes in honor of being the Frisco's champion fisherman.

The first cold morning Williams informed us he had found ice in his kitchen—in the refrigerator. Wanted us to know he could afford to buy ice in the winter time. I suppose.

Ann McClernon didn't wash her neck for a week despite all this rain! Fact! She got her beads fastened round her neck and couldn't remove them. But the beads are off now and she used ivory soap again.

King is away on a short vacation and Mike Connelly is earning the one he took some time ago.

FREIGHT ACCOUNTING DEPARTMENT—ST. LOUIS, MO.

BESSIE G. MARMADUKE, Reporter

November again and the 1925 vacation to most of us is but a lingering memory. What with fresh paint and painters, the Veiled Prophet, the nearby explosion, the building and structural activities of the vicinity, the departure of several of our associates, our department has had quite an interesting time since our last news budget found its way to the editor's office.

Mr. L. V. Rammes, chief clerk of the interline-recheck department, has been assigned to special work. Mr. A. H. Burdord, chief clerk, interline department succeeding him, while Mr. R. J. Tschampers has been appointed chief clerk of the interline department, vice Mr. Burdord.

Our worthy auditor freight accounts, Mr. W. E. Bernthal, agreeably surprised us all recently when he announced that on Sunday, September 27, he again became a proud "Daddy" upon the arrival of little Edna Virginia. Coincidentally, this day was also the first birthday anniversary of little Robert Bernthal, who, bright eyed and chubby, welcomed his little sister as a birthday playmate. And, confidentially now, 'tis said Mr. Bernthal motored to the office next day but rode home on a street car.

Gus Coakley, recheck clerk, opines that the most useless thing in the tariff these days is the rate on whiskey bottles from Oklahoma to Kentucky points.

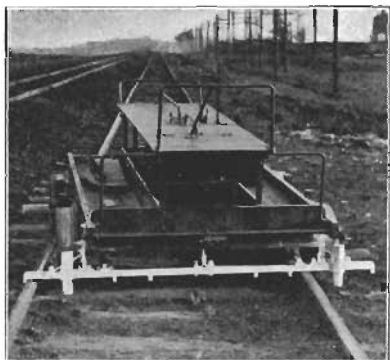
The claim department has now become 100 per cent bobbed with the women employees. The men still have their usual average to be bobbed, but after payday they will all be lined up again.

Mr. Sid Hallman of the claim department, is back again after a week's illness, borrowing matches and cigarettes as usual, proving he has returned to normal health.

Joe Cleary still has everybody holding their breath and trying to figure out just what is holding up a certain article of his apparel. Joe will you please advise?

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Mr. F. C. Fogarty, interline clerk, who has been on an extended leave of absence due to sickness paid us a short visit the other day. He reports his health much improved and after a short trip to Kansas City, hopes to resume his duties in this office.

"Micky" Trefz of the rate department is recovering from an attack of hay fever. He warns all who are subject to this aggravating ailment not to revise hay and alfalfa waybills, where he claims to have contracted it. He is now revising other commodities, but his recent attack has shown ill results, as his batting average is .0000 in recent games for municipal championship.

Mr. Oliver Duffy, interline clerk, intended to have a nice clean hat to wear the other evening for some festive occasion; instead Fred Rohlfing had a new looking hat, Mr. Duffy standing the bill. Want to clean some more hats, Mr. Duffy? And incidentally we wonder what caused Oliver to be so absent minded.

"Clerks may come and clerks may go," but I think he had better spare the great Frisco family from that too oft repeated adaptation from Tennyson. Of course, this is to tell of the departure from our ranks of several of our office co-workers of many years, particularly in Mr. William's department, the freight statistical. October 1 saw the departure of Elmer Vahle and Mrs. "Cal" Forgey, while on October 15, Misses Annabel Dubach and Freida Rohlfing said their farewells to us all, both having been married some time previously. Each of these departing associates were the recipients of valedictory gifts, Mr. Vahle a scarf pin set with diamonds, Mrs. Forgey, Miss Dubach and Miss Rohlfing silver "sugars and creams."

Miss Florence Summitt of the claim department (Shorty) also left our ranks, handing in her resignation effective "Sept. 31st," account of having been married several months previously. Her fellow workers presented her with a handsome set of silver tableware.

We regret the departure of these friends and miss them all.

"Every cloud has a silver lining," Miss Summitt's departure left an opening which Miss Terry, head dictaphone operator, bid in and we were all glad to welcome her back to the twelfth floor.

ST. LOUIS MECHANICAL DEPT.

LOUISE SCHUTTE, Reporter

Speaking of hero campaigns—John Daniels, smiling Frisco chauffeur, not only saved a two-ton truck and contents from being demolished by fire, but probably saved the driver of the truck from being injured. We think the story is worthy of being told in detail. As John was returning from the general office, bound for Chouteau, he noticed a truck just ahead of him, and it was on fire. The driver, apparently, was unaware of the fact. John's wits, which he always has about him, immediately began to act, and, overtaking the burning truck, notified the driver of the hazard, grabbed the fire extinguisher which he carries for emergencies, and put the fire out. This truck was loaded with coal, and even though John was not saving fuel for the Frisco, he proved that he is a true fuel saver. Besides, this happened during Fire Prevention Week.

E. A. Cale, formerly freight engineer at St. Louis, has been appointed road foreman of equipment, with headquarters at Springfield. Judging from popular opinion, Mr. Cale is well qualified for the appointment.

We do have considerable competition C. B. Carlisle, clerk, and Edward Home-wood, mechanic, each have a baby girl, just five days difference in ages, Edward's baby having the five days advantage, also four teeth, while "Bert's" has just two. Now Bert is worried, but comforts himself with the fact that his Jennie Marie is five days younger.

W. H. Van Horn, engineer, and W. H. Hildebrand, fireman, spent a few days hunting squirrels and fishing at Mr. Van Horn's hunting lodge; namely, Point-Lookout-on-the-Meramec.

Claude A. Edwards, electrician helper, was transferred to East Thomas, Alabama, and Alexander Jacquin from Compton Avenue has succeeded him. Mr. Edwards was advanced when he accepted the East Thomas position and so we are glad. We welcome Mr. Jacquin to Chouteau Avenue.

Hugo Schaefer made a trip, in his resurrected flying dutchman, to St. Genevieve. I have been told that Hugo drove this car so fast one time that it got considerably ahead of the rear fenders and they never did catch up with the other part. That is why, you see, it is called the flying dutchman.

You should see Chouteau Avenue in its new coat of paint. It is really quite brilliant now.

Caller LaBarge: Hello, Haley!

Haley: Hello, Frog, how are you?

Frog: What do you care, you're no doctor.

(Just giving you this so you'll not inquire as to Clements' disposition.)

FREIGHT ACCOUNTING DEPT. AGENTS' ACCOUNTS DIVISION ST. LOUIS, MO.

LILLY KULAGE, Reporter

Mr. A. P. Saugrain, general traveling auditor, has a new topic for conversation since a little daughter arrived at his home. We certainly extend our congratulations, and expect to hear some wonderful stories in the near future.

Billy Fisher took another wild goose chase to the famous town of Wesco, Mo. He did not come back with any fish stories, but he does tell some nutty ones about the squirrels.

Traveling Auditor Murray Little is again on his annual hunting trip. We wonder just what would induce him to miss that.

Emily Lehr enjoyed a most delightful trip in the east on her vacation, stopping at Halifax, N. S., Quebec, Montreal, Boston, New York and Washington.

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District Traveling Auditor A. R. Thorn, as well as Terminal Auditor G. E. Pipes, favored us with a visit this month.

Tom O'Brien was sadly missed at the office for a week, which he spent vacationing at Gratiot, Mo.

Hulda Uthoff has also heard and answered the alluring call of the golden west and is to make the trip—alone—only one way, as she expects to join friends in Santa Barbara and to tour to Yosemite Valley. She will also visit San Francisco, after which we hope to have her with us again.

Gertrude Schmalz did not have much to say about it, but we learn her birthday brought a certain somebody from out of town, also a beautiful wrist watch.

Leonie Schmalz very frequently gives

the radio bugs a treat with her piano selections. Listen in some evening.

And Billy Bell—well, he is quite a musician also, with his banjo and songs. Why not have a duet some time? KSD is looking for you.

A wild World Series bet was wisely called off the day after the last game by Herbert Wingerter and Leo Beirman. The loser was to carry the winner from the first to the twelfth floor on his back, but owing to the danger and amount of steps, they mutually agreed to call it off.

Al Gerdel was unusually quiet a few days this month; in fact he was voiceless. He said it came from sleeping outside, but we wouldn't be surprised but what he was giving the East St. Louisans a treat with a speech.

Oh, yes, public speaking, that reminds

me. Loyola McLaughlin is also in that class, and has made a special study of "Why bachelors should not be bachelors."

These are great days for secretary Beatrice O'Reilly. You know she has 14 men to keep track of, and between travel-auditors' tie-ups and call-ups, it keeps her busy not becoming "boobed up."

Julia Hynes' life is just one thrill after another. She is just getting back to earth from her thrilling California trip when she steps around to the Mayfair and such. Who is he now, Jul?

Things have been very serene in the A. A. department lately, not even a wedding or engagement to announce this time (that is that we know of). Come on, folks, the 12th floor is getting way ahead of us.

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TELEGRAPH DEPARTMENT SPRINGFIELD, MO.

O. L. OUSLEY, Reporter

Mr. A. B. Sherwood, manager and wire chief "S" office, and wife are spending a short vacation in Chicago.

Miss Mildred LeBolt is visiting friends in Vincennes, Indiana, and Fredericksburg, Virginia, this month.

Lineman George Finley is spending a thirty days' vacation in Los Angeles, California.

T. R. Carlisle, former messenger, Ft. Scott relay office, has been transferred to position of caller, Ft. Scott yard office.

Percy Marksbury has been appointed messenger to fill vacancy created by promotion of Mr. Carlisle.

J. E. "Half Pint" Collins has been promoted from relay office messenger force to clerical position in car accountant's office.

Mr. J. J. Mathis, division lineman, Puxico, spent a two weeks' vacation in Joplin and Fayetteville this month. He was relieved by lineman R. C. Yancey.

Mrs. Mamie Hoehn, chief telephone operator, Tulsa, made a trip overland to St. Louis last month.

Miss Violet Orendorff, chief telephone operator, Kansas City, is spending her vacation in California.

The telegraph department was ably represented at the recent style show by Ray Tinsley Soper, who modeled men's clothing for one of Springfield's most prominent stores.

Lineman Everett L. Bray of Foreman Oliver's gang, visited this office recently and volunteered his services as reporter for his gang. We hope to receive an interesting lot of news from him monthly. There should be some one in every gang sufficiently interested in the telegraph department news to report each month.

Lineman Bert Bell underwent an operation at the Frisco Hospital in St. Louis recently. He has been released from the hospital, but will not resume work for a few days.

Foreman H. Z. Woodall has returned to his gang after having been away for several months account sickness.

Misses Stella Meattie and Ethel Holland

spent Sunday, October 18, in Kansas City, Mo.

Foreman H. Bradley is on vacation. He is being relieved by Mr. G. G. Gilmore.

Foreman A. Oliver is on leave of absence account sickness. Mr. B. L. Simmons is relieving Mr. Oliver.

Misses Lillian Hultsch and Helen Finley visited in St. Louis October 18 and 19.

Manager Thorson of the Ft. Smith telegraph office, attended court at Mt. Vernon in September.

Manager Holland of the Sapulpa telegraph office attended court at Hugo, October 12, as also did Division Lineman Thomas of Maddill, Fawcner of Springfield, and House of Woodall's gang, and Turner of Oliver's gang.

R. Q. Jennings has been appointed telegrapher in the Memphis relay office vice T. F. Murphy, who returned to the southwestern division. Mr. Jennings has been telegrapher at Kennett for the past fifteen years.

The telegraph force at Springfield has just been increased two men.

W. B. Holland, manager of the Sapulpa telegraph office, is spending a short vacation in Idaho.

The Western Union now have ten gangs stringing commercial wires on our pole line. Two will be erected between St. Louis and Ft. Smith, three Ft. Smith to Paris, one Memphis to Birmingham and one Hoxie to Memphis. This is surely an indication of good times.

The receipts from our class 4 offices are higher than ever before.

SPRINGFIELD RELAY OFFICE

Late Night Chief Christopher has returned from Mt. Vernon, where he attended court as witness for several days.

"Delighted to be back in Springfield," said Night Chief Craig when he returned from his vacation last week.

Miss Frances Whorton, one of our central division operators, was a recent visitor here.

Curtis Danforth and Bill Hart are our new messengers. They are relieving Jim Collins, who was recently promoted to the car accountant's office here, and Everett Gammon, who is taking a vacation.

Miss Anna Howe, operator at Hope, Ark., paid us a short visit October 14. She was enroute home from Illinois, where she spent her vacation.

We understand B. L. Kennedy has finished fall plowing on his Jefferson road farm and is figuring on raising enough Bermuda onions next spring for all of us.

Mrs. G. A. Burd, wife of Operator Burd, was slightly injured in an automobile collision October 12.

F. L. & D. CLAIM DEPARTMENT SPRINGFIELD, MO.

CHARLENE WILLARD, Reporter

The claim department's first fall bride, Vida Whitsett, of the dictaphone department, was ushered into the bonds of holy matrimony with all the pomp and glory of a member of the famous 400 set. An informal kitchen shower, in her honor, was the occasion of a noonday picnic lunch, held in the basement of the build-

ing, and attended by every girl in the department. Miss Ruby Northcutt gave a formal dinner announcement party at her home on Page Avenue, and Mrs. Loree Acton followed suit a few days later with a dinner party in honor of our "Baby," as she has always been called. To top the affair, however, the dictaphone operators proved to be most delightful hostesses at a shower given at the home of Miss Gertrude Fryer on Dollison Ave., in honor of the bride. Vida was married in Dallas, Texas, on October 19, to Mr. Wm. Duckett, and the happy couple, who have our sincere wishes for a long and prosperous married life, will make their home on a ranch about 125 miles west of Dallas.

Miss Alma Fielden of the O. S. & D. department, and her sister, Freda (office superintendent, Transportation), have just returned from a wonderful trip through the east, having made the boat trip from Albany, N. Y., to New York City, visited Philadelphia, Atlantic City and returned home via Washington, D. C.

Clara Ermes, in charge of the typing department, has been terribly busy of late, but not too busy to at last fall a victim of the siren snip, snip of the barber's shears. She is now a modern flapper, permanent and all!

Miss Nettie Sartoria, while visiting in Tulsa the week of October 12, took in the oil exposition in that city.

On May 8, Mr. C. R. Hutchison, traveling claim adjuster, accidentally fell from a strawberry platform at Springdale, Ark., and suffered a severe fractured ankle. Since that time he has been unable to resume his duties; however, on October 16 he returned to work and we were all very glad to see him again.

Mr. L. F. Sewell and wife are spending a few days in New York City and Washington, D. C.

Miss Mabel O'Brien spent a few days' vacation in Wichita, the week of October 12, visiting relatives and friends.

Abe Martin, our livestock man, demonstrated his ability in handling live stock Saturday morning, October 17, when a car of live stock turned over in the north yards at Springfield and thirty-eight head escaped. Honest Abe and his four assistants, Tony Gilbert, Jim Turner, Hosey Walters and Carl Smith, were called out about 2 A. M. Saturday—"weather wet, temperature below normal"—to round them up. We are informed by one of the cowboys that Abe discovered a loose steer and proceeded to take him in charge, but from what we can find out, from one of the residents in that vicinity, Abe didn't have much luck in corralling the brute.

PURCHASING DEPARTMENT ST. LOUIS

R. B. McBRIDE, Reporter

A. L. Beck resigned his position October 1, 1925. We all wish Arthur success with his new work.

Paul Stephens succeeded Arthur Beck as tracer clerk, and Horace Davis has accepted Paul's old job as price book clerk. Both have the well wishes of their co-workers.

Kathryn Hughes is back on the job after spending her vacation in Chicago, visiting relatives and friends. Before starting for Chicago, however, she had a very important position to fill—that of bridesmaid. Kathryn claims she had a dandy time both at the wedding and in Chicago.

Bertha Hahn also participated in a pretty wedding lately.

It has just been reported that Gabe Gorman has decided to reduce—and is taking the dieting course, as she claims that is more effective.

Mr. Drake, Margaret Cowen, Herbert Clay, Kathryn Hughes, Lucille Meyer, Ralph McBride and Steve Kullifay all celebrate their birthdays this month. October seems to be the banner month in this department for birthdays.

Chester Wirtz has accepted the position of invoice clerk, and we all wish him success.

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TEXAS LINES

BEN B. LEWIS

Division Editor

Assistant Superintendent W. Budd says that some of the boys on the Brownwood-Menard mixed run were helping to load some sheep at Menard the other day, the operation consisting principally in getting an old goat started up the incline, as the sheep docilely followed. This goat is quite a landmark in those parts, and is a favorite with all the train crews. On this particular occasion they took advantage of every lull in the proceedings to feed him tobacco cans, old newspapers and anything else that they had handy. Engineer "Daddie" Sharp donated a handful of old train orders he happened to have in his pocket.

The goat, according to his usual custom, performed his duties with agility and dispatch, traversing the path from pens to cars with the vim of an old hand at the game, and wasting no time whatever. But after a time he began to lag. His steps grew slower and slower. Impatient words of command bounded unheeded off his hoary old head. His deliberateness was exasperating.

"What d' yuh suppose is th' matter with th' ole son-uv-a-gun?" complained brakeman Carl Blalock to "Daddie" Sharp. "I never saw him act that way before."

"Daddie" Sharp grinned. "That's easy!" he replied. "I just fed him that 'slow order' we had on that last wash-out!"

Is everybody superstitious? Do we all have some pet "spook" that we more or less unconsciously reverence? I'd like to know, just for "fun." I'd like to get a line on how railroad men feel about black cats, broken mirrors, and so on. But most of them won't say, offhand.

Ask any man if he is superstitious, and he will tell you "no"—but persist, and almost invariably, you will uncover something.

For instance, Bub Ward, who handles overcharge claims. Bub doesn't believe in such things. Ladders mean nothing in his young life, and, passing a graveyard at midnight, means simply that you are just too darn late getting home, that's all. Still, . . . Bub used to play quite a bit of baseball in the sand lot leagues, and one day in the locker room he threw his trousers at the wall and they hung by one leg. He went out on the field (in uniform, Mabel, hush!) and slammed out four hits. And every day thereafter he carefully hung his pants up by one leg!

Baseballers, of course, are notoriously superstitious. Jake Atz, skipper of the

Champion Fort Worth club, went four-teen straight days without changing his socks, for the very logical reason that his team turned in fourteen straight wins! How are you going to argue against that?

But what I am after right now is to find out if railroad men, as such, are similarly constructed. And to come to the point, I want to ask everybody to 'less up, turn in a story about his or his neighbor's pet superstition, and we'll all compare notes.

Personally, I'm not superstitious about anything. But I will bet with a six in the hole.

E. V. Maxfield, assistant claim agent, says a certain claim agent received a claim from a well known cattleman, alleging the death of one longhorn Texas steer. The claim agent called upon that gentleman and, after viewing the remains, proffered a check for \$75.00. The cattleman was astounded. "Why, see here!" he exclaimed, "That old steer wasn't worth over ten dollars in his palmist days." "That's all right," asserted the railroad. "You take this check. Our road has had the honor of killing the last longhorn in Texas!" And perhaps it was!

Times change. Longhorns have given way to pedigreed stock. The Fort Worth papers are at this writing giving much space (and perhaps selling a little) to the visit of a cowboy. And only tonight, just at dusk, I, myself, was startled to see a horseman gallop up the street, while three autos shied to the curb and trembled to a stop while the awesome spectacle clattered past.

STORES DEPARTMENT
SHERMAN, TEXAS

IVA SEWELL, Reporter

Lots of us were disappointed on October 13, the day the circus came to town, 'cause on that day it rained all day long. Some even went to town in the rain to see the parade, all to no avail, as there was no parade.

Jimmie Honaker is still grieving because he was out of town on the supply cars the day the circus was in town. That is all right, Jimmie, it rained all day.

Mrs. E. E. Glascock, wife of Section Stockman E. E. Glascock, is reported to be getting along nicely at Sherman Hospital, where she underwent an operation several days ago.

L. McMillan, chief clerk, and wife will soon be domiciled in their new home which is now being built. Don't forget to invite the store department gang over to see your new home.

According to G. W. Koontz, C. V. Montgomery does not like to go to Irving any more since Ida and Ella have married and left. And we almost believe it as he did not make the trip on the supply cars this month.

It is rumored that some of Hobert Glascock's friends along the line missed him this month on the supply car.

Don't guess Jimmie Honaker will get to make the trip on the supply cars any more soon, as he had such an awful time this trip. Everyone on the Pullman was startled by him dragging the blankets, pillows, mattress and all out in the aisle and after investigating they found he had lost his pocketbook (which, he says, contained one dime). When he arrived at Fort Worth he went uptown and when about eight or ten blocks from the station he discovered he had forgotten to get his pass. Luck was with him, though, as he found his pass and dime both, and arrived in Sherman safely.

Don't have any more time since we are all busy getting ready for the annual inventory. Will do better next time, maybe.

FREIGHT OFFICE
SHERMAN, TEXAS

KATHLEEN McCARRY, Reporter

Now that vacation time is over and the Red River valley fair has come and gone, the Frisco freight office at Sherman has decided it is just about time to let the readers of the Frisco Employees' Magazine know that we are on the map.

First, we want to say that we enjoy everything in our magazine, as the saying is, from kiver to kiver, and when they come in, everyone makes a grand rush for their copy.

W. F. Hamilton, our affable rate clerk, spent Sunday in Durant, Oklahoma, the occasion being his mother's birthday.

E. J. Lennartz, chief clerk, has returned from Ada, Okla., where he spent Sunday with his family.

At this time we are sorry to state that W. T. Campbell, one of our most faithful employees, is critically ill in Sherman Hospital with typhoid fever. At the present time he is reported to be resting some better and we are all hoping that he will soon be well again and back on his job. Mr. Campbell is train clerk at North Sherman yard office.

B. H. Moore, demurrage clerk, has returned from his vacation, which he spent in San Antonio, Texas. He says he had a wonderful time attending the Old Trail Riders' Convention. He especially mentioned the parade, the best feature of which was the lady of fifty years ago riding horseback, and the modern flapper with her lip-stick. He is now back on the job, giving service with a smile.

R. T. Oliver very efficiently filled Mr. Moore's place while he was away on his vacation.

Allen Compton has accepted the position of cotton clerk in the Brownwood office.

Our messenger boy, Harlan Barrington, has dressed his motor cycle up with a side car, a couple of diving angels, several extra lights, etc., and we are wondering if any one could suggest something else he might try for effect. (D-Ed's Note: He might try one of those lip-sticks.)

FT. WORTH GENERAL OFFICES

R. E. EVANS, reporter

About the most exciting thing that has happened this month is that we have had a lot of rain—which I suppose is welcomed by everybody in the state excepting the various football teams and cotton pickers.

I guess about the last one on the list of vacationists is Willis O. Moore, chief clerk to the V. P. & G. S., who recently returned, saying that it had rained everywhere he went in Missouri and Illinois. Sure is tough luck, but I guess a change of scenery, both earthly and human is good for one, even if it does rain.

It is getting so around about five o'clock of evening we don't know whether we are working in a railroad office or a filling station—judging by the way the cars flock by to pick up some of the help—particularly the weaker sex. The conveyances range from flivvers to Pack-

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ards. Irene Ray, steno in the passenger traffic department, has grabbed herself a packard roadster, and seems somewhat prone to hy-tone some of the less fortunate. It seems for some reason one certain Dodge coupe has failed to make its appearance for some time though—also a little Chevy roadster is amongst the missing. I believe the odds are in favor of the Ford coupes, if numbers mean anything.

Roy C. Morgan, chief rate clerk, passenger department, spent a few days in St. Louis this month at a rate meeting.

R. L. Truitt, superintendent F. L. & D. claims, spent a couple of days in Springfield, accompanied by Mrs. Truitt and son Richard. They had a nice little visit among old friends.

I asked Bill (W. R.) Reed, our mail clerk, when he was going to take his vacation this year and he said: "You don't mean my vacation, you mean when am I going to take my lay-off." Said his

understanding of a vacation was when a fellow gets off a stated time with pay. We guess he has it right.

The world series wrought terrible effects upon some of our fold. It appears from certain sections of the building there had been a funeral, while in other parts some are flush. Those that lost will have to work and save for another year now to regain what they squandered backing a wrong hunch.

Speaking of baseball; I suppose you all know that the Fort Worth club of the Texas League has won six consecutive pennants, and also five Dixie Series pennants out of six.

I have heard it said that one of our members who has long been a wall flower is now stepping out and learning the Charleston and a few other of the latest steps. Who knows what will happen next?

From the looks of the pass requests coming in, it wouldn't seem that many of our folks down here are going to the Dallas Fair this year, which is in session from October 10 to 25.

D. C. Ry. Brakeman W. E. Sanderson has been transferred from the brakeman's board to yard service.

We had a special passenger train from Brownwood to the Dallas Fair, this A. M., passed west yard at 7 A. M., in charge of Conductor G. T. Moss and Freight Conductor W. D. Casey. Conductor Casey received lots of compliments on his brass buttons.

SOUTHWESTERN DIVISION

CHICKASHA SUB-DIVISION

W. E. RICHARDSON, Reporter

Paul J. Miller, who has been operator-cashier at Altus for long time bid in second trick at Henryetta and has already been transferred.

Everly Oakes transferred from Altus and is working the position in Sapulpa relay office.

Perry Fisk bid in second trick at Altus and has moved to that city.

Operator Lyons regular third trick man Altus worked first trick for about a month awaiting the assignment of regular man.

J. A. Grierson, car inspector at Altus, has exchanged position with Tim Wilson in car department at Oklahoma City.

The painters have dressed the Altus depot, and all company buildings up. Anyone passing, in doubt as to what town it is, just read the sign. Anyway, we are proud of it.

Operator Martin, who has been working third at Altus, went to St. Louis hospital. Understand he is getting along alright.

Leslie Humphrey is the new cotton clerk at Altus. He has served several years with the Frisco, resigning in 1923, and has been working uptown.

Walter L. Woods, from Red River division, bid in the first trick at Altus, and was installed October 16.

It is not our intention to just have Altus represented in this column, if you boys are interested in it, let me have a tip now and then.

SOUTHWESTERN DIVISION SAPULPA, OKLA.

JENNIE F. AITCHISON, Reporter

Now that the rearrangement of the office is complete and the baseball series over, the general office is back to normalcy.

George Brundidge and Aaron Morgan accompanied the Tulsa Bugle and Drum Corp of the Joe Carson Post to the American Legion Convention at Omaha. Aaron was one of the buglers, while George was the dignified Drum Major. They became separated somehow, as George returned a few days sooner than Aaron. Haven't heard the details, but there are faint echoes of the former having lost coat, hat and money.

Blanch Evans and Ferber Justice spent the week end in Springfield recently. Ferber said she had to go

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ROADMASTER'S OFFICE BROWNWOOD, TEXAS

R. R. KINGTON, Reporter

Speaking of circuses, the second one for this fall is in town today. All the boys around the freight office have swamped the Walker-Smith peanut factory, trying to mooch a few peanuts to feed the elephant, except J. B. The last time he was seen he was following the parade right by the side of the elephants. Everybody is of the opinion that he secured his supply of peanuts yesterday, as he seemed to have plenty.

Conductors R. N. Davis and J. A. Stanley have traded jobs. Stanley has had the Menard local for several years and Davis has been on the May branch for a number of years. It is intimated that the May job got too heavy for Davis and that Mr. Stanley wanted to get back where business was heavy again.

Operator A. Robinson is off on a leave of absence, being relieved by Operator Hardwick, off of the Santa Fe. I have always heard it said that the Santa Fe was a good road to be "off of." If Hardwick stays here long enough, he will not care to return to "Bangs", on the Santa Fe, because every man that works for the Frisco "off of the Santa Fe," seldom returns.

The vacancy created at Brooksmith by the resignation of Ben Rogers, section foreman, was bid in by C. E. Lincecum, foreman of Stephenville, and Lincecum's vacancy bid in by W. S. McGrath of May. McGrath's vacancy bid in by D. M. Tally of Watson, and the bids on Watson section are coming in thick and fast. Can not tell at this time who the successful bidder will be on the Watson job.

W. D. Reece, section foreman at Daltzell, reports attending an all-day dinner with singing on the ground at Jordan Springs last Sunday. He says Engineer Daddy Sharp was there, but showed up too late to get in on the eats. What delayed you, Daddy?

Am very glad to report that the sick folks I had at home last month are very much improved.

YARDMASTER'S OFFICE FT. WORTH, TEXAS

O. L. ROBINSON, Reporter

J. A. Nixon, fireman on Eng. 5 (13), and Switchman A. J. Thomas, both of the 7:30 A. M. switch job, have got themselves an additional boss. Mr. Nixon and Miss Pearl Bailey of Ft. Worth were married recently at the Travis Avenue Baptist Church, and Mr. Thomas and Mrs. Cora McDonald, of Hugo, Okla., were married at Sherman, September 21. The employees at west yards presented each couple with a silver set.

Brakeman Chas Smith has resigned to accept a job as switchman with the F. W.

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E. RICHWINE CO. Dept. B-37 19 W. Jackson Blvd. CHICAGO, U. S. A.

after her winter clothes. ? ? ? ? ?
Lawrence Hill has been assigned to position of file clerk. Lawrence is one of the "old timers," having worked on the Red River several years ago when their division offices were at Francis. He left to go to work for an oil company. We are glad to have him back with us.

Gene Clark, formerly with the M. P., succeeds John Maloney as secretary to the superintendent. Mr. Maloney resigned to accept a position in Dallas.

John Laden, former roadmaster, died at the St. Louis Hospital. Mr. Laden was a very high class gentleman, a man that was greatly loved by all employees and a very worthy citizen. In the eighteen years that he has worked for the Frisco, he has made hosts of friends who will miss him greatly.

TULSA FREIGHT OFFICE TULSA, OKLA.

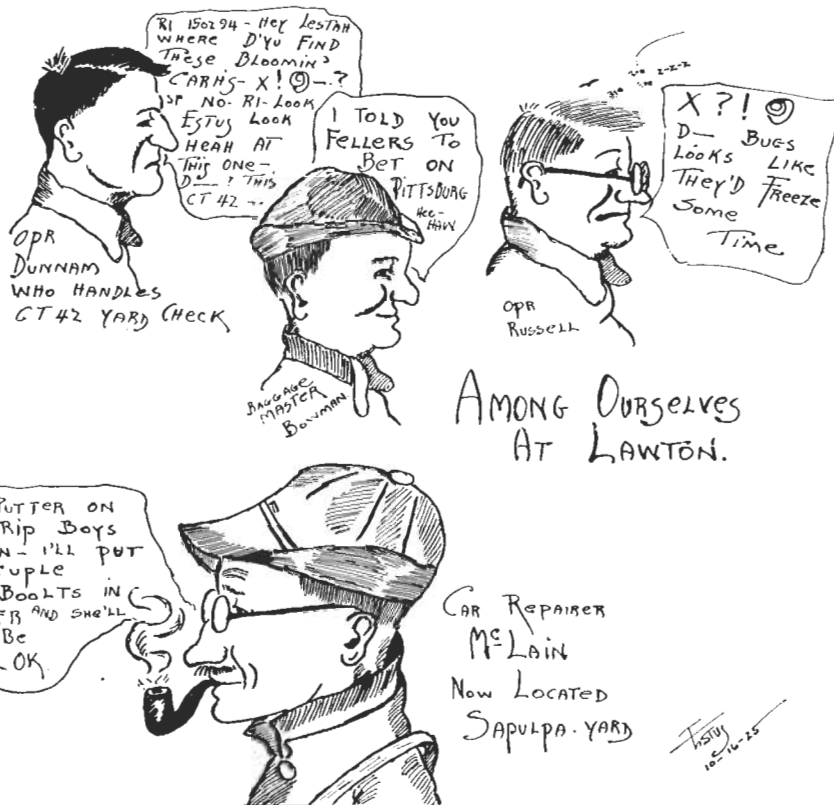
CHRISTINE VANDERFORD, Reporter

One of the outstanding events of the fall social season, so far as the Frisco freight office is concerned, was the "House-Warming" party given by Messrs. Kyger and Wilson, car and demurrage clerks, to commemorate the occasion of their moving into an apartment. Hilarity and merriment reigned supreme. Many exciting games were played, including "Flying Dutchman," "Snap," "Post Office" and "Drop the Handkerchief." After everyone wearied of these strenuous games a quiet and peaceful hour was spent around the fire, popping corn and roasting nuts. Refreshments, consisting of chewing gum and grape juice, were served promptly at nine o'clock and the party broke up at ten o'clock so that the younger children could be home before the curfew blew. Among those present were Effie Smith, "Jelly," Thomas, Roberta Smith, Nellie White, "Sheik Bryan," Teresa Kunz, Jesse Freeman, Georgie Jones, Leo Brown, Junior Vanderford, Pat Patton, Irene Doling, Elmo Hebert, "Kid" Terry and "Kid" Warren. The party was pronounced a splendid success.

Our force is becoming more demoralized each day due to the "Jelly and Flapper" mania. One of our staidest bachelors recently married, and Herbert Allen has now become a full-fledged "Jelly," appearing at work in one of those checked coat-sweaters.

If anyone wants any information on the proposed move of the superintendent's office to West Tulsa, just ask Dale Young. He takes the greatest pleasure in telling about this move and does it quite eloquently.

It seems that Mr. Overstreet has



again transferred his affections back to the superintendent's office, as Misses Kunz and Wooden seem to be thriving on stuffed dates, candy, etc. Such is the fickleness of men.

SOUTHWESTERN DIVISION MECHANICAL DEPT. NEWS

HAZEL MORFORD and L. A. MACK,
Reporters

If changes in weather is considered news, then the Southwestern Division certainly has a big item. It began raining early in October, and has continued to rain almost every day since. This of course caused cooler weather and it has actually been cool enough for a frost.

Speaking of changes, we have a number of changes in the supervision on the division since last month.

R. B. Spencer, who has been general foreman at West Tulsa, for some time, and who has been acting as master mechanic, during Mr. Myers' illness, has been appointed as master mechanic, account Mr. Myers retired. While we regret Mr. Myers leaving us, we welcome his successor.

O. H. Parker, who was roundhouse foreman at West Tulsa, and who has been acting as general foreman in Mr. Spencer's absence, was appointed permanently.

General foreman T. J. Talevich, at Sapulpa, resigned and B. W. Swain, roundhouse foreman at Francis, was appointed in his place.

A. L. Beeman, who was night foreman at Francis, was promoted to the day foreman's position, and one of our machinists, F. N. Bybee, was appointed as night foreman at Francis.

Ray E. Bohon has been appointed assistant night roundhouse foreman at Sapulpa, in place of L. L. Finch, who was assigned to other duties, and Jay DeCou has been appointed drop pit foreman at West Tulsa, in place of T. H. Miller, who resigned.

There has been considerable visiting. Miss Amelia Garret, clerk to general foreman at Oklahoma City, spent a half day in Sapulpa recently, and the other half was spent "seeing Tulsa."

M. L. Guinney, chief clerk to master mechanic, spent the last Sunday in September, visiting in Joplin.

W. R. Bennett, car foreman at Afton, spent Sunday visiting in Sapulpa.

W. E. Bunch, car foreman at Sapulpa, spent several days, during October, attending court.

Inspector Victor Mounger, at Sapulpa, attended the Sapulpa-Bristow football game on October 2. Didn't have much to say about the game for Sapulpa was badly beaten, but he tells an interesting story of how he made the trip home in fifty-five minutes by following the State High-way inspector, over the newly constructed highway.

Ethel and Hazel Morford, stenographers in the West Tulsa car department, and master mechanic's office, respectively,

Save Monthly Part of Salary

Among all the 11,000 Associations, none surpasses ours for safety and high earnings of 9½%. \$5.00 per month accumulates \$1,000.00 in approximately one hundred and twenty months. All loans on Homes \$13.33 per month, per thousand. Assets, One and One-fourth Million.

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spent Sunday, October 11, visiting Miss Forster in Kansas City. They tell us that it would be a mistake to not accept an invitation to visit Miss Forster, or the other girls in the master mechanic's office.

Road foreman Manlove, has returned from his vacation.

Employees on the Division, off duty on leave of absence, are as follows:

J. A. Williams, Francis, Oklahoma, illness.

Hubert Foster, W. Tulsa, illness. Still in the St. Louis hospital.

S. S. Wilder, head car inspector, West Tulsa, has been off since early in September, and has been in the hospital, account undergoing treatment for an injury sustained about a year ago, when he fell and sprained his knee. Our last report was that he soon expected to be able to return to work.

Jesse H. Smith, third class boilermaker, Afton, granted 30 day leave of absence, account injury.

Herbert Todd, at Afton, off thirty days since September 16, account illness in his family.

Engineer C. P. Higginbotham, who has been absent since August, account appendicitis, is still unable to return to work and is still in the hospital, although we understand that he is improving.

Fireman James E. Lee, whose son was injured very seriously has resumed work and reports that his son is recovering and that he will soon be able to come home. The boy was in Idaho at the time he was injured.

Engineer M. P. Ocheltree, was given a forty-five day leave of absence effective this month, account vacation.

J. C. Alexander, 60 day leave of absence, account illness and personal business.

Charles C. Chaney, carman at Sapulpa, was granted two weeks' leave, account personal business.

Car inspector, R. E. Stewart, of Oklahoma City, has been off duty since September 30, account an attack of appendicitis.

David J. Hunter, colored laborer off duty for thirty days from October 15, account illness.

Paul Neely, roundhouse clerk at West Tulsa, who has been off for some time account of illness has resumed work.

Last, but not least, Charles H. Vandiver, chief caller, left Oklahoma City recently for an extended trip back east. His itinerary included Pittsburg and Washington, where he was to view the world series ball games. Mr. Vandiver arrived in Chicago safely, and bearded the west instead of east bound train and was unaware of his mistake, until he arrived in Tulsa, Oklahoma. The story goes, that he spent the balance of his vacation seeing the world series from an electric score board. His report on Chicago was very vague, but an elaborate description was given of the Union Station, and we were advised that, "there was a very congested condition therein." Should Mr. Vandiver be anticipating another such trip, we recommend a detailed print, showing the way out of all the Union Stations at points which he might visit, in order that the free transportation which is furnished him might not be wasted.

Engineer H. Carleton, of Sapulpa, has been granted pension allowance, and presume that pension department will furnish some interesting facts on this employee's services, while Toolman, Winfield Scotty Glasby of Sapulpa, has been retired effective October 31.

Boiler inspector, Victor Mounger, promised to give us some good information on meeting and entertainment of the MC and CD employees at Sapulpa, but for some reason or other he has notified us that he was unable to do so. However, he wishes us to announce that he broke even, on the world series ball games.

FRISCO MECHANIC FAMILY NEWS

SPRINGFIELD, MO. SOUTH SIDE SIDELIGHTS

EMERY HAGUEWOOD, Reporter

The new 1500 class engines have all arrived and are taking up their work in a splendid manner. They also relieve the situation in regard to power. We have never had a delay for the want of power, but now with our new engines giving such good service, our agents along the line can feel assured that they can write on the bulletin board opposite the train numbers those two words the traveling public like so well to see—ON TIME.

The boys at the south side shops are well pleased with the re-election of Brother W. M. Underwood as general chairman of the system committee, F. A. M. C. & C. D. E.; in fact, we are pleased with the entire executive board.

The Florida fever has at last spread into the south shops. Lafayette Coggins is the first victim. Mr. Coggins has gone down to look things over, but we are expecting him back most any time.

Guy Thornton, machinist in the round house, has just received the sorrowful news that his father dropped dead at his home in Texas. Mr. Thornton left at once to attend the funeral. Our sympathies are extended.

Joe Ray, traveling fireman, has requested Howard Kelchner, boiler fireman, to install three-inch burners in all oil burning locomotives. Mr. Kelchner was at once besieged by many and varied requests concerning information about the three-inch burner.

Mrs. Nellie Wolfe, wife of Charles Wolfe, coach shop, is suffering from painful, and it is feared, permanent injuries, which were received by being struck by an automobile recently.

George Gippert, one of the assistant foremen reclamation plant, recently proved himself a hero by saving a young lady from drowning. Mr. Gippert was sitting on the bank of the lake at a local park, where swimming was being enjoyed by many, when he noticed a young lady in trouble. When she had gone down the second time was when Mr. Gippert pulled the hero stuff by hollering long and loud until help arrived, which was soon forthcoming as Mr. Gippert has a very lusty pair of lungs. The young lady was soon rescued and revived and felt no ill effect from the experience. Mr. Gippert has been awarded a hero medal, the presentation being made with imposing ceremonies at a recent safety first meeting held in Mr. Leysaht's office.

Mr. Gippert also has a very unique method of fishing which he claims is all his own. All he needs to fish with is a good sized basket which he carries along the river bank until he comes to a likely looking hole. He just tumbles into the water, knocking the river dry at that particular spot. He then takes his basket and picks up the fish. A very simple operation indeed for Mr. Gippert.

Henry Warren, reclamation plant, has returned from Tulsa, Oklahoma, where he has been visiting a new son-in-law.

Artie Rose, roundhouse, is a new daddy. A young lady was left at his place by the stork several days ago. The little miss will answer to the name of Lillian Hortense.

Oscar Young, roundhouse night force, laid off several hours a few nights ago to attend a musical comedy show. Upon coming to work he carried an awful frown instead of the usual smile, all because the theatrical troupe failed to arrive, as they were using trucks and

buses as a means of travel and got stuck in the mud several miles out of town, which caused a cancellation of the show. Take a tip now, Oscar. The next time you plan attending, first assure yourself that they are coming to town via the FRISCO.

The stork is getting to be a regular "Overtime Hog" around the south shops. His last job was to deliver a ten-pound girl to Jesse Hawes and wife, of the coach shop. She was tagged Mary Maxine.

Jess Land, also of the coach shop, is back at work after a month's sickness.

Tom Chapman, delay clerk in the superintendent's office, is taking his vacation and spending it in New Orleans and Galveston.

L. A. Zoller, also of the superintendent's office, is vacationing in Pueblo, Colorado.

Several promotions, transfers and changes have been made around the south shops in the last month. Fred Garner, lead man on air work, has been promoted to round house foreman at Amory, Mississippi. We are sorry to lose Mr. Garner, but wish him best-of-luck in his new position.

Roy Salsman is the new air man, taking the place made vacant by Mr. Garner. Mr. Salsman comes from the north side. Remember, Roy, you are in the passenger service now.

Neal Garner, also of the air room, has been given the position as train control man on this division, with headquarters in Springfield.

Ed Dysart takes the position made vacant by Mr. Garner. Mr. Dysart comes from the west shops. Look out now, Ed, this is all hot work over here.

Vance Blakely of the store room has been transferred to Monett, where he will be in charge of incoming and outgoing supplies. Loren Elliott has been given the position formerly held by Mr. Blakely.

C. R. Chaffin is the new night watchman, taking the position formerly held by John Haymes, who has accepted a position in the bolt house of the reclamation plant.

T. B. Galbraith is our new inside hostler, taking the place of George Schahuber, who has transferred to yard service.

The iron rack at the east end of the blacksmith shop has been moved a little way north and the switch point maker's forge has been moved out of the reclamation plant machine shop to where the iron rack formerly was, making quite an improvement over the old arrangement.

We also have a new oil tank near the east end of the round house, which makes better fueling facilities for oil burning engines that are going through, but was built principally for the accommodation of the "Sunnyland."

Marriage is a joyous occasion. It is the reduction of the universe to a single being, that single being in the eyes of Clarence Sissel was Miss Fae Fitzpatrick, and to Miss Fitzpatrick it was Clarence Sissel. This young couple were quietly married October 3. Mr. Sissel is employed in the reclamation plant machine shop. After a short honeymoon spent in Memphis, Tennessee, they will be at home at 1527 South Kimbrough Street. Their many friends extend hearty congratulations for a bright and happy future.

WEST SHOPS FAMILY NEWS SPRINGFIELD, MO.

NAYDEAN G. BLAKELY, Reporter

SUNNYLAND SPECIAL! The west shop bunch watched with interest the fixin' up of the four ten hundred class engines assigned to the new Sunnyland service. Cap Wight, gold leaf and a stencil did the fixin'.

Mr. Frank Kerswell, electrical foreman, resigned, effective September 15, to accept a supervisory position with the Florida East Coast Railway at St. Augustine, Florida. We extend Mr. Kerswell our best wishes for future success.

Ed Foster and his Frisco Band had a prominent part in the Springfield style show parade. This was one of the best parades Springfield has had for some time.

Jessie Robards, steno to P. V. Hampton, visited in St. Louis, recently, and reports a mighty good time.

Claude Wills, boilermaker, accompanied by wife and party of friends, motored to Hollister, Missouri, recently.

Mr. Fred J. Reynolds, former armature winder at the west shops, but recently located at the south shops as gas motor car inspector, succeeds Mr. Frank Kerswell as electrical foreman. Here's luck to you, Reynolds!

Paul Rice, machinist, announces the birth of an eight-pound girl, September 21, 1925.

Wm. G. Rhodes, machinist, reports an addition to his family—a fine baby girl.

SHOP WATCHMEN—how essential they are—but listen to their monickers:

A. L. Smith—Grandpa

O. A. Larson—The Galloping Swede

Joe Griffin—Sitting Bull

Cupid seems to be working overtime at the West Shops recently—his victims being—Chas. Price, machinist; June Lee, machinist; Wm. W. Curry, machinist, and O. D. Putman, boilermaker. Cupid must be out after the mechanics.

Andrew O'Hare, shop watchman, otherwise known as Racehorse Andy, resigned October 1. He is succeeded by Mr. Fred Sills.

Florida is claiming a few of our men. James Stiers, Lawrence Iserman and Jack Holdman, machinists, resigned recently to go to the "Sunny" state.

Frisco clerks should be very grateful to Mr. Kurn and the management of the Frisco, inasmuch as these men have made it possible for them to procure reliable life insurance at such a low rate. Clerks at the west shop certainly appreciate this insurance and other eligible employees should sign up. Do you remember the old couplet? it runs like this—

Wives of great men all remind us,
We should make our wives sublime
And departing, leave behind us
Widows worthy of our time.

Therefore, give your wife a send off by the life insurance plan.

Mrs. C. E. Grundburg, wife of material supervisor, accompanied by her sister, Miss Beulah Shepard, secretary to A. W. Blume, storekeeper, spent their vacation visiting points of interest in the East, including Chicago, Detroit, Niagara Falls, Buffalo, Atlantic City, New York, Washington and Philadelphia, however, Mrs. Grundburg hurried home so she could spend Mr. Grundburg's vacation with him, which was a Frisco City vacation, viz.: Tulsa, Memphis, St. Louis and St. James.

Mr. T. E. Boal of the shop accounting department motored, with a party of friends, to Buffalo and returned via Bolivar, Missouri.

P. V. Hampton, storekeeper, spent his vacation in Kansas City, his old home town. All went very fine until he started home. Mud? Yes! and more mud, for 123 long miles, but thanks to his faithful "Chevy" he arrived at home safe and sane.

For any "inside dope" on the recent

style show, see A. L. Franklin, chief clerk in the store department.

Mr. R. H. Gardner, foreman, in the capacity of president of the supervisors, visited Newburg, St. Louis, Chaffee, Memphis and Birmingham.

Fred Billasch and Ed. Foster took their trusty shot guns some few weeks ago, and tore for the timber in the sleepy hills at McGraws Ford on James River. Both had agreed to shoot the first fur-bearing animal they saw. Fred was at the wheel of his danger car, the Ford with 5000 volts, they were going down on one of Missouri's steep, rocky and inevitable hills, when Ed. awakened from a nap and shouted: "Fred, I see wild meat fifty yards ahead, steady now, drive slow." In an instant Ed's shootin' iron was fired. Well, a rock's a rock in old Missouri, not a rabbit.

Ed. went back to sleep, however, when Fred attempted to cross the perilous, raging and deep James River. Ed. awakened just as the little Ford sputtered, about fifteen yards from the bank, shuddered, gagged and died. The Ford, Ed. and Fred started to float, Ed. screamed, Fred cursed, nevertheless Fred jumped into the swift, icy water and dried the timer and wiring on old Ford—oh, what's the use, you who own a Ford know that the "Little Ford" rambled right along."

Results of hunt—One squirrel, two jay birds, two sore feet, two empty stomachs and a water soaked Ford.

Moral—Never go huntin' on the Sabbath.

CHEMISTRY DEPARTMENT

Mr. William Conrad Weltman announces the birth of a fine baby boy, born September 24, 1925.

Mr. M. A. Herzog returned recently from Memphis and Ft. Worth, where he went on company business.

Mr. Wm. H. Graham was called to McKeesport, Pa., account of the death of his father. Mr. Graham has our sympathy.

WEST FREIGHT SHOP

F. M. Darden, general foreman car department, west freight shop, who has been ill in the Frisco hospital, St. Louis, has returned to his duties.

R. V. Hickman, former student piece work checker has been transferred to Chaffee as piecework checker.

As duck season is now open A. E. Roberts, assistant general foreman, is being troubled with a serious attack of lumbago.

We all wonder what "lure" the "cinder path" has for Dick Moran after twilight?

Wonder if the purchase of two new Chrysler Sedans by Messrs. Morton and Moran, piece work checkers, has anything to do with the visit paid us by Don B. Fellows, shop accountant?

Joe Paisley, chief clerk in F. M. Darden's office had a narrow escape when his Ford turned over, September 26 (night), pinning him underneath the body. Joe had just purchased an Eagle for the radiator cap, and Joe says the darned thing tried to fly.

Mr. C. V. Stevens, car foreman, has been found, on several occasions, feeding the ducks on the lake at the west freight shop, evidently trying to delay their journey until duck season opens.

FRISCO LABORATORY NOTES

Probably the most important event that happened in the laboratory this month—one member of the laboratory force thinks it the most important thing that ever happened—is the birth of a son, William Conrad, Jr., to Mr. and Mrs. W. C. Weltman on September 24. This is Conrad's first experience as a father, and he states that, outside of the fact that the baby seems to get

night and day mixed by sleeping all day and crying all night, everything is going well. The laboratory force all join in offering sincere congratulations to the happy parents.

We have always a number of unusual tests and investigations under way in the laboratory. Among those which are at the present time receiving considerable attention is the examination of approximately seventy samples of signal enamels from various manufacturers with a view of determining the most suitable and permanent paint for use in painting our semaphores and targets. This investigation includes not only the examination of the paints as received, but actual exposure tests of wood and metal panels painted with the enamels to weather conditions in order to determine the life of the various paints under actual service conditions. We are exposing three sets of these panels in as many locations on the system in order to determine the effect of various climatic conditions on the paints. One set of these will be exposed at Springfield, which has an average climate without extremes of heat or cold, a second set at Memphis, where the humidity and temperature during the summer is high, and a third set at Fort Worth, where it is hot and dry. These panels will be examined at intervals to determine the service given by the paints and will be left exposed for twelve months or more. At the end of this time we will have a pretty good idea of the value of these various enamels.

That the Frisco is engaged in considerable construction work at the present time is reflected in the fact that during the past month we have tested sixteen cars of cement consigned to various points on the system. When it is remembered that sixteen cars will contain one and one quarter million pounds of cement it is evident that we are doing a lot of building.

We regret very much to announce the loss sustained by inspector W. H. Graham in the death of his father, at the age of ninety-six, at McKeesport, Pa., on October 13. We extend our deepest sympathy to Mr. Graham.

ROUNDHOUSE AND CAR DEPT. CHAFFEE, MO.

JAMES F. HALEY, Reporter

The Frisco association of metal craft and car department employees held meeting Wednesday, October 7, for election of officers for the ensuing year. Elected B. E. Spillman as president, C. W. Struwe, vice-president, and Fred Williams secretary. Committee members elected were: Tom Abernathy, B. E. Spillman and J. A. Warner. Report was read by division

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THE picture shown herewith, from Ridpath's History, depicts 87,000 people assembled in the Coliseum at Rome to witness the Christians given to the lions. In such a scene may be read the inevitable doom of the Empire that ruled the world. The blood of the Martyrs is the seed from which Christian civilization sprang. If you would know the history of mankind—every sacrifice for principle, every struggle for liberty, every conflict and every achievement, from the dawn of civilization down to the present time—then embrace this splendid opportunity to place in your home the world-famed publication

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Including a full authentic account of the World War

Dr. John Clark Ridpath is universally recognized as America's greatest historian. Other men have written histories of one nation or period—Gibbon of Rome, Macaulay of England, Guizot of France; but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present day.

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Cincinnati, O.

Please mail, without cost to me, sample pages of Ridpath's History of the World, containing photogravures of The Surrender at Sedan, Napoleon, and other great characters in history. Also write me full particulars of your special offer to Frisco Employees' Magazine readers.

NAME

ADDRESS

FOLD HERE, TEAR OUT, SIGN AND MAIL

chairman, G. A. Beinert of meeting held at Springfield with Mr. Worman.

John Duffie, boilermaker, is on the sick list. We all hope sincerely that he is able to work before long.

The roundhouse employees donated about \$30.00 for the welfare of Mrs. Holland, widow, who is in very poor circumstances. The donation was appreciated very highly by Mrs. Holland.

Mrs. W. F. Burgess, wife of machine shop foreman, W. F. Burgess, is spending an extended visit with her mother at Auburn, California, and Bill is wandering around the streets like some little lost boy.

Joseph Pryor, machinist apprentice, is the proud father of a big bouncing baby.

Leo Sternberg, our amiable inspector, spent a few days in St. Louis last week to attend the Veiled Prophet and races at Fairmount. He also visited the Frisco hospital to have his eyes looked at.

We had as business visitors last week, Mr. W. B. Murney, traveling inspector and F. A. Myers, government inspector, and their reports indicate that our power is in good shape.

We are still keeping up our schedule on the fast freight service between St. Louis and Memphis.

Mr. Davidson, traveling car inspector, and Mr. Wilkins, chief piece work checker, are visiting Mr. Fowler of the car department this week.

Miss Catherine Welch spent last week end with her parents at Springfield. We also suspect that there was another magnet that drew her to Springfield in the person of a young man.

Tillie and Mac, of the master mechanic's office, seem to be getting along very nicely since Tillie's return from her vacation to California. From her looks that part of the country agrees with her.

Machinist Wittfield states that he had just as soon have a leg cut off as to have to fill out all the papers in connection with having his fingers scratched, again.

Mrs. G. L. Cooper, wife of the dauber, G. L. Cooper, is visiting in Fort Scott, Kansas. Glenn's mother is keeping house for him while his wife is gone.

The writer is the owner of a new touring, Ford model. Broke the windshield out before a week was over. Believe it will last about two or three weeks longer.

NORTH ROUNDHOUSE SPRINGFIELD

RAY A. SALSAMAN, Reporter

Just a word of comment in regard to the Metropolitan Life Insurance group plan for the benefit of the Frisco shopmen, made possible by the thoughtfulness of President Kurn. The men at the north roundhouse have received their dividend checks from the insurance company and speaking for the men as a whole, they are indeed glad they have protected their loved ones by taking out the insurance at so small a cost to them.

J. D. Knox, night general foreman, is still looking for his lost bull dog. Hard luck, J. D.!

H. P. Brumley, assistant night foreman, has reported back on duty after a few days off, account of ill health. We are glad to have Mr. Brumley back with us again.

Joe Hacker filled Mr. Brumley's vacancy while he was off.

G. W. Roder is very grateful to the men from the north roundhouse for the liberal donation. We hope he is recuperating and gaining strength and will be back with us soon.

O. L. Pence, was transferred to a day position by Mat Lampton. How would an oil torch look to you, O. L.?

Frank Glen, electrician, has been ill, but is back on the job again. Hope good health stays with you, Frank.

C. C. Wagner, coal chute operator, has been operating a brown hoist at St. Mary's, Mo., as the coal chute is under repair. Mr. Wagner and family motored to Mountain, Tenn., lately to visit his father and mother and report an enjoyable time with no tire trouble.

O. E. Bennett spent a few days in St. Louis attending the Masonic parade.

Shorty Barton has recently been promoted to night work.

Arch Hasler, of the west shops is strutting a new 1926 Dodge Sedan.

Matt Lampton recently received a promotion. That is good news, Matt.

Jack Cage slipped one over on us and got married. He was surely liberal with the smokes. Congratulations, Jack!

R. O. Salsman, air man was transferred to the south shops. Sorry to lose you Roy and wish you good luck.

"Daddy" Fisher, watchman, spent a few days visiting in Colorado. Reports a fine time.

Virgil Strickland, watchman, is spending a few weeks visiting in California.

"Happy" Potter, watchman, carried the clock during the absence of Fisher and Strickland. Some comedian, "Happy"!

MECHANICAL DEPARTMENT HUGO, OKLA.

C. C. VASSAR, Reporter

No, Hugo has not had a cyclone and blown away. We are still here and decided you had better know it.

October 5, was another day for the metal craft and car department employees association to meet and about 7:30 o'clock a good attendance of the lodge gathered in the assembly hall of the passenger station. Minutes were read, new members admitted, and talks were given by a number of the members. Election of the new officers for the next year then took place. The first Monday night in each month was selected as the regular meeting night. If you are in Hugo at any of these meeting times, come in and talk with us. We want to meet you.

Honk, honk! Here comes Mr. H. L. Sebastine in his new Chevrolet. Got tired of his lizzie so traded her off. Yes, he still speaks to us.

Charlie Potts is moving again, says he gets tired of living in the same place always.

Kennie Dunn and Chester Cearley are stepping on the gas in their new Star cars. Ask them for a ride.

Oray Wright is so used to beating his drum in the band that he can't keep his hammer from knocking a job while he is at work.

Mr. C. H. Baltzell, superintendent, was a visitor at the meeting of the association October 5. We all hope he will call again.

Will not say much about Hugo being an oil town just now, but watch out—the drillers are getting down to where prospects look good.

The colored ladies served the white employees of the shops with a dinner on October 15 at the roundhouse. This was a real dinner at fifty cents a plate.

Lee Stevens turned loose of his flivver and came driving in in a Chevrolet touring car. Claims it will accommodate his family more comfortably, when they all go for a drive.

Mr. and Mrs. W. F. Moore are the proud parents of a baby boy.

Frank Knipp and R. D. Walker motored to Sherman, Texas, where they enjoyed the last day of the county fair.

Carl L. Rennals has resigned and started to school again.

W. F. Moore returned from the meeting of the association at Springfield with many interesting items.

Mr. and Mrs. C. C. Vassar and little daughter Maxine enjoyed a fifteen-day vacation in Russellville and other nearby points in Arkansas.

TELEGRAPH NEWS SNYDER, OKLA.

B. R. DAVIDSON, Reporter

Lineman N. H. Slim Harbison has returned from a vacation. He reports having a splendid trip to Indiana.

E. Coats was called home on account of his father's illness, and death on September 17. We extend sympathy from the gang.

Lineman E. C. Holt is back from his short vacation and he reports a good time.

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Lineman B. R. Davidson is off on the sick list with tonsillitis. He will be back with the gang soon, however.

Foreman Harris has been looking forward to his turn for a vacation. Our straw boss, T. E. Floyd, still has the Memphis blues and we hope they wear off before long.

Cotton Copeland has returned from his vacation.

Bennie Edmonds spent a recent Sunday at his home in Enid.

Our old friend, E. D. Coleman, is back with us after trying farm life this summer.

Our cook and wife are off on a little vacation. Hope they have a fine time, but wish they'd hurry back as we feel at home when we can get those good biscuits.

The gangs are getting in line, one by one, writing news and stories.

Remember to ALWAYS BE CAREFUL!

TELEGRAPH GANG CAMP No. 83,
GRANBY, Mo.

J. E. NUSSBAUM, Reporter.

This camp received the five copies of the Frisco magazine and the boys were all anxious to read it from cover to cover. Always want to know what is going on and tender a vote of thanks to the editor for sending the magazine to them on time. (That's the first time anybody ever did that, too.—Ed.)

Lineman Clarence Wuellner has been transferred to Camp No. 83 from Foreman Oliver's gang. The first night Clarence was in camp he was busy composing a song in his dreams. Clarence is not ready to have it published until he has it copyrighted.

Foreman W. F. Donahue was subpoenaed to court at Clayton, Mo., as a witness to an accident that happened at Windsor Springs, December 31, 1924, while his outfit was working on the sleet storm job.

This gang has a number of sportsmen, consisting of hunters, fishermen and baseball fans. Our congenial crumb boss always brings in the squirrels and the foreman, W. F. Donahue, and camp cook, Robert Moore, are talking of bringing in the birds. Each of them have good dogs for that purpose.

Lineman J. H. Thompson and Grunt George Trask throw out the line for fish, taking along Lineman Garrett Wright to help carry them back. Garrett said it is always the big fish that get away.

Two of our grunts are talking of buying autos. They think that they will buy the combination kind—self-starting and stem winding.

Camp No. 83 claims to have the best story tellers of any line gang on the Frisco system. These men are waiting for some of the other gangs to have their stories put in the magazine. Let's hear from you first.

Donahue's gang has fourteen miles of the present estimate completed and are now located with their camp at Granby, Mo.

Grunt Martin McGuire has been transferred from Donahue's gang to J. F. Pharris' gang at Snyder, Okla.

The baseball season is over for this year and some of the boys are getting ready to back up their judgment financially upon the results next year.

Your reporter visited his home and family in Illinois recently.

TELEGRAPH GANG, IANTHA, MO.

B. W. ELLIOTT, Reporter

A. J. Maberry has resigned and accepted a position with the Western Union Telegraph Company. We wish him success in his new employment.

Howard Worthy had an attack of rheumatism and was forced out of our lineup for a few weeks. Glad to say that he is well and back again.

Joe Stamate says that he sure misses the big "Chief" playing the "Alimony



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Blues" on the ukelele every evening. We suggest that you play them on Wednesday evenings in remembrance of Joe, "Chief."

Frank Baugh wants somebody to suggest a good name for a good bird dog.

Our cook, W. M. Martin, has a fine bird dog. Bet we will have some quail when the season opens.

Rolla Wise is helping cut out defective joints in the telephone circuits on the eastern division.

M. H. (Doc.) Wood, division lineman, at Olathe, Kansas, likes to read jab stories, and suggested that I write some. There is no one here that has any story to tell only the "Deacon" W. J. Whelan tells about how the jailer at Philippi was caught. You can read it some evening. It is found in Acts 16.

S. M. Worthy brought his roadster to Liberal and had it painted. It shines like a new one now.

E. E. Gilmore drove his car to his home at Mount Vernon, Ill., and is taking a short vacation. Clyde Miller is crumb boss in his absence.

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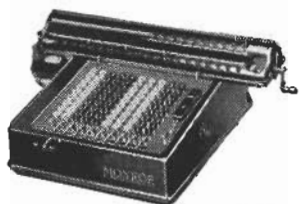
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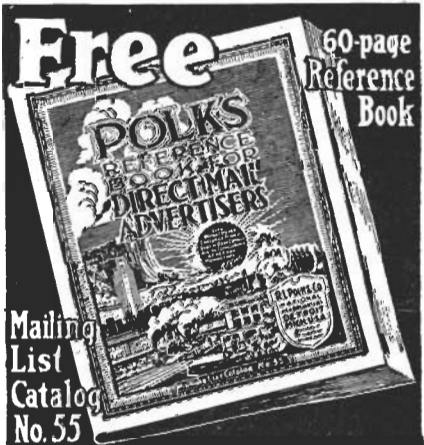
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on your policy means **Guaranteed Protection** for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your paymaster—as you desire.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President

Chicago

General Offices: Chicago, U. S. A.
Canadian Head Office, Toronto

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I am employed by the FRISCO SYSTEM

Division

Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees in the United States and Canada.

My age is.....

My occupation is.....

NAME

ADDRESS

Headlight headquarters

Headlights and turbo-generators

Train lighting system

Train control steam turbo-generators

Yard floodlights

Locomotive electric fittings

The PYLE-NATIONAL COMPANY

1334-1358 North Kostner Avenue
Chicago, Ill., U. S. A.

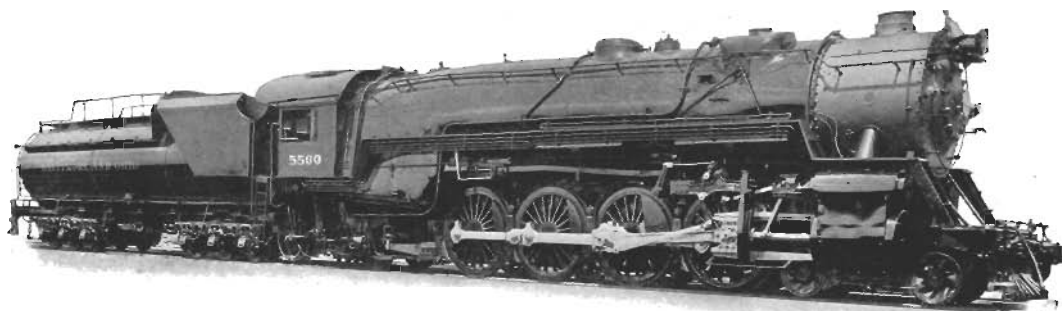


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Acme White Lead and Color Works
DETROIT, MICH.

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A Hamilton Times This New B. & O. Giant

THE new B. & O. 5500 is the world's largest passenger locomotive. They are using it to pull the "National Limited" with Engineer Rafter at the throttle. For the past fourteen years Engineer Rafter has been timing his trains with a Hamilton and he will tell you that he can always depend on his Hamilton for accurate time.

And that is what most men in railroad service will tell you. They have turned to the Hamilton because they know it is a watch that dependably renders accurate time service. That is what they expect when they purchase a Hamilton and that is exactly what they get.

Ask your jeweler to show you the new Hamilton Railroad Model here shown. This watch is a combination of the famous Hamilton 992 movement and a sturdily built case designed especially to withstand the rigours of railroad service. It can be had, fitted with the dial of your choice, ready to serve you with accurate time today, and a score of years hence.

Send for a copy of the "Hamilton Time-book" and a leaflet describing this new railroad model. We will send them to any railroad man for the asking.

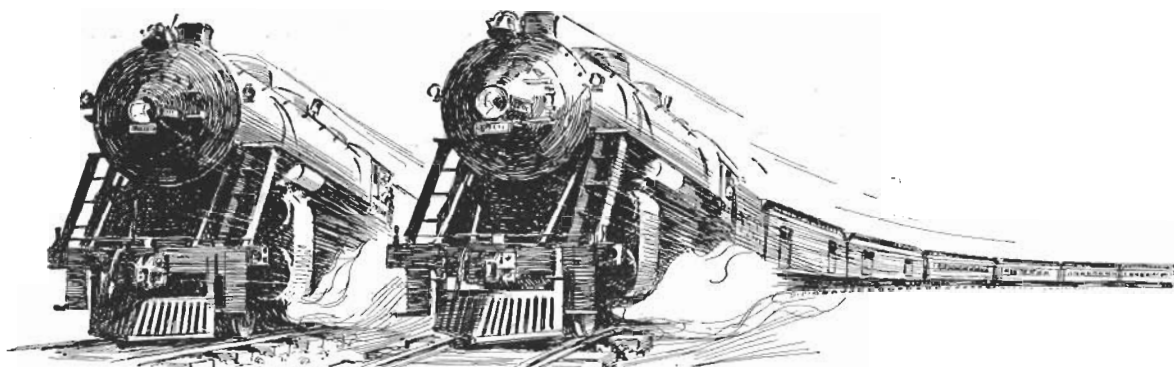


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Hamilton Watch
"The Railroad Timekeeper of America"



Two Fast Trains Daily



TO

FLORIDA

Kansas City-Florida Special

—popular, year 'round, all-steel train Kansas City to Jacksonville with through sleeping car Kansas City to Miami.

Lv. Kansas City.....	<i>Frisco Lines</i>	6:00 pm
Ar. Memphis	" "	7:50 am
Ar. Birmingham	" "	3:20 pm
Ar. Atlanta.....	<i>Southern Ry.</i>	8:40 pm
Ar. Jacksonville.....	" "	7:45 am
Ar. Miami.....	<i>F. E. C. Ry.</i>	9:15 pm

OBSERVATION CAR KANSAS CITY TO JACKSONVILLE
Connections made in the Jacksonville Union Station
for all points in Florida.

The Sunnysland

—a new, fast all-steel train with through sleeping cars to principal points in the Southeast, including New Orleans.

Lv. Kansas City.....	<i>Frisco Lines</i>	9:00 am
Ar. Memphis	" "	9:15 pm
Lv. Memphis	<i>Ill. Cent. R. R.</i>	11:55 pm
Ar. New Orleans.....	" "	11:00 am
Ar. Birmingham	<i>Frisco Lines</i>	5:30 am
Ar. Atlanta.....	<i>Southern Ry.</i>	11:45 am
Ar. Tampa	<i>S. A. L. Ry.</i>	6:15 am
Ar. St. Petersburg..	" "	8:25 am

CLUB CAR—KANSAS CITY TO MEMPHIS

Dining Car Service all the Way Fred Harvey Meals on the Frisco